K2044 Comprehensive Plan Public Comments Received from 2022 to October 7, 2024

Names, emails, and addresses have been redacted

October 7, 2024

CAPT USN retired
Past President, Rotary Club of Kirkland Downtown
520 9th Avenue
Kirkland, WA 98033

Adam Weinstein98033
Director of Planning and Building
City of Kirkland
123 5th Avenue, Kirkland, WA

Subject: Norkirk Housing Zoning and Mix

Dear Adam,

Thank you so much for the detailed planning that you lead in our Kirkland City Government. I am interested in the future of Kirkland, and I especially enjoy the planning meetings you coordinate to inform us Kirkland residents of the planning process that is ongoing. Moreover, we have lived in our home on 9th Avenue since 2010, so we have seen the Kirkland planning process go full circle from planning to realization and beyond.

The look and the feel of Kirkland is one of the many reasons that we decided to move from the Washington D.C. area (Fairfax, VA) to Kirkland for our retirement. We paid more than double what we netted from our Fairfax home to buy our Kirkland home. My wife likes to travel, but after 26 years of traveling courtesy of the United States Navy, I can think of no better place in the world to be than Kirkland, other than perhaps heaven.

In that spirit I offer the following thoughts for the planning board's consideration:

1. Apartments can be a trap for their residents. By far the greatest multiplier of our wealth has been our real estate. We have owned our Kirkland residence for over 14 years. It has appreciated about double what our life-long investments in stock has.
2. Apartment living is transitional. We have lived in apartments, moving in and out of areas. We were not as involved in the communities as we are in Kirkland. Home owners are typically more permanent and involved in the community.
3. Apartments placed wrongly can destroy the unique Kirkland atmosphere that draws an increasingly educated, skilled, and prosperous workforce. Apartment dwellers can move up the income scale or not.
4. If the economy falters because the unique flavor of Kirkland is destroyed, future improvements will be stifled.

As I stated at the Norkirk meeting on October 2, 2024 I have great faith in you, our planning board and the Kirkland City Council to do the right thing. Please let me know of anything I can do to support you.

Sincerely,

Copy to:

Cherish.kirkland1@gmail.com

Kirkland Resident Feedback on the Housing Element in the 2044 Comprehensive Plan

From

Date Sun 9/29/2024 5:35 PM

To Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; City Council <CityCouncil@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Scott Guter <sguter@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>

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Dear City Planning Staff, Members of the Planning Commission, and City Council

My name is Ashish. I am a Kirkland resident, and I am writing to ask you a few questions regarding the housing element in the 2044 Comprehensive Plan. These questions have also been asked by other Kirkland residents through comments during the public hearing. I am including links to the videos from the public hearing in the hope that these concerns are given serious and sincere consideration, as they are very important to us—the people who live, pay taxes, and vote in Kirkland.

1. **Housing Goals**: Is there any consequence for not hitting the housing targets? Where are we getting these numbers? Why is Kirkland willingly accepting/committing to delivering density for King County while Kirkland is already the third most dense city in the state of Washington and is running low on resources? Who are we trying to appease here? Why are the hopes, needs, and wants of the current residents of Kirkland not being considered? These questions were also asked by another Kirkland resident (https://youtu.be/A4a3b9YEbr4, https://youtu.be/tGuIem54_Ic), and I am sure several other residents have the same questions. It would help if you could clarify these for us current residents.
2. **Tax Implications**: How is the city planning to deal with the tax implications of building affordable housing on the current residents of Kirkland? I am afraid that making housing affordable for some people might make it unaffordable for the elders and seniors in the area who are on fixed incomes and have been living in their homes for years. You can hear more about this from a resident who has expertise in this domain (https://youtu.be/9XZZuxHpdA8).

It would be great if you could provide some insights and clarifications on the points I've made above. Please also consider this as my expression of opposition to the Housing Element that's currently part of the 2044 Comprehensive Plan.

Thank you,

From:
Sent: Saturday, September 28, 2024 5:20 PM
To: City Council; Planning Commissioners
Cc: 2044 Comprehensive Plan; Adam Weinstein
Subject: Kirkland 2044 - land use support

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Hello,
I've seen that there's a loud group of people that are opposed to rezoning parts of Kirkland for higher density. I just wanted to make sure you hear from the other side- I love the idea and densifying Kirkland especially in the areas laid out is a great idea and suits where I want Kirkland to go in the future. Please proceed!
Thanks,

FW: Impact of Affordable Housing on Property TAX

From:
Sent: Saturday, September 28, 2024 9:16 AM
To: Neal Black <nblack@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>; Rodney Rutherford <rrutherford@kirklandwa.gov>; Bria Heiser <bheiser@kirklandwa.gov>; Scott Reusser <sreusser@kirklandwa.gov>; Angela Rozmyn <arozmyn@kirklandwa.gov>; Aaron Jacobson <ajacobson@kirklandwa.gov>; Katya Allen <kallen@kirklandwa.gov>; Gina Madeya <gmadeya@kirklandwa.gov>
Subject: Impact of Affordable Housing on Property TAX

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Dear City Official,

I hope this email finds you well. I am writing to inquire if the city has conducted any economic analysis to measure the impact of affordable housing and new developments on the future property taxes of current residents. If such a study exists, could you please direct me to where I can access it?

I understand there are plans to introduce 13,200 affordable housing units supported by taxpayers. Given that these are based on the MFTE model, I anticipate that we might see up to 75,000 additional units benefiting from significant tax reductions. This raises concerns that current residents may have to bear the financial burden. Could you provide projections for property tax increases for single-family homes in Kirkland if these urbanization goals are achieved? Do you believe Kirkland will remain affordable for current residents, or will the new taxes force them out of their homes to accommodate these new luxury developments (with 10-20% subsidized to be affordable)?

If no economic studies have been conducted, or if the results are unfavorable, I urge you to delay further action until a thorough economic study is completed. As public servants, you are responsible for the well-being of all Kirkland residents, above the interests of those seeking to move here.

While I appreciate that our city provides job opportunities to people from other areas, I do not believe we are obligated to house them. For many years, I commuted from Edmonds to Redmond. After moving to Kirkland, I continued to work in Redmond and Bothell, and my

neighbors work in Everett, Kent, and Redmond. We are grateful for the job opportunities provided by these cities, but it would be unreasonable to expect them to provide us subsidised housing closer to our workplaces. Similarly, if Kirkland is too far for some workers, they should seek employment that better suits their lifestyle.

At the Thursday City planning Commission meeting, Advocacy groups pushing for the urbanization of Kirkland often argue that some current residents believe there is a limited “goodness” in Kirkland that we are afraid will run out. However, the concerns of residents are not about “goodness” but about the infrastructure and economic impacts on their livelihoods.

Thank you for your attention to this matter.

Sincerely,

Kirkland Resident

From:
Sent: Friday, September 27, 2024 8:50 AM
To: City Council <CityCouncil@kirklandwa.gov>
Cc: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Follow-Up: Speech from Last Week's Meeting + Additional Resources

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Hello Council,

I'm following up to share the speech I delivered at the September 17 Council meeting, along with links to environmental studies from other cities that relate to their comprehensive planning efforts. I hope these resources provide valuable context for your ongoing discussions and help inform a balanced approach to how our community can grow responsibly while remaining a welcoming place for all.

Please feel free to reach out if you have any questions or need further information. Thank you for your time and thoughtful consideration.

Best regards,

My name is , and I'm a voting resident of Kirkland. I also work in local government and believe deeply in responsible, data-driven growth.

For years, Washington cities have taken a thoughtful approach to meeting state-mandated growth requirements. They've provided their communities and elected officials with multiple alternatives, citing (SEPA), which requires a "no action" option and at least two reasonable growth alternatives. These cities allowed time for public input, data analysis, and careful discussion—ultimately many produced hybrid growth plans that took the best of several approaches.

Bellevue studied four growth alternatives and arrived at a fifth preferred option over a year ago. Redmond engaged its community in 2020 and chose three alternatives before selecting a preferred approach. Seattle reviewed four scenarios before choosing a fifth, combined option. Kent, Bothell, and Auburn all presented a minimum of three options.

And yet, here in Kirkland, we've only seen one growth alternative above the no-change option. One alternative. We've been given minimal time to react and collaborate on a better, hybrid solution. Unlike our neighbors, we have been left scrambling to understand a plan that is insufficient without the necessary data or dialogue.

This process has left much of the community feeling confused, frustrated, and excluded—especially single-family homeowners, who have been unfairly targeted to bear the brunt of this growth. One Planning Commissioner even compared this plan to a "Hunger Games of the Neighborhoods." And while I laughed at the remark, the truth is, I am one of the tributes.

But something extraordinary has also happened. Out of this unnecessary division, confusion, and tension, neighbors have come together with a strong and unified voice. We've chosen to engage, and now we are standing at your door and we are asking you not to turn your backs on us.

Create a growth plan that prioritizes development in the 85th Street Corridor and the growth centers, revitalizes old neighborhood strip malls into vibrant neighborhood

centers with clear boundaries, and continues supporting the missing middle housing legislation already taking shape in our neighborhoods.

I've heard it said that this current plan is bold. I don't see bold. I see an incomplete plan—one that lacks depth, data, research, and options. We, the people of Kirkland, who have invested in this city for years, and invested in you, are asking *you* to be bold.

Create a plan that doesn't divide our community. A plan that lifts Kirkland as a whole, and reflects our values, and unites us around a shared vision. That's the legacy you should be striving for—not a divisive growth strategy that will be remembered with regret.

From:
Sent: Thursday, September 26, 2024 3:09 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Housing Element - Public Comment

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Hi,

My name is and I am a resident of the Moss Bay neighborhood. I am writing to speak to the housing crisis here in Kirkland.

I work at a small company that recently relocated from Kirkland to Bellevue. I am fortunate enough to live here in Kirkland, but many of my coworkers are forced to endure grueling commutes from places like Carnation, Auburn, Burien, or Everett, because they cannot find housing in their price range that matches their needs.

The fact of the matter is, unless someone has a very well-paying job, they cannot afford to live here in Kirkland. That means that our service workers, our teachers, and anyone else who wasn't fortunate to buy a home decades ago are driving in from faraway places like Monroe or Duvall. This is terrible for the environment and for the people of our city: these long commutes through our neighborhoods are mentally exhausting, generate traffic through our streets, pollute our environment, and put pressure on undeveloped land on the outskirts of our neighboring cities.

For more than a decade, our region has seen an influx of far more jobs and far more families than units of housing[1]. And when we fail to build housing it impacts our entire region. When wealthy families are priced out of Kirkland, they move further away from their jobs and drive up the prices in nearby cities. Bothell and Kenmore, for instance, have seen home prices double in the last five years[2].

I am glad to see that we are already looking at solutions, and I would like to ask that we do not hold back in zoning for new housing. I believe that this is a rare win-win solution for Kirklanders. Homeowners will continue to see their property values rise as parcels are upzoned, and expensive single family homes on large lots can gradually be replaced with more affordable multi-family homes, condos, or apartments. Much of this new housing stock will still be quite expensive - this is somewhat unavoidable due to our prime location and high land value - but as long as we are adding to our

housing stock, we are keeping pressure off the prices of older, more affordable housing[3]. Increasing housing supply is an effective and well-studied way to slow the growth of regional housing costs in the long term[4].

I understand that many of our neighbors are hesitant to see the city change. Many of us, myself included, love the city the way it is, and many of us are understandably nervous that the city will lose its character as its population grows. But the fact of the matter is that the city is already changing. It is becoming more and more unaffordable, and we are headed down the same path the Bay Area took decades ago. I don't want us to continue down that path. I don't want to see Kirkland transform from an inclusive and welcoming one into an exclusionary one.

With the update to the housing element, we have the opportunity to learn from the mistakes of our peers. We have the opportunity to plan for the change that is already here. And we have the opportunity to welcome in our new neighbors, rather than trying to hold the door shut behind us.

Thank you for your time,

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[1] The 2021 Washington State Housing Report found that in 2010-2017, King County produced 0.65 units of housing per new household (compared to the national average of 1.06) and 0.30 units of housing per new job.
https://www.ltgov.wa.gov/2021-housing-report

[2] Bothell and Kenmore home prices have doubled in the past 5 years.
https://www.redfin.com/city/29439/WA/Bothell/housing-market
https://www.redfin.com/city/8944/WA/Kenmore/housing-market

[3] Even "Luxury Housing" helps to keep housing prices from growing
https://www.youtube.com/watch?v=pbQAr3K57WQ

[4] Increases in housing supply slow the growth in rents in the region
https://papers.ssrn.com/sol3/papers.cfm?abstract_id=4629628

From:
Sent: Thursday, September 26, 2024 3:38 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>; Janice Swenson <jswenson@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>; City Council <CityCouncil@kirklandwa.gov>
Cc: brady@housingconsortium.org
Subject: Comments on 2044 Comprehensive Plan Public Hearing #4- Housing Element, File No. CAM22-00032

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Name:
Residence: King County

Comments: Centering affordable housing, equitable growth, and regional responsibility in the housing element matters to me. I now have a great career and stable housing, but I personally experienced homelessness in my young adult life and experienced housing instability when I first moved to the Seattle area. Since then, I've seen hundreds of people qualify for and move into affordable housing who have lived here for decades and/or are part of the economy and want to stay. It's not just humane to ensure your city participates fully in ensuring housing options are increased, it's good for economic sustainability and thus increases everyone's quality of life.

I support more housing and affordable housing in Kirkland.
It’s NOT okay that people who work and contribute in Kirkland have to drive long distances when we can explore solutions.
It’s NOT okay that many children who go to school in Kirkland will not have a reasonable chance to live here as adults.

Please set a bold vision for housing that is aligned with our stated values: inclusive and equitable community, affordability, and abundant housing options.

Comprehensive Plans set the VISION for the city, that are implemented in the future after additional dialogue and study. Comprehensive Plans do NOT set specific implementation details like height and density.

Please center affordability in the Housing Element.

I support policies that contribute to affordability and maintain affordable housing in Kirkland, such as: increased funding, increased residential capacity and housing choice, enhanced city-wide inclusionary zoning requirements (Policy H-1.2), etc.

We can't say "no" to growth. Morally, it's our regional responsibility to be a part of the solution to affordable housing. Legally, we must have sufficient residential capacity and policies to meet housing needs at a range of income levels.

According to the 2021 King County Urban Growth Capacity Report, Kirkland only grew at 75% of the pace needed to achieve its 2035 housing growth target since 2006. We can be bold with housing from 2019-2044.

Growth in Kirkland should happen in other areas of the city as well as Urban Centers.

I support H-2.2 to "ensure that affordable housing opportunities at a variety of income levels are not concentrated but are available throughout the city and especially in walkable areas with good access to transit, employment, parks, and neighborhood-serving retail, especially grocery stores.

Thank you.

September 26, 2024

To City Council

I am a voting resident of Kirkland.

I do not want increased housing density "near transit" outside of an urban or commercial center. The term "near transit" is too vague and could mean any bus route.

I do not want increased housing choices in residential areas through promoting the redevelopment of public lands, such as public parks, schools, churches and green spaces.

Other cities like Bellevue and Redmond, do not heavily target residential neighborhoods for this kind of development. Why is Kirkland not following their lead?

Sincerely,

Housing Element

From

Date Thu 9/26/2024 2:22 PM

To Planning Commissioners <planningcommissioners@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>; City Council <CityCouncil@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Scott Guter <sguter@kirklandwa.gov>

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Commissioners, Council Members and Staff,

In respect to the housing discussion and more specifically the public/private partnership component, I understand an Amazon-backed project The Grata recently opened in Totem Lake with 125 affordable units. I applaud the effort by Amazon to help Kirkland, which brings me to my next point.

In looking at other partnerships, there appears to be nothing locally from Kirkland's Google. Google has been in the city since 2004 and now two decades later they employ some 7,200 workers in the state. The impact of these workers and their families cannot be underestimated on our community.

There is a disconnect between this corporate partner and its citizens. The city's inability to keep up with the influx has shown through in impacted roadways and public resource at capacity. Community programs at full capacity with waitlists and lack of a year-round indoor pool just to name a few.

This is a prime opportunity for Google to put forth financial support for our local housing needs, as well as brand a new community center/pool and make a real difference in the lives of citizens.

Thank you for your time and attention.

Regards,

Resident since 1997

From:
Sent: Thursday, September 26, 2024 3:04 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Cc: City Council <citycouncil@kirklandwa.gov>
Subject: CAM22-0032 -- public comment for the Housing chapter

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- **The affordable housing numbers are laudable goals but totally unrealistic**
  - I don't see where all the $$ will come from
  - Will likely require a significant shift of the tax burden to existing residents
  - We are achieving some wins – like the Grata at Totem Lake which is all 50-60% AMI, nice facility, studio – 4 BR units, common spaces, views from upper floors, convenient to totem lake village and bus and services, public/private partnerships. We should keep leveraging affordable housing solutions like that. https://www.liveatgrata.com/ https://www.ventureseattle.com/project/grata-at-totem-lake/

- **The PSH goals are a huge stretch**
  - 2546 units of permanent supportive housing would be approx. 20 La Quintas!
  - If we spread them into all neighborhoods, that's an average of 1.5 La Quintas in each of our 13 neighborhoods
  - And PSH buildings won't be small – they need a minimum size to provide the wraparound services

- **This chapter proposes an astonishing number of changes (50 policies; K2035 Housing chapter has 17 policies). And no discussion of how those impacts will be absorbed/mitigated.**
  - How does this pencil out financially?
    - There is much mention of incentives, tax breaks, and reduced costs to developers, but how are those paid for?
  - Add high-intensity buildings and increase densities - how mitigated and supported?
  - Spread intensity throughout the city instead of focusing intensity in designated urban growth areas that have services and infrastructure - how does that pencil out?

- **Kirkland is taking on an outsized share of the affordable housing need and housing density**
  - "Kirkland already offers a relatively high number of income- and price-restricted units for its size."
  - Kirkland is #3 MOST DENSE city in WA state (people per square mile)
    - WA State Office of Financial Management, ofm.wa.gov, Population Density report
    - Seattle is #1, Mountlake Terrace is #2, Redmond is #10, Bellevue is #12
  - Kirkland needs to provide 2522 units of emergency housing and shelter beds? Why is that based on our "percent share of planned countywide housing growth"? Kirkland is certainly

generating a much lower # of homeless people.

- **Where is the focus on seniors (age 65+)??**
  - There are one or two brief mentions, but this is a growing demographic for Kirkland.

- **Where is the housing diversity??**
  - Yes, we need to work on affordability, but the market-rate housing in Kirkland is a big part of Housing in Kirkland. We should also celebrate our diversity of market-rate housing and our fabulous and unique neighborhoods. Our housing and neighborhoods are great assets for Kirkland!

- **This is really late in the game for the public to be seeing a draft of this important chapter.**
  - Redmond had their Housing Element public hearing in Jan 2024! Not late September.

Regards,

Kirkland resident

2044 Comprehensive Plan - Draft Housing Element

From

Date Thu 9/26/2024 2:04 PM

To Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; City Council <CityCouncil@kirklandwa.gov>; Scott Guter <sguter@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>

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Dear City Planning Staff, Members of the Planning Commission, and City Council,

I live in Kirkland with my husband and young children. Thank you for your efforts on behalf of our city. I am writing to provide comments on the Draft 2044 Comprehensive Plan Housing Element. I understand and appreciate the need to address housing affordability and homelessness but it is crucial to balance these goals with the interests and well-being of existing residents in our residential neighborhoods.

One of my primary concerns is the potential impact of increased housing density on the character and safety of our residential neighborhoods. Many of us chose to live in these areas due to the sense of community, safety, and access to essential services such as available capacity in neighborhood schools, adequate parking, water pressure, and fire and police services. Any changes to housing policies should prioritize maintaining these qualities and not unduly burden current taxpayers (particularly those on fixed incomes) with the cost of incentivizing new affordable housing units. **Policies H-1.1, H-1.2, H-1.4, and H-1.10 should be amended to include protections to maintain neighborhood character of residential areas while allowing for the ongoing support of middle housing construction. Policies H-1.7 and H-1.9 should be amended to remove references to developer incentives that can only practically be financed through increasing taxes paid by existing property owners.**

The draft Housing Element has not addressed the concerns of residents and parents/staff of children attending school in Kirkland regarding the placement of transitional housing, emergency shelters, permanent supportive housing, and similar facilities in close proximity to schools, and parks, particularly when not accompanied by background checks and limitations on active use of illegal substances**. Policies H-1.8 and H-1.9 should be amended to ensure that such facilities are not sited within 2500 feet of public or private daycares, schools, or public parks and residents do not have violent histories or active use of illegal substances, and prioritizes placement of Kirkland residents in these facilities.**

I am also concerned about the proposed policy to promote redevelopment of public lands in residential neighborhoods to accommodate smaller manufactured homes. This policy is overly vague about how the city would get reimbursed for the development of this land and what the definition is of “smaller manufactured homes”. Is the city becoming a public housing entity? Is this a “tiny home” with no connection to city water or sewage or fire sprinklers? **Policy H-2.10 should be removed as it is**

inconsistent with providing safe and clean residential neighborhoods and moves the city into a business model not supported by the voters.

The draft Housing Element is not consistent with the vote taken by the Planning Commission on September 12, 2024 to remove Policy LU-2.4 (Transit Corridors) from the draft Land Use Element. Although the revised draft removes the word “corridors”, references in **Policies H-1.13 and H-1.14 to direct much of housing growth should be limited to “designated urban centers and commercial centers” and remove references to “and near transit” to be consistent with intention of removing Policy LU-2.4**.

I support the City’s goal of expanding housing and neighborhood choice for all residents. However, a few policies were written in a way that deprioritized the voice and needs of some residents. **Policies H-2.6 and H-2.9 should be amended to include the needs of disabled persons and people with medical conditions and Policy H-2.19 should be amended to include the voice of all community members.**

Finally, I recommend an additional policy to incentivize property owners to rent out their existing ADUs and DADUs. Today, many homeowners are reluctant to rent these units as there are too few protections to bear the financial risks due to costly property damage and/or non-payment during lengthy eviction periods. Instead, these units go underutilized and are not contributing to our missing middle housing supply. **We should create a new policy to support a variety of regulatory and programmatic solutions to incentivize ADU and DADU long-term rental units on the same parcel as owner-occupied primary residences.**

By incorporating these changes, I believe we can achieve a more balanced approach that addresses the urgent need for affordable housing and homelessness prevention while also respecting the interests and concerns of existing residents. It is essential that we work together to create a community that is inclusive, safe, and reflective of the values that make our neighborhoods special.

Sincerely,

From:
Sent: Wednesday, September 25, 2024 9:41 PM
To: Allison Zike <azike@kirklandwa.gov>
Subject: Densification Plan for 2044

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

We wish to record that we are opposed to the 4-6 story buildings being proposed along the Market St. corridor in the next 20 years. Why can't we continue to keep Kirkland to be the desirable community like it currently is?

We don't believe that Kirkland needs to accommodate a greatly expanded population growth nor is there an actual demand for such a growth.

Our home is near Market St. and that street has evening gridlock already. How could it handle any more traffic demand?

Please carefully consider our views.

Regards,

From:
Sent: Thursday, September 26, 2024 3:43 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; City Council <citycouncil@kirklandwa.gov>
Subject: Comments on Draft Comp Plan (9/26/2024 Planning Commission Public Hearing)

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Planning Commissioners and Council Members,

I live in Kirkland.

Below are my comments on Goal H-1 and related policies in the Housing Section of the Draft Kirkland Comprehensive Plan as published in the packet for the 9/26/2024 Public Hearing.

Thank you,

Comments related to goal H-1

Page & Location	Comment
Page 5; Paragraph below "Goal H-1" starting "Kirkland shall adopt…"	Delete this from the first sentence: "prioritizing housing for households making 30% or less of AMI" This phrase conflicts with Policy H-1.1.
Page 5; Policy H-1.2	Change "Require affordable housing or other…" to "Require necessary and appropriate affordable housing needed to meet current Community needs, or other…" It's critical to make sure that the burden placed on market-rate buyers and renters through the creation of affordable housing is worthwhile and not wasted. If, for example, Kirkland continues to experience population shrinkage (see US Census information and Washington State Office of Financial Management), affordable housing construction rate should be reduced rather than continue at a rate set when Kirkland was expected to grow.
Page 5; Policy H-1.3	Delete "and inclusionary requirements". Kirkland has no current exclusionary policies; therefore no anti-exclusion policies are required.

Page 6; Policy H-1.6	Delete this policy entirely. This policy is a gift to developers and speculators because it seeks to artificially reduce the cost of creating housing and yet provides no matching or related cost reductions for buyers and renters. Instead, the City policy needs to require quality and effective construction and appropriate impact mitigation for all projects.
Page 6; Policy H-1.7	Delete this policy entirely. Government agencies fund the development and operation of Permanent Supportive Housing (PSH) using taxpayer money. Nothing is gained by requiring Kirkland taxpayers to subsidize other government agencies.
Page 6; Policy H-1.8	Delete this policy entirely The listed facilities must be located and managed carefully to be effective and integrate with the community. The City must have flexibility to create appropriate regulations and direct development.
Page 6; Policy H-1.9	Delete this policy entirely The listed facilities must be located and managed carefully to be effective and integrate with the community. The City must have flexibility to create appropriate regulations and direct development.
Page 6; Policy H-1.10	Delete this policy entirely The Comprehensive plan is an inappropriate place to list “most favored” organization types and categories. The City is already authorized to create various partnerships and establish contractual relationships with organizations that provide services that the City wants to purchase, such as programs for families with income less than 30% of AMI.
Page 6; Policy H-1.11	Delete this policy entirely This policy is too vague and conflicts with other policies that seek to foster the destruction of single family housing.
Page 7; Policy H-1.13	Delete this policy entirely The phrase “areas with existing or planned transit infrastructure, services, and amenities” is so vague that even a planned new Metro bus stop could qualify. The entire City is subject to this policy, making it specious.
Page 7; Policy H-1.15	Change “Collaborate with developers to create” to “Encourage the creation of”. Rather than calling out a specific group of people or category of company, the policy must outline the desired outcome.
Page 7; Policy H-1.17	Delete this policy entirely • This policy postulates that “surplus property” exists. There is none at this time that the public is aware of. The temptation to artificially create surplus property must be avoided. The City has recently developed a bad habit of purchasing property with taxpayer money, spending money to improve it, and planning to give it away. This policy creates greater temptation for unbridled City leaders to continue and even expand this bad habit. • If there is a service that the City needs and does not have the staff to provide (for whatever reason), it should contract for the service through the normal contracting methods. This policy encourages back room deals.
Page 8; Policy H-1.19	Delete this policy entirely This policy has no apparent connection to housing policy.
Page 8; Policy H-1.20	Delete this policy entirely • This policy essentially duplicates H-1.18

	• The phrase “supplying surplus public property” makes this policy dangerous as outlined above concerning H-1.17

From:
Sent: Thursday, September 26, 2024 2:22 PM
To: Allison Zike <azike@kirklandwa.gov>
Cc: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Please consider

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

I've lived in the same house in Kirkland for 46 years. I'm a professional working in Kirkland. I'm concerned about the **Too Much. Too Soon. Too Fast.** approach that is in the works. Studies on **change** demonstrate the consequences of **Too Much. Too Soon. Too Fast** often results in chaos, anxiety, mistakes, uncertainty, division, depression and yes, even trauma. To Planning Commission, Staff and City Council I ask you, **Slow Down. You Move Too Fast.**

I support controlled creative growth.

I do not support increasing residential capacity and housing choice in residential neighborhoods by promoting the redevelopment of public lands for affordable smaller manufactured homes, including mobile homes.

I support a quality of life that includes community spirit and connection through out it's green spaces, parks, wet lands and wide open skies.

Sincerely,

Comments from

I am a Kirkland resident. I strongly support the vision statement in the Housing Element. Kirkland urgently needs housing, especially deeply affordable housing. I want Kirkland to be welcoming, inclusive, and socio-economically integrated. I want Kirkland to be multigenerational and robust.

I want my teenagers to be able to stay near family and friends. We should not force a whole generation to move away from Kirkland.

I want people who work in Kirkland to be able to live in Kirkland.

As long as most of our essential workers have to commute long distances, our services will struggle to provide staffing, especially during extreme weather or other events that make long commutes impossible. Last winter, my mother experienced a health emergency during the massive ice storm and a power outage in the greater Portland area. She suffered needlessly due to lack of healthcare staffing caused by workers unable to commute long distances for the entire week of the storm.

Kirkland cannot provide robust essential services to any of us if workers cannot afford to live in Kirkland with us.

We especially need to create deeply affordable housing. For years, my neighbor has lived quietly in his vehicle in my grocery store's parking lot, and over the course of each year hundreds of women and children live in cars in a church parking lot in Kirkland. No one should have to sleep in a car.

The new affordable housing that we create should support socio-economic integration – not segregation of our city. That is why I support the vision statement in the Housing Element.

Thank you.

Zoning changes

From

Date Thu 9/26/2024 1:58 PM

To Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; City Council <CityCouncil@kirklandwa.gov>; Scott Guter <sguter@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>

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Dear City Planning Staff, Members of the Planning Commission, and City Council,

Our family has lived in the same house in Kirkland for 5 years. But I've lived in other parts of Kirkland for much longer than that. I grew up in Monroe, and always loved coming to Kirkland. It's always been my dream to make it home. And in 2019, we purchased our first home and made it a reality. We love this city for many reasons, but most of all, it's a safe, quiet, place to raise a family. We live the parks, we love the cute shops, we love the quiet, neighborhoods, we love the trees, and we love the overall character of this beloved town.
We DO NOT support the hyper-urbanization that is in the works. We would have moved to Seattle if that is the environment we wanted. No one I have talked to who actually lives here does. None of my neighbors, none of my friends. We worked hard to make this place our home, and have put in roots here. Please do not ruin this wonderful place.

I vehemently oppose increasing residential capacity and housing choice in residential neighborhoods.

Sincerely,

Sent from my iPhone

Kirkland Zoning Changes

From

Date Thu 9/26/2024 2:09 PM

To Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; City Council <CityCouncil@kirklandwa.gov>; Scott Guter <sguter@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>

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Kirkland City Planning Staff,

I am a longtime resident of Kirkland and oppose increasing residential capacity in Kirkland neighborhoods. I believe the impact of these decisions could negatively impact the people who call this community our home from increased traffic, crime, overcrowding. Me, my family and my neighbors say **NO** to hyper urbanization of kirkland!

Sincerely,

Outlook

FW: Public Comment - 26SEP2024 Planning Commission Meeting - Housing for all ages, wages, and stages of life

From Allison Zike <AZike@kirklandwa.gov>
Date Fri 9/27/2024 11:56 AM
To Scott Guter <SGuter@kirklandwa.gov>

Public comment; please log.

From: Bill Cruikshank <bill.cruik@gmail.com>
Sent: Thursday, September 26, 2024 1:07 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Cc: City Council <CityCouncil@kirklandwa.gov>
Subject: Public Comment - 26SEP2024 Planning Commission Meeting - Housing for all ages, wages, and stages of life

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Dear Planning Commissioners and City Council,

My name is Bill Cruikshank and I live in the Moss Bay neighborhood. I support a future of housing abundance in Kirkland and I support an urgent pathway to get there in the final version of the 2044 Comprehensive Plan. I support the Housing Element and believe Kirkland should go as far as possible to **provide housing for all ages, wages, and stages of life**. All neighborhoods should do their part in accepting new housing and at the same time we should **maximize housing abundance near transit** and other amenities such as schools, shops, parks, daycares, businesses, etc.

Increasing the supply of housing is a wildly popular objective and housing abundance draws support from both sides of the aisle. If we can co-create a plan that actually unlocks abundant housing in Kirkland, we will become a more resilient and happy city. At the same time, the Comprehensive Plan process brings the unknown into focus and it scares people because it forces them to think about change. Change is the only constant in life and this Comprehensive Plan is an opportunity to actively guide the city to a more equitable future. If we follow the status quo, or worse try to avoid these changes, we won't actually preserve the city but actively make it worse. Young people have fewer and fewer paths to homeownership here. **People say they don't want their communities to change—but by not building, we're ushering in much darker change**.

Additionally, please **include explicit support for single-stair buildings in the Housing Element**. Single-stair multifamily buildings with reduced or no parking are the most affordable, sustainable, and liveable middle housing option and are the best solution to achieving our goal of providing more housing units that are affordable to households with incomes at or below 80 percent of the area median income (AMI). These buildings also scale up very nicely where denser building styles are needed to achieve housing abundance.

Thanks again for your time and effort co-creating the draft Comprehensive Plan thus far. The actions above are critical ingredients for the long-term health, happiness, and sustainability of Kirkland.

Thank you,

Outlook

FW: Density changes in Kirkland

From Allison Zike <AZike@kirklandwa.gov>
Date Thu 9/26/2024 10:13 AM
To Scott Guter <SGuter@kirklandwa.gov>

Public comment; please log.

From: Benjamin Gross <ben_gross@outlook.com>
Sent: Thursday, September 26, 2024 9:31 AM
To: City Council <citycouncil@kirklandwa.gov>; Planning Commissioners <planningcommissioners@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>
Cc: 2044 Comprehensive Plan <2044comprehensiveplan@kirklandwa.gov>
Subject: Density changes in Kirkland

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In order to judge if we need more density...

I would challenge you to try to go to Juanita Beach on a warm sunny day - especially on the weekends.

I would challenge you to take 116th west until it turns into Juanita Dr. NE and drive up Finn Hill on any work day during rush hour.

I would challenge you to head north on market street from downtown Kirkland during rush hour.

I would challenge you to avoid cutting into landowners property to widen roads and add sidewalks in neighborhoods (main roads are reasonable).

Putting all Kirkland roads into a 15 year construction zone cycle is a terrible idea.

The state and county supported initiative for diving lots are also terrible and skirts around local zoning laws as well. It appeals to existing landlords and does not make a real difference in affordability for those looking to buy. I'm speaking as a property owner. The city should take a stand against this loophole.

A real tangible way to help affordability is to reduce taxes and avoid spending money on new projects. Why not spend existing tax dollars on better maintenance? OODenny facilities are in terrible shape. Why not partner with a small business to put storage there for kayaks and other things to help fund maintenance? I'd be willing to do it or find someone who would. At least that way you'd have a problem solved while generating income for people in Kirkland (instead of just taxing and encroaching on people's property).

This is the logic I use with my vote.

Ben Gross

Get Outlook for Android

Outlook

Concerns regarding Draft Housing Element - 20yr Kirkland Resident please read..

From Anne Gauthier <annegau@live.com>

Date Thu 9/26/2024 9:25 AM

To Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; City Council <CityCouncil@kirklandwa.gov>; Scott Guter <sguter@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>

Cc Anne Gauthier <annegau@live.com>

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

Dear City Planning Staff, Members of the Planning Commission, and City Council,

My husband and I have lived in Kirland just up from City Hall on 1st Street for over 20 years. We chose this neighborhood to raise our children in and also enjoy our community, extensive parks and amazing neighborhoods/schools. I am writing today in order to express my concerns regarding some of the policies proposed in the Draft Housing Element. I understand and appreciate the need to address housing affordability and homelessness, but it is crucial to balance these goals with the interests and well-being of existing residents in our residential neighborhoods.

One of my primary concerns is the potential impact of increased housing density on the character and safety of our neighborhoods. Many of us chose to live in these areas due to the sense of community, safety, and access to essential services such as available capacity in neighborhood schools, adequate parking, water pressure, and fire and police services. I believe that any changes to housing policies should prioritize maintaining these qualities and not unduly burden current taxpayers (particularly those on fixed incomes) with the cost of incentivizing new affordable housing units. **Policies H-1.1, H-1.2, H-1.4, and H-1.10 should be amended to include protections to maintain neighborhood character of residential areas while allowing for the ongoing support of middle housing construction. Policies H-1.7 and H-1.9 should be amended to remove references to developer incentives that can only practically be financed through increasing taxes paid by existing property owners.**

The draft Housing Element has not addressed the concerns of residents and parents/staff of children attending school in Kirkland regarding the placement of transitional housing, emergency shelters, permanent supportive housing, and similar facilities in close proximity to schools, and parks, particularly when not accompanied by background checks and limitations on active use of illegal substances**. Policies H-1.8 and H-1.9 should be amended to ensure that such facilities are not sited within 1000 feet of public or private day cares, schools, or public parks and residents do not have violent histories or active use of illegal substances, and prioritizes placement of Kirkland residents in these facilities.**

I am also concerned about the proposed policy to promote redevelopment of public lands in residential neighborhoods to accommodate smaller manufactured homes. This policy is overly vague about how the city would get reimbursed for the development of this land and what the definition is of “smaller manufactured homes”. Is the city becoming a public housing entity? Is this a “tiny home” with no connection to city water or sewage or fire sprinklers? **Policy H-2.10 should be removed as it is inconsistent with providing safe and clean residential neighborhoods and moves the city into a business model not supported by the voters.**

The draft Housing Element is not consistent with the vote taken by the Planning Commission on September 12, 2024 to remove Policy LU-2.4 (Transit Corridors) from the draft Land Use Element. Although the revised draft

removes the word “corridors”, references in **Policies H-1.13 and H-1.14 to direct much of housing growth should be limited to “designated urban centers and commercial centers” and remove references to “and near transit” to be consistent with intention of removing Policy LU-2.4**.

I support the City’s goal of expanding housing and neighborhood choice for all residents. However, a few policies were written in a way that deprioritized the voice and needs of some residents. **Policies H-2.6 and H-2.9 should be amended to include the needs of disabled persons and people with medical conditions and Policy H-2.19 should be amended to include the voice of all community members.**

Finally, I recommend an additional policy to incentivize property owners to rent out their existing ADUs and DADUs. Today, many homeowners are reluctant to rent these units as there are too few protections to bear the financial risks due to costly property damage and/or non-payment during lengthy eviction periods. Instead, these units go underutilized and are not contributing to our missing middle housing supply. **We should create a new policy to support a variety of regulatory and programmatic solutions to incentivize ADU and DADU long-term rental units on the same parcel as owner-occupied primary residences.**

By incorporating these changes (please see specific wording in Appendix below), I believe we can achieve a more balanced approach that addresses the urgent need for affordable housing and homelessness prevention while also respecting the interests and concerns of existing residents. It is essential that we work together to create a community that is inclusive, safe, and reflective of the values that make our neighborhoods special.

Sincerely,

Kirkland, WA 98033
Kirkland resident for 2

Appendix – Summary of Proposed Policy Changes to the Draft Housing Element
Increase housing supply, particularly for households with greatest need.
Policy H-1.1: Prioritize regulatory and programmatic reforms to urgently bridge gaps in the city's housing land capacity for households at or below 80% of the Area Median Income (AMI), while ensuring that any new developments are consistent with the existing low density character of residential neighborhoods.
Policy H-1.2: Require affordable housing or other means of achieving community benefits related to housing when increases to development capacity are considered, while ensuring permits for new single-unit dwellings, ADUs and DADUs, are not subject to affordable housing fees and policies.
Policy H-1.4: Increase the amount of moderate- and high-intensity residential development in areas with infrastructure, services, and amenities to provide greater housing choice for people at all stages of life, while ensuring that such developments do not compromise the character of existing low density residential neighborhoods.
Policy H-1.7: Remove “reducing taxes and permit and utility hookup fees for PSH”.
Policy H-1.8: Support housing for the unhoused by removing regulatory barriers that prevent or obstruct the creation and equitable distribution of transitional housing, emergency shelters, permanent supportive housing, and similar facilities, while ensuring that such facilities are not sited within 1000 feet of public or private day cares, schools, or public parks, ensures residents do not have violent criminal histories and/or are active users of illegal substances, and prioritizes placement of Kirkland residents in these facilities.
Policy H-1.9 – Support the siting and development of housing for extremely low-income households and those experiencing chronic homelessness by prioritizing local and regional resources, developing specialized development standards; employing cost-reduction strategies, including reductions in fees and taxes; and reducing or removing regulatory barriers that prevent or obstruct the creation and equitable distribution of transitional

housing, emergency shelters, permanent supportive housing, and similar facilities, while ensuring that such facilities are not sited within 1000 feet of public or private day cares, schools, or public parks, ensures residents do not have violent criminal histories and/or are active users of illegal substances, and prioritizes placement of Kirkland residents in these facilities.

Policy H-1.10 – Develop a program that allows housing intensity bonuses for faith-based, or other non-profit and community-based organizations seeking to develop affordable housing on-site, prioritizing developments with income-restricted units for households making 30% or less AMI and projects that provide on-site services for households most impacted by shortages of affordable housing. Such housing intensity bonuses should not compromise the character of existing low density residential neighborhoods.

Policy H-1.11 – Support a variety of regulatory and programmatic solutions for the preservation of existing housing and ensure no-net-loss in citywide residential capacity nor displacement of current residents making 80% or less AMI.

Policy H-1.12 – Prioritize meeting the city's housing needs in the city's urban centers and commercial centers, and near transit where sufficient infrastructure, services, and amenity capacity is planned.

New Policy - Support a variety of regulatory and programmatic solutions to incentivize ADU and DADU long-term rental units on the same parcel as owner-occupied primary residences.

Expanded housing options and increased affordability accessible to transit and employment.

Policy H-1.13 – Maximize the efficient use of land near areas with existing or planned high-capacity transit infrastructure, services, and amenities with residential intensities, development standards and infrastructure improvements appropriate for urbanized infill development patterns.

Policy H-1.14 – Increase affordable housing (both in price and operation) in the city's urban centers, and commercial centers, and near transit with regulatory and programmatic reform effective to support innovation in residential construction.

Policy H-2.6 – Support equitable home ownership assistance to Black, Indigenous, and People of Color communities, disabled persons and to prioritize providing more housing ownership options for moderate- and low-income households.

Expand housing and neighborhood choice for all residents.

Policy H-2.9 – Support no net loss in residential capacity, including especially for BIPOC, older adults, disabled persons, people with medical conditions, and low-income households, through development incentives, and flexible standards, and programs that encourage preservation of existing homes while allowing for infill residential development.

Policy H-2.10 – Increase residential capacity and housing choice in residential neighborhoods through promoting the redevelopment of public lands that accommodate affordable smaller manufactured homes.

Equitable processes and outcomes

Policy H-2.19 – Collaborate with all community members, including existing residents and those most impacted by housing cost burden in co-developing, implementing, and monitoring strategies that achieve the goals and policies in the Housing Element and actions in the Housing Strategy Plan.

From:
Sent: Wednesday, September 25, 2024 10:29 PM
To: Planning Commissioners; City Council; Scott Guter; Allison Zike; Adam Weinstein; 2044 Comprehensive Plan
Subject: 2044 Comprehensive Plan Public Hearing #4- Housing Element - Public Comment

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Dear Planning Commission,
I am writing as a concerned resident who has valued my 24 years in Kirkland with children in our public schools. While I recognize the importance of growth, I urge you to carefully review the proposed land use policies. Our city is already meeting its growth targets and should not commit to adding more housing units. I have outlined several comments on the land use policies that I believe are not beneficial.

Housing is fundamental to everyone's life. It's where you live, how you live, and what gives you a sense of security in the world. While growth is important, limiting excessive development can help maintain the character and identity of our city. Controlled growth prevents overcrowding, reduces strain on infrastructure, and preserves green spaces. It also ensures that local resources like schools and public services are not overwhelmed.

Policy H-1.4: Increasing residential development intensity in areas with existing infrastructure and services may seem logical, but the impact on residents in these neighborhoods would be significant. In my experience living on North Rose Hill, our infrastructure is inadequate to support current residents. For instance, we lack complete sidewalks on major arterials, and bus service is insufficient; many bus stops are located in unsafe areas without sidewalks for access. The RFB crosswalk at NE 104th and 124th Ave NE, which the North Rose Hill Neighborhood Association was awarded for the Neighborhood Safety Program in June 2021, is still not installed, with an estimated completion date of late 2025. The city has numerous unfunded capital projects, and many neighborhoods require basic infrastructure improvements. Many schools are over crowded. Increased traffic, noise, and overcrowded services would fundamentally change the very fabric of our community, which is what drew many of us here in the first place.

Policy H-1.7 , 1.8 and1.9:
While the goal of developing specialized standards to encourage housing for extremely low-income households is important, the proposed strategies may lead to negative outcomes for our communities. Prioritizing lands for Permanent Supportive Housing (PSH) and increasing allowable densities could result in overcrowding and strain local resources. Furthermore, reducing taxes and fees for PSH might create disparities in funding, impacting other essential community services. Instead of implementing broad measures that could disrupt neighborhoods, we need a more nuanced approach that balances the needs of low-income households with the existing community infrastructure, ensuring that both current residents and future developments can thrive.

While the intention to support housing for the unhoused is commendable, simply removing regulatory barriers without a comprehensive plan can lead to unintended consequences. Allowing unrestricted development of transitional housing, emergency shelters, and permanent supportive housing could overwhelm neighborhoods that may not have the necessary infrastructure or resources to accommodate such facilities.

Policy H-2.10: This policy supports using surplus land for affordable housing, but I'm concerned the city's definition of surplus land may differ from that of residents. For example, is Houghton PPC considered surplus land, now slated for low-income housing development? Would it be better for the city to sell to the highest bidder and use these funds to build denser on already owned public land near the Totem Lake or 85th Urban Centers where bus service and jobs will be easily accessible?

What will happen to the former Houghton Park & Ride? Is leasing public land to the Kraken for $1 per year over 35 years truly the best use of this valuable resource, should it stay a community park until we figure out it should be a Park n Ride again or maybe low income senior housing?

Policy H-1.15 Developers typically prioritize profit, and low-income housing is often not their focus. While there may be interest in creating diverse housing options, the reality is that many developers are reluctant to invest in projects that yield lower returns. This disconnect raises concerns about whether the goal of providing affordable housing can be effectively achieved through collaboration with the development community. At the lowest income levels, the market cannot provide housing at a cost that is truly affordable.

Policy H-1.17 and 1.18- I agree the city should partner/collaborate with a variety of partners: philanthropic organizations, faith-based groups, and community organizations—to provide resources such as funding and surplus property, as well as programs aimed at addressing Kirkland's housing needs for low income households.

Policy H-2.3 and 2.6- While it is crucial to recognize the barriers that have historically prevented certain communities from achieving homeownership, our efforts should be aimed at developing policies and programs that actively promote access to housing for ALL . This includes implementing strategies that provide support and resources to those currently facing challenges in the housing market, rather than solely reflecting on past exclusions.

Policy H-2.9- How will it be demonstrated that the policy of no net loss in residential capacity is being followed for the specified groups? With the shift towards denser zoning and the construction of more low-income housing, there should be no net loss in available units. What does "Infill Residential Development" encompass?

Policy H-2.10 - I do not support increasing residential capacity and housing choice in residential neighborhoods by promoting the redevelopment of public lands for affordable smaller manufactured homes, including mobile homes.
Why not have the city work with the King County Housing Authority (KCHA) to develop denser housing on all the parcels already owned by the public?
If we need low-income and affordable housing, it's essential to build at higher densities in Urban Centers close to amenities and jobs, or on existing parcels owned by KCHA/ARCH. We also have missing middle

housing regulations for our residential neighborhoods that should allow for diverse housing types, such as DADUs, ADUs, duplexes, triplexes, and cottages.

The public land in neighborhoods is primarily open spaces and parks, and we must preserve this land for community enjoyment.

Policy H-2.11- A balanced approach is needed—one that fosters investment in new developments while ensuring that existing residents are protected and supported through fair policies. I believe that no policies should go beyond state or federal requirements.

Policy H-2.18 - I do not support using any public tax dollars, grants, tax breaks as financial assistance for developers in creating housing that is environmentally sustainable. What support would they get? This policy is too vague.

Policy H-2.19 – The city must collaborate with all residents, not just a small subset deemed most impacted. Housing affordability affects everyone, and all residents will be influenced by our 2044 Comprehensive Plan land use policies. Therefore, everyone should have the opportunity to provide input on monitoring the impacts of these policies.

Policy H-2.22- I believe our current zoning and laws exceed county and state requirements. In fact, Kirkland has been ahead of many cities in implementing missing middle housing. I am concerned that this vague policy could be misused to allow for greater density than necessary.

Policy H-2.23 – I do not support rent control being used to accomplish this policy. I am thankful that the city has solid tenant protection laws that exceed the state law requirements. Rent control can create distortions in the housing market, leading to a mismatch between supply and demand. It may discourage new construction and investment in affordable housing, exacerbating the very problem it aims to solve. As developers see limited profit potential in controlled rent environments, they may pivot toward building higher-end units that yield greater returns, leaving low-income renters with fewer options.

Growth is necessary, but it shouldn't come at the cost of what makes Kirkland such a desirable place to live. We need to balance between development and the quality of life that Kirkland has worked hard to achieve. I support responsible growth in Urban Centers and missing middle housing.

Thank you for your attention to this matter and for your efforts to ensure Kirkland grows wisely and sustainably.

From:
Sent: Wednesday, September 25, 2024 11:11 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>; City Council <citycouncil@kirklandwa.gov>
Cc: Allison Zike <azike@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>
Subject: 2044 Comprehensive Plan Draft Housing Element Comments

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

Commissioners, Council Members, and Staff,

As a Kirkland resident, I am providing comments on the Draft 2044 Comprehensive Plan Housing Element. I sincerely appreciate all of the thoughtful work that has been and is being directed towards addressing housing affordability and access and to continue to minimize homelessness as much as possible in Kirkland. As has been well-documented, the greatest need for additional housing capacity in Kirkland is for those at and below 80% AMI. Simply pushing for increased densities and intensities across all parts of the city will not result in the number of <80, <50, and <30 AMI affordable units necessary.

The Draft Housing Element suggests that PSH, transitional housing, emergency shelters, and similar facilities should be "equitably distributed" and "lands" should be prioritized for production of such facilities. Notably, transitional housing and emergency housing are supposed to be temporary and short-term. RCW 36.70a.030 defines PSH as follows:

> "Permanent supportive housing" is subsidized, leased housing with *no limit on length of stay* that prioritizes people who need comprehensive support services to retain tenancy and *utilizes admissions practices designed to use lower barriers to entry* than would be typical for other subsidized or unsubsidized rental housing, *especially related to rental history, criminal history, and personal behaviors*. Permanent supportive housing is *paired with on-site or off-site voluntary services* designed *to support a person living with a complex and disabling behavioral health or physical health condition* who was experiencing homelessness or was at imminent risk of homelessness prior to moving into housing to retain their housing and be a successful tenant in a housing arrangement, *improve the resident's health status, and connect the resident of the housing with community-based health care, treatment, or employment services.* (emphasis added)

Due to the intentionally reduced barriers relating to personal behaviors and criminal history for admission to PSH, it is not appropriate to site PSH within 2500 feet of schools, day cares, or public parks, or interspersed in primarily residential neighborhoods. The focus for PSH and transitional and emergency housing facilities should be 1) ensuring that we have sufficient facilities to meet the needs in Kirkland 2) siting them in locations where critical services - mental and physical health care, social

services, and employment services - and nearby ***reliable*** frequent transit services are readily accessible, 3) ensuring that transitional and emergency housing facilities are not sited within 1000 feet of schools, day cares, or public parks, and 4) that transitional and emergency housing residents do not have violent criminal histories and are not active users of illegal substances. Bellevue and Redmond, for example, have prioritized placing PSH near transit hubs and urban centers where services exist, minimizing the strain on primarily residential areas. Kirkland should follow suit, ensuring that PSH and transitional and emergency housing is available and accessible in areas where services are available and accessible rather than disrupting established neighborhoods that lack the necessary support infrastructure.

Large scale affordable housing should also be concentrated in/near urban centers with easy access to jobs and essential services, including reliable frequent high capacity transit, to maximize access and minimize costs for those households and minimize infrastructure strain. Bellevue and Redmond have shown that this approach is more effective.

The draft Housing Element calls for using "surplus land," especially parks, schools, and faith-based properties, for "small manufactured homes" and/or mobile homes. It is unclear what is considered "surplus land" or what is meant by "small manufactured homes." Converting parks, schools, and faith-based properties into sites for manufactured and mobile homes undermines the purpose for such spaces, which are vital community assets which contribute to more connected, healthier, and happier residents.

Equity and Inclusivity. The draft Housing Element touts that Kirkland adopted inclusionary zoning 15 years ago yet asserts that there are still exclusionary regulations that should be removed from the zoning code. What exactly are those? Minimum lot size and minimum square footage requirements can certainly set floors for housing costs that make it difficult for low-income households to afford. However, by changing the zoning regulations to specifically allow for and even encourage ADUs, DADUs, cottages, duplexes, triplexes, quadplexes, and townhomes, Kirkland has effectively eliminated such requirements. When asserting that height limits are exclusionary, what we are saying is that height limits prevent or limit development of multi-unit housing at a cost that makes sense for the developer. However, there is a point of diminishing returns such that building taller does not equate to reduced per unit cost. Thus, height restrictions do not universally increase housing costs. Equity is not about forcing maximum growth into every neighborhood at any cost. It is about planning for growth where it makes sense and benefits the most people. It is about ensuring all residents - those who need more affordable housing options and those who have long invested in low-rise primarily residential neighborhoods - can thrive and feel supported. Kirkland should adopt a balanced approach and grow in areas where infrastructure can support increased density while protecting primarily residential neighborhoods from overdevelopment and crushing congestion.

Thank you for your consideration.

Regards,

MASTER BUILDERS ASSOCIATION of King and Snohomish Counties

WEB MBAKS.COM | OFFICE 425.451.7920
335 116TH AVENUE SE | BELLEVUE, WASHINGTON 98004

September 25, 2024

Kirkland Planning Commission
Kirkland City Hall
123 5th Avenue
Kirkland, WA 98033

RE: 2044 Comprehensive Plan – Housing Element Public Hearing

Dear Chair Rutherford and Planning Commissioners:

With nearly 2,500 members, the Master Builders Association of King and Snohomish Counties (MBAKS) is the largest local homebuilders' association in the United States, helping members provide a range of housing choice and attainability. We aspire to be the most trusted and respected housing experts in the region. MBAKS welcomes the opportunity to comment on the recommended housing policies to the 2044 Comprehensive Plan on the September 26 agenda.

MBAKS appreciates the hard work conducted by city officials and staff to update the Plan and respectfully submits these written comments in support of the following housing policies.

Policy H-1.4: Increase residential development intensity in areas with infrastructure, services, and amenities to accommodate greater housing choice for people at all stages of life.

MBAKS supports Policy H-1.4 and increasing residential development intensities to accommodate housing choice for people at all stages of life. Concentrating housing in well-connected zones, can better utilize public resources, reduce urban sprawl, and preserve green spaces, all while offering a variety of options—from affordable apartments to family-sized units.

Allowing more home choices, such as duplexes and triplexes, in addition to single-family detached homes, would create more housing choices for families in neighborhoods close to jobs, transit, schools, parks, and other amenities. Multiplexes, such as duplexes, triplexes, fourplexes, and sixplexes, are more affordable than detached, single-dwelling houses because land costs, which account for a significant portion of a home's value, can be shared across several households.

MBAKS also supports the development of accessory dwelling units (ADUs). There is a critical need to help all community members find housing in our rapidly growing region and ADUs are a vital component to addressing this need. ADUs provide additional housing choices that fit into our existing communities and neighborhoods, creating an affordable option for current residents and those just moving to our region. ADUs make it easier for younger buyers to qualify for their first home, enable seniors to age in place, and expand options for multigenerational living.

MASTER BUILDERS ASSOCIATION of King and Snohomish Counties

WEB MBAKS.COM | OFFICE 425.451.7920
335 116TH AVENUE SE | BELLEVUE, WASHINGTON 98004

Policy H-1.5: Adopt development and environmental regulations that reduce the cost of building and stimulate the production of housing, both for market rate and affordable housing.

MBAKS supports Policy H-1.5 to adopt development and environmental regulations that reduce the cost of building. Regulations and long permit timelines can create significant obstacles for those seeking housing by driving up costs and pushing new homes even further out of reach for many buyers and renters. The following improvements can go a long way toward alleviating significant cost pressures on housing.

Administrative Approval of Final Plats: Administrative approval of final plats can save weeks and even months of delay in getting on council agendas for final approval, bringing greater efficiency to the permit process, and reducing an unnecessary cost pressure on housing.

Building Permit Submittal Before Final Plat: Allowing building permit submissions prior to final plat approval can substantially reduce the time spent on the development process. By initiating the permitting process earlier, cities help homebuilders minimize delays between planning and construction, ultimately expediting project timelines, lowering carrying costs, and providing more housing units. Additionally, allowing building permit processing before final plat approval enables cities to assess permit fees more accurately over time and recover costs in a timely manner, increase predictability of permit submittals for larger projects, and provide a greater diversity of housing types to constituents.

Lot Splitting: Implementing an expedited administrative process for 'lot splitting' will allow the division of existing lots into two separate parcels, thereby allowing numerous benefits, including:

- Expanding housing supply.
- Increasing homeownership opportunities.
- Enabling housing at lower price points, creating more starter home options for first time buyers.
- Offering existing homeowners flexibility to stay in their homes and/or create a home for extended family.
- Allowing infill construction that is low-impact and supports the environmental goals of the GMA.

SEPA Infill Exemptions: Completing this environmental analysis upfront will create more consistency and streamline projects with upfront expectations of mitigation costs and requirements, saving time and money. We appreciate Kirkland's proactive approach to help ease some of these regulatory burdens and reduce certain cost pressures on new housing without compromising environmental protections or other important policy goals.

Parking Standards: Parking requirements add to the cost of housing by increasing the land area required or the need for structured parking, both of which are very significant expenses. With each stall in a parking garage costing tens of thousands of dollars to build, parking requirements can impose significant costs on new housing, directly increasing the cost of housing for both renters and owners.

Simplifying Design Review: The design review process often adds unnecessary delays and costs to the homebuilding process, creating a significant hurdle in the effort to add more housing choices. Furthermore, the design review process is sometimes used by residents as a tool to block new housing altogether in their neighborhoods. Design review can create a great deal of uncertainty over the development timeline on any given project. This lack of predictability and potential for delays makes projects having to undergo design review riskier for investors and more expensive to finance.

Form-Based Codes: Form-based codes are beneficial because they enable local governments to eliminate restrictive zoning, while providing the regulatory means to achieve development objectives, such as compact, pedestrian friendly walkable neighborhoods, with greater certainty.

Policy H-1.6: Reduce the cost of building market rate and affordable housing by speeding up, simplifying, and making permitting housing more predictable and transparent to permit applicants with expected permit review timelines and revision cycles.

MBAKS supports Policy H-1.6 and reducing the cost of building by making permitting more predictable and transparent to permit applicants with expected permit timelines and revision cycles. A predictable and transparent permitting process is crucial for facilitating more housing options. Uncertainty and unpredictability in the permitting process can deter investment and delay project completion, limiting the availability of new housing.

The passage of SB 5290 reshaped the requirements counties and cities must adhere to when processing permit applications. The bill emphasizes the importance of Goal 7 of the Growth Management Act (GMA) which states "Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability."

Under SB 5290, local jurisdictions are encouraged to adopt project review and code provisions to assist in streamlining their permitting processes. When three or more of the following practices are adopted, jurisdictions can avoid the requirement to refund a portion of permit fees if they exceed permit timelines.

- Expediting permit application review for compliant projects.
- Establishing interlocal agreements to share permitting staff and resources.
- Budgeting for on-call permitting assistance to handle workload challenges and allocating new positions based on permit revenue growth.
- Making pre-application meetings options for permit applicants.
- Allowing all housing types as permitted use in all applicable zones.
- Aligning public hearing requirements for permit applications with state law.
- Allowing outside professionals with appropriate licenses to certify components of applications.

Policy H-1.12: Prioritize meeting the city's housing needs in the city's urban centers, commercial centers, and near transit where sufficient infrastructure, services, and amenity capacity is planned.

MBAKS supports Policy H-1.12. Housing located near transit reduces our reliance on cars, reducing traffic congestion and greenhouse gas emissions and creating more sustainable communities. It also supports walkable neighborhoods and helps to accommodate growth by enabling higher-density housing in the very places where the Growth Management Act intends for our region to grow inside our urban areas. Doing so also successfully helps protect forests and farmland.

Policy H-1.13: Maximize the efficient use of land near areas with existing or planned transit infrastructure, services, and amenities with residential intensities, development standards and infrastructure improvements appropriate for urbanized infill development patterns.

MBAKS supports Policy H-1.13 and encourages increasing density near transit by providing infill housing at higher densities in transit-served areas. Allowing land by transit to be developed at higher densities enables

more people to live within easy walking distance of transit, helping to maximize its use. It would also encourage more equitable, sustainable, and less expensive housing exactly where it makes the most sense.

MBAKS also encourages consideration of reducing building setbacks and reduced street widths which are often used in tandem with smaller lot sizes. Lot sizes are reduced to ensure zoned densities may be achieved and open space is focused on common open space areas. Likewise, street standards with reduced widths can allow more flexibility in site design, which can result in one or more additional lots in a development over what would be possible with wider streets. The ability to use private streets where appropriate can also provide flexibility in site design.

As mentioned in support of proposed policy H-1.5 above, parking requirements add to the cost of housing by increasing the land area required or the need for structured parking. These requirements end up forcing people who buy or rent housing to pay for parking regardless of their actual needs. Likewise, the provisions in House Bill 1110 eliminate off-street parking for middle housing within a half-mile of a major transit stop.

Policy H-1.18: Cooperate with other jurisdictions, agencies, and housing organizations to increase regulatory consistency across jurisdictions and reduce regulatory and permitting complexity and reduce the cost of housing.

MBAKS supports Policy H-1.18 and welcomes the continued opportunity to work with Kirkland and other partners on ways to ensure an adequate supply of housing and reduce the cost of housing by increasing regulatory consistency across jurisdictions and minimize regulatory and permitting complexity.

Policy H-2.2: Ensure that affordable housing opportunities at a variety of income levels are not concentrated but are available throughout the city and especially in walkable areas with good access to transit, employment, parks, and neighborhood-serving retail, especially grocery stores.

MBAKS supports Policy H-2.2 and encourages Kirkland to adopt intentional actions to expand housing choices throughout its communities to help address the expansion of housing and neighborhood choice for all residents of all incomes. At its core, transit-oriented development (TOD) is designed to better connect higher density housing options and jobs to planned transit stations or transit corridors. TOD involves a mix of uses, allowing residents to commute to work and take advantage of a variety of amenities without needing a car. Employer-oriented development (EOD) is a similar concept that refers to increasing zoning to allow more homes near employment centers. Some major job centers simply do not have mass transit nearby and are also surrounded by low-density, single-family zoning. Allowing more people to live near work both enriches their lives by shortening commutes and relieves government from the financial burden of paying for commuters.

Parking requirements also add to the cost of housing by increasing the land area required or the need for structured parking, both of which are very significant expenses. With each stall in a parking garage costing tens of thousands of dollars to build, parking requirements can impose significant costs on new housing, directly increasing the cost of housing for both renters and owners. These requirements end up forcing people who buy or rent housing to pay for parking regardless of their actual needs.

In many cases, minimum parking requirements also go beyond what is necessary to ensure that residents have adequate parking and may encourage higher rates of car ownership and driving, which not only increase congestion and pollution, but ignores the benefits of living near high-capacity transit. In addition, one-size-fits-all

parking requirements can lead to excess land dedicated to parking that might otherwise be used for housing. Where parking standards are reduced or eliminated, areas typically devoted to parking stalls can be utilized for housing, providing more housing choices and benefiting the environment.

We thank you for the opportunity to comment on, and encourage your support for, the updated revisions of the proposed housing policies. Your hard work is appreciated and MBAKS wants to serve as a trusted resource for you, your staff, and the community. If you have any questions or would like more information, please don't hesitate to contact me at vshakotko@mbaks.com or 425.435.8990. Thank you for your consideration of our comments.

Sincerely,

Veronica Shakotko
Senior King County Government Affairs Manager
Master Builders Association of King and Snohomish Counties

Cc: Scott Guter, AICP, LEED AP, Senior Planner
Allison Zike, AICP, Deputy Planning & Building Director
Adam Weinstein, AICP, Planning & Building Director

MASTER BUILDERS ASSOCIATION of King and Snohomish Counties

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335 116TH AVENUE SE | BELLEVUE, WASHINGTON 98004

September 25, 2024

Kirkland Planning Commission
123 5th Avenue
Kirkland, WA 98033

RE: 2044 Comprehensive Plan – Supplemental Comment on Housing Policy H-1.2

Dear Chair Rutherford and Planning Commissioners:

The Master Builders Association of King and Snohomish Counties (MBAKS) appreciates the opportunity to provide the following supplemental comment, in addition to its previously submitted comments, in preparation for the September 26 public hearing.

Policy H-1.2: Require affordable housing, or other means of achieving community benefits related to housing, when increases to development capacity are considered.

MBAKS has concerns about the current language of Policy H-1.2 and encourages consideration of alternative language that would clarify intent and ensure the promotion of middle housing, cottage housing, and ADU construction.

The language requiring affordable housing or community benefits when increases to development capacity are considered may initially seem beneficial, but it carries the risk of creating significant barriers to middle housing and ADU construction. The additional costs and complexities associated with meeting these conditions could lead to a reduction in the number of new developments, ultimately limiting the availability of diverse housing options that are crucial for middle-income families.

Furthermore, this approach may disproportionately favor larger, more complex projects, sidelining smaller-scale developments that could effectively address immediate housing needs. ADUs and other forms of middle housing are often key to enhancing community density and providing affordable living spaces without significant new infrastructure demands. By prioritizing compliance with stringent affordable housing mandates in this context, the city risks stifling innovation and flexibility in housing solutions, thereby exacerbating the very housing crisis it aims to alleviate.

Thank you for your consideration of this supplemental comment.

Sincerely,

Veronica Shakotko
Senior King County Government Affairs Manager

Cc: Scott Guter, AICP, LEED AP, Senior Planner
Allison Zike, AICP, Deputy Planning & Building Director
Adam Weinstein, AICP, Planning & Building Director

From:
Sent: Wednesday, September 25, 2024 6:41 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Cc: City Council <CityCouncil@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <johnt@kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>
Subject: Re: Housing Element of the Comprehensive Plan

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

Hello,

I am a voting resident of Kirkland.

I do not want increased housing density "near transit" outside of an urban or commercial center. The term "near transit" is too vague and could mean any bus route.

I do not want increased housing choices in residential areas through promoting the redevelopment of public lands, such as public parks, schools, churches and green spaces.

Other cities like Bellevue and Redmond, do not heavily target residential neighborhoods for this kind of development. Why is Kirkland not following their lead?

Sincerely,

From:
To: Planning Commissioners; City Council
Subject: Comments on Draft Transportation Strategic Plan
Date: Wednesday, September 25, 2024 4:10:39 PM

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

Transportation Commission and City Council,

The comments below apply to the undated and unlabelled Transportation Strategic Plan document issued as "Attachment A" to the Transportation Commission Public Hearing Packet for the 9/25/2024 meeting.

Thank you for the opportunity to comment.

Reference	Comment
Page 29; Figure 3-9; "TRANSIT SERVICE WALKSHEDS"	This diagram paints an overly-optimistic picture of transit service in Kirkland. Comment: Two members of our household had to abandon Metro and shift to driving cars for daily commutes because of Metro's route changes and cuts to service. We are not unique. The simple fact is that Metro (and Sound Transit) is not providing and does not plan to provide effective transit service in Kirkland. It's high time that Kirkland's transportation and land use planning deal with this reality rather than pretending that transit service is generally useful. This diagram is misleading in several specific ways: • "Frequent" in "Frequent All-Day" is not defined. After consulting Metro's schedule web page, it's clear that none of the individual routes provide service with consistent 15-minute interval service. Some provide 15-minute interval service during AM and PM "rush hours". The few stops that are served by multiple lines may have frequent service if one combines all lines. Metro service in Kirkland is generally infrequent. • "All Day" in "Frequent All-Day" is not defined. Also after consulting Metro's schedule web page, I'm unable to find any line that provides service in the early morning hours. Metro service in Kirkland is only "partial day" and mostly available only convenient mid-AM and mid-PM on weekdays ("rush hours").
Page 30; Figure 3-10; TRANSIT OPPORTUNITY SCORES	This chart conflicts with the current draft 2044 Comprehensive Plan Land Use and Housing chapters – it indicates that most areas designated for higher density housing have a "lower need for Transit". In fact, these areas have a "higher need for transit" and there is no provision in the Transportation Strategic Plan nor Metro nor Sound Transits planning to provide the required higher need. Therefore, these areas of higher housing density must be removed from the Land Use and Housing Chapters. High density and low income housing must be created in areas that already have the best and planned (though woefully inadequate) transit service - Totem Lake, Downtown Kirkland, and 85th St SAP.

Page 69; Policy T-1.3	Replace part (b) with: "Ensure that all capital projects respond effectively to high priority needs and enhance safety."
Page 70; "PROGRAMS" section	Replace the "Street Lighting Design Improvements" item with: "Street Lighting Design Improvements: Work with Kirkland Neighborhood organization and the Kirkland Alliance of Neighborhoods to: (a) identify currently installed LED streetlights that are causing visibility and safety problems and implement needed corrections; (b) Proactively identify new areas for design and implementation of new streetlights."
Page 73; Policy T-2.2	Replace part (h) with: "Ensure, by obtaining thoughtful and timely Community input from the Kirkland Neighborhoods and the Kirkland Alliance of Neighborhoods, and taking that input seriously, that all new greenway projects are selected according to Community priorities and defined and designed to respond to the Community's transportation needs"
Page 74, Policy T-2.3	Add a new part (b) and relabel current parts (b)-(h) to make room: (b) Preserve the current gravel surface of the CKC to help control bicycle and e-bike speeds on the CKC so that it continues to be a safe mixed-mode corridor for rollers, strollers, children, walkers, and joggers.
Page 88; Policy T-3.4	Replace the first sentence with: "TOD is compact, mixed-use development near major transit stops as defined in state law, such as major park and ride hubs served by many transit lines and major highly-used BRT stops."
Page 89; Policy T-2.6	Delete this policy: "Pursue transit on the Cross Kirkland Corridor (CKC)."
Page 95; Policy T-4.3	Add new part (h): "Adequate and convenient parking for customers is critical to the success of Kirkland businesses and Kirkland commercial business success is critical to the City of Kirkland and the happiness of its residents. The Kirkland business community will be supported by the City and meaningfully included in the discussions and decisions about public parking in business districts."
Page 101; "Micromobility" section	Add a new paragraph: "Kirkland recognizes that providing a safe walking, jogging, and rolling environment likely requires controls and limitations on E-bikes and E-scooters as the difference in speed and maneuverability characteristics between various modes of transportation can cause problems and lead to an unsafe environment for some participants."
Page 103: "Projects and Programs" section	Add a new paragraph: "The City will develop new code to require property owners to pave and properly drain existing gravel alleyways during construction of any new housing structures on an adjacent lot."
Page 116; Section 5.10, "Background" Section	Add a new paragraph: "Travel often starts and ends outside city borders. Much of the traffic in Kirkland, e.g., NE 85th St; Market St; NE 124th St, is but a portion of trips that originates and/or terminate outside of Kirkland – Kirkland is often a throughway. Traffic planning is committed to understanding and accommodating this fact of life and

	not pretend that all trips can be controlled by action by the City of Kirkland."
Page 119: Add new Policy T-10.10	New Policy T-10.10 "Work with the Kirkland Neighborhoods and the Kirkland Alliance of Neighborhoods (KAN) to create projects, plans, and policies that work for the Community" (a) Ask Neighborhoods and KAN for input early in the planning cycle for new projects when the size, scope, cost, and features of the project are open to change; (b) Review projects as planning nears completion and early enough that input and changes can be accepted and make a difference; (c) Provide the Community with status updates and information as projects progress; (d) Celebrate project completion with the Community"

From: Allison Zike
Sent: Wednesday, September 25, 2024 10:44 AM
To: Janice Swenson
Subject: FW: Overcrowding at LWHS-No to new density acceleration in the Kirkland Comp Plan

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From:
Sent: Wednesday, September 25, 2024 9:40 AM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Overcrowding at LWHS-No to new density acceleration in the Kirkland Comp Plan

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I should have added the planning commissioners to this communication. Please review.

From: Jennifer Loy <jennifer_loy@hotmail.com>
Sent: Wednesday, September 25, 2024 9:36 AM
To: Jon Pascal (JPascal@kirklandwa.gov) <JPascal@kirklandwa.gov>; afalcone@kirklandwa.gov
Cc: JTymczyszyn@kirklandwa.gov; Penny Sweet <psweet@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black (nblack@kirklandwa.gov) <nblack@kirklandwa.gov>; kcurtis@kirklandwa.gov; Houghton Neighborhood Association <centralhoughton@gmail.com>; boardmembers@lwsd.org
Subject: Overcrowding at LWHS-No to new density acceleration in the Kirkland Comp Plan

Councilmembers Falcone and Pascal,

I'm directing this message mainly to you as you sit on the Kirkland City Council steering committee with Lake Washington School District and have students in Lake Washington public schools.

I received this communication this morning from Dr. Christine Bell, the principal at Lake Washington High School. This overcrowding is accelerating rapidly under the currently increased density policies the City of Kirkland and State Legislature have in place. Consider this current state of overcrowding in schools, the rapid densification of single-family neighborhoods like Rose Hill all ready and the fact that multi-family, low-income housing has all school impact fees and other fees & taxes waived which negatively impacts school operations and climate for students. If you wisely decide to NOT include a version of the hyper growth acceleration policy being proposed in the Comprehensive Plan this December, the district will continue to strain over the next 20 years as the on-the-books density and housing policies continue to bear fruit.

Thank you for considering this matter.

Schedule Changes to Lower Class Sizes

Posted by Christine Bell on Monday, Sep 23 at 7:55 PM in Lake Washington High Scho

Greetings, Kang Families,

A few weeks ago, I shared that our classes were overfull and that our counselors were diligently to find space for all students. This week, you may notice changes in student s as we've finally been able to open additional classes to make necessary adjustments.

I understand that the timing of these changes is inconvenient for both students and s year, we experienced a significant influx of students, but additional staffing was not pro the district until mid-week last week. Due to overcrowding, we had unsafe lab environm students without desks. To address this, we were allocated staffing to create eight new se our overfilled classes. While no one enjoys these transitions—least of all our students v move to new sections—it is a necessary step to ensure a safer and more manageable environment.

Teachers will inform students in advance of the possibility of a move, and counselors v them of their new placements. Our staff will ensure that all new students feel welcomed are committed to making this transition as seamless as possible.

I apologize for the impact these adjustments have on our students, and I want to express itude to our staff for their flexibility and dedication in helping us comply with contractual li ensure every student has a place to learn. Looking ahead, I hope that future district pr better align with our actual enrollment, allowing us to proactively address growth. As lor school remains a sought-after learning community, we will continue to see strong enrolln adapting to this growth is key to avoiding similar situations in the future.

Thank you for your understanding and continued support.

Sincerely,
Christine Bell
Principal, Lake Washington High School

View, Appreciate or Reply

Comments re Housing Element public hearing

From

Date Wed 9/25/2024 3:32 PM

To Planning Commissioners <planningcommissioners@kirklandwa.gov>; Adam Weinstein <AWeinstein@kirklandwa.gov>; Allison Zike <AZike@kirklandwa.gov>; LeAndra Baker-Lewis <llewis@kirklandwa.gov>; Scott Guter <sguter@kirklandwa.gov>

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Please consider the following comments for the upcoming hearing, and thank you in advance for your consideration. Please feel free to contact me by email or phone 206-947-0473. Thank you.

Omission of economic disparity population

I appreciate the work that is being done to identify and begin to undo (that's the phrasing in the document) racially disparate impacts in housing. I'm struck, though, by a portion of the population that has significant economic income disparity and which does not appear to have been considered:

Gender.

There continues to be a significant disparity in pay for women and this impacts their ability to afford housing. How could we not be considering it and calling it out along with race as an issue that we should be paying attention to and mitigating?

Some quick links on the subject from Pew Research, Yale School of Management, Urban Institute and Bankrate.com

https://www.pewresearch.org/social-trends/2023/03/01/the-enduring-grip-of-the-gender-pay-gap/

https://paulgp.github.io/papers/Gender_Gap_in_Housing_Returns.pdf

https://housingmatters.urban.org/articles/state-womens-homeownership

https://www.bankrate.com/home-equity/women-and-homeownership/#history

Please include edits that include gender identity along with racial or ethnic makeup. While you might think that gender falls under the income category, it's more pervasive than just income, just as the racial or ethnic disparities are.

Bedrooms

I thought this was an interesting item to note, that there are currently more 3 to 4 bedroom units than the number of 3 to 4 person households, while the inventory of 1 bedroom units as compared to 1 person households is less. I suspect that is true. However, I'd be cautious before we make efforts to reduce the inventory of 3-4 bedroom units. Just as the number of bedrooms is not necessarily the right metric for parking spaces, it's also not necessarily the best barometer for knowing how the units are used. Consider the following, just off the top of my head:

1. Parents with part-time custody who need places for their children to sleep (and where those children aren't part of the household count because that parent isn't the one with primary custody)

2. Working from home. This is huge. Many people use those bedrooms>people for work, enabling them to work from home, which then keeps them off the road which is also good. Also of note, the ability to work from home might be the very thing that allows a single parent to survive by being able to work without more child care burden.

3. Aging in place. As couples age, they may need to change their life from one bedroom to two bedrooms because they can no longer share a bedroom, or they may need the additional room for a caregiver or family member to live with them.

4. Larger families, multi-generational families, etc.

The bottom line here is that while we might have some tilted inventory here, and while we could use more 1 bedroom units, we should not be looking to disparage or disincentivize 2 and 3 bedroom units. It could be the very tipping point for a household's ability to live here affordably.

Cost of housing

I still believe that we are going down a questionable path by trying to reduce cost of building housing with the goal of reducing the cost to the consumer. I appreciate the position that Commissioner Jacobsen has expressed, but I respectfully disagree. Just for fun, I posed the question to Chat GPT and while I would never tell you that AI is the ultimate authority, I was struck by its input which aligned with my own background in the real estate world:

I asked: If a developer can reduce their cost of construction, will that savings be passed on in the form of lower rents or lower sales prices to the consumers?

ChatGPT said:
ChatGPT
In most cases, if a developer reduces their construction costs, whether that savings is passed on to consumers in the form of lower rents or sales prices depends on several factors, including market demand, competition, and the developer's business strategy.
Here are a few potential outcomes:

1. **High Demand, Low Supply Market**: In areas where demand for housing is high and supply is low, developers may not reduce prices or rents even if construction costs decrease. They may choose to maintain or increase profit margins, as they know consumers are willing to pay higher prices.
2. **Competitive Market**: In a more competitive market, where there are many housing options and less demand pressure, developers might pass on some of the savings in order to attract buyers or tenants by offering lower prices or rents.
3. **Affordable Housing or Government-Incentivized Projects**: In cases where the developer is working under an affordable housing model or receiving incentives from the government, there may be requirements or pressure to pass on the savings to consumers, ensuring lower rents or sales prices.
4. **Developer's Profit Strategy**: Some developers may decide to pass on a portion of the savings to attract more buyers or tenants, especially if they expect that lower prices or rents will result in quicker sales or lease-ups.

In general, it's not a guarantee that reduced construction costs will directly translate to lower consumer prices or rents, as market dynamics and the developer's financial goals play significant roles in determining pricing.
You said:
Interesting. Would some of the above results be true due to Market conditions, irrespective of the actual cost of construction?
ChatGPT said:

ChatGPT

Yes, many of the factors mentioned above, especially those related to market conditions, can influence pricing irrespective of the actual cost of construction. Market dynamics often have a stronger impact on rents or sales prices than the underlying cost to build. Here's how:

1. **Supply and Demand**: In a high-demand, low-supply market (e.g., a booming city with a housing shortage), prices are often driven by what consumers are willing to pay. Even if construction costs decrease, developers may still charge high rents or sales prices if they know the market can bear it. Conversely, in an oversupplied market, developers might need to lower prices even if their costs are high, simply to stay competitive.
2. **Market Competitiveness**: In competitive markets with many housing options, prices are often set based on what competitors are charging, not necessarily on the developer's cost structure. Developers may lower rents or prices to attract buyers or tenants, even if their construction costs are unchanged or even higher.
3. **Perceived Value and Location**: Factors like location, amenities, and consumer preferences also play a significant role in pricing. Even if construction costs decrease, a property in a highly desirable location could still command premium pricing because of the perceived value.
4. **Economic Conditions**: Broader economic trends such as interest rates, inflation, or unemployment can influence consumers' purchasing power, which affects rents and home prices. Developers may adjust their pricing based on these factors, independent of their construction costs.

In summary, market conditions—such as supply and demand, competition, and economic trends—often have a more immediate and significant impact on pricing than the actual cost of construction. Developers typically set prices based on what the market will bear, rather than solely on their expenses.

I will repeat my concern that our focus should be on affordability and we should stay away from policies that solely drive pricing in the hopes that it will translate into affordability, . For example, streamlining the permitting process would make sense (such as Policy H-1.6) whereas, and just as an example, Policy H-1.5 could have negative environmental impacts depending on its application.

Thank you to all and I welcome your feedback.

Kirkland WA
Kirkland resident since 1997.

From:
To: Planning Commissioners; City Council; Scott Guter; Allison Zike; Adam Weinstein
Subject: Public Comment on the Housing Element + ParMac
Date: Tuesday, September 24, 2024 2:13:44 PM

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

Dear City Planning Staff, Members of the Planning Commission, and City Council,

My name is Sarah Jokar Deris and I live in Kirkland, directly behind ParMac off 116th Ave/Forbes Creek Drive. I am writing to express my concerns regarding some of the policies proposed in the Draft Housing Element. I understand and appreciate the need to address housing affordability and homelessness, but it is crucial to balance these goals with the interests and well-being of existing residents in our residential neighborhoods.

The recent adoption of the Totem Lake Neighborhood Plan allows the ParMac CAR to proceed with study and review, which seeks to rezone multiple parcels in TL 10D zone to allow for mixed-use/high-density residential uses. According to the CAR, the proposed mixed-use buildings would be up to 18 stories high as tiered towers depending on their setback from the adjacent single-family homes. I am not only concerned because this is immediately behind my house, but also because we have already seen that the construction of The Pine apartments negatively impacted our home value – when we sought to sell this past summer, we received no offers because of the apartments behind our house. From a less person standpoint, there are other concerns regarding putting this type of density in this area.

1) There are no public transportation options within a ¼ mile from the property. While there is a bike lane, steep inclines along Forbes Creek Drive and Market Street would almost necessitate e-Bikes if this mode of transportation were to be accessible to most people. A map of bus service in this area shows that Forbes Creek Drive is currently only serviced by the 893 bus line, which only goes to Lake Washington High School between 7 and 8 am during the school year. Any other bus lines that previously existed in this area have been eliminated. Residents of the Pine and The Preserve at Forbes Creek are already forced to rely on cars because no other bus lines service this area and the bus stops for regular bus lines are not within a reasonable walking distance. Allowing for up to 1200 more apartment units at the ParMac site with no transportation infrastructure in place in this area would be irresponsible. The city of Kirkland does not dictate bus lines and bus schedules and there is no guarantee that this area will ever have suitable bus service. As it stands now, it is a nightmare getting in and out of the 116th St/124th Ave area near 405 during rush hour. The infrastructure cannot support such high density. When I met with Council Member Jon Pascal at my home so that he could see the area, he also expressed reservations about the lack of infrastructure to support the density being proposed at the ParMac site.

2) We recently received a mailing with the Forbes Creek Report Card: https://www.kirklandwa.gov/files/sharedassets/public/v/1/public-works/surface-water/watershed-report-cards/2024-forbes-creek-report-card.pdf
The health of Forbes Creek is now at Moderate Concern and has dropped 12 points

since 2022. Sockey, cutthroat trout, coho salmon, stickleback, dace and lamprey have been documented in Forbes Creek. Construction of The Pine began in 2021 and woodlands are being cleared along Forbes Creek Drive to allow for the construction of new cottages. I can't help but wonder to what extent the construction of The Pine contributed to negatively impacting the health of the creek. Construction is also going on along the corridor trail for the new Cross Kirkland Townes, which will also likely impact the health of the creek. Before allowing development of ParMac to allow for 1,200 new apartments, we must consider how current construction in this area is already Forbes Creek and what further construction would likely do. A full environmental impact study must be done.

3) In a previous e-mail, I listed all of the businesses currently located at the ParMac site, which face be risk of being forced out of the area if the CAR is allowed to proceed:

Decorus: a woman/immigrant owned staging company (Decorus Home Staging - Home Staging Refined)
Airefco: a wholesale HVAC supplier (Airefco HVAC Products | HVAC Solutions & Support | Airefco)
Relief Factor: a vitamin and supplement distributor (Relief Factor Co. Celebrating 10 Years of 100% Drug-Free Wellness)
Woodman Construction (Home - Woodman Construction)
Coolanyp: a heat transfer technology solutions provider Coolanyp – Cooling With Any Possibility
Integrated Door Systems (Integrated Door-Total Door System Design, Sales, and Service (integrated-door.com)
Maintco General Contracting (MAINTCO, General Contracting Services. (maintcogc.com)
Leon Green Co. Fine Woodworking (Leon Green Company (leoncompany.com)

And, I believe, offices for Hopelink and Garlic Crush Mediterranean (also an immigrant-owned business).

The Seattle Badminton Club, Eastside Tennis Center, and Shoot 360 are located immediately behind the ParMac property and would be negatively impacted by the potential construction - as would other surrounding businesses.

The public notice sign about the ParMac CAR is placed behind the warehouse for Decorus and is not clearly visible unless you drive up Forbes Creek Drive, which is not the main entrance to ParMac off of 112th St. When I reached out to Decorus in May, they were not aware of the CAR and did not think they would be impacted, but after looking at the proposed site plan, every single building in which the above businesses are located would be torn down and replaced with mixed-use residential towers. To my knowledge, the owner of ParMac (Tom Schafer) has not communicated with any of these businesses about his intentions (just as he has not communicated with any neighboring homeowners) since filing the application in December 2022. I have attempted to reach out to all of the businesses to let them know, but if my message was not received, they will be blindsided by this news. While my home and those of my neighbors will certainly continue to be negatively impacted by allowing housing on ParMac, these businesses will also be forced to relocate and there simply aren't many suitable places in Kirkland left for them to go.

From what I understand, the ParMac CAR is just the first step in allowing for mixed use residential in this area, but in another source I saw considerations for another 4000+ units in this subarea along the CKC - essentially driving out all of the businesses in this area.

To echo the reservations of many Kirkland neighbors, I am concerned about the potential impact of increased housing density on the character and safety of our neighborhoods. Many of us chose to live in these areas due to the sense of community, safety, and access to essential services such as available capacity in neighborhood schools, adequate parking, water pressure, and fire and police services. I believe that any changes to housing policies should prioritize maintaining these qualities and not unduly burden current taxpayers (particularly those on fixed incomes) with the cost of incentivizing new affordable housing units. **Policies H-1.1, H-1.2, H-1.4, and H-1.10 should be amended to include protections to maintain neighborhood character of residential areas while allowing for the ongoing support of middle housing construction. Policies H-1.7 and H-1.9 should be amended to remove references to developer incentives that can only practically be financed through increasing taxes paid by existing property owners.**

The draft Housing Element has not addressed the concerns of residents and parents/staff of children attending school in Kirkland regarding the placement of transitional housing, emergency shelters, permanent supportive housing, and similar facilities in close proximity to schools, and parks, particularly when not accompanied by background checks and limitations on active use of illegal substances**. Policies H-1.8 and H-1.9 should be amended to ensure that such facilities are not sited within 1000 feet of public or private day cares, schools, or public parks and residents do not have violent histories or active use of illegal substances, and prioritizes placement of Kirkland residents in these facilities.**

I am also concerned about the proposed policy to promote redevelopment of public lands in residential neighborhoods to accommodate smaller manufactured homes. This policy is overly vague about how the city would get reimbursed for the development of this land and what the definition is of “smaller manufactured homes”. Is the city becoming a public housing entity? Is this a “tiny home” with no connection to city water or sewage or fire sprinklers? **Policy H-2.10 should be removed as it is inconsistent with providing safe and clean residential neighborhoods and moves the city into a business model not supported by the voters.**

The draft Housing Element is not consistent with the vote taken by the Planning Commission on September 12, 2024 to remove Policy LU-2.4 (Transit Corridors) from the draft Land Use Element. Although the revised draft removes the word “corridors”, references in **Policies H-1.13 and H-1.14 to direct much of housing growth should be limited to “designated urban centers and commercial centers” and remove references to “and near transit” to be consistent with intention of removing Policy LU-2.4**. In the case of including ParMac as part of the Totem Lake Urban Center, consideration should be given to the lack of public transportation available, the environmental impact on Forbes Creek, and the displacement of existing businesses.

I support the City’s goal of expanding housing and neighborhood choice for all residents. However, a few policies were written in a way that deprioritized the voice and needs of some residents. **Policies H-2.6 and H-2.9 should be amended to include the needs of disabled persons and people with medical conditions and Policy H-2.19 should be amended to include the voice of all community members.**

Finally, I recommend an additional policy to incentivize property owners to rent out their

existing ADUs and DADUs. Today, many homeowners are reluctant to rent these units as there are too few protections to bear the financial risks due to costly property damage and/or non-payment during lengthy eviction periods. Instead, these units go underutilized and are not contributing to our missing middle housing supply. **We should create a new policy to support a variety of regulatory and programmatic solutions to incentivize ADU and DADU long-term rental units on the same parcel as owner-occupied primary residences.**

By incorporating these changes (please see specific wording in Appendix below), I believe we can achieve a more balanced approach that addresses the urgent need for affordable housing and homelessness prevention while also respecting the interests and concerns of existing residents. It is essential that we work together to create a community that is inclusive, safe, and reflective of the values that make our neighborhoods special.

Sincerely,

Appendix – Summary of Proposed Policy Changes to the Draft Housing Element

Increase housing supply, particularly for households with greatest need.

Policy H-1.1: Prioritize regulatory and programmatic reforms to urgently bridge gaps in the city's housing land capacity for households at or below 80% of the Area Median Income (AMI), while ensuring that any new developments are consistent with the existing low density character of residential neighborhoods.

Policy H-1.2: Require affordable housing or other means of achieving community benefits related to housing when increases to development capacity are considered, while ensuring permits for new single-unit dwellings, ADUs and DADUs, are not subject to affordable housing fees and policies.

Policy H-1.4: Increase the amount of moderate- and high-intensity residential development in areas with infrastructure, services, and amenities to provide greater housing choice for people at all stages of life, while ensuring that such developments do not compromise the character of existing low density residential neighborhoods.

Policy H-1.7: Remove “reducing taxes and permit and utility hookup fees for PSH”.

Policy H-1.8: Support housing for the unhoused by removing regulatory barriers that prevent or obstruct the creation and equitable distribution of transitional housing, emergency shelters, permanent supportive housing, and similar facilities, while ensuring that such facilities are not sited within 1000 feet of public or private day cares, schools, or public parks, ensures residents do not have violent criminal histories and/or are active users of illegal substances, and prioritizes placement of Kirkland residents in these facilities.

Policy H-1.9 – Support the siting and development of housing for extremely low-income households and those experiencing chronic homelessness by prioritizing local and regional resources, developing specialized development standards; employing cost-reduction strategies, ~~including reductions in fees and taxes;~~ and

reducing or removing regulatory barriers that prevent or obstruct the creation and equitable distribution of transitional housing, emergency shelters, permanent supportive housing, and similar facilities, while ensuring that such facilities are not sited within 1000 feet of public or private day cares, schools, or public parks, ensures residents do not have violent criminal histories and/or are active users of illegal substances, and prioritizes placement of Kirkland residents in these facilities.

Policy H-1.10 – Develop a program that allows housing intensity bonuses for faith-based, or other non-profit and community-based organizations seeking to develop affordable housing on-site, prioritizing developments with income-restricted units for households making 30% or less AMI and projects that provide on-site services for households most impacted by shortages of affordable housing. Such housing intensity bonuses should not compromise the character of existing low density residential neighborhoods.

Policy H-1.11 – Support a variety of regulatory and programmatic solutions for the preservation of existing housing and ensure no-net-loss in citywide residential capacity nor displacement of current residents making 80% or less AMI.

Policy H-1.12 – Prioritize meeting the city's housing needs in the city's urban centers and commercial centers~~, and near transit~~ where sufficient infrastructure, services, and amenity capacity is planned.

New Policy - Support a variety of regulatory and programmatic solutions to incentivize ADU and DADU long-term rental units on the same parcel as owner-occupied primary residences.

Expanded housing options and increased affordability accessible to transit and employment.

Policy H-1.13 – Maximize the efficient use of land near areas with existing or planned high-capacity transit infrastructure, services, and amenities with residential intensities, development standards and infrastructure improvements appropriate for urbanized infill development patterns.

Policy H-1.14 – Increase affordable housing (both in price and operation) in the city's urban centers~~,~~ and commercial centers~~, and near transit~~ with regulatory and programmatic reform effective to support innovation in residential construction.

Policy H-2.6 – Support equitable home ownership assistance to Black, Indigenous, and People of Color communities, disabled persons and ~~to~~ prioritize providing more housing ownership options for moderate- and low-income households.

Expand housing and neighborhood choice for all residents.

Policy H-2.9 – Support no net loss in residential capacity, including ~~especially for~~ BIPOC, older adults, disabled persons, people with medical conditions, and low-income households, through development incentives, and flexible standards, and programs that encourage preservation of existing homes while allowing for infill residential development.

~~**Policy H-2.10 – Increase residential capacity and housing choice in residential neighborhoods through promoting the redevelopment of public lands that accommodate affordable smaller manufactured homes.**~~

Equitable processes and outcomes

Policy H-2.19 – Collaborate with all community members, including existing residents and those most impacted by housing cost burden in co-developing, implementing, and monitoring strategies that achieve the goals and policies in the Housing Element and actions in the Housing Strategy Plan.

Housing Element - Written comments and concerns

From

Date Tue 9/24/2024 1:08 PM

To Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; City Council <CityCouncil@kirklandwa.gov>; Scott Guter <sguter@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>

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

Dear City Planning Staff, Members of the Planning Commission, and City Council,

I am a Kirkland resident who appreciates the safety, character, and overall livability of the neighborhood that we chose to call home. While I appreciate the importance of addressing housing affordability and homelessness, I also believe any approach should aim to balance those goals with preserving the best elements of Kirkland's unique neighborhoods.

I am deeply concerned by proposed changes included in the current draft of the Housing Element and their impact, through increased housing density, on the character and ultimate safety of our neighborhoods. In particular, **policies H-1.1, H-1.2, H-1.4, and H-1.10 should be amended to include protections to maintain neighborhood character of residential areas while allowing for the ongoing support of middle housing construction. Policies H-1.7 and H-1.9 should be amended to remove references to developer incentives that can only practically be financed through increasing taxes paid by existing property owners.**

The draft Housing Element has not addressed the concerns of residents and parents/staff of children attending school in Kirkland regarding the placement of transitional housing, emergency shelters, permanent supportive housing, and similar facilities in close proximity to schools, and parks, particularly when not accompanied by background checks and limitations on active use of illegal substances**. Policies H-1.8 and H-1.9 should be amended to ensure that such facilities are not sited within 1000 feet of public or private day cares, schools, or public parks and residents do not have violent histories or active use of illegal substances, and prioritizes placement of Kirkland residents in these facilities.**

I am also concerned about the proposed policy to promote redevelopment of public lands in residential neighborhoods to accommodate smaller manufactured homes. This policy is overly vague about how the city would get reimbursed for the development of this land and what the definition is of "smaller manufactured homes". Is the city becoming a public housing entity? Is this a "tiny home" with no connection to city water or sewage or fire sprinklers? **Policy H-2.10 should be removed as it is inconsistent with providing safe and clean residential neighborhoods and moves the city into a business model not supported by the voters.**

The draft Housing Element is not consistent with the vote taken by the Planning Commission on September 12, 2024 to remove Policy LU-2.4 (Transit Corridors) from the draft Land Use Element. Although the revised draft removes the word "corridors", references in **Policies H-1.13 and H-1.14 to direct much of housing growth should be limited to "designated urban centers and commercial centers" and remove references to "and near transit" to be consistent with intention of removing Policy LU-2.4**.

I support the City's goal of expanding housing and neighborhood choice for all residents. However, a few policies were written in a way that deprioritized the voice and needs of some residents. **Policies H-2.6 and H-2.9 should be amended to include the needs of disabled persons and people with medical conditions and Policy H-2.19 should be amended to include the voice of all community members.**

Finally, I recommend an additional policy to incentivize property owners to rent out their existing ADUs and DADUs. Today, many homeowners are reluctant to rent these units as there are too few protections to bear the financial risks due to costly property damage and/or non-payment during lengthy eviction periods. Instead, these units go underutilized and are not contributing to our missing middle housing supply. **We should create a new policy to support a variety of regulatory and programmatic solutions to incentivize ADU and DADU long-term rental units on the same parcel as owner-occupied primary residences.**

By incorporating appropriately worded changes, I believe we can achieve a more balanced approach that addresses the urgent need for affordable housing and homelessness prevention while also respecting the interests and concerns of Kirkland's existing residents. It is essential that we work together to create a community that is inclusive, safe, and reflective of the values that make our neighborhoods special.

I urge you to urgently consider appropriate wording and amendments that will accommodate these changes before the revised Housing Element moves forward.

Sincerely,

From:
Sent: Tuesday, September 24, 2024 4:51 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; City Council <CityCouncil@kirklandwa.gov>
Subject: In support of Single-Stair Building Code Standards

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

Dear Commissioners,

I've noticed that an earlier draft policy relating to single-stair construction, H-1 #0, has since been replaced by H-1.10. Here is the text change:

H-1 #0 "Increase housing diversity, including more family-sized 3+ bedroom multi-unit housing, and capacity near transit and employment by adjusting zoning to support additional residential intensity and **local building code standards that support residential buildings up to six stories served by a single exit stairways.**" (emphasis mine)

H-1.10 "Maximize the efficient use of residential land near transit with transit-supportive residential intensities, **development standards** and infrastructure improvements **appropriate for more urbanized infill development patterns.**" (emphasis mine)

I understand why this policy was rewritten considering how "six stories" was taken out of context by some people. In their defence, combining zoning changes and building code standard changes into the same policy was a confusing choice. That being said, considering the contributions single-stair construction makes to increasing housing affordability while allowing smaller buildings to pencil out, I think that its explicit removal here is a case of throwing the baby out with the bathwater.

Here are some of pros of allowing single-stair buildings:

* Single stair buildings allow for more windows, sunlight, and cross ventilation. If you require multiple stairs for a development then you'll need to connect them with a corridor. This results in units radiating out from this corridor. This is why condos and apartments in the US and Canada tend to resemble hotels. It means that unless you have a corner unit, it's unlikely you'll have windows facing anything but a single direction. Single stair construction eliminates the need for a corridor and essentially results in more units being corner units.

* Single stair buildings use land more efficiently. You don't need to build as big a building if you can avoid an extra staircase and a hallway to connect it. This makes multi-unit construction more feasible on

smaller lots and increases the amount of green space that can be left given the same number of units.

* Single stair buildings are less expensive to build. Single stair construction allows for more of the building to actually be usable by those who buy/rent a unit. That means less overhead for the developer and a higher likelihood of individual projects penciling out.

* Single stair encourages smaller developments. If you need to cover the overhead of an extra staircase and a corridor to connect it then you need to build a lot of units to make the investment pencil out. This isn't the case with single-stair. In fact, since every unit has to abut a central staircase there is a practical limit to how wide/deep a development can be. Rather than one block-sized building like you tend to see in the States, you get many narrower buildings as is common in Europe and Asia. Many people find the later to be more aesthetically pleasing.

For the above reasons I urge you to re-add policy language specifically supporting building code standards for single-stair buildings.

Thank you for your consideration and all the work you've been doing to update our Comp Plan for the next 20 years.

Yours,

From:
Sent: Tuesday, September 24, 2024 4:45 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; City Council <CityCouncil@kirklandwa.gov>
Subject: Housing Element

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

Commissioners, staff, and Councilmembers:

I want to commend you all on the latest draft of the Housing Element. I think the vision statement clearly articulates the key priorities of our city and the challenges it faces.

It's been pointed out that we have enough housing capacity to meet the total housing unit target, but the Housing Capacity Analysis clearly shows that we have a much greater demand for affordable housing than our current policies are likely to support. We can't "wait and see" just because it's theoretically possible that we build enough affordable housing with our current policies. We need to take action now to ensure that housing is built that can actually help our under-served communities, and the housing element makes this urgency clear.

I support the city's holistic approach to ensure that affordable housing is built in the most appropriate places, and not just shoved into a corner. Affordable and supportive housing needs to be built in the most fiscally responsible way, and that generally means where infrastructure and services exist. These projects must be integrated into the rest of the community to allow for upward mobility and to make Kirkland a truly welcoming and inclusive city. We can't achieve that vision by creating economic segregation.

One thing I'd like to raise about the Housing Element is that it's unclear what "public lands" means in Policy H-2.10. I assume that means "use land the city owns for housing", but I feel it's quite easy to interpret that as "they're going to take away our parks and open space for shelters".

The Housing Inventory was also a very interesting and informative read.
There's too much to say in this email really, but Figure 37 stood out in particular. It shows that Kirkland's ratio of housing:jobs is starting to drop, meaning that we're projected to add more housing than jobs.

While the next figure implies that this shouldn't be a huge deal, I think it's worthy of concern. A changing ration would further increase competition for market rate housing in the city, raising prices. This is a less dire issue than our need for Affordable housing, but it could still be very damaging to our community members who don't qualify for as much support but could be priced out.

I look forward to seeing the new housing inventory analysis mentioned in the memo for this Thursday's public hearing. I also look forward to seeing how the city takes action to fulfill the policies in this comp plan in the next few years.

Thanks,

Concerns with Draft Housing Element proposal

From

Date Tue 9/24/2024 3:06 PM

To Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; City Council <CityCouncil@kirklandwa.gov>; Scott Guter <sguter@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>

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Dear City Planning Staff, Members of the Planning Commission, and City Council,

I have lived in Kirkland for 23 years, own two properties here and have had a great time raising my 3 children. I am writing to express my concerns regarding some of the policies proposed in the Draft Housing Element. I understand and appreciate the need to address housing affordability and homelessness, but it is crucial to balance these goals with the interests and well-being of existing residents in our residential neighborhoods.

Another one of my primary concerns is the potential impact of increased housing density on the character and safety of our neighborhoods. Many of us chose to live in these areas due to the sense of community, safety, and access to essential services such as available capacity in neighborhood schools, adequate parking, water pressure, and fire and police services. I believe that any changes to housing policies should prioritize maintaining these qualities and not unduly burden current taxpayers (particularly those on fixed incomes) with the cost of incentivizing new affordable housing units. **Policies H-1.1, H-1.2, H-1.4, and H-1.10 should be amended to include protections to maintain neighborhood character of residential areas while allowing for the ongoing support of middle housing construction. Policies H-1.7 and H-1.9 should be amended to remove references to developer incentives that can only practically be financed through increasing taxes paid by existing property owners.**

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Sincerely,

Kirkland, WA 98033

(425) 301 2358

Appendix – Summary of Proposed Policy Changes to the Draft Housing Element

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Policy H-1.9 – Support the siting and development of housing for extremely low-income households and those experiencing chronic homelessness by prioritizing local and regional resources, developing specialized development standards; employing cost-reduction strategies, ~~including reductions in fees and taxes;~~ and reducing or removing regulatory barriers that prevent or obstruct the creation and equitable distribution of transitional housing, emergency shelters, permanent supportive housing, and similar facilities, while ensuring that such facilities are not sited within 1000 feet of public or private day cares, schools, or public parks, ensures residents do not have violent criminal histories and/or are active users of illegal substances, and prioritizes placement of Kirkland residents in these facilities.

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~~manufactured homes.~~

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From:
Sent: Tuesday, September 24, 2024 9:50 AM
To: Allison Zike <azike@kirklandwa.gov>; Planning Commissioners <planningcommissioners@kirklandwa.gov>; City Council <citycouncil@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>
Subject: Recommended changes to the draft Housing Element

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

Dear City Planning Staff, Members of the Planning Commission, and City Council,

I live in Kirkland and I am writing to express my concerns regarding some of the policies proposed in the Draft Housing Element. I understand and appreciate the need to address housing affordability and homelessness, but it is crucial to balance these goals with the interests and well-being of existing residents in our residential neighborhoods.

One of my primary concerns is the potential impact of increased housing density on the character and safety of our neighborhoods. Many of us chose to live in these areas due to the sense of community, safety, and access to essential services such as available capacity in neighborhood schools, adequate parking, water pressure, and fire and police services. I believe that any changes to housing policies should prioritize maintaining these qualities and not unduly burden current taxpayers (particularly those on fixed incomes) with the cost of incentivizing new affordable housing units. **Policies H-1.1, H-1.2, H-1.4, and H-1.10 should be amended to include protections to maintain neighborhood character of residential areas while allowing for the ongoing support of middle housing construction. Policies H-1.7 and H-1.9 should be amended to remove references to developer incentives that can only practically be financed through increasing taxes paid by existing property owners.**

The draft Housing Element has not addressed the concerns of residents and parents/staff of children attending school in Kirkland regarding the placement of transitional housing, emergency shelters, permanent supportive housing, and similar facilities in close proximity to schools, and parks, particularly when not accompanied by background checks and limitations on active use of illegal substances. **Policies H-1.8 and H-1.9 should be amended to ensure that such facilities are not sited within 1000 feet of public or private day cares, schools, or public parks and residents do not have violent histories or active use of illegal substances, and prioritizes placement of Kirkland residents in these facilities.**

I am also concerned about the proposed policy to promote redevelopment of public lands in residential neighborhoods to accommodate smaller manufactured homes. This policy is overly vague about how the city would get reimbursed for the development of this land and what the definition is of “smaller manufactured homes”. Is the city becoming a public housing entity? Is this a “tiny home” with no connection to city water or sewage or fire sprinklers? **Policy H-2.10 should be removed as it is inconsistent with providing safe and clean residential neighborhoods and moves the city into a business model not supported by the voters.**

The draft Housing Element is not consistent with the vote taken by the Planning Commission on September 12, 2024 to remove Policy LU-2.4 (Transit Corridors) from the draft Land Use Element. Although the revised draft removes the word “corridors”, references in **Policies H-1.13 and H-1.14 to direct much of housing growth should be limited to “designated urban centers and commercial centers” and remove references to “and near transit” to be consistent with intention of removing Policy LU-2.4**.

I support the City’s goal of expanding housing and neighborhood choice for all residents. However, a few policies were written in a way that deprioritizes the voice and needs of some residents. **Policies H-2.6 and H-2.9 should be amended to include the needs of disabled persons and people with medical conditions and Policy H-2.19 should be amended to include the voice of all community members.**

Finally, I recommend an additional policy to incentivize property owners to rent out their existing ADUs and DADUs. Today, many homeowners are reluctant to rent these units as there are too few protections to bear the financial risks due to costly property damage and/or non-payment during lengthy eviction periods. Instead, these units go underutilized and are not contributing to our missing middle housing supply. **We should create a new policy to support a variety of regulatory and programmatic solutions to incentivize ADU and DADU long-term rental units on the same parcel as owner-occupied primary residences.**

By incorporating these changes (please see specific wording in Appendix below), I believe we can achieve a more balanced approach that addresses the urgent need for affordable housing and homelessness prevention while also respecting the interests and concerns of existing residents. It is essential that we work together to create a community that is inclusive, safe, and reflective of the values that make our neighborhoods special.

Sincerely,

Appendix – Summary of Proposed Policy Changes to the Draft Housing Element

Increase housing supply, particularly for households with greatest need.

> **Policy H-1.1**: Prioritize regulatory and programmatic reforms to urgently bridge gaps in the city's housing land capacity for households at or below 80% of the Area Median Income (AMI), while ensuring that any new developments are consistent with the existing low density character of residential neighborhoods.
>
> **Policy H-1.2**: Require affordable housing or other means of achieving community benefits related to housing when increases to development capacity are considered, while ensuring

permits for new single-unit dwellings, ADUs and DADUs, are not subject to affordable housing fees and policies.

Policy H-1.4: Increase the amount of moderate- and high-intensity residential development in areas with infrastructure, services, and amenities to provide greater housing choice for people at all stages of life, while ensuring that such developments do not compromise the character of existing low density residential neighborhoods.

Policy H-1.7: Remove "reducing taxes and permit and utility hookup fees for PSH".

Policy H-1.8: Support housing for the unhoused by removing regulatory barriers that prevent or obstruct the creation and equitable distribution of transitional housing, emergency shelters, permanent supportive housing, and similar facilities, while ensuring that such facilities are not sited within 1000 feet of public or private day cares, schools, or public parks, ensures residents do not have violent criminal histories and/or are active users of illegal substances, and prioritizes placement of Kirkland residents in these facilities.

Policy H-1.9 – Support the siting and development of housing for extremely low-income households and those experiencing chronic homelessness by prioritizing local and regional resources, developing specialized development standards; employing cost-reduction strategies, including reductions in fees and taxes; and reducing or removing regulatory barriers that prevent or obstruct the creation and equitable distribution of transitional housing, emergency shelters, permanent supportive housing, and similar facilities, while ensuring that such facilities are not sited within 1000 feet of public or private day cares, schools, or public parks, ensures residents do not have violent criminal histories and/or are active users of illegal substances, and prioritizes placement of Kirkland residents in these facilities.

Policy H-1.10 – Develop a program that allows housing intensity bonuses for faith-based, or other non-profit and community-based organizations seeking to develop affordable housing on-site, prioritizing developments with income-restricted units for households making 30% or less AMI and projects that provide on-site services for households most impacted by shortages of affordable housing. Such housing intensity bonuses should not compromise the character of existing low density residential neighborhoods.

Policy H-1.11 – Support a variety of regulatory and programmatic solutions for the preservation of existing housing and ensure no-net-loss in citywide residential capacity nor displacement of current residents making 80% or less AMI.

Policy H-1.12 – Prioritize meeting the city's housing needs in the city's urban centers and commercial centers, and near transit where sufficient infrastructure, services, and amenity capacity is planned.

New Policy - Support a variety of regulatory and programmatic solutions to incentivize ADU and DADU long-term rental units on the same parcel as owner-occupied primary residences.

Expanded housing options and increased affordability accessible to transit and employment.

Policy H-1.13 – Maximize the efficient use of land near areas with existing or planned high-capacity transit infrastructure, services, and amenities with residential intensities, development standards and infrastructure improvements appropriate for urbanized infill development patterns.

Policy H-1.14 – Increase affordable housing (both in price and operation) in the city's urban centers, and commercial centers, and near transit with regulatory and programmatic reform effective to support innovation in residential construction.

Policy H-2.6 – Support equitable home ownership assistance to Black, Indigenous, and People of Color communities, disabled persons and to prioritize providing more housing ownership options for moderate- and low-income households.

Expand housing and neighborhood choice for all residents.

Policy H-2.9 – Support no net loss in residential capacity, including especially for BIPOC, older adults, disabled persons, people with medical conditions, and low-income households, through development incentives, and flexible standards, and programs that encourage preservation of existing homes while allowing for infill residential development.

Policy H-2.10 – Increase residential capacity and housing choice in residential neighborhoods through promoting the redevelopment of public lands that accommodate affordable smaller manufactured homes.

Equitable processes and outcomes

Policy H-2.19 – Collaborate with all community members, including existing residents and those most impacted by housing cost burden in co-developing, implementing, and monitoring strategies that achieve the goals and policies in the Housing Element and actions in the Housing Strategy Plan.

Prioritize existing residents' well-being

From

Date Tue 9/24/2024 9:09 PM

To Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; City Council <CityCouncil@kirklandwa.gov>; Scott Guter <sguter@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>

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Dear City Planning Staff, Members of the Planning Commission, and City Council,

I am a long-time Kirkland resident, and I am writing to express my concerns regarding some of the policies proposed in the Draft Housing Element. I urge the city to prioritize existing city residents' interest and well-being and create a balance approach to provide affordable housing and transitional housing.

When my family were house shopping, we decided to live in Kirkland for its small town feel and beautiful parks compared to Redmond and Bellevue. **Policies H-1.1, H-1.2, H-1.4, and H-1.10 should be amended to include protections to maintain neighborhood character of residential areas while allowing for the ongoing support of middle housing construction. Policies H-1.7 and H-1.9 should be amended to remove references to developer incentives that can only practically be financed through increasing taxes paid by existing property owners.**

The draft Housing Element has not addressed the concerns of residents and parents/staff of children attending school in Kirkland regarding the placement of transitional housing, emergency shelters, permanent supportive housing, and similar facilities in close proximity to schools, and parks, particularly when not accompanied by background checks and limitations on active use of illegal substances. **Policies H-1.8 and H-1.9 should be amended to ensure that such facilities are not sited within 1000 feet of public or private day cares, schools, or public parks and residents do not have violent histories or active use of illegal substances, and prioritizes placement of Kirkland residents in these facilities.**

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direct much of housing growth should be limited to "designated urban centers and commercial centers" and remove references to "and near transit" to be consistent with intention of removing Policy LU-2.4.

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Finally, I recommend an additional policy to incentivize property owners to rent out their existing ADUs and DADUs. Today, many homeowners are reluctant to rent these units as there are too few protections to bear the financial risks due to costly property damage and/or non-payment during lengthy eviction periods. Instead, these units go underutilized and are not contributing to our missing middle housing supply**. We should create a new policy to support a variety of regulatory and programmatic solutions to incentivize ADU and DADU long-term rental units on the same parcel as owner-occupied primary residences.**

By incorporating these changes (please see specific wording in Appendix below), I believe we can achieve a more balanced approach that addresses the urgent need for affordable housing and homelessness prevention while also respecting the interests and concerns of existing residents. It is essential that we work together to create a community that is inclusive, safe, and reflective of the values that make our neighborhoods special.

Sincerely,

From:
Sent: Monday, September 23, 2024 2:28 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>; City Council <citycouncil@kirklandwa.gov>
Subject: Comprehensive Plan-Housing element

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

Dear City Council and Planning Commissioners,
Quality middle and affordable housing is the backbone of any community (unless you're only looking for Kirkland to turn into a rich bedroom community like Medina with no stores or downtown).

Livable, vibrant communities have housing for teachers, waiters, postal workers, pub hosts, baristas, home improvement contractors, fire personnel, secretaries, grocery clerks, doctors, yoga instructors, small business owners, and more. A mix of housing options for all the community members is vital.

I am a Kirkland resident (and vote in every election) living in a large apartment complex on Central Way, I spend 50% of my income on rent for a one bedroom apartment. I'd look forward to continuing to live and work in Kirkland.

I urge you to include ADUs, 4-plex units, and small apartment complexes along transit corridors and nestled within neighborhoods. And along the main thoroughfares, of course additional bigger apartment complexes. More supply of housing is needed in order to accommodate a growing population, to keep housing rental prices from ballooning, and to keep the vital cross section of community members Kirkland already has.

Change is inevitable in a town. Please stand up to interest groups who are advocating for keeping the status quo. That's not how communities thrive.

Thank you for considering this as my public comment.

Request to Reject Housing Element Policies That Densify Neighborhoods and Open Spaces

From

Date Mon 9/23/2024 2:44 PM

To Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; City Council <CityCouncil@kirklandwa.gov>; Scott Guter <sguter@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>

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Dear Planning Commission,

I am writing as a concerned resident who values the unique character and sense of community that Kirkland has fostered over the years. While I understand the need for growth, I urge you to reject specific policies in the proposed Kirkland Housing Element that would allow for excessive densification in our neighborhoods and open spaces—places where many of us have built our lives, raised our families, and connected with our neighbors.

As former mayor Penny Sweet suggested in 2020, Kirkland has always been a city that balances growth with quality of life. Our parks, open spaces, and residential neighborhoods make this community so cherished. The city should follow the lead of Bellevue and Redmond, where growth has been responsibly concentrated in Urban Centers rather than spreading into established residential areas. If the policies below are implemented, we risk losing what makes Kirkland feel like home.

- **Policy H-1.4**: Increasing residential development intensity in areas with existing infrastructure and services might seem logical, but the impact would be significant for those of us living in these neighborhoods. Increased traffic, noise, and overcrowded services would change the very fabric of the community that drew many of us here in the first place.

- **Policy H-1.7** and **Policy H-1.9**: These policies prioritize the development of Permanent Supportive Housing (PSH) in residential areas. While PSH is an important goal, placing these facilities in our neighborhoods could overwhelm local services and diminish the sense of safety and community value. We need PSH to be located in areas with better access to the resources and infrastructure necessary to support these residents, such as urban centers, rather than in residential neighborhoods where services are strained.

- **Policy H-1.10**: While I support the creation of affordable housing, incentivizing faith-based or non-profit organizations to develop such housing in residential areas could lead to the over-densification of these neighborhoods, eroding the community spaces that serve as gathering spots for families and friends. Losing these spaces to housing development would be a loss for everyone in Kirkland.

- **Policy H-1.12**: While this policy prioritizes growth in urban and commercial centers, the vague language could lead to unintended consequences for our residential areas. We need to ensure that growth remains where it is planned—in areas designed to handle it—so that our neighborhoods can retain their character and function.

- **Policy H-2.10**: This policy supports the use of surplus land for affordable housing, but surplus land often includes parks, open spaces, and lands used by the community. These are the

places where children play, families gather, and nature thrives. Repurposing these spaces for housing would be a long-term loss for the community. As a parent (or community member), I value walking with my family to a park that isn't overcrowded to enjoy the open spaces that help make Kirkland livable. I ask that you preserve these spaces for future generations.

We agree that growth is needed, but growth should not come at the expense of what makes Kirkland a desirable place to live. By rejecting these policies, you will protect the balance of development and quality of life Kirkland has worked hard to achieve. We support responsible growth in Urban Centers and middle housing, but please help protect the integrity of our neighborhoods and open spaces.

Thank you for your attention to this matter and your efforts to ensure Kirkland grows wisely and sustainably.

Sincerely,

From:
Sent: Sunday, September 22, 2024 4:46 PM
To: Planning Commissioners <planningcommissioners@KirklandWA.gov>
Cc: City Council <CityCouncil@KirklandWA.gov>; mnakirkland@gmail.com
Subject: Kirkland Housing Plans

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To Whom it May Concern:

After reading your 2044 Housing Element online, it seems to me that eventually Kirkland City planners will want to establish YIMBY (Yes in My Back Yard). It would be a serious mistake as it has already been done in California and failed to help the lower incomed people. Instead it hurt the lower and middle income households and benefitted the “RICH” exactly what was NOT intended!

Meritocracy, although not perfect, is still the best system we have!”

Kirkland, WA 98033-5410

From:
Sent: Sunday, September 22, 2024 11:24 AM
To: Neal Black <nblack@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>; Rodney Rutherford <rrutherford@kirklandwa.gov>; Bria Heiser <bheiser@kirklandwa.gov>; Scott Reusser <sreusser@kirklandwa.gov>; Angela Rozmyn <arozmyn@kirklandwa.gov>; Aaron Jacobson <ajacobson@kirklandwa.gov>; Katya Allen <kallen@kirklandwa.gov>; Gina Madeya <gmadeya@kirklandwa.gov>
Cc: Market Neighborhood Association <mnakirkland@gmail.com>
Subject: Concerns Regarding Tax Burden and Urbanization Strategies

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Dear City Officials,

I am writing to seek your thoughts on Dr. Emily King's recent letter highlighting concerns about the tax burden that new developments may impose on our working-class residents, who are already facing high property taxes.

I share her concern that the Multifamily Tax Exemption (MFTE), a crucial aspect of our urbanization proposals, seems to provide tax benefits to wealthy developers and new residents of upscale constructions, while existing residents in older homes bear the costs of city services and infrastructure upgrades. **Therefore, I urge the city to consider shifting the focus from MFTE-driven large developments to smaller subdivisions and projects.**

Furthermore, after listening to Dr. Paule Dure's address to the City Council, it is clear that our city currently lacks the staffing and resources needed to effectively manage such large-scale urbanization efforts. I am concerned about how we can undertake these ambitious initiatives without the guidance of a staff economist or a dedicated firm to conduct a thorough economic study.

Thank you for your attention to these important matters. I look forward to hearing your insights.

For reference, Dr. Emily King's communication is attached and below is the link to Dr. Paule Dure address to the city hall on September 17th.

Kirkland resident points out our comp plan should be guided by experts and study (youtube.com)

Sincerely,

Kirkland Resident

“Dear members of the Kirkland City Council,

I have been following the development of Kirkland’s 2044 Comprehensive Plan as well as the feedback the Council has received. The pushback on the Plan is not rooted in resistance to Kirkland city growth, but rather concerns on how the growth is executed. The Plan looks to add nearly $10 billion of additional real estate to Kirkland. This growth will impact *every* aspect of how we live and work. Simply put, there is a lot at stake.

I’d like to lend my perspective as an expert in my field. I have over 20 years of corporate finance and public accounting experience as well as nearly 20 years of experience as an adjunct university professor where I teach graduate level courses in both governmental accounting as well as taxation. I attribute my career success to my ability to develop accurate long-range plans and develop precise models for complex business problems. After carefully reading the 2044 Comprehensive Plan, I don’t see how the goals of this plan as current written can be accomplished without a meaningful negative impact to all current and future residents of Kirkland.

Background: These negative financial consequences stem from how affordable housing is funded and restrictions on property tax levies. To encourage developers to build the types of housing we need, Kirkland is one of many cities that offer a multifamily tax exemption (MFTE) given to properties that have affordable housing. Depending on the number of affordable housing units offered (10-30%), the MFTE waives property taxes between 8 to 20 years [1]. Additionally, traffic, park and school impact fees may be waived [2]. The ability to make up for the loss of city revenue is limited under RCW 84.55.010, where the total amount of property tax levies can only increase by 1% each year excluding the value of new construction [3].

Given the growth targets outlined in the Plan, combined with the lengthy MFTE, the effects will be felt for years to come. The negative financial consequences ***will*** materialize in all three of the following ways:

1. Tax shift resulting in an increase of property tax to existing residents: Because a tax paying dwelling is replaced with a tax-exempt dwelling, the total amount of property tax has to be shared among fewer units [4].
2. Direct tax increase tax to existing residents: If the new dwelling qualifies as new construction, the value of construction is added on top to the total amount of property tax to be levied. For perspective, in 2024, new construction added 1% additional property tax to be levied [5]. In short, there is more property taxes to be collected, but to be split among fewer tax paying dwellings. This new amount of levy carries over to become the basis for the following year.

3. Reduction in service level and quality of government provided services: Multifamily dwellings have a lower assessed property value on a per person basis [6]. Because the assessed value of new construction is added on top of the property levy, the ratio of tax to people will be reduced. The outcome is that the amount of property tax collected will grow at a significantly slower rate than the population. This issue is further exacerbated by the waiver of impact fees. Impact fees are used to pay for critical capital improvements, incremental expansion and added infrastructure for parks, schools and traffic to accommodate the increase in population [7].

It is unlikely that the City's revenue shortage can be made up through other means such as sales tax or federal funding. New residents will not generate more sales tax revenue per person, as current sales tax revenue hasn't even kept pace with inflation rates [8],[9],[10]. This means if you believe that the city's population is growing (growth rates vary dramatically based on source), we're receiving less on a per person basis. Moreover, federal programs like the $5.5 billion in funding recently announced by the Biden/Harris administration are unlikely to provide relief for Kirkland's Plan. The federal programs are largely aimed at increasing home ownership through cheaper houses faster to market and provide rental vouchers and emergency shelter for those unlikely to buy a house [11],[12]. These goals, while not at odds with the Plan, aim to solve the housing crises in a multifaceted approach that differs from Kirkland's Plan. Further, some of these federal programs even require community additional investment [13].

There are only a handful of options available to the City ensure there is not a material degradation of government services provided to the community:

1. The City Council can eliminate the MFTE and waiver of impact fees. This option ensures there is enough budget to maintain service levels and incremental fees to support the growing population, however this eliminates any incentive for developers to build affordable housing.

2. Increase tax levies. The 1% cap on property tax levies can be eliminated through legislation or additional levies can be proposed. While this option ensures there is enough budget available, this pushes the entire burden of new growth to the existing residents who have already grown weary of property tax increases. Using Senate Bill 5770 as a proxy, this 2023 bill proposed revising the 1% cap to tie it to inflation, allowing a modest increase up to 3%. The bill ultimately faced significant opposition and was not even put to a vote [14],[15]. Further, Kirkland residents are showing signs of "levy fatigue" over concerns about rising property tax, with the most recent pool levy failing by a sizable margin [16],[17].

3. Gradually grow affordable housing by limiting new housing to the King County requirements. This option allows time for property tax levies to increase by 1% naturally, as well as allowing time for the benefits of the newly funded federal housing programs to be realized. While a lack of property tax levy and impact fees will still be an issue anytime a tax-exempt dwelling is developed, this option balances a reduction in service levels and the burden to existing residents while still welcoming those in need of affordable housing.

To be clear, I am very supportive of affordable housing growth in Kirkland and acknowledge that population growth more broadly is an issue we must all help to address. However, I strongly encourage the Council to adopt a less aggressive plan that would minimize negative consequences for the community. Personally, I am most concerned about the reduced quality of services. I moved to Kirkland for the quality of life that it offers to my two small children, most notably the great schools and parks. I'm deeply saddened by the thought of overcrowded classrooms, dilapidated libraries, and that Kirkland may no longer be a great place to live.

I welcome the opportunity to discuss the matter further and happy to lend my expertise as needed.

Respectfully,

, PhD, CPA, CMA, MBA

[1] KMC Chapter 5.88 MULTIFAMILY HOUSING PROPERTY TAX EXEMPTION (codepublishing.com)

[2] KZC Chapter 112 – AFFORDABLE HOUSING INCENTIVES – MULTIFAMILY (codepublishing.com)

[3] RCW 84.55.010: Limitations prescribed. (wa.gov)

[4] Commerce MFTE - FACTSHEET What is Tax Shift - 2023 0126.pdf | Powered by Box

[5] Content Manager WebDrawer - ESTABLISHING THE AMOUNT OF PROPERTY TAXES TO BE LEVIED FOR THE YEAR 2024, THE SECOND YEAR OF THE CITY OF KIRKLAND'S 2023-2024 FISCAL BIENNIUM, AND REPEALING ORDINANCE O-4862. (kirklandwa.gov)

[6] Single-family vs multifamily homes in the U.S. | Statista

[7] Kirkland City Council increases impact fees for new developments | Kirkland Reporter

[8] 2023 City of Kirkland Annual Comprehensive Financial Report (kirklandwa.gov)

[9] 2022 City of Kirkland WA Annual Comprehensive Financial Report

[10] Consumer Price Index, Seattle area — August 2024 : Western Information Office : U.S. Bureau of Labor Statistics (bls.gov)

[11] FACT SHEET: Vice President Harris Announces $5.5 Billion to Boost Affordable Housing, Invest in Economic Growth, Build Wealth, and Address Homelessness in Communities Throughout America | The White House

[12] FACT SHEET: President Biden Announces Major New Actions to Lower Housing Costs by Limiting Rent Increases and Building More Homes | The American Presidency Project (ucsb.edu)

[13] HOME Overview - HUD Exchange

[14] Bill to revise the outdated property tax cap dies under weight of anti-tax rhetoric, despite strong start (wacities.org)

[15] Washington bill would have allowed local property tax increases to grow (kitsapsun.com)

[16] KUOW - Are we on the brink of a tax revolt in Washington state?

[17] Frequently Asked Questions about the 2023 Ballot Measure – City of Kirkland (kirklandwa.gov)”

September 19, 2024

Dear City Council and planners,

We love Kirkland because it has been environmentally conscious in ways we have not seen in other areas. We keep trees-- significant and smaller, as well as plant native plants, we try to walk when we can, reuse, recycle, compost, open windows instead of turning on AC, leave less of a carbon footprint. Until now.

So, beyond the traffic and crowding impact, beyond the strain on our water supply, schools, garbage, sewer, electricity, health facilities, and food, building more and more high-rises impacts our environment in ways that will dramatically effect the future of the planet.

~ Cutting down significant trees has a known impact on carbon increase. Each tree over a certain age reduces carbon in ways baby trees never could. Kirkland knows that. The world knows that. It's why the beautiful Kirkland has so many limits on tree removals...for individual residents. According to the planners at last night's meeting, trees are not important when they interfere with building high-rise complexes or parking lots. Is that monetarily motivated, residents wonder? WE want to be environmentally friendly. We love our state for the trees and waters, the mountains and streams.

Residents wonder how the extra cars will effect the air quality, the carbon footprint. Global warming. They are right to wonder. It will effect it a lot. What no one is considering is the global impact of the AC in those thousands upon thousands of units. AC is in the new complex advertisements next to "sweeping views" and the rental price of $2,000 for one bedroom, $3,000 for two. The impact of AC on global warming is not a recent discovery, but its impact is starting to be known more and more, and it's huge: Here is what scientists are saying:

1.Cooling is a big contributor to global warming. Much of the existing cooling equipment uses hydrofluorocarbon refrigerants, which are potent greenhouse gases, and use a lot of energy, making them a double burden for climate change.

2.The irony: the widespread use of ACs is actually driving up temperatures by feeding the climate crisis, which could leave up to three-quarters.

3.By the end of the century, greenhouse gas emissions from air conditioning will account for as much as a 0.5-degree Celsius rise in global (more with multifamily dwelling increase).

More heat means more fires, as well, which increase the global warming more. We tell South America to leave the trees, and then we, who may actually have a more significant role environmentally, and with global warming, chop them down for AC-filled high-rises.

It's a big concern that I'm surprised Washington is not considering in this weird from- the-top building mandate we Washingtonians did not vote for. What poor care-taking of the beautiful lands I'm seeing. We care so much about this beautiful place. I hope you do, as well, and might do something about it. Thank you for listening.

Thank you,

From:
To: City Council
Subject: Feedback on Kirkland's 2044 Comprehensive Plan
Date: Thursday, September 19, 2024 12:50:17 PM

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

Dear members of the Kirkland City Council,

I have been following the development of Kirkland's 2044 Comprehensive Plan as well as the feedback the Council has received. The pushback on the Plan is not rooted in resistance to Kirkland city growth, but rather concerns on how the growth is executed. The Plan looks to add nearly $10 billion of additional real estate to Kirkland. This growth will impact *every* aspect of how we live and work. Simply put, there is a lot at stake.

I'd like to lend my perspective as an expert in my field. I have over 20 years of corporate finance and public accounting experience as well as nearly 20 years of experience as an adjunct university professor where I teach graduate level courses in both governmental accounting as well as taxation. I attribute my career success to my ability to develop accurate long-range plans and develop precise models for complex business problems. After carefully reading the 2044 Comprehensive Plan, I don't see how the goals of this plan as current written can be accomplished without a meaningful negative impact to all current and future residents of Kirkland.

Background: These negative financial consequences stem from how affordable housing is funded and restrictions on property tax levies. To encourage developers to build the types of housing we need, Kirkland is one of many cities that offer a multifamily tax exemption (MFTE) given to properties that have affordable housing. Depending on the number of affordable housing units offered (10-30%), the MFTE waives property taxes between 8 to 20 years [1]. Additionally, traffic, park and school impact fees may be waived [2]. The ability to make up for the loss of city revenue is limited under RCW 84.55.010, where the total amount of property tax levies can only increase by 1% each year excluding the value of new construction [3].

Given the growth targets outlined in the Plan, combined with the lengthy MFTE, the effects will be felt for years to come. The negative financial consequences ***will*** materialize in all three of the following ways:

1. Tax shift resulting in an increase of property tax to existing residents: Because a tax paying dwelling is replaced with a tax-exempt dwelling, the total amount of property tax has to be shared among fewer units [4].
2. Direct tax increase tax to existing residents: If the new dwelling qualifies as new construction, the value of construction is added on top to the total amount of property tax to be levied. For perspective, in 2024, new construction added 1% additional property tax to be levied [5]. In short, there is more property taxes to

be collected, but to be split among fewer tax paying dwellings. This new amount of levy carries over to become the basis for the following year.

3. Reduction in service level and quality of government provided services: Multifamily dwellings have a lower assessed property value on a per person basis [6]. Because the assessed value of new construction is added on top of the property levy, the ratio of tax to people will be reduced. The outcome is that the amount of property tax collected will grow at a significantly slower rate than the population. This issue is further exacerbated by the waiver of impact fees. Impact fees are used to pay for critical capital improvements, incremental expansion and added infrastructure for parks, schools and traffic to accommodate the increase in population [7].

It is unlikely that the City's revenue shortage can be made up through other means such as sales tax or federal funding. New residents will not generate more sales tax revenue per person, as current sales tax revenue hasn't even kept pace with inflation rates [8],[9],[10]. This means if you believe that the city's population is growing (growth rates vary dramatically based on source), we're receiving less on a per person basis. Moreover, federal programs like the $5.5 billion in funding recently announced by the Biden/Harris administration are unlikely to provide relief for Kirkland's Plan. The federal programs are largely aimed at increasing home ownership through cheaper houses faster to market and provide rental vouchers and emergency shelter for those unlikely to buy a house [11],[12]. These goals, while not at odds with the Plan, aim to solve the housing crises in a multifaceted approach that differs from Kirkland's Plan. Further, some of these federal programs even require community additional investment [13].

There are only a handful of options available to the City ensure there is not a material degradation of government services provided to the community:

a. The City Council can eliminate the MFTE and waiver of impact fees. This option ensures there is enough budget to maintain service levels and incremental fees to support the growing population, however this eliminates any incentive for developers to build affordable housing.
b. Increase tax levies. The 1% cap on property tax levies can be eliminated through legislation or additional levies can be proposed. While this option ensures there is enough budget available, this pushes the entire burden of new growth to the existing residents who have already grown weary of property tax increases. Using Senate Bill 5770 as a proxy, this 2023 bill proposed revising the 1% cap to tie it to inflation, allowing a modest increase up to 3%. The bill ultimately faced significant opposition and was not even put to a vote [14],[15]. Further, Kirkland residents are showing signs of "levy fatigue" over concerns about rising property tax, with the most recent pool levy failing by a sizable

margin [16],[17].

c. Gradually grow affordable housing by limiting new housing to the King County requirements. This option allows time for property tax levies to increase by 1% naturally, as well as allowing time for the benefits of the newly funded federal housing programs to be realized. While a lack of property tax levy and impact fees will still be an issue anytime a tax-exempt dwelling is developed, this option balances a reduction in service levels and the burden to existing residents while still welcoming those in need of affordable housing.

To be clear, I am very supportive of affordable housing growth in Kirkland and acknowledge that population growth more broadly is an issue we must all help to address. However, I strongly encourage the Council to adopt a less aggressive plan that would minimize negative consequences for the community. Personally, I am most concerned about the reduced quality of services. I moved to Kirkland for the quality of life that it offers to my two small children, most notably the great schools and parks. I'm deeply saddened by the thought of overcrowded classrooms, dilapidated libraries, and that Kirkland may no longer be a great place to live.

I welcome the opportunity to discuss the matter further and happy to lend my expertise as needed.

Respectfully,

, PhD, CPA, CMA, MBA
(503) 201-3820
(10) Emily King | LinkedIn

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[1] KMC Chapter 5.88 MULTIFAMILY HOUSING PROPERTY TAX EXEMPTION (codepublishing.com)
[2] KZC Chapter 112 – AFFORDABLE HOUSING INCENTIVES – MULTIFAMILY (codepublishing.com)
[3] RCW 84.55.010: Limitations prescribed. (wa.gov)
[4] Commerce MFTE - FACTSHEET What is Tax Shift - 2023 0126.pdf | Powered by Box
[5] Content Manager WebDrawer - ESTABLISHING THE AMOUNT OF PROPERTY TAXES TO BE LEVIED FOR THE YEAR 2024, THE SECOND YEAR OF THE CITY OF KIRKLAND'S 2023-2024 FISCAL BIENNIUM, AND REPEALING ORDINANCE O-4862. (kirklandwa.gov)
[6] Single-family vs multifamily homes in the U.S. | Statista

[7] Kirkland City Council increases impact fees for new developments | Kirkland Reporter
[8] 2023 City of Kirkland Annual Comprehensive Financial Report (kirklandwa.gov)
[9] 2022 City of Kirkland WA Annual Comprehensive Financial Report
[10] Consumer Price Index, Seattle area — August 2024 : Western Information Office : U.S. Bureau of Labor Statistics (bls.gov)
[11] FACT SHEET: Vice President Harris Announces $5.5 Billion to Boost Affordable Housing, Invest in Economic Growth, Build Wealth, and Address Homelessness in Communities Throughout America | The White House
[12] FACT SHEET: President Biden Announces Major New Actions to Lower Housing Costs by Limiting Rent Increases and Building More Homes | The American Presidency Project (ucsb.edu)
[13] HOME Overview - HUD Exchange
[14] Bill to revise the outdated property tax cap dies under weight of anti-tax rhetoric, despite strong start (wacities.org)
[15] Washington bill would have allowed local property tax increases to grow (kitsapsun.com)
[16] KUOW - Are we on the brink of a tax revolt in Washington state?
[17] Frequently Asked Questions about the 2023 Ballot Measure – City of Kirkland (kirklandwa.gov)

September 12, 2024

I, along with my parents, am a resident of Kirkland. I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed. I appreciate that the City Staff has included a new framework for transit corridors in the recent draft of the Land Use Element. The framework, however, is vague and the fundamental issues with the transit corridors remain.

I am also concerned that this plan update eliminates “Residential” land use designations. Changing all these areas to “Residential Mixed Use” is a significant change for Kirkland neighborhoods. Residential Mixed-Use allows small-scale commercial, institutional, and semi-public uses in residential neighborhoods. The plan does not specify what other features of Residential zones would be lost, such as setbacks and buffers between residential and commercial zones.
I strongly urge the Planning Commission to propose an amendment to the Land Use Element removing transit corridors and Policy LU-2.4 from the 2044 Comprehensive Plan.

Kind regards,

Kirkland Resident

September 12, 2024

I hope you will not approve the insane plan to rezone from Residential to 4-6 story buildings in Houghton. This make absolutely no sense. If this plan is approved I would hope the residents in this area would file a Class Action lawsuit to protect the live ability and value of their homes. Having our view blocked could reduce e the value of our home by $500,000

I for one would certainly be in favor of a Class Action Lawsuit should this plan be approved

September 12, 2024

Thank you to the Commission and City Staff, who are working hard on this comprehensive plan. I appreciate your efforts.

I, along with my wife and daughter, am a resident of Kirkland. I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed. I appreciate that the City Staff has included a new framework for transit corridors in the recent draft of the Land Use Element. The framework, however, is vague and the fundamental issues with the transit corridors remain.

I am also concerned that this plan update eliminates “Residential” land use designations. Changing all these areas to “Residential Mixed Use” is a significant change for Kirkland neighborhoods. Residential Mixed-Use allows small-scale commercial, institutional, and semi-public uses in residential neighborhoods. The plan does not specify what other features of Residential zones would be lost, such as setbacks and buffers between residential and commercial zones.

I strongly urge the Planning Commission to propose an amendment to the Land Use Element removing transit corridors and Policy LU-2.4 from the 2044 Comprehensive Plan.

Kind regards,

Kirkland Resident

From:
Sent: Thursday, September 12, 2024 12:34 PM
To: Rodney Rutherford; bheisler@kirklandwa.gov; Scott Reusser; Aaron Jacobson; Angela Rozmyn; Gina Madeya; Katya Allen
Cc: Kelli Curtis; Jay Arnold; Jon Pascal; John Tymczyszyn; Penny Sweet; Amy Falcone; Neal Black; Kurt Triplett; James Lopez; Adam Weinstein; Allison Zike; LeAndra Baker-Lewis; Janice Swenson
Subject: Please Remove LU 2.4 Transit Corridors from the Comprehensive Plan

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

Dear Planning Commissioners,

I am writing in opposition to the proposal to expand land-use in existing single-family residential neighborhoods to allow multi-story apartment buildings within one-quarter of a mile of designated transit corridors, LU 2.4

Allowing multi-story apartment buildings to be placed scatter-shot within existing single-family neighborhoods would likely create traffic, parking, and environmental degradation and tax the existing infrastructure. Tree canopy, including loss of heritage trees, would likely be sacrificed during aggregation of parcels to make a project pencil out.

A recent op-ed in the Seattle Times by a property developer argued that requiring infrastructure improvements cost too much. They said that improving streets, sidewalks, drainage, etc. should not be required for new projects. It was their excuse for not building "affordable" housing. They want to maximize profits, while minimizing externalities by pushing off the costs to existing residents. The new residents get a free ride, while imposing degraded quality of life on neighbors.

My understanding is that without this change, the City will meet or exceed its requirements for housing. Growth should occur as envisioned in the 85th Station Area Plan, Downtown, and Totem Lake, and as new neighborhood centers are created in Finn Hill and Kingsgate.

I am not against growth, but this plan will only degrade the neighborhoods and is a feel-good solution looking for a problem.

From: Allison Zike
Sent: Friday, September 13, 2024 6:53 AM
To: Janice Swenson
Subject: Fw: Cherish Kirkland

From:
Sent: Thursday, September 12, 2024 7:29 PM
To: City Council <CityCouncil@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; John Tymczyszyn <JohnT@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>
Subject: Cherish Kirkland

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As a long term resident of Kirkland, West of Market, for over 30 years, I am completely agast at this proposal to put apartment/condominium/mid-rise structures in this peninsula of a neighborhood... Having paid property taxes that have increased from $2,400/yr to $24,000/yr is horrific for anyone (except the very rich that are displacing people like us), but to add insult to injury, now you want to build (to put money in your pockets), which will impact us (taking views, etc.) as it will reduce the value of our home.

It really seens that this 'transit corridor', which is one bus, usually completely empty, is not truly in need of more density.

Please consider your constiuents, versus your financial gain!

From: Allison Zike
Sent: Thursday, September 12, 2024 4:08 PM
To: Janice Swenson
Subject: Fw: Concerns on Comp Plan and Our Kirkland Neighborhoods

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From:
Sent: Thursday, September 12, 2024 3:56 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Fwd: Concerns on Comp Plan and Our Kirkland Neighborhoods

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For your consideration. Thank you.

---------- Forwarded message ---------
From: **Steve Oroszlan** <soroszlan@gmail.com>
Date: Thu, Sep 12, 2024 at 3:45 PM
Subject: Concerns on Comp Plan and Our Kirkland Neighborhoods
To: <CityCouncil@kirklandwa.gov>

Dear Kirkland City Councilmembers,

Two years ago in a video posted on KirklandTelevision, then Mayor Penny Sweet emphasized the benefits of the Village at Totem Lake as an example of projects in Urban Centers that support tenets of growth management and protect our neighborhoods. As she explained " a basic tenet of what we do in Kirkland…being able to maintain neighborhoods in their current configurations allows us to have villages like this one that not only protect the other neighborhoods but become a neighborhood themselves."

Today, the concept of potentially introducing high-density, multi-story developments within single family residential neighborhoods along transit corridors seems to contradict this tenet. High density housing of 50-200 units per acre extending a quarter mile deep on both sides of transit corridors and rezoning encroaches on the character and livability of Kirkland neighborhoods.

At a recent City Council meeting on August 7, Councilmember Sweet acknowledged that pressure is being applied to Kirkland "telling us what to do" based on "where we are and who we are." Indeed, navigating mandates like the Growth Management Act, HB 1220, HB 1110, SB 5235, HB 1337, and SB 5466 presents challenges.

It seems that single family home neighborhoods are increasingly considered anachronistic by proponents of growth and density in Washington State and King County government, external groups, academics and city planners, and other interests – rather than being viewed as a **bedrock** of our community, providing continuity and livability for local families who invest in their communities.

My understanding is that mandated housing and density can be achieved in the Urban Centers that Ms. Sweet's video cites through existing zoning and without disjointed, overreach into transit corridors along with excessive neighborhood infill.

I appreciate and support City Councilmembers like Jon Pascal and John Tymczyszyn, who advocate for responsible growth and for Kirkland residents by focusing on density and affordability in Urban Centers like Totem Lake and the NE 85th Street Area Station Plan rather than by altering the fabric and character of Kirkland's residential neighborhoods in the Comp Plan. I urge fellow Kirkland City Councilmembers to follow their lead.

Sincerely,

September 12, 2024

As you prepare for tonight's meeting, as a long-time resident of Kirkland, I would like to let you know my thoughts.
I have always voted, and will give myself a B- for the level of research and fact finding I do on issues before I (and our family of 4 voting residents) cast my vote.
There has been much discussion, particularly in the last few months about the direction Kirkland is headed with assorted land use plans.
This discord has compelled me to up my game in the research department and get answers for myself.
I should have paid more attention earlier, but here we are now and I have done the research.
While I fully understand that with the growth to the greater Seattle area, each area needs to address acceptable growth options for their cities. I am not opposed to growth, absolutely understand the needs for housing, but feel the plans for housing surrounding the transit corridors is not the right move for our city. The pre existing re-zoning plans are sufficient, and with the zoning proposed, and the potential number of housing units will make this city unlivable, especially with unsupported infrastructure needs, it is not necessary and not what your constituents want.
Traffic already is horrible and I don't think King County transit has any plans to support that growth. Bus service is continually declining with less routes and the bus system here stinks.
I could go deep into the particulars and cite very specific parts of the plan I am against, but my guess is you already know.
This is a very slippery slope for our city, and I truly fear that this unprecedented plan that IS NOT wanted by current voting residents will ruin this city.
I am committed to actively campaigning for and against each council member up for election in December 2025 and every election thereafter based on their stance on this issue.
Please listen to the residents of this city, take your time, re think these actions, build on the other pre existing growth plans that make sense, take the new zoning changes off the table and listen to your constituents who actually live her and vote, not outside agencies with ulterior motives.
We live here and want the best for this community. Responsible, reasonable, transparent efforts to continue to improve our city.

Thank you very much, tonight will be a very interesting meeting, please do the right thig for you residents who live here and have been paying taxes.

From: Allison Zike
Sent: Thursday, September 12, 2024 8:31 AM
To: Janice Swenson
Subject: Fw: Transit Corridors

From:
Sent: Thursday, September 12, 2024 8:29 AM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Transit Corridors

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

I am a resident of Kirkland. I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed.
Robert D Routt

September 12, 2024

We are in strong opposition to this plan!

September 12, 2024

As a proud voting resident of Kirkland, I am writing to express my concerns about the direction the 2044 Comprehensive Plan is taking. While we all understand the importance of planning for future growth, we must ensure that this growth is done responsibly, with adequate infrastructure to support it, and through a transparent process that involves the community at every step.

I am against inclusion of the Transit Corridors in the 2044 Comprehensive Plan.

1. Responsible Growth:

It is unclear how the density levels suggested in this plan will lead to lower housing costs in Kirkland. Many residents, including myself, are concerned about the potential rezoning of single-family neighborhoods along key corridors for residential mixed-use developments. While growth is necessary, it should not come at the expense of the character of our neighborhoods or the livability that makes Kirkland special. I do not support proposals that would allow 50-200 units of housing per acre in residential areas.

Citizens are calling for a shift away from an ideologically driven plan and towards a more practical approach that acknowledges the unique economic conditions in Kirkland. With our high land values, simply increasing density does not create affordable housing under market conditions. The plan needs to reflect these realities if it is to address our community's actual needs.

2. Adequate Infrastructure:

The density being proposed seems disproportionate to the existing transportation infrastructure across Kirkland. Increased density could strain emergency services and exacerbate overcrowding in schools, which are already facing capacity challenges in some areas. I'd like to see improvements in Metro Bus services to better connect residents to meaningful destinations before major land use decisions are made based on assumptions about ridership.

3. Transparent Decision-Making:

Transportation and land use decisions are deeply interconnected and should not be made in isolation. The current approach seems fragmented, and the zoning changes proposed could have long-term harmful environmental impacts on Kirkland's natural spaces. As residents, we deserve greater involvement in shaping public transportation solutions and more engagement from the city as these decisions unfold.

This letter represents the concerns of myself and many other VOTING residents of Kirkland, who will be watching closely as the City Council moves toward voting on this plan later in the year. As we approach the next election season, we are paying close attention to how the Council listens to and addresses the concerns of its constituents. Further, I believe that many well intentioned people who are in favor of this proposal are being exploited; urged to action by private investors who stand to make piles of money on land speculation and redevelopment. Affordable housing and transportation are not prime concerns for these investment groups.

We urge the Council to adopt a more balanced, economically grounded plan that reflects our city's unique circumstances rather than one rooted in ideology.

Thank you for your attention to these matters. I look forward to your response and a more responsible, community-driven approach to Kirkland's future.

Sincerely,

From:
Sent: Thursday, September 12, 2024 2:33 PM
To: Planning Commissioners; City Council
Cc: Adam Weinstein; Allison Zike; LeAndra Baker-Lewis; Janice Swenson
Subject: 2044 Comprehensive Plan

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

Commissioners and Councilmembers,

I had intended to send this earlier but life has been getting in the way and I am currently unable to access my personal account remotely, thus I am sending this from my work account.

I write with additional comments on the current proposals for the 2044 Comprehensive Plan. While I appreciate staff's and various Commissioners' efforts to acknowledge and respond to the concerns being expressed by the community about both the process and the 2044 Comprehensive Plan itself, primarily the Land Use and Housing elements as well as certain aspects of the various neighborhood plans, I do not believe that you have yet addressed the real issues.

Under the requirements of the GMA, Kirkland both promoted and accepted a 2044 growth target of 13,200 additional housing units, of which 7,500 are to be affordable for those who at <30% AMI for the area. That <30% AMI number is far greater proportionally for Kirkland's size and infrastructure capacity than Bellevue's, for instance. Setting that aside for the moment, while existing zoning easily accommodates more than 6,000 surplus units over the total 13,200 Kirkland has been allocated, the current 2044 Comprehensive Plan does not properly address how to achieve the 7,500 for <30% AMI. Further, it is internally inconsistent.

The current proposed Plan acknowledges that Kirkland was several years ahead of the state legislature in making zoning changes to allow and encourage building ADUs, DADUs, duplexes, triplexes, cottages, and other "middle" housing in all residential areas of the city. Kirkland has not had single family zoning for several years. The intent was specifically to increase density and provide more affordable options for those at middle income levels. As staff, Council, and Planning Commission have correctly stated, it takes time to see impacts from such zoning changes – development doesn't happen overnight. We *are* now actually seeing a lot of development of such middle housing across the city. Along Market Street alone, we have 30 new or in construction units on just six lots.

The current proposed Plan with the "Transit Corridors" would lay the foundation for zoning changes that could allow for 4-6 (or even higher according to some Commissioners and Councilmembers) story mixed-use/residential buildings anywhere and possibly everywhere throughout those identified Transit Corridors. Such zoning changes, if implemented throughout the identified Transit Corridors would allow for 100,000 additional units without any provisions that any of them would actually qualify as affordable generally or specifically for those at <30%AMI.

Meanwhile, other parts of the Land Use element specify

1) development of higher intensity residential uses, including "affordable" housing should be focused in areas that already have commercial services and quality transit service,
2) development of housing, offices, community facilities, shops and services should be encouraged <u>*at or near*</u> park & ride lots and other transit *facilities*,

3) reduced minimum lot sizes should be applied throughout residential zones to support more opportunities for *fee-simple ownership*, the highest intensity residential areas should be located close to shops/services, employment centers, and transportation hubs,
4) new residential growth to meet sustainability, DEIB, and required allowances for middle-housing types should be encouraged in lower-intensity neighborhoods,
5) *existing* TOD and commercial mixed-use areas should be maintained and strengthened by focusing economic development and "affordable" housing within them, and
6) new housing and jobs production should be *intentionally focused in the Totem Lake and Greater Downtown Urban/Regional Growth Centers*. ***NOTE: As proposed by staff, the Transit Corridor plan would actually substantially lessen the projected housing in the Totem Lake area while significantly increasing the burden on the Market Street neighborhood.***

Any version of the proposed Transit Corridors is both unnecessary and in conflict with the other policies outlined in the Plan. Further, as I have previously noted, there is both a dearth of and impossibility to achieve the necessary infrastructure in several of the identified Transit Corridors and the actual transit service in several of those corridors is not in fact quality, reliable, or frequent and has actually eroded in recent years. Additionally, the focus really should be on how to achieve development of housing at scale that meets the needs of those at <30% AMI. The Transit Corridors plan does not and cannot do so. Allow the zoning changes that the city implemented several years ago to continue working to achieve the mix of housing types and increased density within the lower-intensity neighborhoods and do not encourage development of 4-6 story (or higher) buildings throughout residential areas that are currently limited to 2-3 stories. Develop policies and a Plan that focuses on how and where it is most suitable, taking all factors into consideration, to encourage development of affordable housing, with specific emphasis on providing for those at <30% AMI.

Thank you for taking the time to consider my comments.

Regards,

From: Allison Zike
Sent: Friday, September 13, 2024 6:53 AM
To: Janice Swenson
Subject: Fw: Concerns Regarding the Proposed Land Use Plan

From:
Sent: Thursday, September 12, 2024 6:40 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Concerns Regarding the Proposed Land Use Plan

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Subject: Concerns Regarding the Proposed Land Use Plan

Dear City Council/Planning Commission,

I am writing regarding the proposed land use plan as a concerned Kirkland resident. I have lived in Washington State all my life and specifically in Kirkland at the Brezza Condos since Feb 1997. I have seen many changes in Kirkland and witnessed the City Council struggle to find it's way with what our community stands for considers the voices of the residents. While I fully support the need for thoughtful development, the current proposal far exceeds what is necessary or sustainable for our community. Kirkland's success has naturally led to increased demand for housing, but we must address this demand without sacrificing the qualities that make Kirkland such an attractive and livable city.

Guiding Responsible Growth: Kirkland's housing affordability issue is a consequence of its success. The city's proximity to major job centers, combined with its excellent schools, parks, and diverse neighborhoods, naturally makes it a desirable place for high-income workers. However, the proposed plan's sweeping upzoning, allowing for 4-6 story buildings across nearly 9 square miles, threatens to drastically and unnecessarily reshape our community, potentially leading to a decline in livability. There is already enough rezoning in place to meet the state's housing goals. Adding an additional 100,000 potential units, which would triple Kirkland's population, far exceeds the city's needs. This massive scale is unprecedented and unnecessary.

Ensuring Adequate Infrastructure: Transportation is the ultimate limiting factor for any new housing development. Kirkland's current infrastructure is already struggling, with gridlock occurring regularly. Adding 30,000 more cars from already approved zoning changes will only worsen this. The proposed land use plan will push Kirkland's transportation and school systems to a breaking point, with no clear solutions. We cannot responsibly increase density without ensuring our roads, transit, and schools are adequately prepared for such growth. The commute time fromjust getting from downtown to the I-405 has increased significantly let alone the I-405 constraints we already experience.

Promoting an Open and Transparent Process: While city staff may claim that the proposed land use plan merely "allows" rezoning, it's clear that once this plan is approved, developers will quickly file rezoning requests that the city will struggle to deny. This sets a dangerous precedent, giving developers the legal upper hand and leaving residents with limited recourse. Transparency and citizen engagement must be prioritized in these decisions. Kirkland residents should not live in fear that their neighborhoods will be drastically altered by developments that do not align with the city's vision or its current infrastructure capabilities.

In summary, I urge you to reconsider the scale of this proposed plan and to prioritize responsible growth. We all want to address housing affordability and ensure Kirkland's future remains bright, but this plan risks doing more harm than good. Let's focus on responsible growth, build on the existing zoning, and ensure that our infrastructure can support any new development without overwhelming our community. I appreciate your consideration of these concerns.

Sincerely,

Kirkland, WA 98033

Sent from Mail for Windows

From:
Sent: Thursday, September 12, 2024 3:34 PM
To: City Council
Cc: Planning Commissioners; Adam Weinstein; 2044 Comprehensive Plan
Subject: Proposed Transit Corridors and Hight Density Development

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

Dear City Council Members and Members of the City Planning Commission,

I hope this letter finds you well. I am writing as a concerned resident of Kirkland to respectfully urge the commission to maintain the current zoning regulations and refrain from the proposed high-density development transit corridors. It has come to my attention that there are discussions regarding the potential rezoning of this area, which could lead to increased density and, consequently, a rise in traffic congestion and strain on local infrastructure.

Our community has long benefited from the thoughtful zoning policies that have kept development in balance with the capacity of our streets, public services, and natural resources. Preserving the current zoning not only protects the character of our neighborhoods but also prevents the overburdening of our roads and public spaces, which would diminish the quality of life for residents.

Increased density without a corresponding improvement in infrastructure will result in increased traffic congestion, parking shortages, and longer commute times, negatively impacting both safety and the daily lives of residents. Our community is also concerned about the potential strain on essential services such as schools, parks, and emergency services.

As a forty-year Kirkland resident, I understand the need for growth and development, I believe that it is important to do so in a way that is sustainable and considerate of the existing community. Maintaining the current zoning regulations would ensure that growth is measured and carefully managed, protecting the long-term interests of all residents.

I kindly ask the commission to consider these concerns as you deliberate on any potential changes to the zoning laws. I am confident that with careful planning, we can find a balance that allows for growth while preserving the character and livability of our neighborhoods.

Thank you for your attention to this matter.

Best regards,

September 12, 2024

It took me a while to figure out what felt fundamentally wrong about the proposed Comprehensive Plan, and I'd like to share it going into tonight's meeting.

It's that developers, realtors, activists, and a number of members of the Council and the Planning Commission appear to view Kirkland as if it were uninhabited, just raw material for their designs. Oh—there are some arterials here—let's let developers build huge apartments there! No one lives there who that would affect, right?

Actually, it's even worse. The people who live there are viewed as an impediment, and are demonized, as in: Wealthy people want to keep everyone else from having affordable housing for their own selfish reasons. The fact that residents actually live here, pay taxes here, vote here, and are invested in the community they've helped build is considered to be irrelevant. Kirkland is clay to be molded, and the people who live here are nothing but an impediment.

That sounds exaggerated, but it's not. ask yourself this: What aspect of the proposed land use benefits existing residents? None whatsoever. Now ask yourself what aspect harms existing residents? Several, in a big way, including loss of view, loss of home value, and worse traffic. And the changes are not being put to a vote. I think that all makes it pretty clear that in fact existing residents are being treated as a nuisance to be ignored or swatted aside.

Please represent the people who actually live here, who pay for the City to operate with their taxes, who vote here, and who have made it the special community that it is.

Respectfully,

From: Allison Zike
Sent: Thursday, September 12, 2024 8:53 AM
Cc: Janice Swenson
Subject: Fw: Removal of Policy LU-2.4

Commissioners (bcc'd to avoid reply all) -

See below comment.

From:
Sent: Thursday, September 12, 2024 4:42 PM
To: Allison Zike <azike@kirklandwa.gov>
Subject: Removal of Policy LU-2.4

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Hello,

I am a voting resident of Kirkland. I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. I do not support proposals that would allow 50-200 units of housing per acre in residential areas. As such, I ask for all of Policy LU-2.4 and associated items to be removed.

Sincerely,

From:
Sent: Thursday, September 12, 2024 12:12 PM
To: Planning Commissioners
Cc: City Council; 2044 Comprehensive Plan
Subject: K2044 Land Use comments - do not remove Residential Land Use

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Planning Commissioners,

I strongly urge you to reconsider the removal of all Residential land use designations from the 2044 Comprehensive Plan.

I support a diversity of housing in Kirkland. Changing the three current Residential land uses to a single Residential Mixed Use designation will reduce housing diversity. Other cities near Kirkland are retaining some Residential land uses and designating some other areas for Mixed Use. I urge Kirkland to do the same.

Another consideration: changing all residential zoning to mixed use would make Kirkland's residential areas subject to a different set of state laws/rules because those areas are now considered as mixed use instead of residential.

Removing all residential land use designations from Kirkland would have much more significant impacts than is implied by a seemingly simple word change.

Thank you for your consideration.

Kirkland resident

Cc: City Council members

9/11/24

TO: Kirkland City Council
Kirkland Planning Commission

Re: Comments on Comprehensive Plan
Transit Corridors and Housing Element

I haven't written yet on this, and I'm writing because I haven't heard anyone represent our neighborhood in the recent Council and Planning meetings I've attended. I'm representing my Bridle Trails/South Rose Hill neighborhood along NE 70th St, which is single-family residences on both sides of NE 70th St from I405 east to past 132nd Ave NE and from NE 60th St north to NE 85th St. Our neighborhood is showing up largely within the Transit Corridors area that is proposed for consideration of multi-family with commercial and for increased density per lot.

- The Transit Corridors plan depicts bifurcating and destroying the entire center of our neighborhood by eliminating at least 50% of our neighborhoods and replacing them with multifamily and commercial uses! Even if the area of increased density is smaller, it would still bifurcate our neighborhood and forever change its character and the benefits that it contributes to making Kirkland such a great place.
- There is mention of consideration of increased density on individual lots.
- These are our neighborhoods and our homes – this affects real residents of the City - a great percentage of the residents. Our voices are being stifled.

I've heard more information and more often from the City about subjects such as the proposed pool and bacteria in the lake than I've heard about such tremendous changes and extraordinary destruction of our neighborhoods and the environment, far beyond any state mandates, that are being proposed that affect us and our livelihoods.

I beg you to please find the solutions that don't destroy our single-family neighborhoods and the environment. Solutions are out there and Transit Corridors and increased density on individual lots aren't the answer.

Remove Transit Corridors and Increased Density per Lot from Comp Plan
Please remove the Transit Corridors and any reference to increased density (like 4-6 units per lot) out of the Comp Plan and replace it (if not already covered in existing plans) **with focused attention in the already designated urban centers**. That's what urban centers are for. Please consider how 7 people on a Council or a Commission can

be making such extraordinarily permanent and destructive decisions like this? How can Council be proposing more than the state mandated growth, and proposing outside of our already designated urban centers of Totem Lake and Downtown/85th which had public process and years of public input?

As stated by others,

- **We're not against the growth that the state mandates.**
- **We're not against putting that growth in the urban centers that are on the major arterials (85th and Totem Lake) adjacent to the large transportation hubs planned for and being built, where utilities and facilities can be upgraded more easily and less costly, where green spaces and yards aren't being destroyed.**
- **We're not against partnerships that could build affordable housing to help our small business owners and long-time workers, if the dense housing is placed in existing urban centers near transportation that's being built.**

Toll on your Neighbors

There is a very real toll to what you're doing. I haven't written before because me and my neighbors are still processing the shock of finding out (from other neighbors, not from the City) about these recently proposed Transit Corridors and increased density per lot. The proposed bifurcation and destruction of our single-family neighborhoods from these proposed Transit Corridors is taking physical, mental and emotional tolls on me and my neighbors. These have very real effects on each of us as individuals.

My neighbors are too busy raising their children and working to be able to write to you themselves. Your dismissiveness of our concerns and views and the distress you're causing with these proposals are having very real consequences on us, your residents that you've been elected to consider and represent.

- There are solutions that don't require this kind of destruction of what makes Kirkland great.

Single-Family Neighborhoods are the Backbone of our City

Single-family neighborhoods are the stability and backbone of our City. We're the ones staying for many years, paying our taxes, saving established trees, caring for our environment and storm systems. We are neighborly – we know each other, watch out for each other, take care of each other, our children play outside all through the neighborhood, we hold neighborhood gatherings.

We are all ages from young families to middle years to elderly. We are from all different areas of the country and the world and speak different languages.

As others have more eloquently said, please follow the facts and use experienced experts. Other desirable cities in great locations with high land values have never been able to create affordable housing just by densifying or changing zoning.

And no other city is destroying their single-family neighborhoods.

Comments Made by Young Professionals

There seems to be a thinking that houses "used to be affordable" in Kirkland and that younger people currently wanting to buy houses in Kirkland should be given help in purchasing here. I purchased my house 31 years ago. I always had at least a 1 hour and 45-minute commute each way to work each day. When I decided to make the change to move to Kirkland, there was no one there to help me. My neighbors are the same. We would have loved to live in Medina but would never have thought to go demanding the Medina residents build us affordable homes in their front yards!

Me and my neighbors made extraordinary sacrifices to live in Kirkland - we did the work to scrimp and save, drive 20-year-old cars, don't have all the latest technologies, had supplemental income (like roommates) and didn't have money for anything else but the basic necessities for years. It's taken decades of sacrifice and scraping together enough money to keep up our houses and fix the things in disrepair. Living in an expensive land area like Kirkland requires time and sacrifice for most people… and a long time of delayed gratification to reach the age where it becomes a little affordable to purchase.

When I hear young professionals say they can't afford to live in Kirkland, I have to question this. Is it that they can't afford to live here OR they can't afford to live here with their current lifestyle but could afford to live here with their current salary (making extraordinary sacrifices like me and my neighbors have), or they're just not old enough yet for their salary to be at a level to afford to purchase? When I do the calculations for a professional in their mid-thirties to mid-forties like me and my neighbors were, it's the same ratio of their income to house price that we paid, except now they could get a small new house for that ratio. I bought an old house that needed much renovation, the roof was leaking so badly water was cascading down my living room walls, and I needed roommates to afford it. I never expected to live in a new house or to get everything I wanted or to live here without extraordinary sacrifice. Roommates or 2 purchasers is commonly what it takes.

Affordable Housing
Affordable housing will only be attained with partnership between the City and organizations that are experienced in building and managing this, and equally as important, building them in the already-established urban centers adjacent to mass transit (i.e. NE 85th St Station) that are already designated. Look at Redmond.

How can you have spent all these years designating our urban centers that have mass transit being focused there, only to pull the rug out from your own citizens to undermine all the work that was done?

Erosion of Trust
Sorry to bring this subject up here, but this is of real concern because it creates more distrust in the current Comp Plan proposals. Our neighborhood has especially been abandoned by the City.

Regarding the transfer station, both Redmond and Woodinville had Council members representing their citizens interests at every meeting. Redmond has the perfect location for this facility but with their City representatives' intervention, they were able to be removed from consideration. Kirkland had zero Council members representing those of us living near the transfer station. I was even told by the Kirkland Council that they "couldn't" advocate for us and that King County can do whatever they want on their property (even though it's within Kirkland city limits!

Now we're hearing about upcoming decisions on the Houghton Park and Ride site, again with zero input from neighbors. After the pool vote, we gave feedback on our desire to have input to what gets built there, and again there is still no public process - it looks like the City will be deciding on their own for us once again. I want you to realize the distress caused when proposals range from transfer stations to public pools to training centers for sports teams, with no already evaluated plan in place to compare proposals against the plan. Neighborhood input on plans for that site would help determine what is needed in the neighborhood and what could best serve the rest of the City too.

It's unbelievable that a 6-story building is being allowed at Bridle Trails shopping center, one of the few, if not the only, shopping areas in Kirkland that's surrounded by single-family neighborhoods, while on NE 85th St, a major arterial, I see only 2-3 story buildings being constructed!

I filled out a City of Kirkland survey earlier this year. In answer to initial questions, I indicated I felt like I was pretty well informed on City issues. I was asked how I felt about small businesses like coffee shops on the main roads. I wasn't asked how I felt

about a 4-6 story apartment building in the lot next to me or about hundreds of units of apartments all along my backyard! I guess I'm not informed at all because these current Transit Corridor and increased density on individual lots proposals haven't been shown nor explained in any City outreach.

It's extremely concerning how dismissive Kirkland Council is being of your own residents, especially those of us in the older, established neighborhoods. At the last Council meeting we were "warned" that only 3 people were allowed to speak on each side of an issue. As the young man who spoke said, there aren't just 2 sides to any issue. The future of our City is a complicated discussion and we, the residents, deserve to be heard.

Summary

As others have more eloquently said, please follow the facts and use experienced experts. Other desirable cities in great locations with high land values have never been able to create affordable housing just by densifying or changing zoning, or worse yet, just keep building more and more and "hoping" it will happen.

- You are proposing extraordinary destruction of our treasured single-family neighborhoods that are the stability and backbone of our city. Single-family neighborhoods have green space and tree canopies that support the environment.
- **No other city is destroying nor proposing to destroy their single-family neighborhoods.**
- People may not like Downtown Redmond redevelopment, but Redmond designated 2 urban centers and they're sticking to these locations for all their density, with very little impact on single-family neighborhoods. They're not saying they're now going to run multi-family units through the middle of all their core single-family neighborhoods, nor are they proposing changes that could produce many times the state mandated growth.

Please remove Transit Corridors and increased density per lot in single-family neighborhoods from Comp Plan. Please restrict the proposed growth to the state mandated level and focus growth in the designated urban centers.

Sincerely,

Kirkland WA 98033

From: Allison Zike
Sent: Thursday, September 12, 2024 4:11 PM
To: Janice Swenson
Subject: Fw: Against proposed transit corridors and allowing 4 - 6 story buildings in single family neighborhoods

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From:
Sent: Thursday, September 12, 2024 3:14 PM
To: City Council <citycouncil@kirklandwa.gov>; Planning Commissioners <planningcommissioners@kirklandwa.gov>
Cc: Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <johnt@kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>
Subject: Against proposed transit corridors and allowing 4 - 6 story buildings in single family neighborhoods

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Dear Council Members,

I have been a homeowner and voting resident of Kirkland for 32 years. As I have become aware of your plans for my neighborhood and a vast number of neighborhoods in Kirkland, I see a future of living in terror when neighbors sell their homes. There is no single family resident who has invested in Kirkland that wants a 4 - 6 story building in front of, beside or behind their home. Mixing 4 - 6 story buildings among single family homes destroys the quality of life that prompted residents to buy homes in Kirkland.

As I understand it, Kirkland currently meets required state density requirements and is also not expected to be at risk of failing the requirements in the future. Additionally, the Kirkland plans would grossly exceed the state density requirements. The only winners I see from these proposed changes are the City of Kirkland, who benefits from increased tax revenues from multi-family dwellings on current single family real estate and the developers who will make millions from our properties. This is further evidenced by the City of Kirkland selecting some of the most expensive real estate within the City for this proposal. To the current residents of these areas, this is a land grab by the City of Kirkland and developers.

We have elected you to manage the City according to what those who elected you want for their community, neighborhoods and city. Not to manage to your personal desires. The City of Kirkland is not a business to be run to increase tax revenues and help developers. A good indication of this is the City purchasing the old PCC land and getting into the development business itself. Using tax dollars to put in a development not desired by the neighborhood, with the City benefiting financially from its own zoning decisions.

This proposal represents an egregious disregard for your existing constituents. As I understand it, there is one, maybe two council members who advocate listening to and representing the residents of the affected neighborhoods. These issues are so significant and have such an adverse impact on our neighborhoods that I will certainly support recall elections if it comes to that. Additionally, while it's difficult to achieve, it will be worth the effort to work towards de-annexation of the impacted areas from the City of Kirkland. De-annexation may be doable given the number of current Kirkland residents impacted by your proposal.

To be clear, I am against inclusion of the Transit Corridors in the 2044 Comprehensive Plan.

1. Responsible Growth:

It is unclear how the density levels suggested in this plan will lead to lower housing costs in Kirkland. Many residents, including myself, are concerned about the potential rezoning of single-family neighborhoods along key corridors for residential mixed-use developments. While growth is necessary, it should not come at the expense of the character of our neighborhoods or the livability that makes Kirkland special. **I do not support proposals that would allow 50-200 units of housing per acre in residential areas.**

Citizens are calling for a shift away from an ideologically driven plan and towards a more practical approach that acknowledges the unique economic conditions in Kirkland. With our high land values, simply increasing density does not create affordable housing under market conditions. The plan needs to reflect these realities if it is to address our community's actual needs.

2. Adequate Infrastructure:

The density being proposed seems disproportionate to the existing transportation infrastructure across Kirkland. Increased density could strain emergency services and exacerbate overcrowding in schools, which are already facing capacity challenges in some areas. **I'd like to see improvements in Metro Bus services to better connect residents to meaningful destinations before major land use decisions are made based on assumptions about ridership**.

3. Transparent Decision-Making:

Transportation and land use decisions are deeply interconnected and should not be made in isolation. The current approach seems fragmented, and the zoning changes proposed could have long-term harmful environmental impacts on Kirkland's natural spaces. As residents, we deserve greater involvement in shaping public transportation solutions and more engagement from the city as these decisions unfold.

This letter represents the concerns of myself and many other VOTING residents of Kirkland, who will be watching closely as the City Council moves toward voting on this plan later in the year. As we approach the next election season, we are paying close attention to how the Council listens to and addresses the concerns of its constituents.

We urge the Council to adopt a more balanced, economically grounded plan that reflects our city's unique circumstances rather than one rooted in ideology.

Thank you for your attention to these matters. I look forward to your response and a more responsible, community-driven approach to Kirkland’s future.

Sincerely,

From: Allison Zike
Sent: Thursday, September 12, 2024 4:15 PM
To: Janice Swenson
Subject: Fw: Land Use decision tonight

From:
Sent: Thursday, September 12, 2024 1:57 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Land Use decision tonight

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Dear Planning Commissioners,

As a proud voting resident of Kirkland, I am writing to express my concern with the proposed Land Use Amendment to the 2044 Comprehensive plan. I ask that you remove section LU 2.4 on transit corridors and take **Option B1 – Consider a version of Policy LU-2.4 at a future date, and add a discrete task to a future Planning Work Program to study a policy directing exploration of appropriate place for density near transit**. I am pro-growth, but also pro-infrastructure, transparency and responsibility for how this growth is achieved in our city. The current Land Use proposal does not achieve any of those. Our city has a viable plan for growth within urban centers which should be the focus of the 2044 plan. The transit corridor amendment is unnecessary and lacks sufficient data to prove it would lead to affordable housing in Kirkland.

We need a plan that shows:

1. Additional density will equate to affordable housing.
    a. Neighboring cities which invested in high density housing have not seen affordable results (Remond, Seattle).
    b. No information has been provided by the city to justify that development in these areas will lead to affordable housing.
    c. **Conduct studies and provide data that proves additional housing will be affordable in the areas proposed before locking in that these specific corridors are the right answer for our future**.

2. Appropriate infrastructure along transit corridors to accommodate new density.
    a. Metro bus service is unreliable on many of these corridors. Schools are already overcrowded. Traffic is at a standstill already in many of these areas.
    b. **Appropriate analysis and plans are required before locking into develop areas without appropriate infrastructure.**

3. Specific corridors that would be most viable.
    a. Not all the corridors in the map are equally viable. There are environmental concerns, parking constraints, and narrow roads in some of these areas that cannot handle additional traffic or ensure availability of emergency services.

b. **Complete the viability analysis of which corridors should be included BEFORE adopting this into the comprehensive plan.**

4. Why we need more density than already planned for within the urban centers.
    a. Our current plans very recently enacted for the 85th street & Totem lake urban centers meet the needs for additional density in our city.
    b. **Provide a full analysis of why these corridors are required for future growth.**

Kirkland cannot afford to move forward with the transit corridor plan without adequate plans to ensure infrastructure and services are in place to support such growth. It is a responsibility to ensure that the needs of current and new residents will be supported by this plan and so far, there is not enough evidence to prove that. I support responsible and data-driven growth which this Planning Commission needs to work more diligently on before adopting the Land Use measures. Please vote tonight to **take Option B1** and remove transit corridors into the Comprehensive plan.

Thank you,

From: Allison Zike
Sent: Thursday, September 12, 2024 4:09 PM
To: Janice Swenson
Subject: Fw: Transit Corridors & Housing Element of the Comprehensive Plan

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From:
Sent: Thursday, September 12, 2024 3:56 PM
To: City Council <CityCouncil@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Cc: Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@Kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>
Subject: Transit Corridors & Housing Element of the Comprehensive Plan

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Good Afternoon,

I have been following the recent discussions about Transit Corridors with great interest. I would like to express my opposition to including these in the updated comprehensive plan.

When the first Finn Hill Neighborhood plan was developed, I joined my neighbors and staff from the Kirkland planning department in the many workshops and visioning sessions held. We made the neighborhood plan "ours". The collaborative process with the planning department allowed us to have buy-in on the direction of our community, and the 10-minute neighborhoods. We felt we had a say and we learned from the City Planners. That visioning also spawned the Green Loop that has found success in securing funding for property acquisition as we look to build this for the next generation of residents.

The current neighborhood plan was built BOTTOM UP. The transit corridors are being FORCED DOWN.

Where were the meetings with the neighborhoods during the alternatives analysis phase? Where was our opportunity to learn about the issues and help mold the solution before they were suddenly in the final draft? Transit Corridors are not studied well enough. They don't meet the current needs of residents, let alone future residents of higher density developments. You heard from a developer of affordable housing indicating that they wouldn't choose to build in these corridors and suggested learning what they look for in a community. Even the King County Affordable Housing Committee indicated that the analysis was insufficient. SEPA was insufficient, outreach was insufficient.

We seem to be the only City NOT pushing back against the County asking us to show massive increases in density. Why are we putting arbitrary lines on a map and designating them for growth potential without actually looking at where the growth is appropriate first? Let's not overcommit ourselves or doom

existing residents to being blocked in their neighborhoods because the corridors are impassable with stopped traffic.

I'd also like to know why the **northern segment of 100th** was added last minute . This segment does not have frequent bus service, is regularly backed up with commuter traffic, and is single family residential on both sides. It also belongs to the Finn Hill neighborhood, which was not invited into the discussions.

And I have grave concerns that the Finn Hill Neighborhood plan has been "cleaned up" by standardizing language. Some of the edits are no brainers, but the others admittedly removed the flavor of the neighborhood's vision and its wishes. It took the clarifying nuance out of the language so it could be interpreted differently depending upon who was reading it. It's like photocopying a color document in black and white and then using the copy to decide which new color shade to add. You can't color match to black and white.

I am not anti-development. I agree with the current Finn Hill Neighborhood Plan, the current comprehensive plan and the reasonable growth that they call for. I am happy to see the improvements to 100th Ave NE that we have needed sorely for many years. I enjoy seeing the neighborhood get refreshed by homes being redeveloped, and accepting of split lots and new reasonable additions to density, because they were and are in the plan for growth in our neighborhood. We're not going to build ourselves out of an affordability crisis. We need to proceed thoughtfully and intentionally and not throw darts at a map.

Please LISTEN to the residents asking for the transit corridors to be removed from this update. And then come talk with us. Work with the neighborhoods to come up with a solution TOGETHER....

Thank you,

Kirkland, WA 98034

From: Kirkland Community Wildlife Habitat
Sent: Wednesday, September 11, 2024 5:30 PM
To: City Council <citycouncil@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JTymczyszyn@kirklandwa.gov>
Cc: Planning Commissioners <planningcommissioners@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>
Subject: Kirkland Community Wildlife Habitat: Comments for 2044 Comprehensive Plan

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Dear Kirkland Council Members,

Re: **2044 Comprehensive Plan**

As proud voting residents of Kirkland, we are writing to provide input regarding the development of Kirkland's 2044 Comprehensive Plan. As Kirkland's Community Wildlife Habitat Team we represent Kirkland residents, including 240 Kirkland properties certified wildlife friendly by the National Wildlife Federation (NWF), who are concerned about conserving and maintaining native habitat for the benefit of people and wildlife.

Kirkland can be proud that it has maintained its community wildlife-friendly status for 15 years! In 2009 Kirkland became the sixth Community Wildlife Habitat certified by NWF in Washington and the 34th in the nation. And the first on the Eastside (of Seattle) to be recognized with Community Wildlife Habitat certification. Maintenance of Community Wildlife Habitat status requires annual re-certification by achieving a high enough score on NWF's re-certification points system.

Residents and owners of Community Wildlife Habitat certified properties practice and promote gardening and landscaping with healthy native wildlife in mind. We promote the use of native trees and plants, work to reduce or eliminate the use of pesticides and chemicals, and advocate for the integration of wildlife-friendly practices into City planning; including comprehensive, sustainability, and park master plans.
We understand the importance of planning for future growth, and advocate for responsible planning. Plans need adequate built and green infrastructure to support growth, and a transparent process that involves community involvement.
A variety of native wildlife delights Kirkland residents and is essential for a healthy community and planet. We are concerned that the high density currently proposed along new transit corridors will result in too much loss of mature trees and backyard habitat. Healthy wildlife, including insect pollinators, mammals, amphibians, reptiles, and birds need habitat for food, water, shelter, and rearing their young. For specialist species to survive, they require native plants.
For example, if we as a community want to have butterflies in our future gardens and open spaces, we need to provide native host plants. If we do not, butterfly and other pollinator populations will continue to decline. Bird populations will also continue to plummet because they lack the caterpillars to feed their young (many young birds cannot digest bird seed; the best bird feeders are native plants), "***no ifs, ands or buts***" - Doug Tallamy, author of "Nature's Best Hope" and "Bringing Nature Home".
Loss of nature will diminish quality of life and Kirkland will lose its livability and desirability appeal. **Please ensure that planning makes provision to support an interconnected system of healthy native habitats on private and public land**. Future generations will thank you because healthy habitats for native wildlife support human health, both physical and mental.

Please respond by describing how our concerns will be addressed in the 2044 Comprehensive Plan.

Sincerely,
Kirkland Community Wildlife Habitat Team:

The National Wildlife Federation's Community Wildlife Habitat program partners with cities, towns, counties, neighborhoods, and communities of all kinds to become healthier, greener, and more wildlife friendly: https://www.nwf.org/CommunityWildlifeHabitat.

Kirkland's Community Wildlife Habitat program strives for each person to make our community healthier for people and wildlife.
We encourage residents to certify their properties to show support for wildlife-friendly activities: https://www.nwf.org/certifiedwildlifehabitat

THE NATIONAL WILDLIFE FEDERATION RECOGNIZES

Kirkland
Washington

as certified with the National Wildlife Federation for

15 YEARS

This community is an active Community Wildlife Habitat with the National Wildlife Federation and has taken exceptional action to preserve, enhance, restore and connect wildlife habitat while also communicating the importance of habitat stewardship to the public. These efforts, made under the auspices of the National Wildlife Federation's Garden for Wildlife program, contribute to establishing a network of thriving communities where people, wildlife and plants can all flourish.

July 24, 2024

COMMUNITY WILDLIFE HABITAT™

COLLIN O'MARA
PRESIDENT & CEO

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From: Allison Zike
Sent: Friday, September 13, 2024 6:55 AM
To: Janice Swenson
Subject: Fw: 2044 Draft Comprehensive Plan

From:
Sent: Thursday, September 12, 2024 5:05 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; City Council <citycouncil@kirklandwa.gov>
Subject: 2044 Draft Comprehensive Plan

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Kirkland Planning Commission and City Council,
The draft 2044 Comprehensive Plan must be scaled back and simplified by removing all mention of "Transit Corridors" and restoring the all "Residential" areas to the "Land Use" section. Growth and density increases are to be focused on the three existing urban areas: downtown, the Station Area, and the Totem Lake business district.
The Comprehensive Plan needs to set a framework and outer limit on growth that strictly meets legal and legitimate obligations and growth targets.
The draft plan proposes that Kirkland provide far more growth than is required. Excessive growth must be removed from the plan.
-Ken MacKenzie

From: Allison Zike
Sent: Thursday, September 12, 2024 6:59 AM
To: Janice Swenson
Subject: Fw: comprehensive plan transit corridors

From: joseph.r2016@aol.com <joseph.r2016@aol.com>
Sent: Thursday, September 12, 2024 6:47 AM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: comprehensive plan transit corridors

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Dear Kirkland Planning Commissioners,

I did attend the last few meetings but I did not want to speak because of the men that were sitting right behind the podium. They were making faces and commenting on the speakers. I found it to be very shameful and I am embarassed for the city of kirkland. This should be a forum where everyone can actually say how they feel and not be put in an uncomfortable situation. I also had a problem with the quantity of people that were recruited that were not residents of Kirkland. I always wanted to live on the lake but I that was never a possibility. I believe you need to listen to actual residents. There will always be people want to live in kirkland but we are the residents of Kirkland and this affects our homes, families, schools and streets. I have been a tax payer and voter for half a century.

I got out of college in the late 1970s. I worked at Boeing as an engineer. My starting salary was under 15 thousand dollars a year. At that time most of the starting level houses were over a hundred thousand dollars a year. My first house cost $149,000.00. Yes this was ten times my starting salary. Just like all the people that testified it was very difficult to get into that first house. My wife and I lived with my parents and worked two jobs and shared a old hand me down car. We put off having a family until we saved enough for a down payment on a house. It has always been difficult for young people starting out to buy a house. Our first interest rate was at almost 14 percent. We sacrificed to get into the property that same property we now own. We put off having children. We lived with relatives. We never bought a new car. Once we bough our house we just lived in it and put of remodelling until we saved enough to make our home better. It was shameful of all the people testifying that I was one of the "Wealthy few that could own a house" or as commissioner Jacobsen has said " the rich need to do their share also ". Most Kirkalnd residents that have bought houses and have children are not rich. Most are getting by and living their lives. All of the people that testified that they are working in tech are making more money than I ever did in my career. Now as retired couple we are on a fixed income and I dread the over 20 thousand dollar a year tax bill that I get for living in that starter home that I bought almost 50 years ago. Your corridor plan will hugely increase this tax bill. Once my property is considered commercial for a multi family building every

builder and developer will be bidding for the properties for sale. On my street there has not been a sale to a family for years. It has all been developers taking down the old houses and building giant houses. The average price of these houses have been 3 to 4 million. This has caused my tax bill to go from an original 1,200 dollars a year to over 20 thousand dollars a year. As commissioners you need to realize the consequences that you will be imposing on the existing residents. I am the missing middle income and you will be driving me out of my own home.

I am not rich and have never been rich. I commuted every day to work at boeing and yes it sometimes a took an hour to get there and an hour to return. We heard people testify that people working in kirkland cant live here. Most peole in kirkland have had to commute to work. Yes it is a luxury to live and work close by. I have never had that luxury. Similarly many that work in kirkland have chosen to commute because they want a house instead of living in an apartment. Our lots in kirkland will not increase with the corridor plan. They will diminish. Currently the state plan will allow for each lot in our cities and towns over 25,000 residents to be allowed 6 units . This will come into effect this next year. The city of Kirkland has not even seen the results of this huge allowance for building. The corridor plan is too rash at a time when the state rules are allowing building on every single lot in Kirkland. This is not fair to the residents.

I also believe that the idea that more building will cause the affordability to drop. We have not ever seen this happen in kirkland. The only time I ever saw prices drop was during the financial crisis in 2008. Even during that period Kirkland did not see a huge downturn. By 2010 our prices we again on the rise. To build anything now it is in the millions of dollars. The rents for these units will be at the high end of the spectrum and the developers will do everything possible to be under the triggers for affordable housing.

As a long term resident I urge the commission to vote no on the corridors at this point in time. Lets see what happens with the state regulations. Then look at the sections of Kirkland that can actually take 6 story buildings. Explore places that can take taller buildings. Actually get the data from cottages, duplexes, and tri plexes. Give builders breaks on permitting it they actually start a project in your stalled 85th corridor instead of forcing out our residents in the corridors.

Thank you,

September 12, 2024

Commissioner Rutherford, I have known you for a number of years and am very aware of your bias on housing. I am also aware that if the corridor plan goes thru and years later it is decided that more density and height can be expanded on the 85th street station plan you would benefit economically by such a decision. Therefore with your bias and possible outcomes I want it to be clear that you do not represent the position of the residents in SRHBT neighborhood. That position has been stated in writing from the board of directors with a 90% vote on the position by the entire board.

Let me be clear that the big concern I hear throughout our neighborhood is that the plan would make over 60% of the current housing area into possible urban density swaths via the NE 70th and NE 85th corridors. It would essentially wipe out our neighborhood as we now know it to be. People here understand the need for growth but not more than what is required and we already have two major areas planned for such growth in the NE 85th street plan and the Bridle Trails Shopping center current and future development. By the way those two areas had extensive local input and you were a big part of that effort.

I also hear that people want smart and controlled growth but still maintain our neighborhood to not be a major dense urban swath. At our Tuesday neighborhood general meeting one new resident said it very clearly, if I wanted to be in a dense urban environment I would have located in downtown Kirkland, but I did not want that so that is why I chose this neighborhood".

Since I have been a long term resident of this neighborhood and walk it every day and talk with the locals I feel a connection to their wants and fears. Smart controlled and already located growth is in order and I urge you to not recommend the Corridor plan as a part of the city's 2044 growth plan.

I will close with a metaphor I have used to give one an image of what my friends and neighbors are feeling.

The city ready has the means to study and look at what might be for the future so it is not necessary to add LY 2.4

Now the metaphor: if you have your home and you want it safe you probably have a lock on the front door and maybe an additional chain lock. So when you hear a knock you can choose to answer and open the door partially and see who is there then it is your choice to unlock the chain, but from that point on the person can enter and maybe do what ever.

For the growth plan the door is open with already existing options and from what I hear the citizens do not want to unlock the chain.

From: Allison Zike
Sent: Friday, September 13, 2024 6:55 AM
To: Janice Swenson
Subject: Fw: Remove Policy LU-2.4 and any/all associated items.

From:
Sent: Thursday, September 12, 2024 5:23 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Remove Policy LU-2.4 and any/all associated items.

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Dear Kirkland Council

We are a 40+ year residence of Kirkland and our business is also located in Kirkland for the same amount of time of time.

We are strongly against the inclusion of the transit corridors in the 2044 Comprehensive Plan!

We do ask that all of Policy LU-2.4 and any/all associated items be removed!

Respectfully

I am a resident of Kirkland. I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed
Kind regards,
[*Your Name*]

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From: Allison Zike
Sent: Thursday, September 12, 2024 4:23 PM
To: Janice Swenson
Subject: Fw: Against Transit Corridors in the 2044 Comprehensive Plan.

From:
Sent: Thursday, September 12, 2024 11:26 AM
To: City Council <CityCouncil@kirklandwa.gov>
Cc: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@Kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>; centralhoughton@gmail.com <centralhoughton@gmail.com>
Subject: Against Transit Corridors in the 2044 Comprehensive Plan.

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Dear Council Members,

While i am cutting and pasting the letter suggested by the people that truly care about the city of Kirkland, i am horrified by the people on this council that support destroying the city that i have called home for 25 years. From the lack of transparency to ignoring the will of the Kirkland residence, this council continues with their plan to ruin Kirkland's attractiveness.

We are a large town with a small town feel, and i should hope it continues this way. Vote for Kirkland, not for the outside interests that will benefit.

As a proud voting resident of Kirkland, I am writing to express my concerns about the direction the 2044 Comprehensive Plan is taking. While we all understand the importance of planning for future growth, we must ensure that this growth is done responsibly, with adequate infrastructure to support it, and through a transparent process that involves the community at every step.

I am against inclusion of the Transit Corridors in the 2044 Comprehensive Plan.

1. Responsible Growth:
It is unclear how the density levels suggested in this plan will lead to lower housing costs in Kirkland. Many residents, including myself, are concerned about the potential rezoning of single-family neighborhoods along key corridors for residential mixed-use developments. While growth is necessary, it should not come at the expense of the character of our neighborhoods or the livability that makes Kirkland special. **I do not support proposals that would allow 50-200 units of housing per acre in residential areas.**

Citizens are calling for a shift away from an ideologically driven plan and towards a more practical approach that acknowledges the unique economic conditions in Kirkland. With our high land values, simply increasing density does not create affordable housing under market conditions. The plan needs to reflect these realities if it is to address our community's actual needs.

2. Adequate Infrastructure:

The density being proposed seems disproportionate to the existing transportation infrastructure across Kirkland. Increased density could strain emergency services and exacerbate overcrowding in schools, which are already facing capacity challenges in some areas. **I'd like to see improvements in Metro Bus services to better connect residents to meaningful destinations before major land use decisions are made based on assumptions about ridership**.

3. Transparent Decision-Making:

Transportation and land use decisions are deeply interconnected and should not be made in isolation. The current approach seems fragmented, and the zoning changes proposed could have long-term harmful environmental impacts on Kirkland's natural spaces. As residents, we deserve greater involvement in shaping public transportation solutions and more engagement from the city as
these decisions unfold.

This letter represents the concerns of myself and many other VOTING residents of Kirkland, who will be watching closely as the City Council moves toward voting on this plan later in the year. As we approach the next election season, we are paying close attention to how the Council listens to and addresses the concerns of its constituents.

We urge the Council to adopt a more balanced, economically grounded plan that reflects our city's unique circumstances rather than one rooted in ideology.

Thank you for your attention to these matters. I look forward to your response and a more responsible, community-driven approach to Kirkland's future.

Sincerely,

From:
Sent: Thursday, September 12, 2024 6:05 PM
To: Penny Sweet; John Tymczyszyn; Amy Falcone; Jon Pascal; Neal Black; Jay Arnold; Kelli Curtis
Cc: 2044 Comprehensive Plan; Allison Zike; Janice Swenson; Adam Weinstein; Planning Commissioners; City Council
Subject: Land Use Element of the 2044 Plan

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Kirkland Leaders,

First, let me express my gratitude and appreciation for your service. What you've taken on for our beloved city is an important function to organized government. It's also important to keep at the forefront to maintain representation of those you represent.\

As a voting King County and Kirkland citizen, I'd like to express my concerns about the currently laid 2044 Plan.

I am certain you've heard from many. From both sides. Likely many more from the supporting side, and likely many of whom do not reside, nor work in Kirkland.

As a property owner, a business owner and a life long resident of King County, I'm disheartened on the current direction of our beloved city. Not that this is of consequence, but my great grandparents are buried in the Kirkland cemetery. They were some of the first to reside in Kirkland. I didn't know much about this until my husband and I purchased our property in February 2006. We purchased a home built by Peter Kirk and Co in 1889. Our home is one block from Market Street and one block from Heritage Park. In our opinion, it's a tiny gem of our city. It holds so much of our history and the story of Kirkland.

Our property is just over 5,000 square feet. We're on the corner. We have been told we are the foothold to many around the area, as we hold little, mini musical performances on our covered porch (began during Covid). We invite the neighbors over often. We have held neighborhood parties, all Kirkland parties, and all the rest. We are connectors, or so we've been told.

I'm telling you this bit about us so you better understand our tiny, itty bitty footprint. All 5,000 +sq ft of land. We are part of what makes neighbors know each other. We are part of bringing together generations. We are part of bringing folks together that are of different color, different backgrounds, different religions. My husband is a twice over refuge, once from Egypt, once from Lebanon (to the US in 1967) and became a US citizen soon after. I was fortunate enough to be born in Seattle to first generation Washingtonians. My heart is in this land. Our hearts our on 5th Ave West. Kirkland. Our heart is Kirkland.

The proposed Transit Corridor needs more work! The irony of calling the plan Transit Corridor is humorous. There's not a transit system in place to accommodate the CURRENT environment. We wonder how a proposal to bring a massive influx of folks into the TC without an actual transportation system would work. In fact, it won't.

I could bring up the many concerns, likely addressed by others before me, so I won't.

I would like to bring up something that came to me a few days ago. The what ifs. What ifs are exactly that and I get it. But what ifs have recently happened, and I don't think many are thinking about the "What Ifs".

So here goes.

What if we have a natural disaster. Scarily, we're overdue for one. One what? A big one. A big earthquake. What would that look like, no one really knows, but what we do know is that a BIG ONE is due.

Take a big earthquake in our region and apply it to Kirkland. Deviation. Loss of homes, business and sadly lives.

Why is this important?

The Transit Corridor is approximately 6,000 acres.

What happens if some of that 6,000 acres is devastated by a natural disaster? Insurance. Rebuild. Simple, right? Not so much. Look at Jasper, WY, look at Lahaina, HI. Those two towns were lost in mere hours. Rebuild, right? Nope! Land grabs. All sorts of chaos.

Liken that to a massive disaster in our area. 6,000 acres have become "available" to rezoning. Upzoning in upwards of 6 stories (and more, on record verbally). Do we want to open that door? I'll tell you, my husband and I DO NOT want this to be an opportunity.

We want to bring more housing options into Kirkland. We want our employees to live within a reasonable area to get to work. We want all to be housed. We want a community that supports each other. We want and can have a city that embraces these things in the right way! The Transit Corridor is NOT the right way to make this happen.

Please have the city staff work WITH the citizens of Kirkland to find an option that makes sense for all of Kirkland.

The time is now for you to take appropriate action.

We appreciate being heard.

From: Allison Zike
Sent: Friday, September 13, 2024 8:25 AM
To: Janice Swenson
Subject: Fw: Planning Commission Conflicts of Interest

From:
Sent: Thursday, September 12, 2024 4:28 PM
To: Planning Commissioners <Planningcommissioners@kirklandwa.gov>
Cc: City Council <CityCouncil@kirklandwa.gov>
Subject: Planning Commission Conflicts of Interest

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To the Kirkland Planning Commission:

According to the City of Kirkland's Rules of Procedure for the Planning Commission:

“No member of the Planning Commission should participate in any Planning Commission discussion or vote on any matter in which the member has a personal or financial interest potentially sufficient to create a conflict between the interest in serving the public good and the other interest. The other interest may be private gain, financial or personal, and it may benefit the member, a relative, a friend, or an employer. Any disqualified member must leave the room when the matter is presented. The minutes shall show that the member left the room.”

Planning Commissioners Rodney Rutherford and Aaron Jacobson are two of twelve members of an advocacy group known as "Liveable Kirkland.”

Liveable Kirkland actively advocates for specific outcomes concerning the City of Kirkland’s 2044 Comprehensive Plan. The group is vigorously promoting its interpretation of the proposed amendments to the 2044 Comprehensive Plan and Land Use Policy, while also providing contrary arguments to issues brought up by other Kirkland community members.

Due to their active participation in the advocacy efforts of Liveable Kirkland, Commissioners Rutherford and Jacobson exhibit a conflict of interest that exceeds the threshold of "potentially sufficient," compromising their duties as Planning Commissioners. A clear example of this conflict is their proposed alternative drafts for Policy LU-2.4, which are scheduled for discussion in today's Planning Commission meeting.

Commissioners Rutherford and Jacobson have each proposed alternative versions, labeled Alternatives B and C. These alternatives are more lenient than the Policy Draft reviewed at the Planning Commission public hearing on August 22, 2024. Alternatives B and C, presented by Commissioners Rutherford and

Jacobson, respectively, would provide a significantly easier route for the 12 advocates of Liveable Kirkland, including the commissioners themselves, to realize their goals.

The conflict of interest is evident. Commissioners Rutherford and Jacobson should recuse themselves from any Planning Commission discussions, deliberations, and decisions related to the 2044 Comprehensive Plan and Land Use policy.

Should either Commissioner Rutherford or Jacobson fail to withdraw from these matters, I intend to request that the Kirkland City Council remove the conflicted Commissioner.

Respectfully,

CC: Kirkland City Council

From: Allison Zike
Sent: Friday, September 13, 2024 8:24 AM
To: Janice Swenson
Subject: Fw: Transportation Corridor & Land Use Proposal 2.4 - Resident Feedback

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From:
Sent: Thursday, September 12, 2024 4:45 PM
To: City Council <CityCouncil@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Cc: Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>
Subject: Transportation Corridor & Land Use Proposal 2.4 - Resident Feedback

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City Council Members and Planning Commission-

Thank you all for your service to our city and its future.

As a longtime Kirkland resident, taxpayer and voter who is excited about the future of Kirkland I am writing to share my opposition to and **full rejection of the transportation corridor and land use proposal LU2.4**. These perspectives are largely shared by:

- **Many other residents, taxpayers and voters across Kirkland** *(as evidenced by many I have spoken with and documented in an online petition that has received over 3,000 signatures)*
- **Multiple Neighborhood Associations from across Kirkland**

I am strongly asking for LU2.4 to be rejected for many reasons including those noted below. These reasons - and many others - have been highlighted by multiple other individuals, Neighborhood Associations and groups who have shared feedback in person, in writing and other means.

1) The direct benefits of LU2.4 to the existing residents, taxpayers and voters of Kirkland are unclear. Especially with the public funding and logistical disruptions this would inevitably impose, direct benefits should be clear if an investment of this size is to be even materially discussed, let alone committed to.
2) These proposed changes are excessive and unnecessary. Kirkland has already established goals and made commitments to deliver them. The Station Area on 85th was planned for multiple years and delivers what is right and required for Kirkland at this time. The right time to evaluate future additional material evolutions is when the impact of massive investments such as the 85th Station Area have been lived and realized. This will give relevant data to make additional plans on. Massive transportation investments should be secured with proven adoption rates before taking on additional growth centers.
3) The transit corridors called for in LU2.4 are unnecessary for Kirkland to meet its mandated growth targets.
4) Commercial centers and middle housing are more reasonable places to explore much of what LU2.4 pushes for, and these options should be further discussed and planned prior to the large overreaches of LU2.4.

5) These plans seem to be most strongly advocated for by those who have: a) conflicted personal incentives/outside interests, b) are not Kirkland residents/taxpayers/voters, or c) both a & b
6) A stated and implied goal of all of this is it will reduce the cost of housing in specific neighborhoods - but there has been no conclusive data presented that LU2.4 will in fact reduce the cost of housing in specific neighborhoods
7) Much of what LU2.4 plans to do runs counter to what many current Kirkland residents, taxpayers and voters want from their City and why they chose to move here. This includes previous agreements such as the Houghton Everest Neighborhood (HENC) comprehensive plan from 2016.

If you insist upon wanting to continue with LU2.4 I ask you to simply make it a public vote and let the residents and taxpayers make the decision.

Thank you

From:
Sent: Thursday, September 12, 2024 5:17 PM
To: Planning Commissioners; Adam Weinstein; City Council; 2044 Comprehensive Plan
Subject: Transit corridors in the 2044 comprehensive plan

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I am writing to voice my disapproval of the proposed language designating specific transit corridors for increased density in the land use portions of the 2044 comprehensive plan.

Current zoning for the 85th St. Station area and and other areas will provide more than enough housing units for growth forecast in our city and the current proposals do nothing to address the need for workforce and low-income housing. Meeting those needs is a complex issue and the city's resources would be better utilized exploring a range of options including developing social housing and the use of housing subsidies for public employees and those who work in sectors that support critical social infrastructure in our community such as teachers and health care workers.

I am also concerned that the proposed language does not fully take into account the precariousness of public transit service, especially along the NE 70th St. Corridor. Service along that corridor has degraded markedly since 2013 with the cancellation of the 238 route and the subsequent closure of the Houghton Park and Ride.

Given the significant changes in density already occurring in former single family neighborhoods due to the rapid increase of ADU/DADU construction, I want to see the city pause on planning to overlay yet another layer of density throughout large areas of the city.

Thank you for your consideration,

South Rose Hill resident

September 12, 2024

The changes proposed are just wrong for our community. Here is what I believe needs to happen:

Make 108th Avenue 4 lanes, two each way. This includes bus traffic that blends in with automobiles. Bikes need to go to the abandoned railroad track which is bike friendly. Your study is biased in favor of buses and bikes. The data does not support the study's conclusions. If you count the people traveling on buses and bikes, it is miniscule to the number in cars. Why do buses get priority with this comparative lack of people travelling through Kirkland?! It seems apparent that your social agenda is more important than what they residents would like to have in the way of improvements.

Sustainably yours,

September 12, 2024

Dear Councilmembers and Planning Commission Members,
I am writing today to express my vehement opposition to the transportation corridors and upzoning plan for multiple neighborhoods in Kirkland.
As a 21-year resident of Kirkland, I find it unconscionable that both the planning commission and it seems the majority of the council are trying to push through a plan without involving the citizens who live here. Have any of you actually gone into the neighborhoods that will be affected by this plan and talked face to face with residents? Have you really taken a hard look at the impacts or practicalities of what you are proposing on the lives of the citizens you represent? Not that I've seen.
First off, Kirkland has already exceeded the density requirements of the growth management act. Why must we try to keep going? Must we destroy the special character of our charming city and its unique neighborhoods? To what end? To win an award at a conference for city planners?
Secondly, I have yet to see or read an infrastructure plan to manage all this proposed increased density. Our streets are already struggling to handle traffic from increased density currently being constructed all throughout the city. Evergreen Hospital is over capacity nearly all the time, by its own metrics posted on its website. And your plan is to drastically increase density in formerly single-family neighborhoods which will decrease quality of life, all while enriching developers and lining city coffers? Doesn't seem like a great plan.
Thirdly, the notion that this plan will create affordable housing is laughable. In no world is land that costs nearly $3 million dollars going to produce an affordable housing unit. 1,300 square foot ADUs are currently selling well in excess of $1 million in these neighborhoods. By any measure, that's not affordable housing. And yes, it's unfair that not everyone gets to live in a beautiful neighborhood in Kirkland. I'd like to live next to Bill Gates in Medina. But I can't. Unfortunately, that's the system in this country. And you can't densify your way out from under that system.
Unfortunately, you have created a divisiveness that did not previously exist in our community. We elected and trusted you with our best interests. And that trust has been breached. It seems that what is happening here is that an ideology is being rammed down the throats of citizens without thought, dialogue or proper planning. We are being asked to bow down at the altar of your ideology without question, and that just smacks of all sorts of history best not discussed here. What you are proposing is bad public policy. It's bad politics. It's bad for our communities. Please, reject this proposal.

Sincerely,

September 12, 2024

We are writing to tell you that we are strongly opposed to the Transit Corridor proposal that you are considering. As 26 year residents of the Norkirk neighborhood we are very concerned that our quiet residential area of single family homes will be irreparably changed by this proposal. If this happens, we will leave Kirkland because it is the sense of neighborhood and community that drew us here and will be lost with this development proposal. If you approve this measure, we will devote every resource to ensure that the approving council members are not reelected.

From: Allison Zike
Sent: Thursday, September 12, 2024 4:10 PM
To: Janice Swenson
Subject: Fw: Please say no to current Transit Corridor as it currently is written.

From:
Sent: Thursday, September 12, 2024 3:47 PM
To: City Council <CityCouncil@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Please say no to current Transit Corridor as it currently is written.

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Dear Council Members and Planning Commissioners,

I am 100% against the current Transit Corridor plan in its current iteration.

I have been an on and off Kirkland resident since 1965. I have watched this lovely little town grow up to be a good-sized city. I love this city. I have around 1500 community volunteer hours (give or take) almost all of them digging up blackberries and canary grass and planting native plants and trees. If you walk out on the western most boardwalk of Juanita Bay Park on the left — what used to be just canary grass and blackberries is now an oasis for birds, bobcat, otters, beaver, and other wildlife. I dug up every blackberry and planted every tree. The hard part was the canary grass. I have spent over 11 years turning that into a native oasis as a member of the Green Kirkland team. I love our parks! I don't think there is a single day that I am not in one of our parks. They are the crown jewel of Kirkland — along with our lake and views.

But to my chagrin, in all the years I lived here, I have not participated much in the civic affairs of our city. I have watched and seen how our council has sanely and responsibly worked to grow our city in a manner that made sense. I have long praised our City Council for its excellent stewardship of our city. I voted for many of you. But I no longer have that trust that all can safely be left in your hands and I can continue to think you guys have our best interests in mind. This transit corridor proposal has awakened me. I no longer trust that you have the best interest of your constituents in mind. Respectfully, many of you appear to be agenda driven, more motivated by this high-density ideology than you are about what your constituents want. You absolutely appear to think you know better than we. We understand the need for more housing. It is the ill-conceived notion that it makes sense to paint the city with half-mile swaths of "transit corridors" with NO nuance that has awakened so many of us. We know we need density. But not high density everywhere. High density should be where there are grocery stores and transit. We understand that we need to add cottages and ADUs to help meet the need we have for more housing.

Please understand that we do not believe that future zoning will protect us from 4 to 6 story buildings in the future. We know the power the developers have. We are not against the idea of transit corridors — or I am not — we are against the lack of nuance needed to the neighborhoods. It should not be a half mile swath allowed for upzoning. A quarter of a mile into the Market neighborhood is MOST of the neighborhood.

I need to keep this short for both our sakes. Briefly,

- Much more community outreach must be done. Most of us — if not all — were blindsided by this proposal and what it will do to our neighborhoods. We do not believe that future zoning will mitigate the destruction to our neighborhoods that this plan allows for. We all know what the developers are capable of. The idea of transit corridors has merit. The broad swath of a ¼ of a mile on either side is a horrendous idea.
- Focus the high density in areas where there can more easily be more transit. Where there are grocery stores that you can get to on foot. Families are not going to go to a supermarket to do a weekly shop without a car. It's not going to happen. Unless you plan on not having families live here and are building a city for people without families.
- ADUs - Cottages. While we need them, so we don't complain about them. But a drive down 18th Street in the Market neighborhood with all those tiny houses going in with next to no parking will be problematic. All will have cars. The streets are already a challenge to drive through and will have to become one-way at some point.
- Traffic on Market — horrendous already and a real danger to children as they cross to school and to the convenience store. Very difficult to get in and out on to Market St. It used to be that left hand turns out of WoM where difficult. Now a right-hand turn is difficult. I will sit there behind many cars waiting for them to try and turn onto Market. .

My strong recommendation is that you pause this decision until more nuances can be drafted into this plan. The idea is a good one but it needs nuance. Again, we do not trust that future zoning will mitigate the effects of this Land Use proposal. We will have to fight the developers for every high density building they will want to build. That is why we are so engaged in this. We have no doubt that it will do great harm to our neighborhoods.

I voted for most of you. But that was when I trusted that you would continue to grow the city in a well-reasoned way. This is not that. Your constituents are not NIMBY's. Many of us believe that if you pass this transit corridor without modification you all will be responsible for the eventual destruction of some of our neighborhoods. It does not have to be this way. Please modify it.

Thank you for all the work you all do. I have been coming to all the meetings if I am in town and I realize what a huge responsibility you all have. Please do what you were elected to do and put the needs and wants of the people who voted for you ahead of the outside activist groups that are overly represented at our meetings.

Respectfully,

Market Neighborhood

From:
Sent: Thursday, September 12, 2024 4:02 PM
To: Janice Swenson
Subject: Comprehensive Plan

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

Hello,

We do not support the intense densification of Kirkland's residential neighborhoods. The changes to the Comprehensive Plan that will permit 4-6 story buildings ¼ mile deep into our neighborhoods need the infrastructure to support it.

Developers will haphazardly fill these neighborhoods with four to six-story apartment buildings with minimal setbacks and significantly reduced parking requirements.

The residents of these 4-6 story buildings will have cars, even though the plan assumes they will not need one. This has not worked in Seattle and other areas of increased density.

The current high volume traffic will not allow for the this growth. The traffic along Market Street alone is always backed up from 85th to Fire Station 21 during rush hour. If the case of a fire, it would be difficult for emergency vehicles to get through.

Residential neighborhoods will have higher cut-through traffic as people try to avoid clogged arteries. Nothing in the 2044 Comprehensive Plan addresses these concerns or improves any of Kirkland's existing infrastructure to handle these issues.

This is putting the cart way before the horse.

We would appreciate a longer study as to the ramifications of this plan on the infrastructure.

From: Allison Zike
Sent: Thursday, September 12, 2024 4:22 PM
To: Janice Swenson
Subject: Fw: Transit Corridors and changes to Residential Mixed Use in Kirkland

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From:
Sent: Thursday, September 12, 2024 12:23 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Cc: City Council <CityCouncil@kirklandwa.gov>
Subject: Transit Corridors and changes to Residential Mixed Use in Kirkland

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To the members of the Kirkland Planning Commission,

Thank you to the Commission and City Staff, who are working hard on this comprehensive plan. I appreciate your efforts.

I, along with my husband and daughter, am a resident of Kirkland. I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed. I appreciate that the City Staff has included a new framework for transit corridors in the recent draft of the Land Use Element. The framework, however, is vague and the fundamental issues with the transit corridors remain.

I am also concerned that this plan update eliminates “Residential” land use designations. Changing all these areas to “Residential Mixed Use” is a significant change for Kirkland neighborhoods. Residential Mixed-Use allows small-scale commercial, institutional, and semi-public uses in residential neighborhoods. The plan does not specify what other features of Residential zones would be lost, such as setbacks and buffers between residential and commercial zones.

I strongly urge the Planning Commission to propose an amendment to the Land Use Element removing transit corridors and Policy LU-2.4 from the 2044 Comprehensive Plan.

Kind regards,

Kirkland Resident

September 12, 2024

I am a Kirkland resident who will be affected by your hasty action.
It appears now that it has come down to a numbers game of how many emails you have "for" and "against" the planning commission proposal, versus a thoughtful and responsible review of the facts.
It is clear that more housing does not equal affordable housing. You all know this to be true. To maintain otherwise is either folly or a smokescreen. Please convince us that your consideration will be smarter than pandering to 'equity' slogans.
The broad strokes in this proposal evidence the lack of nuance in your plan and belies any consideration or understanding of the differences in each of the 'transit corridors' you have painted with the same broad brush.
I join with the residents who reject the false narratives about "legalizing housing".
I believe that as individuals you know objectively that this plan isn't well thought out and will not achieve the aims that you have espoused. I implore you to be brave, exercising true leadership and reconsider this proposal.

From: Allison Zike
Sent: Friday, September 13, 2024 6:53 AM
To: Janice Swenson
Subject: Fw: Rejection and Removal of LU-2.4 from Comprehensive Plan

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From:
Sent: Thursday, September 12, 2024 6:26 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>; Rodney Rutherford <rrutherford@kirklandwa.gov>; Bria Heiser <bheiser@kirklandwa.gov>; Scott Reusser <sreusser@kirklandwa.gov>; Angela Rozmyn <arozmyn@kirklandwa.gov>; Aaron Jacobson <ajacobson@kirklandwa.gov>; Katya Allen <kallen@kirklandwa.gov>; Gina Madeya <gmadeya@kirklandwa.gov>
Subject: Fwd: Rejection and Removal of LU-2.4 from Comprehensive Plan

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

Date: September 12, 2024 at 6:19:13 PM PDT

To: planningcommissioners@gmail.com
Cc: Dana <dcocales@hotmail.com>, citycouncil@kirklandwa.gov, centralhoughton@gmail.com
Subject: Rejection and Removal of LU-2.4 from Comprehensive Plan

Dear Planning Commissioners and City Councilmemers,

As a longtime Houghton resident for twelve (12) years, I urge you to vote to reject the transportation corridor land use proposal LU-2.4 and remove it from the Comprehensive Plan consistent with the Houghton Neighborhood Association (HNA) letter dated August 22 as copied by reference below and based on the factors noted therein which we fully endorse and support.

Sincerely,

Bart and Dana Cocales
10425 NE 53rd St.
Kirkland, Wa. 98033

Honorable Planning Commissioners and City Councilmembers,

The Houghton Neighborhood Association (HNA), on behalf of our membership, fully rejects the transportation corridor land use proposal LU-2.4 you are considering.
We wish to register that we would like this transportation oriented development land use proposal removed completely from the Comprehensive Plan.

Dozens of our neighbors have sent in written testimony to you, and others have expressed their unhappiness with this plan to us. Some of the neighbors will be attending the planning commission meeting and have purchased signs in their yards registering their opinion.

- We do not see how the density suggested in this plan will reduce the cost of housing in Houghton.
- Our neighbors do not want the potential for single family homes along 108th/Houghton Boulevard and ¼ mile east / west to be rezoned for residential mixed-use.
- Our neighbors do not want 50-200 units of housing per acre.
- We don't believe the density proposed in this plan is proportional to the transportation infrastructure.
- We believe that emergency services will be hindered and schools overcrowded. We already face problems with overcrowding at Lakeview.
- We would like to see Metro Bus Service on 108th connect to meaningful destinations for our neighbors to increase ridership before considering land use decisions related to ridership
- We believe transportation and land use decisions are tightly related and should not be considered or decided with a flawed, siloed approach like this.
- We believe this type of policy and subsequent zoning will be harmful to the environment
- HNA would like to be engaged and involved by the City in public transportation solutions for our neighborhood

We implore you to vote in accordance with the will of the majority of taxpayers of Kirkland.

Respectfully submitted and endorsed by the Houghton Neighborhood Association Board of Directors

September 12, 2024

You have herd from the various neighborhoods in Kirkland regarding the 2044 Plan. Now is the time to remove the eight transit corridors from consideration.
These proposed corridors are too large and too soon.
We ask for transportation to be secured with proven adoption rates before taking on additional growth centers.
The transit corridors are unnecessary for Kirkland to meet its mandated growth targets.
If we hold our current course, we are on schedule to have excess housing capacity.
Leave our Neighborhoods as Neighborhoods where families can enjoy the space.
Do not allow such density on the corridors and infringe into our neighborhoods.

Listen to the people who live here, have invested in Kirkland and want to keep Kirkland something to be proud of. STOP such corridor density.

September 12, 2024

Subject: Request for Extension of Public Hearing Period for Kirkland 2044 Comprehensive Plan

Dear City of Kirkland Officials,

I am writing to formally raise my concerns about the premature closure of the public hearing period for the Kirkland 2044 Comprehensive Plan. I have recently learned that the public hearing and written testimony process is scheduled to end on September 12, 2024. This deadline is concerning given that critical studies—specifically those related to environmental impact, infrastructure, and economic effects—are still outstanding. The available information does not meet the necessary standards for public hearing of a proposal of this magnitude.

These comprehensive analyses are vital for ensuring informed public input and effective decision-making. The lack of these essential studies compromises the integrity of the public hearing process and limits stakeholders' ability to fully understand the potential impacts of the proposed plan.

In light of these issues, I respectfully request that the City of Kirkland extend the public hearing period until all necessary studies are completed and made accessible to the public. This extension is crucial for a fair and transparent process, allowing for meaningful public engagement and thorough review of all relevant information. Furthermore, I urge that no decisions be made regarding the comprehensive plan until a full set of studies is completed and public feedback is adequately considered.

Thank you for your attention to this important matter. I look forward to your prompt response and the necessary steps to address these concerns.

Sincerely,

From: Allison Zike
Sent: Friday, September 13, 2024 6:56 AM
To: Janice Swenson
Subject: Fw: Transit Corridor is a HARD NO

From:
Sent: Thursday, September 12, 2024 5:04 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; Planning Commissioners <planningcommissioners@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@Kirklandwa.gov>; John Tymczyszyn <johnt@kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>; centralhoughton@gmail.com <centralhoughton@gmail.com>
Cc: Jason Wilson <jawmonkey@yahoo.com>
Subject: Transit Corridor is a HARD NO

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

Dear Council Members and Planning Commissioners,

I have lived in Kirkland for 25 years and I am very concerned by the actions that the planning board have taken thus far. I am writing to voice my opinion to the current planning committee's stand on the transit corridors especially the establishment of the K-line on 108th. I am at a loss for words that would effectively describe how concerned I am with the irresponsible planning that is taking place. Creating these transit corridors would absolutely ruin this city and there is no need to do this to meet our cities needs for growth. It is clear that outside interests are having more of a say than our own planning commission and council members. The plan that metro has for the K-line does not sit well considering it is in the middle of a quiet residential neighborhood and those who live in the surrounding area's would like to keep it that way. We have main routes such as 405 and 85th that are more commercially focused that should support the need. Additionally it has been shown that there is not a need for that mass transit line on 108th. It was said that those who live off of 108th were sent notice of the K-line plan, we did not receive any such notice as well as several of our neighbors. It seems to me that the higher powers would like to avoid public opinion. I would hope that you would support your voters and taxpayers in Kirkland and keep the outside interest out of Kirkland, it will only serve them and not the hard working Kirkland residence. Listen to the out cry of your residence and do the right thing.

Below i have copied the thoughts our the Houghton community group and I am in agreement with all of the points that have been made below as well.

As a proud voting resident of Kirkland, I am writing to express my concerns about the direction the 2044 Comprehensive Plan is taking. While we all understand the importance of planning for future growth, we must ensure that this growth is done responsibly, with adequate infrastructure to support it, and through a transparent process that involves the community at every step.

I am against inclusion of the Transit Corridors in the 2044 Comprehensive Plan.

1. Responsible Growth:
It is unclear how the density levels suggested in this plan will lead to lower housing costs in Kirkland. Many residents, including myself, are concerned about the potential rezoning of single-family neighborhoods along key corridors for residential mixed-use developments. While growth is necessary, it should not come at the expense of the character of our neighborhoods or the livability that makes Kirkland special. **I do not support proposals that would allow 50-200 units of housing per acre in residential areas.**

Citizens are calling for a shift away from an ideologically driven plan and towards a more practical approach that acknowledges the unique economic conditions in Kirkland. With our high land values, simply increasing density does not create affordable housing under market conditions. The plan needs to reflect these realities if it is to address our community's actual needs.

2. Adequate Infrastructure:
The density being proposed seems disproportionate to the existing transportation infrastructure across Kirkland. Increased density could strain emergency services and exacerbate overcrowding in schools, which are already facing capacity challenges in some areas. **I'd like to see improvements in Metro Bus services to better connect residents to meaningful destinations before major land use decisions are made based on assumptions about ridership**.

3. Transparent Decision-Making:
Transportation and land use decisions are deeply interconnected and should not be made in isolation. The current approach seems fragmented, and the zoning changes proposed could have long-term harmful environmental impacts on Kirkland's natural spaces. As residents, we deserve greater involvement in shaping public transportation solutions and more engagement from the city as
these decisions unfold.

This letter represents the concerns of myself and many other VOTING residents of Kirkland, who will be watching closely as the City Council moves toward voting on this plan later in the year. As we approach the next election season, we are paying close attention to how the Council listens to and addresses the concerns of its constituents.

We urge the Council to adopt a more balanced, economically grounded plan that reflects our city's unique circumstances rather than one rooted in ideology.

Thank you for your attention to these matters. I look forward to your response and a more responsible, community-driven approach to Kirkland's future.

Sincerely,

From:
Sent: Thursday, September 12, 2024 12:39 PM
To: Janice Swenson
Subject: Please listen to the people of Kirkland-Comprehensive Plan

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

Dear Senior Planner Swenson,

The City of Kirkland has accomplished some very good things. There are many examples of encouraging inclusion and diversity in our community, the recent Hispanic Month proclamation was terrific. The Urban Centers are beautiful, and in ideal locations, close to the freeway to avoid further exasperating the horrific traffic in Kirkland.

We can all agree, we need more housing and affordable housing. But the far majority of the people of Kirkland do **NOT agree with your plan to push density out into the residential neighborhoods**. There are outside organizations that are pushing for this, which is becoming widely known and completely inappropriate.

Please consider modifying the plan to a reasonable amount of densification, that meets the identified targets and DOES NOT destroy the neighborhoods of Kirkland. The Regional Urban Centers were developed for this kind of densification. The City of Kirkland folks are slowly learning about "the Plan" to exceed the needed densification and will not tolerate pushing it into the residential neighborhoods. If you believe there is a minority that feels this way, you are sorely wrong.

Regards,

Kirkland Resident

Sent from Outlook

From: Allison Zike
Sent: Wednesday, September 11, 2024 11:26 AM
To: Janice Swenson
Subject: Fw: OPPOSED to Transit Corridors Plan

From:
Sent: Wednesday, September 11, 2024 10:54 AM
To: City Council <CityCouncil@kirklandwa.gov>
Cc: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@Kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>
Subject: OPPOSED to Transit Corridors Plan

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

Dear Council Members,

As a proud voting resident of Kirkland, I am writing to express my concerns about the direction the 2044 Comprehensive Plan is taking. While we all understand the importance of planning for future growth, we must ensure that this growth is done responsibly, with adequate infrastructure to support it, and through a transparent process that involves the community at every step.

I am against inclusion of the Transit Corridors in the 2044 Comprehensive Plan.

1. Responsible Growth:
It is unclear how the density levels suggested in this plan will lead to lower housing costs in Kirkland. Many residents, including myself, are concerned about the potential rezoning of single-family neighborhoods along key corridors for residential mixed-use developments. While growth is necessary, it should not come at the expense of the character of our neighborhoods or the livability that makes Kirkland special. **I do not support proposals that would allow 50-200 units of housing per acre in residential areas.**

Citizens are calling for a shift away from an ideologically driven plan and towards a more practical approach that acknowledges the unique economic conditions in Kirkland. With our high land values, simply increasing density does not create affordable housing under market conditions. The plan needs to reflect these realities if it is to address our community's actual needs.

2. Adequate Infrastructure:

The density being proposed seems disproportionate to the existing transportation infrastructure across Kirkland. Increased density could strain emergency services and exacerbate overcrowding in schools, which are already facing capacity challenges in some areas. **I'd like to see improvements in Metro Bus services to better connect residents to meaningful destinations before major land use decisions are made based on assumptions about ridership**.

3. Transparent Decision-Making:

Transportation and land use decisions are deeply interconnected and should not be made in isolation. The current approach seems fragmented, and the zoning changes proposed could have long-term harmful environmental impacts on Kirkland's natural spaces. As residents, we deserve greater involvement in shaping public transportation solutions and more engagement from the city as
these decisions unfold.

This letter represents the concerns of myself and many other VOTING residents of Kirkland, who will be watching closely as the City Council moves toward voting on this plan later in the year. As we approach the next election season, we are paying close attention to how the Council listens to and addresses the concerns of its constituents.

We urge the Council to adopt a more balanced, economically grounded plan that reflects our city's unique circumstances rather than one rooted in ideology.

Thank you for your attention to these matters. I look forward to your response and a more responsible, community-driven approach to Kirkland's future.

Sincerely,

From: Allison Zike
Sent: Wednesday, September 11, 2024 12:29 PM
To: Janice Swenson
Subject: Fw: Land Use Element of the Comprehensive Plan

From:
Sent: Wednesday, September 11, 2024 12:23 PM
To: City Council <CityCouncil@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@Kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>
Subject: Land Use Element of the Comprehensive Plan

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Dear All,

The Land Use Element of the Comprehensive Plan (i.e. the 8 transit corridors that will be subject to upzoning) is expected to be discussed and voted on in tomorrow's Planning Committee Meeting.

I would like to voice my concern and ask the Planning Commission to **remove the eight transit corridors** from consideration.

These proposed corridors are **too large and too soon**. I ask for transportation to be secured with proven adoption rates before taking on additional growth centers. **The transit corridors are unnecessary for Kirkland to meet its mandated growth targets.**

Thank you for time and attention to this matter.

Sincerely,

From: Allison Zike
Sent: Wednesday, September 11, 2024 5:23 PM
To: Janice Swenson
Subject: Fw: 2044 Comprehensive Plan

From:
Sent: Wednesday, September 11, 2024 5:21 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: 2044 Comprehensive Plan

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

I am a resident of Kirkland. I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed.
The city of Kirkland has bigger issues, to be addressed, in order for Kirkland to keep being a desirable place to live. Listening to actual Kirkland residences vs. outside factions should be a priority. We **live** here and know best!

- Healthcare: Last summer, when I had to go to the ER, there was a 3 hour wait! I had to go to Redmond. Good thing I didn't have a heart attack!
- Schools, class room size
- Traffic and reckless driving have been out of hand and is only getting worse by the day.
- Environmental impact on air quality, sewer, habit for wildlife, pollution in general (especially caused by extremely loud, gas powered lawn equipment, used by cheap maintenance crews) and trash/graffiti.
- Crime: armed robbery, rape, car theft, mail theft
- What we could use are community gardens, allotments/pea patches, more green spaces.
  And more smaller, single family homes that younger people can afford.
- Build more housing near google, if needed. But it isn't needed, as there are more apartment buildings in construction all over Kirkland

Kind regards,
Long time Kirkland residence of over 35 years, tax payer, and registered voter,

Kirkland WA 98034

From: Allison Zike
Sent: Thursday, September 12, 2024 6:23 AM
To: Janice Swenson
Subject: Fw: Transportation corridor land use proposal LU-2.4 - resident feedback

---

From:
Sent: Wednesday, September 11, 2024 10:17 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Cc: centralhoughton@gmail.com <centralhoughton@gmail.com>; City Council <citycouncil@kirklandwa.gov>
Subject: Transportation corridor land use proposal LU-2.4 - resident feedback

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

Honorable Planning Commissioners and City Councilmembers,

As a Houghton resident, I fully reject the transportation corridor land use proposal LU-2.4 you are considering.

One of the charms of Kirkland is being a suburban area, converting it into a dense urban area will negatively impact the current residents around the transportation corridors.

In addition to Kirkland totally changing its character, the following issues come to mind:
* the density proposed in this plan is not proportional to the transportation infrastructure. Traffic is already terrible during morning and evening commute and it'll become way worse with the proposed increased density.
* schools will be overcrowded, for example Lakeview is already overcrowded

I implore you to vote in accordance with the will of the many taxpayers of Kirkland who live around the transit corridor area and oppose the proposed plan.

Thank you,

From: Allison Zike
Sent: Wednesday, September 11, 2024 12:22 PM
To: Janice Swenson
Subject: Fw: Our family ask to remove the eight transit corridors from consideration

---

From:
Sent: Wednesday, September 11, 2024 11:57 AM
To: Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@Kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>
Cc: City Council <CityCouncil@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Our family ask to remove the eight transit corridors from consideration

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

Dear Sir/Madam,

Our family are long-term residents of Kirkland, we own and live in our family house on 11th Ave.

We are asking the Planning Commission to remove the eight transit corridors from consideration. These proposed corridors are too large and too soon. We ask for transportation to be secured with proven adoption rates before taking on additional growth centers.
The transit corridors are unnecessary for Kirkland to meet its mandated growth targets.
If we hold our current course, we are on schedule to have excess housing capacity.

Regards,

From: Allison Zike
Sent: Thursday, September 12, 2024 8:26 AM
Cc: Janice Swenson
Subject: Fw: Concerns Regarding the Proposed Land Use Plan

Commissioners (bcc'd to avoid reply all) -

Please see below public comment.

From:
Sent: Wednesday, September 11, 2024 11:38 AM
To: Allison Zike <azike@kirklandwa.gov>
Subject: Concerns Regarding the Proposed Land Use Plan

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

Dear Director Zike,

Thank you for taking the time to hear my concerns regarding the 2044 Comprehensive Plan. My name is Peter DeYoung and I am a resident of Kirkland.

I have serious concerns with the proposed 2044 Comprehensive Plan, specifically the overall growth targets outlined in the plan and the inclusion of LU-2.4.

The growth targets that have been proposed are extreme and unwarranted per Washington State requirements. Attempting to add over 70K additional housing units by 2044 is overkill. This would add an additional 200K or more residents over the next twenty years - a 2X increase over the existing population.

Growth projections from the CBO project that population growth will only increase at a rate of six tenths of a percent per year over the next 30 years (342M to 382M from 2024 - 2054) across the United States. Our State's projections assume Washington will grow around 3X the national rate, so why does this plan assume growth rates greater than 4X our State projections?

The City of Kirkland's own Biennial Community Survey highlights that growth, specifically overdevelopment and traffic, as the biggest areas of concern for residents and that they are not satisfied with the City's response. Given this, why is the City prioritizing radical growth based on the influence of outside organizations versus the feedback from residents of Kirkland?

This policy puts the cart before the horse. Why is the city planning for such a radical increase in housing units without plans in place to address funding, infrastructure, transit, schools, public safety, and many other critical gaps? Many of these "transit corridors" are on very quiet residential streets that have children - increasing density and therefore traffic

without proper precautions on these streets is reckless and dangerous. These streets are not currently set up for high-density traffic and will need significant safety precautions prior to increasing traffic.

Proponents of the plan have stated that the plan merely gives the city the ability to *study* the options and impacts of mixed density and rezoning. For example, the Livable Kirkland Facebook group, which is organized by two sitting planning commission members, recently put out a *Myths vs. Reality* memo espousing as much. This is nonsense and easily verifiable in the plan, which clearly states:

> "*The Plan sets the framework for the City's land-use pattern and what uses are allowed where. It also provides the policy basis for building height, landscaping, sign standards, protection of lakes, streams and wetlands, and other development regulations.* ***It is the foundation for the City's zoning and other code regulations and the Zoning Map.***"

This is much more than the "ability to study". You don't actually need the inclusion of LU-2.4 to study the impacts of increased density and mixed-use zoning.
Furthermore, density does not equal affordability. There's nothing the city could have done to prevent housing prices from elevating to the level they are at. We live in one of the most economically advantaged locations in the country, with access to some of the best and highest paid labor markets. Nothing could have prevented buyers from bidding up the housing market.

This city will never be truly affordable again - at least not in the way that the Planning Commission (PC) and City Council (CC) claim it will be based on their plan. Giving people hope that this plan will provide an abundant supply of low-cost housing is disingenuous. At best we can add enough rental units to stymie the sharp increases in rent costs.

Land speculation will drive the price of land up, along with construction costs. The rezoning of single family homes will force residents to compete with multinational corporations when trying to buy a home. More concerning long-term, the cost of delivering housing, comprising the land, physical construction costs, and the profit required for taking on the risk, means that appropriate accommodation for low income earners is unable to be delivered by the market at any meaningful scale.

The city has built and is in the process of building significant high-density housing in existing commercial centers. I believe this is the right place for these units and would like to see the city continue with the expansion of urban/commercial centers that are adjacent to major transportation hubs and services such as Totem Lake, Downtown and 85th Street Station. The location of additional units in existing urban/commercial centers makes sense. Putting them in the vaguely defined "transit corridors" does not make sense.

The PC and CC should also be looking at alternative measures to address housing supply, specifically:

1.
2.
3. Regulation on private equity and corporations buying residential homes
4.
5.
6.
7. Regulation on short-term rentals
8.
9.
10.
11. Regulation on foreign investment in residential housing
12.

In conclusion, I am supportive of responsible growth that is well throughout. I reject the Planning Commission and City Council's 2044 Comprehensive Growth Plan and encourage the city to consider my recommendations herein. With respect to the upcoming decision, I request the city delay the decision via "option B" as presented on Aug 22, 2024: Consider a version of Policy LU-2.4 at a future date (not with 2044 Comp Plan). This provides time to consider additional data, adjust the plan, and for the public to provide additional feedback. The city needs to answer fundamental questions that are critical to the success or failure of this plan BEFORE establishing it as "*the foundation for the City's zoning and other code regulations and the Zoning Map."*

Sincerely,

From: Allison Zike
Sent: Wednesday, September 11, 2024 11:20 AM
To: Janice Swenson
Subject: Fw: Eight Transit Corridors - OPPOSED

From:
Sent: Wednesday, September 11, 2024 11:14 AM
To: City Council <CityCouncil@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@Kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>
Subject: Eight Transit Corridors - OPPOSED

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We reside in downtown Kirkland and have followed all the council meetings and discussions both on streaming and in person.
We are opposed to the proposed establishment of transit corridors which allow density which we believe is beyond what is necessary to satisfy new density requirements.

From: Allison Zike
Sent: Thursday, September 12, 2024 6:23 AM
To: Janice Swenson
Subject: Fw: Transit Corridors and the 2044 Comprehensive Plan

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From:
Sent: Wednesday, September 11, 2024 11:03 PM
To: City Council <CityCouncil@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@Kirklandwa.gov>
Cc: Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>
Subject: Transit Corridors and the 2044 Comprehensive Plan

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Kirkland City Council Members,

I have been a proud Kirkland resident for 38 years. During that time I have paid taxes, supported local businesses, attended parent / teacher nights as a parent at Kirkland schools from 6th through 12th grades, and volunteered with a variety of organizations including Kirkland Downtown at the Lake back when they had work parties to spruce up Kirkland and other times installing Fourth of July decorations.

This is the first time I have written to the council during all of those years. I am writing today because I am very disappointed in what I am seeing the Kirkland City government propose and how they are managing it. I have invested time to write this letter and am asking that you take the time to read and absorb what I am sharing.

Are you aware of the city's calculated decision to not communicate with Kirkland's well-established neighborhood groups regarding the City's plans despite the fact those plans would create massive changes for those neighborhoods and their citizens' homes and quality of life? That deliberate action by the City has created a significant rift between the citizens and the city government. The extreme positions being proposed by City staff and the planning commission have brought the kind of divisiveness to Kirkland that is sadly so prevalent in national politics these days. That is an unwelcome change.

Now is the time for discernment and wise decision making to keep the discourse and distrust from getting even worse. Extreme voices on the right and the left do not represent the views of most Americans, and yet the extreme voices have taken over the conversations. Do not fall into the trap of taking bad advice from radical ideologues. History is full of examples where government leaders

followed advice from “experts” rather than citizens and the experts ended up being wrong. In so many of those cases, the collateral damage was severe. (Vietnam and the certainty that Saddam had weapons of mass destruction are notable examples.)

To be perfectly clear, here are my thoughts regarding some of the current proposals being considered in Kirkland.

The Growth Management Act Makes Us Do It
Hiding behind statements that Kirkland has to make radical planning and development changes to meet the Growth Management Act is not supported by the facts. Kirkland has exceeded the growth management targets time and time again without the massive changes being proposed.

City Staff Knows Best
Kirkland residents are well educated and well informed. Intentionally leaving them out of the process and isolating the discussions to groups with narrow and extreme views is a mistake and leads to confirmation bias and group think. You have a duty to fix that. Kirkland residents should be the most important stakeholders. You represent them.

Transit Corridors
I am against inclusion of the Transit Corridors in the 2044 Comprehensive Plan.

1. Affordability:
The density levels suggested in this plan will do nothing to lower the key cost drivers (construction, financing, interest carry, design and engineering, entitlement, regulatory costs, property taxes, operating costs) associated with residential development. Any suggestion that Kirkland’s proposed comprehensive plan will lead to lower housing costs in Kirkland is a false narrative.

2. Responsible Growth:
Like many residents, I am concerned about the potential rezoning of single-family neighborhoods along key corridors for residential mixed-use developments. Future growth should not come at the expense of the character of our neighborhoods or the livability that makes Kirkland special. I do not support proposals that would allow 50-200 units of housing per acre in residential areas.

There are plenty of tired class C retails centers with large parking areas that lend themselves to mixed-use residential development without removing existing single-family housing. Some of those retail center properties are currently being redeveloped as apartments. Similarly, the office market is overbuilt, particularly in light of the transition to remote work. Office building values have dropped significantly, and empty and older office properties represent opportunities for multi-family development just like the retail centers I mentioned, without the removal of single-family homes.

Citizens are calling for a shift away from ideologically driven plans and moving towards more practical approaches that acknowledge the unique economic conditions in Kirkland. With our high land values and expensive construction costs, simply increasing density will not create affordable housing. The comprehensive plan needs to reflect these realities and not make false promises about affordability.

3. Adequate Infrastructure:
Cramming more and more people into Kirkland will make Evergreen Hospital’s bed shortage even more severe. The Evergreen Health website notes that Evergreen Hospital was above optimal occupancy 98% of the time in 2022 and 100% of the time in 2023. (Keep in mind those are the years after the Covid pandemic.) The hospital’s website states “patient access to healthcare in our region is challenging today and will increasingly constrict.” It goes on to note “in addition to being able to

provide enough typical acute care, the Eastside must be ready for another pandemic, earthquake or other mass casualty event."

How would Evergreen Medical Center, ground zero for Covid, have handled the pandemic if Kirkland's population had been 10%, 20%, 33%, 50%, or 100% higher since their bed counts are already maxed out? Don't make the problem worse.

Can Kirkland Fire and EMS services meet the needs of a much larger Kirkland? Are Kirkland's fire departments staffed and equipped to serve a large number of six story buildings? Do the existing fire trucks have adequate capabilities and are there enough of those fire trucks to serve tall buildings?

Plus, the density being proposed is disproportionate to the existing transportation infrastructure across Kirkland. Increased density will strain emergency services and exacerbate overcrowding in schools, which are already facing capacity challenges in some areas. We need to see improvements in Metro Bus services that better connect residents to meaningful destinations before major land use decisions are made rather than basing land use decisions on incorrect and faulty assumptions about ridership.

3. Transparent Decision-Making:
Transportation and land use decisions are deeply interconnected and should not be made in isolation. The current approach seems fragmented, and the zoning changes proposed could have long-term harmful environmental impacts on Kirkland's natural spaces. As residents, we deserve greater involvement in shaping public transportation solutions and more engagement from the city as these decisions unfold.

<u>Legacy</u>
You have an opportunity to have an impact on Kirkland's legacy. I urge you to not destroy one of America's great communities with ill-advised planning and development changes. Your decisions can help prevent the following future comments.

- Kirkland used to be a nice place to live.
- Who made those land-use decisions? That place has no soul.
-
- This letter represents my concerns and the concerns of many other voting residents of Kirkland who will be watching closely as the City Council moves toward voting on this plan later this year. As we approach the next election season, we are paying close attention to how the Council listens to and addresses the concerns of its constituents.

I urge the Council to adopt a more balanced, economically grounded plan that reflects our city's unique circumstances rather than one rooted in ideology.

Thank you for your attention to these matters. I look forward to your response and a more responsible, community-driven approach to Kirkland's future.

Sincerely,

From: Lynn Sellers Kacatin <lskacatin@gmail.com>
Sent: Wednesday, September 11, 2024 5:36 PM
To: Janice Swenson
Cc: Planning Commissioners; board@finnhillalliance.org
Subject: No to Transit Corridors

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Members of the Planning Commission,

I ask that you reconsider the designation of transit corridors to define the city's growth plans.These traffic corridors are commuter bottlenecks that have very little to do with public transit. King County Metro and LWSD have consistently cut service over my last 20+ years on Finn Hill.

In addition, the state of KC Metro stops are a mishmash of occasional shelters and single poles along busy streets. There is nothing attractive or inviting about riding transit in the area. How will this improve for new residents?

School bus service is another issue contributing to our traffic issues. As an example, there was a high school stop within two blocks of my home in 2000. By 2014, my oldest walked an additional five blocks to reach the closest stop, and into an area still missing basic sidewalks today.

Please do not call commuter corridors transit corridors, unless KC Metro & LWSD are onboard to bring better service right now.

City growth and infrastructure problems have been leapfrogging year over year. The tolling of the 520 Bridge is a clear example. Juanita Drive, Simmonds Road and Bothell Way have not been the same since tolling began over a decade ago.This combined with business and residential growth make the area far less attractive.

High density building along with the rising cost of land and construction, will not equate to affordability. Quite the opposite. There is no affordable housing in our surrounding communities or western Washington. How will Kirkland's plans break this cycle?

We cannot afford to blunder into new projects without key service upgrades. Kirkland is not meeting the needs of current residents and will not meet the needs of new residents.

Do not go forward with more density as we struggle to navigate through the current infrastructure.

Respectfully,

From: Allison Zike
Sent: Wednesday, September 11, 2024 5:09 PM
To: Janice Swenson
Subject: Fw: Studying the potential for medium density housing is a reasonable thing to do

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From:
Sent: Wednesday, September 11, 2024 1:26 PM
To: City Council <CityCouncil@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>
Subject: Studying the potential for medium density housing is a reasonable thing to do

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Dear Commissioners,

Housing is a very important topic to me. My mother lives here in Kirkland on a small fixed income. My wife and I want her to live here since she has roots in this community and so that we can assist her as she ages in place. To make that possible we've been needing to supplement her income more and more as rent continues to rise each year. My wife and I would love to start a family of our own soon too but worry that we'll have to move somewhere more affordable ourselves once it's time for a bigger house.

As you are acutely aware, our city and our region are undergoing an extreme affordability crisis. In Kirkland it's impossible for the vast majority of people who work here to afford to live here as well. Far too many families who try to call Kirkland home must spend well in excess of 1/3 of their income just to put a roof over their heads. Living in Kirkland has become less and less obtainable for decades and it's no surprise that today's elected officials and staff are working to correct the shortsightedness that brought us to today.

The irony is probably not lost on you. The irony that in trying to address Kirkland's housing woes you've pushed up against the very force that put us on our current trajectory. It's reasonable for Neighborhood Defenders to object to unstudied, drastic change. But it's unreasonable to object to studying the potential for moderate change. It's been very discouraging to see a group of people so dedicated to obstructing even planning for more housing that they're willing to lie and fearmonger to get their way.

Transit Oriented Development is not a new concept, nor an unproven one. TOD isn't skyscrapers by definition, it's just higher density than the surrounding area. In our case the vast majority of Kirkland is zoned for low density (over 80% of our residential zones mandate low density usage). Medium density (staff have suggested 2-4 stories could work well) would both allow our city to grow and diversify our housing stock while fitting in well with the majority of our city being single family housing.

Addressing Kirkland's housing shortage is just one piece of the puzzle when it comes to making our community affordable for all. But it's an indispensable piece nonetheless. The goal of housing abundance isn't to meet some arbitrary county-set number. It's to ensure that the cost of rent/mortgage is based on building age and construction costs, not scarcity.

Thank you for your hard work in making our community stronger, more resilient, and more welcoming. I know it's a thankless job, especially on emotional topics like this. Remember, the Kirkland of 2045 will be a much better city thanks to your boldness and passion.

Yours,

From: Allison Zike
Sent: Wednesday, September 11, 2024 5:10 PM
To: Janice Swenson
Subject: Fw: Zoning Changes

From:
Sent: Wednesday, September 11, 2024 1:01 PM
To: Rodney Rutherford <rrutherford@kirklandwa.gov>; Bria Heiser <bheiser@kirklandwa.gov>; Scott Reusser <sreusser@kirklandwa.gov>; Angela Rozmyn <arozmyn@kirklandwa.gov>; Aaron Jacobson <ajacobson@kirklandwa.gov>; Katya Allen <kallen@kirklandwa.gov>; Gina Madeya <gmadeya@kirklandwa.gov>; Planning Commissioners <planningcommissioners@kirklandwa.gov>
Cc: City Council <citycouncil@kirklandwa.gov>; centralhoughtoncouncil@gmail.com <centralhoughtoncouncil@gmail.com>
Subject: Zoning Changes

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Dear Governing Bodies,

You are volunteering your time to do what you think is best for Kirkland. Based on the political moves over the last few years, it is getting hard to see that. I am wondering what is the driving force behind sweeping zoning changes in the Houghton and the 108th corridor. Starting with the sneaking abolishment of the Houghton Council by our past leader that moved to WA state government, the silent approval of the sale of LaQuinta to King County to changes the zoning all almost of Houghton; it is hard to believe that commissioners are working for the good of Kirkland. I too would like affordable housing on the eastside and particularly Kirkland which my children cannot afford to move back into. We have moved out of the area and had to shock of trying to move back in. I believe in affordable housing in theory but that is not how this really works.

You are thinking that we can build affordable housing and it will help teachers, baristas, support workers. There is an expression follow the money. The developers and government that does not even know Kirkland that are vying for the great location and access to Houghton, Moss Bay and Everest areas are not altruistic. They will build lots of 5 story building with 1 to 2 units for low income or subsidized units. They do not have to build a building and then keep it section 8 housing. Developers know how to play the game and influence to get what they want. They have the money to hire influence and work the system for years. The average home owner does not. We have moved into and invested in a Kirkland that is residential and you are working to make it Urban. The 85th corridor is set up to expand build 5 story buildings. The 108th corridor is homes in neighborhoods. Our Eastside expansion will happen but we do not have to RIP APART existing neighborhoods.

You appear to be apart of the delusion that these units are going to sell or rent below market pricing. Growth does not work that way. I wish. Maybe a few units will be available to lower income people but it will not bring my children back to this neighborhood and what is special about Kirkland will be destroyed. The only ones who benefit are the developers.

Who is the council working for? Hard to tell.

Sincerely,

Get Outlook for iOS

From: Allison Zike
Sent: Wednesday, September 11, 2024 7:47 AM
To: Janice Swenson
Subject: Fw: Inclusion of the transit corridors in the 2044 Comprehensive Plan - Not in favor

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From:
Sent: Wednesday, September 11, 2024 7:31 AM
To: City Council <CityCouncil@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Inclusion of the transit corridors in the 2044 Comprehensive Plan - Not in favor

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Hi

I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed.

Kind regards,

From: Allison Zike
Sent: Wednesday, September 11, 2024 5:08 PM
To: Janice Swenson
Subject: Fw: Public comment on the LU 2.4 proposal

From:
Sent: Wednesday, September 11, 2024 3:07 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>; Rodney Rutherford <rrutherford@kirklandwa.gov>; Bria Heiser <bheiser@kirklandwa.gov>; Scott Reusser <sreusser@kirklandwa.gov>; Angela Rozmyn <arozmyn@kirklandwa.gov>; Aaron Jacobson <ajacobson@kirklandwa.gov>; Katya Allen <kallen@kirklandwa.gov>; Gina Madeya <gmadeya@kirklandwa.gov>
Cc: City Council <citycouncil@kirklandwa.gov>; centralhoughton@gmail.com <centralhoughton@gmail.com>
Subject: Public comment on the LU 2.4 proposal

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Dear Kirkland Planning Commissioners,
My name is Karon Weber and I have been a Houghton resident for 17 years. Thank you for accepting my comments about the proposed study for the Future Kirkland Plan. After attending the last chamber session, I feel my perspective was not fully represented in the public discussion, so I offer the following comments.
I chose Kirkland and my house because of the walk score and the ability to walk to get coffee, dinner, or do simple errands. This was pre-Cross Kirkland Corridor, and the Spirit of Washington dinner train was still running. After the train stopped, and when the tracks were removed from our section of the trail, my neighbors and I got together, formed a work party, and built steps with a bike rail to replace a steep, often muddy cut-through. To support the development trail, we worked together to make the trail accessible to everyone. We love the trail and today, people drive into the neighborhood, park in front of our houses, and use the steps we built to access the trail. While we are proud of our contribution, and that we have contributed to keeping Kirkland a walking city. However, my neighbors and I have also seen firsthand how structural changes can influence the flow of people and traffic.
In our once bucolic neighborhood, we now have traffic. Some of it is due to the trail, and while it is inconvenient, we don't mind because it contributes to making the trail available to everyone. However, most of the increased traffic is due to an increase in housing density. The truck traffic has grown because of the construction boom following recent zoning changes permitting multi-family dwellings on single plots.

In my perspective, it does not seem that the city considered how the change in zoning regulations would impact traffic in individual neighborhoods. Today my neighborhood is currently struggling to accommodate these new traffic and parking patterns. I do not see the city of Kirkland engaged to study this and understand the impact that has already occurred with the first round of changes to zoning. I am worried that additional changes to the zoning which allows more density will bring further challenges to not only mine but to other Kirkland neighborhoods.
I believe traffic flow and the movement of people are central to the issues we face in planning Kirkland's future. Kirkland should lead the way by proposing to study this issue. In my opinion, we must clearly understand how our public transportation infrastructure will support Kirkland's growth and how and where will Kirkland connect.
I thought that with the 85th Street project, Kirkland had committed to supporting connections to the 405 corridor and the light rail system. However, the recent transformation of the Houghton Park & Ride into a skateboard park and pickleball court seems to have radically shifted away from that commitment.
We must ensure that Kirkland remains connected to broader transportation infrastructure, especially as the 85th Street and light rail projects progress. Before moving forward with the Future Kirkland Plan, we need to evaluate how current projects, like 85th Street, Bridal Trails, Totem Lake and Kirkland Urban, have performed and whether they are meeting our density and transportation goals.
I urge the commission to collaborate with King County Metro and prioritize transit infrastructure to keep Kirkland a walking city. Please ensure that the city's growth supports both high- and low-density areas, with clear consideration for traffic, connectivity, and livability.
Thank you for your time and for engaging in this important discussion.

To: Kirkland City Council, Planning Commissioners, City Manager, Planning and Building Director, Comprehensive Planning Team
From:
Re: Transit Corridor Plan and Housing Element
Date: September 11, 2024

My husband Jim and I moved to Kirkland in 1981. As long time residents living at 5229 111th Ave NE, we have seen many welcome changes as Kirkland grows from a small eastside town to a busy eastside community. Along with this growth has come some unforseen and unfortunate growth plans being considered with very little transparency. I am sure many of you will disagree with this statement but most of my neighbors in the Woodland Heights area of Houghton and friends who live in other Houghton neighborhoods were very unaware of anything as drastic as the rezoning of residential properties and the addition of transit corridors! I have been rereading minutes of meetings, listening to video clips from meeting and talking to other Kirklanders and want to keep this short so I will use bullet points.

1. Transparency: We did not realize the full implications of what's in the works until the signs informing us that our residential neighborhoods would likely be impacted by the 4-6 story building zoning changes. It was a wake up call that we needed to become better informed and started looking for more information which led to the transit corridor plan. Most of my neighbors were unaware of all of this until mid-August 2024. I attended the July open house/ meeting about Houghton Center development and was under the impression that building height restrictions were subject to this area NOT our neighborhood!! When a friend I was attending this display with asked a traffic question about the traffic density around 68th and 108th, no mention was made of a "traffic corridor." I learned last weekend from people living along 108th that they were informed (by Metro??) of the issue as their properties were possibly going to be affected (by the widening of the road by 11-12 feet). Said girlfriend and I spent part of last Sunday on 108th between 53rd and 68th to see how many residences would be affected. It is significant. I also have learned that Metro has had a vision for these traffic corridors in Kirkland for several years. I know I heard the word "bus carve outs" in the past but that is not what I envisioned (or people I have talked to). Carve out implied bus stops carved out so loading and unloading did not effect traffic flow not more lanes.

2. Timing: Last week I watched the city council meeting on line and appreciated allowing another week for comments from the community. As I said, I have done much catching up this week and definitely feel there is a need for MORE community imput considering the implications for all of Kirkand! I listened to a planning commission role call and was heartened that a few said this addition to the comprehensive plan was moving too fast.

3. Richard Carlson's letter was very thought provoking. The subject line (Overkill) says it all. He has a perspective from his experience in Palo Alto and information about how density numbers are interpreted. Moving too fast and overbuilding is a concern. The building of condos or apartments in residential neighborhoods seems like a land grab to me that developers could profit on over single houses on similar lots. I have noticed a new home with an ADU behind it on NE 49th in our neigborhood and apparently there is a plan for 4 homes on the teardown property on 108th and 60th. Both these indicate there already is a zoning change in place allowing for more density.

4. What is reasonable: Increasing building density in already established areas with amenities already in place: Juanita Village, Kirkland Urban and Totem Lake.

I have said enough. Take more time to consider what you are proposing. People obviously were unaware of the scope of changes taking place. Most thought Rapid Ride refers to the 85th project. I never thought "eminent domain" could come to our neighborhood or a 6 unit or more apartment building on our street!

From: Allison Zike
Sent: Thursday, September 12, 2024 6:30 AM
To: Janice Swenson
Subject: Fw: 2044 Plan

From:
Sent: Wednesday, September 11, 2024 6:50 PM
To: City Council <CityCouncil@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@Kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>
Cc: Judy Barton <judybarton22@yahoo.com>; Kira Krimkevich <kira.krimkevich@gmail.com>; Liz Hunt <liz@starwhite.net>
Subject: 2044 Plan

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Planning Commission, City Council, etc.

You have herd from the various neighborhoods in Kirkland regarding the 2044 Plan. Now is the time to **remove the eight transit corridors** from consideration.
These proposed corridors are **too large and too soon**.
We ask for transportation to be secured with proven adoption rates before taking on additional growth centers.
The transit corridors are unnecessary for Kirkland to meet its mandated growth targets.
If we hold our current course, we are on schedule to have excess housing capacity.

Leave our Neighborhoods as Neighborhoods where families can enjoy the space.
Do not allow such density on the corridors and infringe into our neighborhoods.

Listen to the people who live here, have invested in Kirkland and want to keep Kirkland something to be proud of. STOP such corridor density.

Kirkland Resident

From: Allison Zike
Sent: Wednesday, September 11, 2024 11:21 AM
To: Janice Swenson
Subject: Fw: Against Transit Corridors Plan

From:
Sent: Wednesday, September 11, 2024 11:06 AM
To: City Council <CityCouncil@kirklandwa.gov>
Cc: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@Kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>
Subject: Against Transit Corridors Plan

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Dear Council Members,

As a proud voting resident of Kirkland, I am writing to express my concerns about the direction the 2044 Comprehensive Plan is taking. While we all understand the importance of planning for future growth, we must ensure that this growth is done responsibly, with adequate infrastructure to support it, and through a transparent process that involves the community at every step.

I am against inclusion of the Transit Corridors in the 2044 Comprehensive Plan.

1. Responsible Growth:
It is unclear how the density levels suggested in this plan will lead to lower housing costs in Kirkland. Many residents, including myself, are concerned about the potential rezoning of single-family neighborhoods along key corridors for residential mixed-use developments. While growth is necessary, it should not come at the expense of the character of our neighborhoods or the livability that makes Kirkland special. **I do not support proposals that would allow 50-200 units of housing per acre in residential areas.**

Citizens are calling for a shift away from an ideologically driven plan and towards a more practical approach that acknowledges the unique economic conditions in Kirkland. With our high land values, simply increasing density does not create affordable housing under market conditions. The plan needs to reflect these realities if it is to address our community's actual needs.

2. Adequate Infrastructure:

The density being proposed seems disproportionate to the existing transportation infrastructure across Kirkland. Increased density could strain emergency services and exacerbate overcrowding in schools, which are already facing capacity challenges in some areas. **I'd like to see improvements in Metro Bus services to better connect residents to meaningful destinations before major land use decisions are made based on assumptions about ridership**.

3. Transparent Decision-Making:

Transportation and land use decisions are deeply interconnected and should not be made in isolation. The current approach seems fragmented, and the zoning changes proposed could have long-term harmful environmental impacts on Kirkland's natural spaces. As residents, we deserve greater involvement in shaping public transportation solutions and more engagement from the city as
these decisions unfold.

This letter represents the concerns of myself and many other VOTING residents of Kirkland, who will be watching closely as the City Council moves toward voting on this plan later in the year. As we approach the next election season, we are paying close attention to how the Council listens to and addresses the concerns of its constituents.

We urge the Council to adopt a more balanced, economically grounded plan that reflects our city's unique circumstances rather than one rooted in ideology.

Thank you for your attention to these matters. I look forward to your response and a more responsible, community-driven approach to Kirkland's future.

Sincerely,

From: Allison Zike
Sent: Thursday, September 12, 2024 6:31 AM
To: Janice Swenson
Subject: Fw: Policy LU-2 and 2044 Comprehensive Plan

From:
Sent: Wednesday, September 11, 2024 5:59 PM
To: Planning Commissioners <Planningcommissioners@kirklandwa.gov>
Cc: City Council <CityCouncil@kirklandwa.gov>
Subject: Policy LU-2 and 2044 Comprehensive Plan

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To the Kirkland Planning Commission:

Merely labeling something as a "Transit Corridor" does not transform it into a corridor for transit. The proposed land use changes to the 2044 Comprehensive Plan's presuppose the conversion of several Kirkland arterials into transit corridors, assuming a diversification in transportation modes and enhanced mass transit infrastructure.

In principle, the adoption of more efficient mass transit options is favorable. Long-time Kirkland residents have experienced the deleterious impacts from the congestion of cross-city arterials during peak travel times.

Regrettably, the "Transit Corridor" proposals are based on presumptions rather than concrete plans.

Prior to the implementation of Policy LU-2 (in any amended version), the Planning Commission should present detailed, specific plans for each "Transit Corridor" and its necessary modifications. Kirkland differs from Redmond, Bellevue, Woodinville, and Seattle. Only a handful of Kirkland's arterials, such as 85th St NE/Central Way, 98th/100th Ave NE, 124th St NE, and Totem Lake Blvd, are four lanes; the majority of the arterials targeted as "Transit Corridors" have just two lanes, with few featuring even a median lane.

Take Market Street as an example: what alterations are required to support an increased flow of people? In my 10-Minute Neighborhood along the Market Street corridor, where The Asian Wok/Market Grill once stood, eight townhouses are being built. I won't be dining at any of these townhouses. To enhance my quality of life, I require transportation options that extend beyond my ten-minute walk radius.

The Market Street Neighborhood Plan, up for review at the 9/12/2024 Kirkland Planning Commission meeting, aims to preserve Market Street's tree-lined median. I urge the Planning Commission to provide specific, detailed plans: How do they intend to accommodate traffic lanes in each direction on Market Street for (1) vehicles; (2) Metro buses; (3) bicycles and other rolling experiences; (4) pedestrians and other mobility modes? While preserving the tree-lined median and dedicated turn lanes?

For each proposed "Transit Corridor," I urge the Planning Commission to provide specific and detailed plans accounting for the proposed and varied modes of transportation while considering the proposed increased population density. This is a request for current, 2024 plans, not for the dreams of 2044.

Otherwise, I ask the Planning Commission to include "unicorns" and "rainbows" in the Neighborhood Plans, the Land Use Plan, and the 2044 Comprehensive Plan.

Because my dream of riding unicorns on rainbows over the proposed "Transit Corridors" seems just as plausible as anything detailed in the referenced plans.

Cc: Kirkland City Council

From: Allison Zike
Sent: Wednesday, September 11, 2024 11:21 AM
To: Janice Swenson
Subject: Fw: Against Inclusion of the Transit Corridor in the 2044 Comprehensive Plan

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From:
Sent: Wednesday, September 11, 2024 11:08 AM
To: City Council <CityCouncil@kirklandwa.gov>
Cc: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@Kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>
Subject: Against Inclusion of the Transit Corridor in the 2044 Comprehensive Plan

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Dear Council Members,

As a proud voting resident of Kirkland for 31 years, I am writing to express my concerns about the direction the 2044 Comprehensive Plan is taking. While we all understand the importance of planning for future growth, we must ensure that this growth is done responsibly, with adequate infrastructure to support it, and through a transparent process that involves the community at every step.

I am against inclusion of the Transit Corridors in the 2044 Comprehensive Plan.

1. Responsible Growth:
It is unclear how the density levels suggested in this plan will lead to lower housing costs in Kirkland. Many residents, including myself, are concerned about the potential rezoning of single-family neighborhoods along key corridors for residential mixed-use developments. While growth is necessary, it should not come at the expense of the character of our neighborhoods or the livability that makes Kirkland special. **I do not support proposals that would allow 50-200 units of housing per acre in residential areas.**

Citizens are calling for a shift away from an ideologically driven plan and towards a more practical approach that acknowledges the unique economic conditions in Kirkland. With our high land values, simply increasing density does not create affordable housing under market conditions. The plan needs to reflect these realities if it is to address our community's actual needs.

2. Adequate Infrastructure:
The density being proposed seems disproportionate to the existing transportation infrastructure across Kirkland. Increased density could strain emergency services and exacerbate overcrowding in schools, which are already

facing capacity challenges in some areas. **I'd like to see improvements in Metro Bus services to better connect residents to meaningful destinations before major land use decisions are made based on assumptions about ridership**.

3. Transparent Decision-Making:

Transportation and land use decisions are deeply interconnected and should not be made in isolation. The current approach seems fragmented, and the zoning changes proposed could have long-term harmful environmental impacts on Kirkland's natural spaces. As residents, we deserve greater involvement in shaping public transportation solutions and more engagement from the city as these decisions unfold.

This letter represents the concerns of myself and many other VOTING residents of Kirkland, who will be watching closely as the City Council moves toward voting on this plan later in the year. As we approach the next election season, we are paying close attention to how the Council listens to and addresses the concerns of its constituents.

We urge the Council to adopt a more balanced, economically grounded plan that reflects our city's unique circumstances rather than one rooted in ideology.

Thank you for your attention to these matters. I look forward to your response and a more responsible, community-driven approach to Kirkland's future.

Sincerely,

Kirkland

From:
Sent: Wednesday, September 11, 2024 2:17 PM
To: Rodney Rutherford
Cc: Aaron Jacobson; Bria Heiser; Scott Reusser; Angela Rozmyn; Katya Allen; Gina Madeya; Kurt Triplett; James Lopez; Adam Weinstein; Allison Zike; LeAndra Baker-Lewis; Janice Swenson; Kelli Curtis; Jon Pascal; John Tymczyszyn; Amy Falcone; Penny Sweet; Neal Black; Jay Arnold
Subject: Planning Commissioners Should Recuse Regarding LU 2.4

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To: Rodney Rutherford, Chairman, Kirkland Planning Commission

Rodney,

We go way back, and I am very familiar with your strongly held personal views, enough to know that LU 2.4 is "your baby". As proud co-founder of Liveable Kirkland you developed and introduced this very unpopular and controversial ½ mile wide Transit Corridor plan throughout Kirkland. Then, as Chairman of the Planning Commission, you have led the discussion and will be pushing this proposal through to a vote of the Planning Commission without public notification or transparency. Even those of us who have been working since very early last year on the Comp Plan feel blindsided by LU 2.4.

It is because of this clear and obvious conflict of interest that I must insist that you and Commissioner Jacobson recuse yourself from voting on your pet project. Also, any Planning Commissioner whose family business would benefit from vastly increased density throughout the City should recuse as well.

If not, then the integrity of the entire Planning Commission process will be called into question and the City of Kirkland should follow Mercer Island's lead and disband and reconfigure our Planning Commission. Maybe it is time to go to outside paid consultants to avoid even the appearance of impropriety.

Thank you,

South Rose Hill/Bridle Trails

From: Allison Zike
Sent: Wednesday, September 11, 2024 5:20 PM
To: Janice Swenson
Subject: Fw: Concerns about the 2044 Comprehensive Plan

From:
Sent: Wednesday, September 11, 2024 12:46 PM
To: City Council <CityCouncil@kirklandwa.gov>
Cc: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>
Subject: Concerns about the 2044 Comprehensive Plan

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Dear Council Members,

As a voting resident of Kirkland, I am writing to express my concerns about the 2044 Comprehensive Plan, and share my opposition to including Transit Corridors in the Plan.

I am a mother of 2 and an active volunteer. It is important to me that Kirkland is a diverse, welcoming, supportive community. I appreciate that we value planning for future growth and making living in Kirkland affordable, but I believe we also need to ensure the plan is feasible and done responsibly, with adequate infrastructure, and through a transparent process that involves the community.

1. Responsible Growth:
It is unclear how the density levels suggested in this plan will lead to lower housing costs in Kirkland. With our high land values, increasing density does not create affordable housing under market conditions. The plan needs to reflect these realities if it is to address our community's actual needs.

2. Adequate Infrastructure & Student Safety:

The density being proposed is disproportionate to the existing transportation infrastructure across Kirkland. Increased density could strain emergency services and exacerbate overcrowding in schools.

At Lakeview Elementary on 68th Street, we are at the largest numbers in years with over 600 students. The school building and outdoor spaces aren't large enough. This year, we converted the art room and multilingual rooms into classrooms, which not only degrades student learning opportunities during the school day, but also eliminates before and after school programs previously held in those spaces that are critical for working parents.

Transportation and land use decisions are deeply interconnected and should be planned together. The current approach seems fragmented, and needs to consider pedestrian safety, especially primary school aged children. There is growing traffic along 68th where K-5 students walk/bike to school and play in parks, not to

mention the Middle school students who take the bus from Lakeview Drive.

3. Transparency and Community involvement:

As residents, we have lots to contribute and we deserve more engagement from the city. The communication from the city seems sparse. I appreciate the recorded videos and hope to make it in person to an upcoming meeting when the community is allowed to join.

Thank you for reading. I look forward to your response. I'm also happy to meet in person and contribute.

Sincerely,

From: Allison Zike
Sent: Thursday, September 12, 2024 6:29 AM
To: Janice Swenson
Cc: Scott Guter
Subject: Fw: HDC Support for Additional Capacity Along Transit Corridors (LU-2.4), 9/12/2024

From:
Sent: Wednesday, September 11, 2024 9:25 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: HDC Support for Additional Capacity Along Transit Corridors (LU-2.4), 9/12/2024

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Dear Kirkland Planning Commission,

My name is Brady Nordstrom and I'm submitting written comment to the Kirkland Planning Commission on behalf of Housing Development Consortium ("HDC"). HDC represents 210+ members in the affordable housing sector who work hard to ensure that all people can live with dignity in safe, healthy, and affordable homes within communities of opportunity, like Kirkland. We have multiple members that operate their organizations out of Kirkland and other members that develop and operate affordable housing in and around Kirkland.

We urge the Planning Commission to **support a bold growth strategy in Kirkland that lays the foundation for affordable housing, transit-oriented development, and inclusive growth for current and future generations.** More specifically, **we support the intent of the proposed Comprehensive Plan Policy LU-2.4 that states: "create additional capacity for higher-intensity residential uses along identified frequent transit corridors citywide and ensure development regulations enable multi-unit housing types."**

On May 2nd, HDC joined a broad set of nonprofit and industry partners from the Eastside Housing Roundtable on a letter encouraging the City of Kirkland to ensure that the Kirkland Comprehensive Plan SEIS analysis is bold enough to consider a full range of viable transit-oriented growth options, including housing capacity over 50 du/acre near transit stops (up to 200 du/acre). This is because:

- **The foundation for affordable housing is residential capacity, in the form of adequate height and density—especially near transit.** Capacity doesn't create affordable housing alone, but it is a necessary ingredient, especially when our region and state have a well-documented shortage of affordable housing that is most urgent at low-income levels.

    - To leverage economies of scale, a certain base level of density is needed for projects to be feasible in the first place. Specifically, mid-rise construction is the most cost effective development type. By limiting density and height, we create a higher per-unit housing cost that then requires higher future rents or more public subsidies to compensate.
    - Inadequate housing supply also causes rents and housing costs to rise. This shuts out workers (like nurses, baristas, janitors, teachers, etc.), young families, and many others who contribute to the current and future success of Kirkland.
        - So, over time, adequate residential capacity can help Kirkland achieve its stated goal to be a safe, inclusive, and welcoming community for all people by creating more opportunities for housing at a range of affordable income levels near public transit.
- **Planning for denser housing near transit is a tool to foster a healthy, sustainable transportation system.** This aligns with Kirkland's own vision statement that emphasizes a "community that is connected by local and regional transit services…" and where "jobs, services, and housing are clustered around routes and trails…"
- According to the 2021 King County Urban Growth Capacity Report, Kirkland grew at 75% of the pace needed to achieve its 2035 housing growth target since 2006. This suggests that Kirkland can be bold in how it considers adding residential capacity to meet its growth targets in the planning period between 2019 and 2044**. It's important to remember that this plan is not for today or even tomorrow; it is meant to help Kirkland plan for investments and growth for the next 20 years and beyond.**
    - As noted by Kirkland Staff in a memo from July 26th "it is considered best practice for cities to plan for housing capacity that exceed their growth targets." This is because housing capacity is not equivalent with the development we see, even over the planning timeframe of multiple decades. Additional capacity beyond the growth targets does, however, increase opportunities for housing and adds flexibility to meet future community needs.

The active consideration of LU-2.4 links directly to our May 2nd comments encouraging the bold study of additional residential capacity near transit stops in Kirkland. More recently, HDC spoke at the August 22nd Planning Commission meeting urging the Planning Commission to support LU-2.4.

- This Comp Plan policy is the first step of a longer implementation process that would include additional, robust opportunities for public feedback on the details about future locations and exact densities, heights, and other requirements. In fact, the July 26th staff briefing on "K2044 Comprehensive Plan Land Use Element Update – Transit Corridors" (CAM22-00032) states that "it is likely that allowed densities would not be implemented along the entirety of transit corridors." **Passing this policy is a step to further explore a stated goal of the City, not a commitment to concrete implementation details.**

- By supporting transit-oriented development that allows multifamily construction, **we can create more opportunities to directly generate affordable housing** through the 10% mandatory affordability requirement in Kirkland.
- **We caution the Planning Commission against creating too many conditions or barriers to housing in Kirkland through this, or any, land use element policies.** Public input is critical to public decision-making; there is also other relevant information for public decision-making, like affordable housing need in the community. Barriers to housing—like duplicative environmental review, unnecessary additional land use code amendments, and drawn out review processes— create knock-on effects for housing supply and affordability in the City that run counter to Kirkland's stated goals.

Thank you for considering our comments. **We urge you to support the intent of Land Use Policy 2.4 and enable the exploration of additional capacity along transit corridors.** We believe that this is a visionary policy that can lead to positive outcomes in housing affordability and inclusion in the future.

September 11, 2024

Dear Council Members,
As a long-time Kirkland resident, I urge the city council to remove the transit corridors plan from the 2044 Comprehensive Plan. The Kirkland constituents made many compelling arguments at the City Planning Commission and City Council meetings. Upon learning of the Transit Corridors Plan, I spoke with all of my Kirkland neighbors; most are outright surprised and upset. Kirkland will inevitably grow and I support healthy and smart growth for the city, but I am against growth without improving core infrastructure across Kirkland.

Sincerely,

From: Allison Zike
Sent: Wednesday, September 11, 2024 5:20 PM
To: Janice Swenson
Subject: Fw: Proposed Transit Corridors

From:
Sent: Wednesday, September 11, 2024 12:42 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Cc: Alice Volpe <northwestlit@aol.com>
Subject: Proposed Transit Corridors

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Dear Planning Commissioners,

As longtime Kirkland residents and business owners, my husband and I are writing this letter to voice our strong objection to the proposed transit corridors being considered to add to the Land Use portion of the Comprehensive plan.

The most obvious reason for objecting to the corridors is that they would drastically transform the essential nature of Kirkland. It is a lovely, safe lakeside community with residents who have a great amount of pride and proprietary interest in maintaining its relatively peaceful, suburban feel. Our streets are not “corridors” they are part and parcel of our residential community, safe for walking children to and from school, walking pets and just walking for exercise or sheer pleasure.

Secondly we already have a major north-south corridor in I-405, where those who want to travel that route by bus, which make use of HOV lanes, are already able to do so. However, as we have already learned, despite the availability of such service, Eastside residents prefer to travel by car, and the busses which already travel these north/south routes (including 108th Ave. NE) have operated with minimum occupancy for many years.

Third, and often overlooked, is the issue of need. When discussing mass transit, one has to take into account origins and destinations. Traditionally, society has had a very clearly defined separation between residential and business areas. Those traveling from residential areas to business areas, primarily for employment, needed high capacity vehicles to take them, for

example, from suburbs to metropolitan areas for jobs, shopping etc. Thus the reason for railroads to Long Island and Connecticut in New York City, taking workers from the burbs to Penn and Grand Central Stations. Also the reasons for subways in London, NY and Tokyo. This is not the case in our area. Many people travel from dense cities to suburbs for work, many work on staggered shifts and an increasing number work from home. It is the same with schools, especially high schools and colleges. Everyone has different schedules, and different transit needs. Many high school students have after school activities and few workers do a traditional 9-5 shift. College students often work their class schedules around part-time employment hours. For all of these reasons, people's preferences and needs no longer comport with the old paradigms of "commuting."

In view of the above, plus the fact that the transit corridors are not required for Kirkland to meet it mandated growth targets, we believe that the proposed "corridors" are unnecessary and undesirable. We strongly suggest that the council study this issue closely in view of changes in residents' life and work styles, and draw up more appropriate and beneficial ways to spend taxpayer funds. The essential nature of Kirkland, the reason why people love to live and work here, is at stake.

Sincerely,

September 10, 2024

To City Council,

I grew up in Bellevue. My husband and I purchased our first home in Kirkland in 1984. We have moved twice, all within Kirkland because we love the wonderful neighborhood feel throughout most of the city.

I am very concerned about the proposed comprehensive plan that is before the current planning commission. The city of Kirkland is forward thinking about planning for growth which is imperative but the current plan is not in the best interest of the people who live here now and future residents. I am extremely concerned about the rezoning in single family neighborhoods. Growth is necessary but it should not come at the expense and character of our great city. I believe growth is better when it's more circular around a core rather than linear. Kirkland has been creating these cores with Kirkland Urban, Totem Lake and to a lesser extent the Juanita area.

Please reconsider this proposed Comprehensive Plan. It is not in the best interest of our city.

Thank you for your time,

September 10, 2024

I am firmly against the inclusion of Transit Corridors in the 2024 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed. I have lived in the same house for over 60 years. I have seen many changes and they have been manageable. This plan is outrageous and will change Houghton forever.

Sincerely,

From: Allison Zike
Sent: Tuesday, September 10, 2024 8:24 AM
To: Janice Swenson
Subject: Fw: Do density plan in Houghton

From:
Sent: Tuesday, September 10, 2024 8:06 AM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>; Rodney Rutherford <rrutherford@kirklandwa.gov>; Bria Heiser <bheiser@kirklandwa.gov>; Scott Reusser <sreusser@kirklandwa.gov>; Angela Rozmyn <arozmyn@kirklandwa.gov>; Aaron Jacobson <ajacobson@kirklandwa.gov>; Gina Madeya <gmadeya@kirklandwa.gov>
Cc: City Council <citycouncil@kirklandwa.gov>; centralhoughton@gmail.com <centralhoughton@gmail.com>
Subject: Do density plan in Houghton

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The Houghton Neighborhood Association (HNA), on behalf of our membership, fully rejects the transportation corridor land use proposal LU-2.4 you are considering.
We wish to register that we would like this transportation oriented development land use proposal removed completely from the Comprehensive Plan.

- We don't believe the density proposed in this plan is proportional to the transportation infrastructure.

I live off of the 108th corridor, and every evening, especially in summer months, traffic is backed up for miles. When the slightest incident happens, it can take 30 min to go 2 miles. What happens with hundreds of more home in this stretch?

- We do not see how the density suggested in this plan will reduce the cost of housing in Houghton.
- Our neighbors do not want the potential for single family homes along 108th/Houghton Boulevard and ¼ mile east / west to be rezoned for residential mixed-use.
- Our neighbors do not want 50-200 units of housing per acre.
-
- We believe that emergency services will be hindered and schools overcrowded. We already face problems with overcrowding at Lakeview.

The overcrowding at Lakeview is not ideal. We do not have an art class for our students because of the lack of classrooms. One year, maybe 5 years back, one class had to use the open space commons area.

- We would like to see Metro Bus Service on 108th connect to meaningful destinations for our neighbors to increase ridership before considering land use decisions related to ridership
- We believe transportation and land use decisions are tightly related and should not be considered or decided with a flawed, siloed approach like this.
- We believe this type of policy and subsequent zoning will be harmful to the environment
- HNA would like to be engaged and involved by the City in public transportation solutions for our neighborhood

We implore you to vote in accordance with the will of the majority of taxpayers of Kirkland.

Becker family

From: Allison Zike
Sent: Wednesday, September 11, 2024 6:00 AM
To: Janice Swenson
Subject: Fw: High Density and transportation in Kirkland

From:
Sent: Tuesday, September 10, 2024 5:00 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Fwd: High Density and transportation in Kirkland

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Subject: Fwd: High Density and transportation in Kirkland

Sent from my iPhone

Begin

Subject: High Density and transportation in Kirkland

As a Kirkland resident for 49 years, I vehemently opposed the higher density zoning proposed for Kirkland and the foolishly expensive, intrusive and unnecessary inclusion of transit corridor‘s on 108th Ave. in the comprehensive plan. Mr. Richard Carlson‘s letter “Overlkill” explains exactly how I feel.
Moreover, I will definitely be following the vote of the council members and will generously support candidates that oppose these extreme Kirkland proposals.

Jonell M. Boyeson

From: Allison Zike
Sent: Tuesday, September 10, 2024 3:56 PM
To: Janice Swenson
Subject: Fw: Houghton 108th Ave plan

From:
Sent: Tuesday, September 10, 2024 3:26 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Houghton 108th Ave plan

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

As owner of property in Houghton, I strongly oppose idea to widen 108 into Bus Expressway and allow higher building heights.

From: Allison Zike
Sent: Wednesday, September 11, 2024 6:00 AM
To: Janice Swenson
Subject: Fw: NO on 2044 Comprehensive Plan and all Policy LU-2.4

From:
Sent: Tuesday, September 10, 2024 5:02 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: NO on 2044 Comprehensive Plan and all Policy LU-2.4

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

I am a resident of Kirkland. I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed.

What the Council is attempting to do is completely self-serving, greedy and downright ludicrous – and not in Kirkland residents' best interests, nor what we are asking for. South Kirkland (108th/6th Houghton, specifically) cannot and should not be made to handle the massive change to its major street/thoroughfare – nor should we allow 4-6 story housing!
WE SAY NO.

I understand that the proposed land use plan allows rezoning of an enormous area, 1 mile across and 9 miles long. That is 9 square miles or over 6,000 acres. It allows rezoning from single family residential to 4-6 story multi-family 1/4 mile one each side of the two main north south corridors that extend the whole length of the city – which I understand could mean 100,000 potential net new units, or a new population of about 250,000, a total of 35 times the current population! Unacceptable. This amount of housing you would re-zone to allow is absurd in its sheer volume.

There is no way to build "affordable housing" in this region, so all you are doing is increasing the pocketbooks of developers and builders – without considering the citizens who already live here. Kirkland has already allowed multi-story buildings in downtown areas – Kirkland Urban, Totem Village, to name a few – These are more than enough supply to both meet state standards and sharply slow the rise in rents. It also means a huge population increase; 20,000 more units means about 50,000 more people and 30,000 more cars, a 50% increase. I understand that growth and development is going to happen, However, a jump this huge in allowable zoning laws should not be made this quickly and drastically.

I also understand that the land use plan does not change the zoning, it "only allows" re-zoning – but we know that is an open invitation to developers and builders, and there will be no stopgap with their deep pockets and penchant for litigation. I have been told that no other community in the nation has ever tried such a massive rezoning! We do not want to be the first.

One of the more popular myths upon which the land use plan is based is that garage space will be unnecessary because the new occupants will all take the bus. This is a joke. Do you have a car? I do, as does my husband. When is the last time that you rode a bus to a kid's soccer game, school pick up, the grocery store, or any other "mundane" daily task? It's not going to happen, and we cannot sustain such a huge influx in the density to this area (or expect all the new people moving in to do so!) – which will inevitably add many, many more cars to the roads, despite a proposed increase in the number of buses and a dedicated bus lane. Neither the school system nor the transportation network could handle anything approaching these numbers.

If you remember, we voted to maintain the Houghton Community Council for this exact reason – to keep the Kirkland Council in-check for our community, and now you are all at your sneaky ways again, trying to push through your own agenda without listening to those who live and vote here.

I am a parent, board member, past PTSA president and lifetime resident of Kirkland. I am involved, civic-minded and I love this city! I am also a realist, and I understand that progress and growth happen, and we need to account for it – but this is NOT the way to go about it. This is a massive step too far, and we oppose the change in the rules that would allow something this drastic to happen in Kirkland.

I urge you to please listen to the actual Kirkland citizens who live in the area where you are proposing this drastically change – WE DON'T WANT THIS. We will not strike down every proposal, but we are saying NO to one this drastic.

While I write this, I hope it gets through to the City Council, as unfortunately I feel like you've already made up your minds, despite massive public outcry to the contrary. I know every single one of my Houghton neighbors (i.e. real-life residents, not those paid to stump for developers!) agree with me on this issue – the mass rezoning enabled by the new Land Use plan is ludicrous, unnecessary and not approved by Kirkland citizens who truly care about our town.

Sincerely,

Houghton Resident

From: Allison Zike
Sent: Tuesday, September 10, 2024 1:02 PM
To: Janice Swenson
Subject: Fw: Community Response: Treating 108th/ 68th higher density corridors (LU 2.4 in City's Comprehensive Plan Update

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From: Jeff Parietti <goodman2know@comcast.net>
Sent: Tuesday, September 10, 2024 12:59 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>; Rodney Rutherford <rrutherford@kirklandwa.gov>; Bria Heiser <bheiser@kirklandwa.gov>; Scott Reusser <sreusser@kirklandwa.gov>; Angela Rozmyn <arozmyn@kirklandwa.gov>; Aaron Jacobson <ajacobson@kirklandwa.gov>; Katya Allen <kallen@kirklandwa.gov>
Cc: centralhoughton@gmail.com <centralhoughton@gmail.com>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; John Tymczyszyn <JohnT@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>
Subject: Community Response: Treating 108th/ 68th higher density corridors (LU 2.4 in City's Comprehensive Plan Update

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

Dear Kirkland Planning Commission members,

I am strongly against this 108th / 68th density corridor proposal. This plan will destroy the residential neighborhoods of Houghton and Everest Park in the name of the almighty dollar while creating environmental impacts such as increased traffic jams, emissions produced by tearing down homes and building 5-story housing — not to mention parking and noise issues. Most importantly, eminent domain could be employed to take away the homes of long-time residents in their senior years.

The city would provide so-called market prices for eminent domain purchases. Of course, those dollars would not enable most seniors — like myself — to be able afford to remain in housing in Kirkland. The mortgage for my small, 1,000 square-foot 1975 home is paid off. The property will not be worth enough in an eminent domain case for me to remain in Kirkland or Bellevue or anywhere on the Eastside. So the City of Kirkland will choose to entirely uproot my life after 20 years in Kirkland and move outside the entire area.

On behalf of all the seniors and families who may be unceremoniously uprooted, we say “No thank you to those City of Kirkland officials who are pushing this agenda in the name of the god of density.”

Wake up, listen to your constituents, and kill this plan now!

Thank you,

Kirkland / Houghton

From: Allison Zike
Sent: Wednesday, September 11, 2024 5:56 AM
To: Janice Swenson
Subject: Fw: 2044 comprehensive planning

From:
Sent: Tuesday, September 10, 2024 3:57 PM
To: City Council <CityCouncil@kirklandwa.gov>
Cc: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>
Subject: 2044 comprehensive planning

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

Dear Council Members,

As a proud voting resident of Kirkland, I am writing to express my concerns about the direction the 2044 Comprehensive Plan is taking. While we all understand the importance of planning for future growth, we must ensure that this growth is done responsibly, with adequate infrastructure to support it, and through a transparent process that involves the community at every step.

I am against inclusion of the Transit Corridors in the 2044 Comprehensive Plan.

1. Responsible Growth:
It is unclear how the density levels suggested in this plan will lead to lower housing costs in Kirkland. Many residents, including myself, are concerned about the potential rezoning of single-family neighborhoods along key corridors for residential mixed-use developments. While growth is necessary, it should not come at the expense of the character of our neighborhoods or the livability that makes Kirkland special. **I do not support proposals that would allow 50-200 units of housing per acre in residential areas.**

Citizens are calling for a shift away from an ideologically driven plan and towards a more practical approach that acknowledges the unique economic conditions in Kirkland. With our high land values, simply increasing density does not create affordable housing under market conditions. The plan needs to reflect these realities if it is to address our community's actual needs.

2. Adequate Infrastructure:
The density being proposed seems disproportionate to the existing transportation infrastructure across Kirkland. Increased density could strain emergency services and exacerbate overcrowding in schools, which are already facing capacity challenges in some areas. **I'd like to see improvements in Metro Bus services to better connect residents to meaningful destinations before major land use decisions are made based on assumptions about ridership**.

3. Transparent Decision-Making:
Transportation and land use decisions are deeply interconnected and should not be made in isolation. The current approach seems fragmented, and the zoning changes proposed could have long-term harmful environmental impacts on Kirkland's natural spaces. As residents, we deserve greater involvement in shaping public transportation solutions and more engagement from the city as
these decisions unfold.

This letter represents the concerns of myself and many other VOTING residents of Kirkland, who will be watching closely as the City Council moves toward voting on this plan later in the year. As we approach the next election season, we are paying close attention to how the Council listens to and addresses the concerns of its constituents.

We urge the Council to adopt a more balanced, economically grounded plan that reflects our city's unique circumstances rather than one rooted in ideology.

Thank you for your attention to these matters. I look forward to your response and a more responsible, community-driven approach to Kirkland's future

Thank you for all your effort
Kind regards

September 10, 2024

To City Council,

I wanted to draw your attention to the Displacement Risk map which was provided in a Density Presentation by Scott Guter to the PLANNING COMMISSION on Aug 8, but not provided to the CITY COUNCIL in a similar presentation on SEPT 3.

My impression is the City is desiring to create housing for new residents but not emphasizing assisting current residents to retain housing. My belief is that this is not right.

It was recently asked of the City Manager in Council Session, if persons renting in Apartments with low AMI could be given a break on Surface water fees. What is not understood is that persons in Apartments ALREADY pay far less in surface water fees across the board. SFR do not just pay an average fee for surface water management due to the impermeable surface resulting from their house, they THEN pay a disproportionate amount for surface water all throughout town. That is why the City Manager just couldn't come up with that algorithm. They ALL ALREADY get a very nice deal in comparison to SFR. He just did not want to draw attention to that fact.

The Presentation detailed out the reason for the Displacement Risk in many of the neighborhoods is "Costs and Fees," they are not hiding it. Disproportionate Costs and Fees is the reason for the Displacement.

As an added inconsistency, the 90k zoned density For the Comprehensive Plan is 2/3rds not accessible for persons who cannot access stairs. This make no sense, Kirkland has slightly higher age average than most cities around and like most cities this age factor will increase. Ever higher percentages of person over 50. THIS with MOST NEW UNITS Planned as walk-ups.

I guess the hope is that the builders will put in 5 units and one section 8 unit for every new-build. If they do like Toll Bros those units will all be stairs only. BAD PLANNING.

Further, that one little 379 respondent ARCH survey upon which ALL THIS NONSENSE IS BASED, was pulled from ALL EAST KING which is about 700,000 persons. That means the survey was only 1/7 of a significant survey sample.

This whole thing just gets weirder and weirder.

Clearly this City cannot cite necessary changes due to Growth Management Act and ignore HUD laws. The recent reversal of the Chevron Act changes everything. Federal requirements of ADA access will win in court. This, we already know.

Please look at the attached Displacement Risk Map from the Planning Commission Aug 8 packet from presentation of the City Planning Commission Rep, Scott Guter.

Best
Eileen Forster

From:
Sent: Tuesday, September 10, 2024 1:26 PM
To: Planning Commissioners
Cc: City Council; 2044 Comprehensive Plan
Subject: Comments for Sept. 12 Planning Commission Meeting

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Planning Commissioners:

The focus of this email is LU-2.4, the much discussed Transit Corridor section of the Land Use Element.

Per the meeting packet, it appears there are now five alternatives before you. That is a lot to sort through and process for interested residents like me — as well as for you I'm sure!

I am not advocating for a particular alternative in this email. I am urging that whatever language you adopt, you take a long-range view of the implications. This is a plan for the next two decades!

That said, here are some general points of advocacy:

1.
2.
3. Keep policy 2.4
4. in the Land Use Element. Do not eliminate LU-2.4 as some have advocated. Housing and transit are inextricably linked.
5.
6.
7. Keep
8. LU 2.4 language high level and concise, with clear intent that is transparent
9. – but not addressing every implementation detail at this stage. In other words, provide flexible guidance for
10. exploration
11. and study.
12.
13.
14. Do

15. not make the exploration of options contingent upon satisfying the 85th St. SAP “pioneer provision” or other prerequisites.
16. The
17. housing crisis is urgent and growing.
18. We must not approach each solution serially but instead tackle many policy avenues in parallel.
19.
20.
21.
22. Do
23. not
24. incorporate specific building heights into the policies you adopt now. That is too constraining and should be left for the later stages.
25.

Thank you for all your painstaking work on the Comp Plan and your openness to public input.

Kirkland 98033

From: Allison Zike
Sent: Tuesday, September 10, 2024 2:00 PM
To: Janice Swenson
Subject: Fw: PlanningCommissioners@kirklandwa.gov

From:
Sent: Tuesday, September 10, 2024 1:43 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: PlanningCommissioners@kirklandwa.gov

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September 10, 2024,

Dear Kirkland Planning Commission and Staff,

I'm writing regarding Draft Policy LU-2.4 of the proposed Comprehensive Plan.

For decades, Kirkland has been a leader in planning gracefully for growth. As we watch the developments downtown, at Totem Lake, along the 85th Street Corridor, at the Bridle Trails shopping area, and in our own neighborhoods, we see evidence of how the Planning Commission has steered Kirkland toward a path that fulfills the goals of the Growth Management Act.

In 2020, many of our traditional assumptions were challenged by the global pandemic. As you know, many people (especially families with children) moved from densely populated urban centers to areas with more open space, and businesses learned they could function with some employees working remotely. Some of our higher educational facilities lost oversees students and have yet to see their numbers rebound. In other words, people are making different choices than in the past, and our future growth patterns might not mirror our past assumptions. One of the things we learned in the pandemic was that school children did not do well leaning remotely; therefore, I think it's vitally important that we prioritize school locations and capacities (not just houses and jobs) when planning for future density. (Aside: wouldn't it be great if Kirkland became famous for how it prioritizes children!)

For the reasons above: that Kirkland's current plan in working as expected, future growth assumptions may need to be adjusted, and school capacity is vital to our discussions about growth,

I support decision path OPTION B: Consider a version of Policy LU-2.4 at a future date (not with 2044 Comp Plan).

I know these are hard decisions, and I value your thoughtful discussions and consideration.

Thank you!

Kirkland, WA 98033

From: Allison Zike
Sent: Monday, September 9, 2024 12:07 PM
To: Janice Swenson
Subject: Fw: Overcrowding Kirkland Intentionally

From:
Sent: Monday, September 9, 2024 10:13 AM
To: City Council <CityCouncil@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@Kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>
Subject: Overcrowding Kirkland Intentionally

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

Dear Council Members,

As a proud voting resident of Kirkland, I am writing to express my concerns about the direction the 2044 Comprehensive Plan is taking. While we all understand the importance of planning for future growth, we must ensure that this growth is done responsibly, with adequate infrastructure to support it, and through a transparent process that involves the community at every step.

I am against inclusion of the Transit Corridors in the 2044 Comprehensive Plan.

1. Responsible Growth:
It is unclear how the density levels suggested in this plan will lead to lower housing costs in Kirkland. Many residents, including myself, are concerned about the potential rezoning of single-family neighborhoods along key corridors for residential mixed-use developments. While growth is necessary, it should not come at the expense of the character of our neighborhoods or the livability that makes Kirkland special. **I do not support proposals that would allow 50-200 units of housing per acre in residential areas.**

Citizens are calling for a shift away from an ideologically driven plan and towards a more practical approach that acknowledges the unique economic conditions in Kirkland. With our high land values, simply increasing density does not create affordable housing under market conditions. The plan needs to reflect these realities if it is to address our community's actual needs.

2. Adequate Infrastructure:
The density being proposed seems disproportionate to the existing transportation infrastructure across Kirkland. Increased density could strain emergency services and exacerbate overcrowding in schools, which are already facing capacity challenges in some areas. **I'd like to see improvements in Metro Bus services to better connect residents to meaningful destinations before major land use decisions are made based on assumptions about ridership**.

3. Transparent Decision-Making:
Transportation and land use decisions are deeply interconnected and should not be made in isolation. The current approach seems fragmented, and the zoning changes proposed could have long-term harmful environmental impacts on Kirkland's natural spaces. As residents, we deserve greater involvement in shaping public transportation solutions and more engagement from the city as
these decisions unfold.

This letter represents the concerns of myself and many other VOTING residents of Kirkland, who will be watching closely as the City Council moves toward voting on this plan later in the year. As we approach the next election season, we are paying close attention to how the Council listens to and addresses the concerns of its constituents.

We urge the Council to adopt a more balanced, economically grounded plan that reflects our city's unique circumstances rather than one rooted in ideology.

Thank you for your attention to these matters. I look forward to your response and a more responsible, community-driven approach to Kirkland's future.

This proposal seems to be more about developer profits that the concerns of the people who live in Kirkland is this really what the people of Kirkland want?

Affordable housing is not why I live in Kirkland. That may sound bad but is most likely the truth of most residents in Kirkland. How would you like to have an apartment building next to your house and have no parking available in your neighborhood. Might as well live in capitol hill neighborhood.

I guess maybe I don't get it. I don't see where this makes Kirkland anything but a worse place to live.

I don't see new multiple family housing going in next to Bill Gate's house anywhere in the planned future. Maybe the uber rich are the only ones that are immune to this type of planning.

All the new apartments and condos under construction should be enough crowding in Kirkland for a long time to come. Forcing longtime residents to have to use public transportation does not sound like where I want to live in the future.

Sincerely,

Sent with Proton Mail secure email.

September 9, 2024

Dear Council Members,

My husband and I are concerned and confused after hearing Councilmember Falcone state at the meeting last night that there is widespread community support for the proposed transit corridors. After witnessing the widespread opposition to it the past few months, it very much feels like some members of the council are very out of step with the community or are willing to push their own agendas instead of representing their constituents.

I have seen members of the KDA, Kirkland Chamber, Holy Family Church, St. Johns, realtors, residents and business owners wearing blue at meetings in opposition to the comp plan. The majority of the supporters are not even residents. They are outside interest activists groups, lobbyists and non-residents who crash our city meetings.

This point of view is tone deaf and alienates everyone who actually lives and votes here. And please remember: People live here. The proposed transit corridors aren't just some abstract idea. The reason for the outrage all across Kirkland is that the commission is actually trying to change the very lives of over 30% of Kirkland residents by changing the character and safety of their streets for the worse. If any council members support the transit corridors, then we challenge you to support these changes on your own street.

Thank you,

Kirkland voters and residents for 24 years

From: Allison Zike
Sent: Tuesday, September 10, 2024 5:29 AM
To: Janice Swenson
Subject: Fw: Please reject LU-2.4 in the Comprehensive Plan

From:
Sent: Monday, September 9, 2024 9:35 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>; Rodney Rutherford <rrutherford@kirklandwa.gov>; Bria Heiser <bheiser@kirklandwa.gov>; Scott Reusser <sreusser@kirklandwa.gov>; Angela Rozmyn <arozmyn@kirklandwa.gov>; Aaron Jacobson <ajacobson@kirklandwa.gov>; Katya Allen <kallen@kirklandwa.gov>; Gina Madeya <gmadeya@kirklandwa.gov>
Cc: City Council <citycouncil@kirklandwa.gov>; centralhoughton@gmail.com <centralhoughton@gmail.com>
Subject: Please reject LU-2.4 in the Comprehensive Plan

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I am writing to express my concern with the new Comprehensive Plan and would like you to reject the proposal for LU-2.4. I have been a homeowner in Houghton since 1991 and appreciated the prior opportunities to truly give input on the overall city Comprehensive Plans and the neighborhood plans as well. Most times we spent up to a year in many, many meetings reviewing options and helping to shape the plan. It felt like a collaborative process and so much time was devoted to listening to all involved. Why isn't this done anymore? What are the excuses for NOT including the neighborhoods? Who is it you are representing? This time around the process has been rushed and not enough time has been spent involving the neighborhoods and residents, as well as truly studying the massive impacts LU-2.4 could have on residential neighborhoods. I feel that planning for future growth and more density is a good idea, but you are going from 25 mph to 200 mph overnight. Since the city is already on track to meet our housing goals, let's work forward in incremental steps and focus the higher density in the areas that are already slated for it. If you truly DO NOT intend to allow 4-6 story buildings in another 25% of Kirkland's neighborhoods, then I'm asking you to spell it out in better detail in this new Comprehensive Plan, so zoning will follow your intent. Why would Kirkland feel the need to surpass a lot of Seattle's zoning for single family zoning?
By my calculations, my current lot could now have 3 homes on it, or potentially 17 with this new plan. This is an absolutely massive change that I believe many current homeowners in Kirkland would be saddened by.

My reasons I ask you to reject LU-2.4

1. Current zoning is already meeting our stated unit goals so we shouldn't be proposing to rezone so much of our residential neighborhoods
2. New zoning for cottages and ADU's and DADU's is helping to add middle housing across the city (but keeps heights with-in standard residential heights)
3. The proposed wording is too vague regarding height and number of units per acre
4. For this vast of a change, more time should have been spent getting input from residents and neighborhood AND impact studies should have been done to look at traffic, emergency services, schools, and other impacts

5. This proposal will not necessarily make homes and condo's more affordable since we have such high average incomes here and such high demand. Builder's try to maximize their income and build to the highest produce in demand
6. Consider how Redmond has had so much growth, but has been able to keep their multi-family clustered together, and residential zoning as is
7. In Redmond, just because they have drastically increased their density, it hasn't necessarily equaled lower or affordable housing costs
8. IF the City of Kirkland wants truly affordable housing, that must be mandated to get it built

I appreciate this opportunity to share my opinion with you.

Kind regards,

From: Allison Zike
Sent: Tuesday, September 10, 2024 5:29 AM
To: Janice Swenson
Subject: Fw: Please reject the proposed Comprehensive Plan, which is inappropriate for Kirkland and unfair to Kirkland citizens

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From:
Sent: Monday, September 9, 2024 9:11 PM
To: City Council <CityCouncil@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; 2044 Comprehensive Plan <2044comprehensiveplan@kirklandwa.gov>; centralhoughton@gmail.com <centralhoughton@gmail.com>; Cherish Kirkland <cherish.kirkland1@gmail.com>
Subject: Please reject the proposed Comprehensive Plan, which is inappropriate for Kirkland and unfair to Kirkland citizens

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With respect to the proposed Comprehensive Plan, I would like to take a moment to discuss the concept of representative government in the United States. The concept is that citizens vote for candidates, and the winning candidates then represent the best interests of those citizens. That seems obvious, and yet it does not seem to be the way the City Planning Department and the majority of the City Council are thinking with respect to the proposed Comprehensive Plan.

Imagine this. Imagine that thousands of activists from other cities, funded by developers, sent you mail urging you to allow developers to take millions of dollars from the bank accounts of randomly selected people living in 25% of Kirkland, and use that money to build high-density housing in that same 25% of Kirkland, turning a tidy profit. It's hard to believe you wouldn't think that was a ridiculous suggestion (apart from being illegal).

And yet... That's exactly equivalent to what's being proposed by the Planning Department and by many people who don't live in Kirkland. Every building above the current height limit in a view area (which includes all of West of Market and all of Houghton from 108th to the lake—hundreds if not thousands of houses) will reduce the value of the houses it blocks by hundreds of thousands or even millions of dollars, as the developer extracts the value of the view from the current citizens and takes it for themselves. (And don't imagine those will be low-income housing; the purchasers will be wealthier than the current residents.) And even in non-view areas, the presence of 4 or even 6 story apartments will cast both literal and figurative shadows over the neighborhood, even apart from the impact of construction, and property values will drop. So the Comprehensive Plan literally proposes to allow developers to take vast amounts of money from random people in 25% of Kirkland for their own profit.

Many years ago, Kirkland made a covenant with its citizens about the height limit, and many thousands of people trusted the City to keep its word. It is entirely fair to describe the proposed Comprehensive Plan as a betrayal of the citizenry you are sworn to represent, in favor of developers, non-resident activists, and people who do not live here but might do so one day. Worse, you know that you are not carrying out the will of the people, because if you thought you were, you would put something this important to a vote. Imagine that: You're clearly leaning to putting 25% of Kirkland in the position of losing a significant portion of their life savings at the whim of developers, and you don't think it's worthy of a vote. One wonders what would be worthy of a vote.

The most puzzling aspect of this is why you feel it's important to increase the height limit along the Transit Corridors. It is the prospect of taller buildings that creates apprehension and potential financial loss for thousands of people. Activists have tried to portray this as a class struggle (they smear the people who are objecting as "wealthy"), but even ignoring that the people who would live in new apartments would work at Google and Microsoft and would be wealthy, I have yet to hear anyone object to more housing or apartments. What they appropriately object to is breaking the height limit. Preserve the height limit, and I think everyone would be okay with dense apartment blocks. And there is no question about whether that would allow for enough housing for any prospective size of Kirkland in the next decade or so (in fact, there'd be enough housing under the current plan, once again raising the question of who is pushing this and why, and the answer is *cui bono*—developers). It would make even more sense to continue to densify the City core and leave the Transit Corridors as they are, with up to quad residences per lot, thereby building true city-level density in the core, with the corresponding benefits (much of the Transit Corridors will lack adequately walkable services), while preserving the character of the communities and not making the currently terrible traffic a nightmare, but it is the clear betrayal of changing the height limit that reasonably most enrages people.

I have yet to hear a compelling argument for increasing the height limit, or indeed for the entire plan. There are vague statements like "let's free housing" and "mass transit," but there is no data presented about the expected effects, just activist slogans. Can the Planning Department or the Council provide a clear, data-based explanation of what they expect to accomplish beyond "more houses and more buses"? I suspect not, and in that case I suggest you think long and hard about why you are bent on pursuing this plan.

Furthermore, the Plan feels like an abdication of responsibility. If the Council wants more concentrated housing, then there should be a plan to produce that in a focused way. If the Council wants more low-income housing period, then the same is true. Instead, what we're getting is 25% of the City being subject to random development at a developer's whim. (And the argument that the Plan is just a framework, that zoning still needs to be changed, doesn't hold water. If 4 to 6 story apartments really aren't going to happen, why are they in the Plan? And if you look at the experience of other cities, you'll see that as soon as you make that change, developers will deploy lawsuits to force their way in. That's just the truth, and I'm pretty sure you know it.) Random development wherever a developer wants to build is not a way to get coherent development that builds or maintains communities and that has adequate services and transportation. Frankly, from where I sit this feels like you're just handing the keys to developers and telling them to go make some money, and if you think developers are primarily concerned with the health of Kirkland, I suggest you look at the experience of any other city.

This is already long, so I'll just briefly note that traffic is already disastrous during rush hour, and more people will make it worse. Even if people started riding buses more—and that's never been very successful in an area that wasn't designed for it, with the Bay Area being a good example that's tried hard—there is zero chance

that close to 100% of the new residents will only take the bus—again, there won't be sufficient walkable services to not have a bus, especially for the relatively wealthy people who will live in the new buildings—so traffic will inarguably get worse. And parking will be a nightmare.

I'll also briefly note that this would be a disaster for the Lake Washington School District. A great deal of new building would be required, while at the same time there would be less property tax per resident. LWSD is one of the jewels of the area, and you appear not to be even considering the impact the Plan would have on it. Have you even bothered to ask LWSD for their feedback?

I'll close by returning to the concept of representative government. You're leaning toward a plan that breaks faith with the citizenry in order to allow developers to profit at their expense, a plan that there is no possibility of adequate transportation infrastructure to support, a plan that would badly impact the school district, and a plan that would disrupt and destroy the exceptional communities that Kirkland residents moved here to live in and raise their families in. You're doing what developers and external activists funded by developers want—people who are not citizens of Kirkland, and corporations that are driven solely by the profit motive. And there's no attempt to produce focused results, as opposed to saying high-density 4 to 6 story apartment building can occur anywhere in 25% of Kirkland. You know the citizenry isn't supportive or you would put it to a vote. There is literally not a single positive aspect of this for the people who live in Kirkland, and there are many negatives. And you don't seem to be able to provide a coherent explanation of why you want to do this. In what way are your governing as a representative government?

I urge you to reread the previous paragraph and consider it seriously. Again, there is literally not a singe positive aspect and there are multiple very negative aspects for people who live in Kirkland... people who live and **VOTE** in Kirkland.

Please do your job and represent the people who elected you. If you insist on this disaster of a plan, put it to a vote. If not, if you push this gift to external activists and developers through, I and thousands of other people will dedicate ourselves to ensuring that actual representatives of the citizenry get elected next year and in 2027. But I would much prefer that you do your job and represent us.

Yours truly,

From: Allison Zike
Sent: Monday, September 9, 2024 1:02 PM
To: Janice Swenson
Subject: Fw: Strong opposition to transit corridors in 2044 Comprehensive Plan in Kirkland

---

From:
Sent: Monday, September 9, 2024 12:24 PM
To: City Council <citycouncil@kirklandwa.gov>; Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Strong opposition to transit corridors in 2044 Comprehensive Plan in Kirkland

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Hello, I am a long-time resident of Kirkland and I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. I ask for all of Policy LU-2.4 and associated items to be removed.

Thank you,

September 9, 2024

I am writing to fully reject the transportation corridor land use proposal LU-2.4 you are considering. The important character and liveability in Kirkland have only diminished over more recent years with increasing the population dense high rise housing and no traffic or parking revisions to support these. Kirkland is becoming more and more like high-rise dense Redmond and Bellevue and less like the tight knit lakeside community that has attracted its residents.

I would like this transportation oriented development land use proposal removed completely from the Comprehensive Plan.
Dozens of our neighbors have sent in written testimony to you, and others have expressed their unhappiness with this plan to us. Many of the neighbors have attended the planning commission meeting and have purchased signs in their yards registering their opinion.
• I do not see how the density suggested in this plan will reduce the cost of housing in downtown Kirkland and Houghton.
• Our neighbors do not want the potential for single family homes along 108th/Houghton Boulevard and ¼ mile east / west to be rezoned for residential mixed-use.
• Our neighbors do not want 50-200 units of housing per acre.
• I don't believe the density proposed in this plan is proportional to the transportation infrastructure.
• I believe that emergency services will be hindered and schools overcrowded. We already face problems with overcrowding at Lakeview and at LWHS.
• I would like to see Metro Bus Service on 108th connect to meaningful destinations for our neighbors to increase ridership before considering land use decisions related to ridership
• I and so many believe transportation and land use decisions are tightly related and should not be considered or decided with a flawed, siloed approach like this.
• I believe this type of policy and subsequent zoning will be harmful to the environment
• HNA as well as Highlands neighbors would like to be engaged and involved by the City in public transportation solutions for our neighborhood
I implore you to vote in accordance with the will of the majority of taxpayers of Kirkland.

Respectfully submitted.

September 9, 2024

As a proud voting resident of Kirkland for 38 years, I am writing to express my concerns about the direction the 2044 Comprehensive Plan is taking. While we all understand the importance of planning for future growth, we must ensure that this growth is done responsibly, with adequate infrastructure to support it, and through a transparent process that involves the community at every step.

I am against inclusion of the Transit Corridors in the 2044 Comprehensive Plan.

1. Responsible Growth:

It is unclear how the density levels suggested in this plan will lead to lower housing costs in Kirkland. Many residents, including myself, are concerned about the potential rezoning of single-family neighborhoods along key corridors for residential mixed-use developments. While growth is necessary, it should not come at the expense of the character of our neighborhoods or the livability that makes Kirkland special. I do not support proposals that would allow 50-200 units of housing per acre in residential areas.

Citizens are calling for a shift away from an ideologically driven plan and towards a more practical approach that acknowledges the unique economic conditions in Kirkland. With our high land values, simply increasing density does not create affordable housing under market conditions. The plan needs to reflect these realities if it is to address our community's actual needs.

2. Adequate Infrastructure:

The density being proposed seems disproportionate to the existing transportation infrastructure across Kirkland. Increased density could strain emergency services and exacerbate overcrowding in schools, which are already facing capacity challenges in some areas. I'd like to see improvements in Metro Bus services to better connect residents to meaningful destinations before major land use decisions are made based on assumptions about ridership.

3. Transparent Decision-Making:

Transportation and land use decisions are deeply interconnected and should not be made in isolation. The current approach seems fragmented, and the zoning changes proposed could have long-term harmful environmental impacts on Kirkland's natural spaces. As residents, we deserve greater involvement in shaping public transportation solutions and more engagement from the city as these decisions unfold.

This letter represents the concerns of myself and many other VOTING residents of Kirkland, who will be watching closely as the City Council moves toward voting on this plan later in the year. As we approach the next election season, we are paying close attention to how the Council listens to and addresses the citizens.

Thank you for your attention to these matters. I look forward to your response and a more responsible, community-driven approach to Kirkland's future.

September 9, 2024

I plan to speak tonight but not about housing. My prepared remarks are below for your reference, as well as some reference links that illustrate things in more than the 3 minutes I'll have. Special thanks to Not Just Bikes whose video I borrowed from heavily.

Good evening,
I know you're not supposed to respond to questions - just answer in your heads.
How many of you have ever decided not to go somewhere because you knew the traffic was going to be bad? How many of you have left earlier or later because you wanted to avoid rush hour? How many of you have ever made a decision about where to live based on how easy it would be to get to your job, or the other places you have to go on a regular basis? Cool. You're not alone.
Transportation is important and people alter their behavior all the time based on what is most convenient.

I want to talk to you tonight about an urban planning concept called the Downs-Thomson paradox. Officially the Downs-Thomson paradox states that "the equilibrium speed of car traffic on a road network is determined by the average door-to-door speed of equivalent journeys taken by public transport or the next best alternative." That's a mouthful.

What it says is that it doesn't matter how many roads you build or how wide you build them. Car traffic will get worse and worse and worse until it becomes faster to take the bus, or ride a bike, or walk. When you add another lane, all those people who answered yes to the questions at the beginning will start showing up when they otherwise wouldn't have. More people will decide they can now live farther away. Before you know it, the traffic congestion will be as bad or worse than it was before.

This is not just theoretical - it's been observed time and time again in cities all over the world. If you give it some thought, it's really kind of obvious. That's because when it comes down to it, there aren't really a lot of "car people" or "bicycle people" or "bus people". The vast majority of people just want to get from point A to point B as quickly and conveniently as possible.

So what happens to car traffic if we let our buses just get stuck in it, and we don't provide any other viable alternatives? Well, just go look at I405 during rush hour. Every one of those people had a choice for how they were going to get around today, but we made decisions that guaranteed that almost every single one of them had to choose a car.
So what's the solution? Well, if it's faster or more convenient to take a bicycle, then some people will choose to take a bicycle. If it's faster or more convenient to take the bus, then some people will take the bus. Any alternative to driving has the ability to reduce car traffic. It doesn't mean everybody has to take the bus, or everybody has to ride a bike. Making alternatives viable for even a segment of the population can lead to significant improvements for everyone - especially people who have no choice but to drive.
So when you're thinking about how we mitigate congestion associated with new development, I want you to remember the Downs-Thomson paradox. We should focus our efforts on the only thing that actually works - making alternatives to driving more viable.
There is no solution to car traffic, except viable alternatives to driving.

References:
https://www.youtube.com/watch?v=RQY6WGOoYis (6 min.)
https://www.youtube.com/watch?v=2z7o3sRxA5g (6 min.)
https://www.youtube.com/watch?v=CHZwOAIect4 (24 min.)

September 9, 2024

Dear Kirkland City Council and Planning Commission Members and City Staff,

I watched on line the public testimony at the City Council meeting this past evening. Per Council procedure on public input, the Mayor called upon sets of 3 people each and proceeded to rotate among those who support incorporating the study of higher density development along numerous transit corridors in the revised 2044 Comprehensive Plan, and those who oppose it.
When it was evident that there were a lot more folks there to testify against adding the transportation corridor density study to the comp plan, Mayor Kelli Curtis noted that there were just a few more pro high density corridors advocates yet to speak, and many others opposed, and she then cut off further testimony. While I can see that at some point there is redundancy that doesn't serve the Council, or the public attendees, I was very alarmed that Mayor Curtis suggested that of the two sides of the issue, that one side was the "affordable housing" side and the other the "no growth" side.
I, and am sure many others, take great exception to those of us who oppose the comprehensive plan update adding a wholesale 1/2 mile wide swath of transportation corridors across the City to study high density housing across some 25% of the city as lumped into a group and termed to be "no growthers", or automatically translate that many of us who are concerned about wholesale density changes are also opposed to adding any more affordable housing units with our community for that matter.
I would submit that many of us that are opposed to the high density upzoning potential and comprehensive plan inclusion of various transportation corridors across much of our City are not "no growth". Instead, we want the City to focus on sustainable, incremental and manageable growth measures that can be accommodated by our transportation systems, schools, parks and recreation, health care and other City services and other factors that must be addressed when considering additional city growth and higher densities.
We want the City to prioritize placing higher density housing in areas of the City that have already been identified for that type of growth in past Council actions including Downtown Kirkland, the 85th Street Corridor/I-405 Intersection,Totem Lake, Juanita Village, etc.
Some other potential areas for higher density growth could also include the Kingsgate Retail Complex and the QFC Complex on Juanita Drive which have been identified by some of the neighborhood groups (which by the way should be the focus of the City seeking further input and dialogue). But to amend the comprehensive plan to "study" a 1/2 mile swath of potential high density development across numerous transportation corridors involving some 25% of the City, and the resultant great potential for impact on existing and vital residential neighborhoods across our City is excessive and uncalled for, and should not be part of the City's blueprint plan for the next 20 years.
In fact, most of us "no growthers" are fully resigned to the fact that the City needs to work toward the City's growth management targets of 34% growth or an additional 13,200 housing units over the next 20 years. That is NOT no growth! In fact, that is considerable new growth within a community that has already seen substantial growth in recent years. It will be hard enough to reach those growth targets and still maintain community character and livability without adding more provisions that would accommodate an even higher level of growth than what the growth management numbers already mandate.
The record should be set straight. Most of us want sound, sustainable and incremental growth that is balanced with the improvements needed to accommodate that growth, while keeping the high quality of life in our cherished Kirkland community as much as possible.

34 year resident
Finn Hill

September 9, 2024

Dear Ms. Curtis ,
As a long time voting resident of Kirkland , Id like to express to you that I am against the current growth plan. I hope you will consider your fellow Kirkland residents and include us in the decision process. I am all for growth in logical areas of Kirkland where infrastructure can support the growth. It feels to myself and many of my voting neighbors, that the council is being influenced by organizations with agendas not concurrent to those of Kirkland residents.
Please consider everyone in this community and move slowly and logically.

Thank you -

September 9, 2024

I am a Houghton resident and totally support the email letter sent to you by the HNA on August 22nd on behalf of those of us who live in this area.
Please do not exacerbate the traffic congestion which already exists at this intersection by increasing the density.
Thank you.

September 9, 2024

Dear Mr. Rutherford,

First of all I do want to note that we appreciate the Commissions effort and time spent on this very important and life changing proposal. I have attended most open meetings and they are quite the marathon!
There are many topics to address in Kirkland's sweeping growth proposals. We are very dismayed by the (over)ambitious development of the smaller neighborhoods. Our house in Houghton is right off of 108th. The traffic at peak times is substantial, this road is not meant to be a main thoroughfare or transit expressway. If you look inside the buses going back and forth right now you will notice that they are always pretty much empty. An additional lane just for Metro is unnecessary and so disruptive to this small neighborhood.

I understand and agree with the need for growth, planned growth, but multi storied buildings and a transit lane on 108th are overkill. The Houghton plaza redevelopment makes sense for some mixed used buildings, and there are more and more ADUs and such going up around us (yes the construction noise is a tedious 6 day a week, 8 hours+ a day onslaught but that's another topic). So the growth is happening but this proposal seems extreme for what Kirkland needs and can handle. At the end of the day, most of the residents here live in homes in neighborhoods because we wanted a home in a neighborhood. Not downtown density or waterfront condos. We need a growth plan that is not at the expense of what makes our Kirkland neighborhoods so great.

PLEASE PLEASE do not go down the path of destroying 108th with an unnecessary bus lane. It's not a solution just an expensive dismal band-aid.

If you are available for a phone call this coming week I would very much like to discuss this and hear more of your thought process on this matter.

Regards

September 9, 2024

Mayor Curtis,

I am offended that at tonight's Council meeting you labeled some speakers at tonight's Council Meeting as "no growth" - towards people who are concerned that the current version of the Comprehensive Plan will primarily benefit developers and realtors, harm Kirkland residents, and do little to achieve affordable housing goals.

We are not anti-growth. We want growth policies that have demonstrable proof that they can achieve the housing goals without degrading our city services and our quality of life. Instead, we see policies based on ideology and an insufficient Environmental Study.

I do not feel you are being inclusive of residents who are asking you to take into account our requests for a comprehensive plan that is based on better data and achievable goals. I feel dismissed and talked down to. Although I missed my opportunity to speak virtually tonight due to a temporary loss of internet connection, your biased language leads me to conclude that I would not have been heard.

Sincerely,

Kirkland Resident

From: Allison Zike
Sent: Tuesday, September 10, 2024 5:28 AM
To: Janice Swenson
Subject: Fw: 2044 Comprehensive Plan

From: Jenna Schulz <jschulz15@gmail.com>
Sent: Monday, September 9, 2024 9:44 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: 2044 Comprehensive Plan

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

I am a resident of Kirkland. I am firmly against the inclusion of the transit corridors in the. As such, I ask for all of Policy LU-2.4 and associated items to be removed.

Kind regards,

From: Allison Zike
Sent: Monday, September 9, 2024 1:14 PM
To: Janice Swenson
Subject: Fw: Proposed Comp Plan.....

From:
Sent: Monday, September 9, 2024 1:00 PM
To: City Council <citycouncil@kirklandwa.gov>; Planning Commissioners <planningcommissioners@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>
Subject: Proposed Comp Plan.....

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September 9, 2024

Dear Kirkland City Council, Planning Commissioner and Staff,

I am writing regarding the proposed land use plan as a concerned Kirkland resident. While I fully support the need for thoughtful development, the current proposal far exceeds what is necessary or sustainable for our community. Kirkland's success has naturally led to increased demand for housing, but we must address this demand without sacrificing the qualities that make Kirkland such an attractive and livable city.

Furthermore, it's very sad to see that this proposal isn't working to make our community stronger and more welcoming, , but rather, its far-reaching approach is tearing us apart.

Guiding Responsible Growth: Kirkland's housing affordability issue is a consequence of its success. The city's proximity to major job centers, combined with its excellent schools, parks, and diverse neighborhoods, naturally makes it a desirable place for high-income workers. However, the proposed plan's sweeping upzoning, allowing for 4-6 story buildings across nearly 9 square miles, threatens to drastically and unnecessarily reshape our community, potentially leading to a decline in livability. There is already enough rezoning in place to meet the state's housing goals. Adding an additional 100,000 potential units, which would triple Kirkland's population, far exceeds the city's needs. This massive scale is unprecedented and unnecessary.

Ensuring Adequate Infrastructure: Transportation is the ultimate limiting factor for any new housing development. Kirkland's current infrastructure is already struggling, with gridlock occurring regularly. Adding 30,000 more cars from already approved zoning changes will only worsen this. The proposed land use plan will push Kirkland's transportation and school systems to a breaking point, with no clear solutions. We cannot responsibly increase density without ensuring our roads, transit, and schools are adequately prepared for such growth.

Promoting an Open and Transparent Process: While city staff may claim that the proposed land use plan merely “allows” rezoning, it’s clear that once this plan is approved, developers will quickly file rezoning requests that the city will struggle to deny. This sets a dangerous precedent, giving developers the legal upper hand and leaving residents with limited recourse. Transparency and citizen engagement must be prioritized in these decisions. Kirkland residents should not live in fear that their neighborhoods will be drastically altered by developments that do not align with the city's vision or its current infrastructure capabilities.

In summary, I urge you to reconsider the scale of this proposed plan and to prioritize responsible growth. We all want to address housing affordability and ensure Kirkland’s future remains bright, but this plan risks doing more harm than good. Let’s focus on responsible growth, build on the existing zoning, and ensure that our infrastructure can support any new development without overwhelming our community. I appreciate your consideration of these concerns.

Sincerely,

Houghton Resident

From: Allison Zike
Sent: Monday, September 9, 2024 6:50 PM
To: Janice Swenson
Subject: Fw: 2044 comprehensive plan

From:
Sent: Monday, September 9, 2024 4:12 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: 2044 comprehensive plan

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Hello,
Although my property appears to be uneffected by the planned increased density I am concerned for the residents as a whole. Allowing multfamily untis on single family lots in areas that are not along busy commercial zoned corridors is not a reasonable plan for many reasons. The lack of parking, increased traffic on small back roads, lack of transit, are concerning. The fact that multifamily dwellings are not paying their share of infrastructure is another concern. I hope you consider keeping the density along the commercial corridors vs. In the small neighborhoods.

Colleen Grobstok 25+ year resident of Kirkland

September 10, 2024

Is the high-density housing and transportation corridor proposal for 108th and 68th streets intended to have Kirkland become Redmond? Kirkland is an exceptional East-side community of character that has escaped the changes that have made Redmond and Bellevue urban centers without charm. Kirkland has retained the charm of a village while still allowing reasonable population growth and modernization. We believe the high-density and transportation proposal radically changes the character of the city, so loved by the greater majority of its citizens. It seems to completely exaggerate the goals of the Comprehensive Plan with no regard for the monumental effects on the personal lives of its loyal citizens.

We strongly believe there are better ways to achieve housing and transportation growth while respecting the long history of the city and the people who formed it as well as those who enjoy living in present Kirkland. We also believe the Honorable Planning Commissioners and City Council Members have the resources to successfully satisfy the goals of the Comprehensive Plan while respecting the will of the people of Kirkland without the potential of a costly legal nightmare.

Sincerely,

From: Allison Zike
Sent: Monday, September 9, 2024 6:20 AM
To: Janice Swenson
Subject: Fw: Housing density and transit corridor.

From:
Sent: Sunday, September 8, 2024 6:12 PM
To: City Council <CityCouncil@kirklandwa.gov>
Cc: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Housing density and transit corridor.

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We are residents of Kirkland. We are firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, we ask for all of Policy LU-2.4 and associated items to be removed.
Kind regards,

From: Allison Zike
Sent: Monday, September 9, 2024 6:21 AM
To: Janice Swenson
Subject: Fw: Concerns about the direction of the 2044 Comprehensive Plan

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From:
Sent: Sunday, September 8, 2024 2:54 PM
To: City Council <citycouncil@kirklandwa.gov>
Cc: Planning Commissioners <planningcommissioners@kirklandwa.gov>; kcurtis@kirkland.gov <kcurtis@kirkland.gov>; jarnold@kirkland.gov <jarnold@kirkland.gov>; nblack@kirkland.gov <nblack@kirkland.gov>; afalcone@kirkland.gov <afalcone@kirkland.gov>; jpascal@kirkland.gov <jpascal@kirkland.gov>; psweet@kirkland.gov <psweet@kirkland.gov>; johnT@kirkland.gov <johnT@kirkland.gov>; ktriplett@kirkland.gov <ktriplett@kirkland.gov>; jlopez@kirkland.gov <jlopez@kirkland.gov>; aweinstein@kirkland.gov <aweinstein@kirkland.gov>; azike@kirkland.gov <azike@kirkland.gov>
Subject: Concerns about the direction of the 2044 Comprehensive Plan

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

Dear Council Members,

As a proud voting resident of Kirkland, I am writing to express my concerns about the direction the 2044 Comprehensive Plan is taking. While we all understand the importance of planning for future growth, we must ensure that this growth is done responsibly, with adequate infrastructure to support it, and through a transparent process that involves the community at every step. You are here representing us and hearing us right?

This letter represents the concerns of myself and **many other VOTING residents** of Kirkland, who will be watching closely as the City Council moves toward voting on this plan later in the year. As we approach the next election season, we are paying close attention to how the Council listens to and addresses the concerns of its constituents.

I am curious to hear who are the proponents for this plan? Do they live here? Who are the ones sending emails asking you to move forward on this plan? Lobbyist? Actual residents? I'd like to better understand.

Growth is already here and coming as we implemented the Missing middle housing plan and rezoning. I see cottages, ADU, DADA, carriage and two/three unit homes now making a home in the kirkland area. This is continuing and has not slowed down. Already I'm seeing the traffic impact, flow of cars parking on the neighborhood streets. This has already changed the ways of Kirkland but still maintains the character and family lifestyle of the area. This style of growth seems adaptable but we are still learning. Now, are we looking to do MORE?

I am against inclusion of the Transit Corridors in the 2044 Comprehensive Plan.

1. Responsible Growth:
It is unclear how the density levels suggested in this plan will lead to lower housing costs in Kirkland. Many residents, including myself, are concerned about the potential rezoning of single-family neighborhoods along key corridors for residential mixed-use developments. While growth is necessary, it should not come at the expense of the character of our neighborhoods or the livability that makes Kirkland special. **I do not support proposals that would allow 50-200 units of housing per acre in residential areas.**

Citizens are calling for a shift away from an ideologically driven plan and towards a more practical approach that acknowledges the unique economic conditions in Kirkland. With our high land values, simply increasing density does not create affordable housing under market conditions. The plan needs to reflect these realities if it is to address our community's actual needs.

2. Adequate Infrastructure:
The density being proposed seems disproportionate to the existing transportation infrastructure across Kirkland. Increased density could strain emergency services and exacerbate overcrowding in schools, which are already facing capacity challenges in some areas. **I'd like to see improvements in Metro Bus services to better connect residents to meaningful destinations before major land use decisions are made based on assumptions about ridership**.

3. Transparent Decision-Making:
Transportation and land use decisions are deeply interconnected and should not be made in isolation. The current approach seems fragmented, and the zoning changes proposed could have long-term harmful environmental impacts on Kirkland's natural spaces. As residents, we deserve greater involvement in shaping public transportation solutions and more engagement from the city as these decisions unfold.

We urge the Council to adopt a more balanced, economically grounded plan that reflects our city's unique circumstances rather than one rooted in ideology.

Thank you for your attention to these matters. I look forward to your response and a more responsible, community-driven approach to Kirkland's future.

Sincerely,
[Your Name]

From: Allison Zike
Sent: Sunday, September 8, 2024 1:41 PM
To: Janice Swenson
Subject: Fw: NO on Transit Corridors in the 2044 Comprehensive Plan

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From:
Sent: Sunday, September 8, 2024 9:26 AM
To: City Council <CityCouncil@kirklandwa.gov>; Planning Commissioners <planningcommissioners@kirklandwa.gov>
Cc: Kelli Curtis <kcurtis@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; John Tymczyszyn <JohnT@Kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>
Subject: NO on Transit Corridors in the 2044 Comprehensive Plan

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Dear Kirkland City Council Members,

As a longtime resident of Kirkland, I am dismayed to hear of the proposals in the 2044 plan that aim to markedly reshape our community, to create mixed zone housing in single family neighborhoods, to drastically increase density with little plan to address an influx of cars on our neighborhood streets and impacts on our schools.

I am not against development. I love the Totem Lake development. My adult son, handicapped and in a wheelchair, lived there for over a year. When you are in a wheelchair, you want to do as much as you can without getting into a car. Totem Lake is perfect for this. He could leave his apartment and go to a movie, the store, coffee, restaurants, clothes shopping – everything within one block. Even medical care was right there! The one thing it wasn't was affordable… he is on disability and so after a period of time he moved out. In every other way it was perfect; one of his caregivers even took the bus to the large transit center there.

If the goal of the 2044 plan is to increase housing , reduce costs, and avoid needing cars, developments like Totem Lake, and what Redmond and Bellevue are doing, are perfect. They are clustered developments with high density housing, immediately adjacent to major freeways or transit (light rail) and the high density allows the retail to build around them and be successful.

The current proposal of transit corridors will not achieve this goal. Random buildings within neighborhoods that are possibly 6-7 blocks from any particular retail or other services are not walkable.

There is no way that my son would be able to live in an apartment in the middle of a 'transit corridor' in Houghton that is maybe a 3-4 block walk to one expensive grocery store and almost nothing else. No-one is going to walk 4 blocks in the rain in the dark or gloom to get their groceries. There are no entertainment services. There are no retail stores for clothing, books, gifts, toys, etc. Sporadic haphazard density in neighborhoods won't be sufficient to generate volume for retail density required for the goal of 'car free transit'. It is very hard for me to imagine that these small boutique dense apartments in the middle of neighborhoods are going to be inexpensive. Builders can create cheaper apartments when they build at huge economies of scale (like you see in Totem Lake.) Small buildings in the middle of neighborhoods will be expensive, and likely have the words 'Luxury' in the marketing materials which is all I see in front of every new development that lines Market Street.

Kirkland is currently building an immense amount of new housing. The 85th street area is as yet totally undeveloped, and has the opportunity to be a second Totem Lake, right next to a major freeway, bus route, etc. Infrastructure for grocery stores and retail are already there. We haven't yet seen if all the new housing going in everywhere in our vicinity (Kirkland, Redmond, Woodinville etc) is going to all be filled. I don't see why we are in a rush to approve a very risky zoning plan, that hasn't been done elsewhere, and that our neighboring communities are not adopting. I feel like we can wait on this, to continue to gather community feedback, to give the current development time to complete and see where we are.

Finally, I mentioned before that I am a long time resident of Kirkland. We chose to live here because of the charm of the community, the wide streets, the kids riding bikes, the parents pushing strollers. Whether you live in Market area, Houghton, Kingsgate, Bridle Trails, you see these same features of the town. I personally live outside of the transit corridor proposals but I am still vehemently against them. I have never in my life, for any cause, put a sign in my yard, but I have one against this proposal. I have noticed, driving around town, in different neighborhoods, not in public right of ways but in front of people's private homes, many many many blue signs. Perhaps you drive around the neighborhoods and see them as well. I have yet to see one sign FOR this proposal. I see many signs against this proposal in front of homes that again are not in the transit corridor. I have yet to see a sign in anyone's yard showing they are FOR this. It appears that many current residents do not like this plan. And for all the reasons I've mentioned above, there are very good reasons why. This plan will increase density, for sure, but there is no reason to believe it will be either affordable or reduce car use, two stated goals of the 2044 Transit Corridor plan.

Please listen to your townspeople and vote No or Not Yet on the transit corridor plan. It needs a lot more thought. Let's continue to build tried-and-true zoned development, thoughtful high density, like Totem Lake, that is wildly successful and popular and meets your goals.

Thank you,

From: Allison Zike
Sent: Monday, September 9, 2024 7:21 AM
To: Judy Ford
Cc: Janice Swenson
Subject: Re: Elders Know

,

Thank you for your comments, and for your doodle to help us understand your perspective. I want to make sure that our Planning Commissioners see your email prior to their deliberation on the Land Use element at their public meeting this week (September 12), so I have bcc'd them to this response. I also wanted to take the opportunity to share the below notes regarding that upcoming meeting in case you are interested.

The next public hearing for the 2044 Comprehensive Plan Update is coming up at the Planning Commission meeting this Thursday, September 12, 2024 at 6:00 PM. This hearing will be a continuation of the Commission's deliberations for the 2044 Land Use Element and the Market Street Corridor Plan.

What is being discussed at the September 12 meeting?
The meeting packet linked below includes an agenda for the meeting, a staff memo with a summary of the items being discussed, and the complete drafts of both Comprehensive Plan chapters Planning Commission is considering. Please note that the September 12 meeting agenda has one opportunity for Comments from the Audience that will occur *after* the Public Hearing agenda item.
September 12, 2024 Planning Commission Meeting Packet

Special Note for September 12, 2024 Public Testimony
At the August 22, 2024 public hearing on the Land Use and Market Street Corridor Plan, Planning Commission voted to close the record for further spoken testimony. The September 12 hearing will *not* include spoken testimony; however, the record for written testimony is open until the beginning of the meeting. Written comments can be emailed to PlanningCommissioners@kirklandwa.gov and will be distributed to all Planning Commissioners.

Thank you,

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

From:
Sent: Sunday, September 8, 2024 4:44 PM
To: Allison Zike <azike@kirklandwa.gov>
Subject: Elders Know

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I hope you will consider my perspective and will enjoy my doodle below.

Humanity First: A Place That Feels Like Home.

I am not ultra wealthy, I'm not wealthy at all. However, I'm rich, not in money, but fulfilled by a meaningful life. I've lived in the same Kirkland neighborhood for 46 years. I know my neighbors, kids ride bikes, I borrow cups of sugar, we have conversations. Streets are quiet, birds are singing. I feel safe walking. The ambiance and enjoyment of a place matters. I remember Juanita Beach when it was wild and Kirkland when it was quaint. From small businesses to the antique mall to the book store with a cat in the window, Kirkland was friendly.

I'm an elder and not yet retired. I've paid years of property taxes and countless levies. I vote. Anyone in city government interested in my perspective? I had a private meeting with a city councilman who was so intent on pushing his agenda that he never asked about mine. He suggested that I could ride a scooter or a bike on Juanita Drive to get to where I need to go. Elders riding bikes on Juanita Drive? He verified that Michaels, the craft store, will be torn down, replaced with a bland look-alike seven story building. I'm not the only resident shocked by such a decision. Traffic will increase, wet lands will be impacted and the sky will be blocked from view.

I support reasonable growth. I do not support elders being pushed aside and disrespected. I support affordable housing for those who work in Kirkland. I do not support cookie cutter buildings with balconies too small to stand on. I support change that happens thoughtfully, slowly, wisely, carefully. I support neighborhoods that promote well being and natural environments conducive to ease and a meaningful life for all. I support environments that lift humanity up.



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Classic
Vintage
Collectible

From: Allison Zike
Sent: Monday, September 9, 2024 6:20 AM
To: Janice Swenson
Subject: Fw: Concerns about LU2.4 in the Comprehensive Plan

From:
Sent: Sunday, September 8, 2024 7:23 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Cc: city-council@ci.kirkland.wa.us <city-council@ci.kirkland.wa.us>
Subject: Concerns about LU2.4 in the Comprehensive Plan

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For the record, I am a long-time Kirkland resident having moved to Rose Hill in 1966 and then to Norkirk in 1971. Over the years I've been immensely happy living in the City of Kirkland and especially in the Norkirk neighborhood. I've mostly felt that the city is responsive to the citizens and has worked to align city goals with the needs and desires of the various neighborhoods. To my mind, the individual neighborhood designations of the various parts of the city continue to provide a small town feel in spite of Kirkland being so closely positioned near a large city. However, there's also a constant push for development which can be distressing and which threatens to overrun the sense of community which has been a priority in the past. As an owner of an older home, very few days go by without offers to buy my home in order to tear it down and build a bigger, "better", and more dense replacement. I've been watching the signs pop up about the planning changes in the Comprehensive Plan that could lead to extremely high density around and near my home and my past experience suggests that being given even a small crack in the door will lead to developers jumping in with both feet and overrunning our neighborhoods before we residents even know what's happening.

I share the concerns of my neighbors and am asking that some brakes be applied to the current very broad land use designations in LU 2.4. As written, this policy appears to provide that crack in the door which could easily lead to developments that totally destroy the neighborhood feeling I've come to cherish over the years. Although I recognize that additional zoning and planning would be needed before implementing actual changes, there's nothing to stop the builders from buying up multiple properties betting on big gains in the future. Along with that could easily come pressure on the city to get their desired zoning allowances and, as is often the case, possibly achieve their goals only because resident awareness had died down. My feeling is that this is much too BIG a change in Land Use design to implement in one fell swoop. I'd like to see this particular element removed from the Comprehensive Plan until it can be studied in more detail with much more input from residents. If it does remain, I strongly believe it needs much more further fine tuning if we are to have any hope of keeping our neighborhoods in tack. Thanks for your consideration.

Sincerely,

From: Allison Zike
Sent: Sunday, September 8, 2024 1:41 PM
To: Janice Swenson
Subject: Fw: Kirkland resident against inclusion of Transit Corridors in 2044 Comprehensive Plan.

From:
Sent: Sunday, September 8, 2024 12:28 PM
To: City Council <CityCouncil@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Cc: Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@Kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>
Subject: Kirkland resident against inclusion of Transit Corridors in 2044 Comprehensive Plan.

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As a Kirkland resident, I am <u>against</u> inclusion of the Transit Corridors in the 2044 Comprehensive Plan.

1. Responsible Growth:
It is unclear how the density levels suggested in this plan will lead to lower housing costs in Kirkland. Many residents, including myself, are concerned about the potential rezoning of single-family neighborhoods along key corridors for residential mixed-use developments. While growth is necessary, it should not come at the expense of the character of our neighborhoods or the livability that makes Kirkland special. **<u>I do not support proposals that would allow 50-200 units of housing per acre in residential areas.</u>**

Citizens are calling for a shift away from an ideologically driven plan and towards a more practical approach that acknowledges the unique economic conditions in Kirkland. With our high land values, simply increasing density does not create affordable housing under market conditions. The plan needs to reflect these realities if it is to address our community's actual needs.

2. Adequate Infrastructure:
The density being proposed seems disproportionate to the existing transportation infrastructure across Kirkland. Increased density could strain emergency services and exacerbate overcrowding in schools, which are already facing capacity challenges in some areas. **I'd like to see improvements in Metro Bus services to better connect residents to meaningful destinations before major land use decisions are made based on assumptions about ridership**.

3. Transparent Decision-Making:
Transportation and land use decisions are deeply interconnected and should not be made in isolation. The current approach seems fragmented, and the zoning changes proposed could have long-term harmful environmental impacts on Kirkland's natural spaces. As residents, we deserve greater involvement in shaping public transportation solutions and more engagement from the city as

these decisions unfold.

This letter represents the concerns of myself and many other VOTING residents of Kirkland, who will be watching closely as the City Council moves toward voting on this plan later in the year. As we approach the next election season, we are paying close attention to how the Council listens to and addresses the concerns of its constituents.

We urge the Council to adopt a more balanced, economically grounded plan that reflects our city's unique circumstances rather than one rooted in ideology.

Thank you for your attention to these matters. I look forward to your response and a more responsible, community-driven approach to Kirkland’s future.

Sincerely,

Kirkland WA 98033

From: Allison Zike
Sent: Saturday, September 7, 2024 2:02 PM
To: Janice Swenson
Subject: Fw: Expressing my concerns about the 2044 Comprehensive Plan

---

From:
Sent: Saturday, September 7, 2024 9:36 AM
To: City Council <CityCouncil@kirklandwa.gov>
Cc: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@Kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>
Subject: Expressing my concerns about the 2044 Comprehensive Plan

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Dear Council Members,

As a proud voting resident of Kirkland, I am writing to express my concerns about the direction the 2044 Comprehensive Plan is taking. While we all understand the importance of planning for future growth, we must ensure that this growth is done responsibly, with adequate infrastructure to support it, and through a transparent process that involves the community at every step.

I am against inclusion of the Transit Corridors in the 2044 Comprehensive Plan.

1. Responsible Growth:
It is unclear how the density levels suggested in this plan will lead to lower housing costs in Kirkland. Many residents, including myself, are concerned about the potential rezoning of single-family neighborhoods along key corridors for residential mixed-use developments. While growth is necessary, it should not come at the expense of the character of our neighborhoods or the livability that makes Kirkland special. **I do not support proposals that would allow 50-200 units of housing per acre in residential areas and WOULD ALSO LIKE TO REQUEST A COPY OF TRAFFIC STUDIES FOR ALL PROJECTS UNDER CONSIDERATION.**

Citizens are calling for a shift away from an ideologically driven plan and towards a more practical approach that acknowledges the unique economic conditions in Kirkland. **With our high land values, simply increasing density does not create affordable housing under market conditions**. The plan needs to reflect these realities if it is to address our community's actual needs.

2. Adequate Infrastructure:
The density being proposed seems disproportionate to the existing transportation infrastructure across Kirkland. Increased density could strain emergency services and exacerbate overcrowding in schools, which are already facing capacity challenges in some areas. **I'd like to see improvements in Metro Bus services to better connect residents to meaningful destinations before major land use decisions are made based on assumptions about ridership**.

3. Transparent Decision-Making:
Transportation and land use decisions are deeply interconnected and should not be made in isolation. The current approach seems fragmented, and the zoning changes proposed could have long-term harmful environmental impacts on Kirkland's natural spaces. As residents, we deserve greater involvement in shaping public transportation solutions and more engagement from the city as these decisions unfold.

This letter represents the concerns of myself and many other VOTING residents of Kirkland, who will be watching closely as the City Council moves toward voting on this plan later in the year. As we approach the next election season, we are paying close attention to how the Council listens to and addresses the concerns of its constituents.

We urge the Council to adopt a more balanced, economically grounded plan that reflects our city's unique circumstances rather than one rooted in ideology.

Thank you for your attention to these matters. I look forward to your response and a more responsible, community-driven approach to Kirkland's future.

Sincerely,

From: Allison Zike
Sent: Sunday, September 8, 2024 1:42 PM
To: Janice Swenson
Subject: Fw: Concerns about the 2044 Comprehensive Plan

From:
Sent: Saturday, September 7, 2024 4:42 PM
To: City Council <CityCouncil@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>
Cc: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Concerns about the 2044 Comprehensive Plan

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Dear Kirkland Council,

I am writing to express my concerns about the 2044 Comprehensive Plan. While we all understand the importance of planning for future growth, we must ensure that this growth is done responsibly, with adequate infrastructure to support it, and through a transparent process that involves the community at every step.

I am against inclusion of the Transit Corridors in the 2044 Comprehensive Plan.

1. Responsible Growth:
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Citizens are calling for a shift away from an ideologically driven plan and towards a more practical approach that acknowledges the unique economic conditions in Kirkland. With our high land values, simply increasing density does not create affordable housing under market conditions. The plan needs to reflect these realities if it is to address our community's actual needs.

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This letter represents the concerns of myself and many other VOTING residents of Kirkland, who will be watching closely as the City Council moves toward voting on this plan later in the year. As we approach the next election season, we are paying close attention to how the Council listens to and addresses the concerns of its constituents.

We urge the Council to adopt a more balanced, economically grounded plan that reflects our city's unique circumstances rather than one rooted in ideology.

Thank you for your attention to these matters. I look forward to your response and a more responsible, community-driven approach to Kirkland's future.

Sincerely,

From: Allison Zike
Sent: Saturday, September 7, 2024 1:58 PM
To: Janice Swenson
Subject: Fw: Comprehensive Plan : Houghton

From: Houghton Neighborhood Association <centralhoughton@gmail.com>
Sent: Saturday, September 7, 2024 1:01 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>; City Council <citycouncil@kirklandwa.gov>
Subject: Fwd: Comprehensive Plan : Houghton

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Forwarding as a few commissioners were missed cc: city council
---------- Forwarded message ---------
From: **Robert Appleby** <rapl1046@gmail.com>
Date: Fri, Sep 6, 2024 at 7:45 PM
Subject: Comprehensive Plan : Houghton
To: <rrutherford@kirklandwa.gov>, <bheiser@kirklandwa.gov>, <sreusser@kirklandwa.gov>, <arozmyn@kirklandwa.gov>, <ajacobson@kirklandwa.gov>, <centralhoughton@gmail.com>

Council members!

I am writing a further testimony to you, supporting the views expressed by HNA and others over our unhappiness with this stage of presentation of the Comprehensive plan for City of Kirkland as it impacts Houghton.

- The ambition to 'reduce the cost of housing in Houghton' is admirable but not achievable at current and likely future land prices. There high global demand for this relaxed and highly liveable district that will not be satisfied by more 'cheaper housing' which the market continues to bid up beyond current $650 per s ft.
- We neighbors do not understand the thinking in the plan that higher density of family homes will meet future demand in premium areas of Eastside along 108th/Houghton Boulevard and ¼ mile East / West by rezoning for residential mixed-use.
- While it s profitable for the construction industry to want 50-200 units of housing per acre, such concentration would require taxpayer investment in infrastructure which will likely increase our taxes to provide increased emergency services support and an increase in educational investment when surrounding areas are seeing reductions in enrollment. We already face problems with overcrowding at Lakeview.

- The Plan calls for increases in Metro Bus Service on 108th to feed ridership. Since most travel will likely remain by car or other personal transport (in good weather!), few new destinations for our neighbors to increase ridership as anticipated under the plan as 'Hub and Spoke' routes are necessary and increase journey times. Where is the 'point to point' volume anticipated in new ridership going to come from?
  - We believe transportation and land use decisions are tightly related. Consideration of these points seems to be lacking in the Plan.and should not be considered or decided with a fragmented approach. An improvement to the approach would be to encompass a Vision for delivering a premium environment for current and future residents.
  - Houghton residents feel deeply about the way our neighbourhood develops. We want to contribute to the region's success as responsible custodians of the future of the neighbourhood. We want a Plan that maintains the delightful location and neighbourhood we have built.

The Plan as presented needs our engagment and support. We urge that the Ciy's elected representatives involve HNA as continuity with the past to enable full support for the Plans' execution of housing, offices and public transportation developments for our neighborhood. I implore you to vote in accordance with the will of the majority of taxpayers of Kirkland.

Best regards

From: Allison Zike
Sent: Sunday, September 8, 2024 1:43 PM
To: Janice Swenson
Subject: Fw: I am against inclusion of the Transit Corridors in the 2044 Comprehensive Plan.

From:
Sent: Saturday, September 7, 2024 4:27 PM
To: City Council <CityCouncil@kirklandwa.gov>
Cc: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@Kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>
Subject: I am against inclusion of the Transit Corridors in the 2044 Comprehensive Plan.

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Dear Council Members,

As a proud voting resident of Kirkland, I am writing to express my concerns about the direction the 2044 Comprehensive Plan is taking. While we all understand the importance of planning for future growth, we must ensure that this growth is done responsibly, with adequate infrastructure to support it, and through a transparent process that involves the community at every step.

I am against inclusion of the Transit Corridors in the 2044 Comprehensive Plan.

1. Responsible Growth:
It is unclear how the density levels suggested in this plan will lead to lower housing costs in Kirkland. Many residents, including myself, are concerned about the potential rezoning of single-family neighborhoods along key corridors for residential mixed-use developments. While growth is necessary, it should not come at the expense of the character of our neighborhoods or the livability that makes Kirkland special. **I do not support proposals that would allow 50-200 units of housing per acre in residential areas.**

Citizens are calling for a shift away from an ideologically driven plan and towards a more practical approach that acknowledges the unique economic conditions in Kirkland. With our high land values, simply increasing density does not create affordable housing under market

conditions. The plan needs to reflect these realities if it is to address our community's actual needs.

2. Adequate Infrastructure:

The density being proposed seems disproportionate to the existing transportation infrastructure across Kirkland. Increased density could strain emergency services and exacerbate overcrowding in schools, which are already facing capacity challenges in some areas. **I'd like to see improvements in Metro Bus services to better connect residents to meaningful destinations before major land use decisions are made based on assumptions about ridership**.

3. Transparent Decision-Making:

Transportation and land use decisions are deeply interconnected and should not be made in isolation. The current approach seems fragmented, and the zoning changes proposed could have long-term harmful environmental impacts on Kirkland's natural spaces. As residents, we deserve greater involvement in shaping public transportation solutions and more engagement from the city as
these decisions unfold.

This letter represents the concerns of myself and many other VOTING residents of Kirkland, who will be watching closely as the City Council moves toward voting on this plan later in the year. As we approach the next election season, we are paying close attention to how the Council listens to and addresses the concerns of its constituents.

We urge the Council to adopt a more balanced, economically grounded plan that reflects our city's unique circumstances rather than one rooted in ideology.

Thank you for your attention to these matters. I look forward to your response and a more responsible, community-driven approach to Kirkland's future.

Sincerely,

From: Allison Zike
Sent: Sunday, September 8, 2024 1:42 PM
To: Janice Swenson
Subject: Fw: Issues with 2044 Comprehensive Plan

From:
Sent: Saturday, September 7, 2024 5:03 PM
To: City Council <CityCouncil@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@Kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>
Subject: Issues with 2044 Comprehensive Plan

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Dear Council Members,

As a proud voting resident of Kirkland, I am writing to express my concerns about the direction the 2044 Comprehensive Plan is taking. While we all understand the importance of planning for future growth, we must ensure that this growth is done responsibly, with adequate infrastructure to support it, and through a transparent process that involves the community at every step.

I am against inclusion of the Transit Corridors in the 2044 Comprehensive Plan.

1. Responsible Growth:
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schools, which are already facing capacity challenges in some areas. **I'd like to see improvements in Metro Bus services to better connect residents to meaningful destinations before major land use decisions are made based on assumptions about ridership**.

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We urge the Council to adopt a more balanced, economically grounded plan that reflects our city's unique circumstances rather than one rooted in ideology.

Thank you for your attention to these matters. I look forward to your response and a more responsible, community-driven approach to Kirkland's future.

Sincerely,

From: Allison Zike
Sent: Saturday, September 7, 2024 1:59 PM
To: Janice Swenson
Subject: Fw: Expressing my concerns as resident and business owner

---

From:
Sent: Saturday, September 7, 2024 11:59 AM
To: City Council <CityCouncil@kirklandwa.gov>
Subject: Expressing my concerns as resident and business owner

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

Greetings.
Thanks for looking for solutions and serving the Kirkland Community,

I am a resident of Kirkland. I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed.

If high density housing actually worked to lower housing costs and curtail car use it should be very easy to point to various place in Washington State that have had success with such plans. You can't... because proposals to change zoning laws in various neighborhoods in Seattle have NOT worked out as planned. And some neighborhoods that are already very dense with huge apartment buildings have built even larger buildings with less spaces for cars and the result has been disastrous! In a few cases you might say... well we don't yet what will happen. Then when and if it works....figure out the right proposal for Kirkland. We are not Redmond. (We won't know for years if any of it works in Redmond and you know what the rents are there? NOT affordable.) You want Kirkland to look like Redmond? Move to Redmond then.

Believe me I want affordable housing and as the owner of BookTree the only new and gently used bookstore in the area I wouldn't mind more people either. But this is NOT how to do it. You don't destroy what makes Kirkland.... Kirkland and expect it to work out.

Pretending that changing zoning to allow multi-unit construction in high-priced residential areas (where people are paying lots of taxes) will provide lower cost housing ignores that building costs are very high and no one has a formula to build apartments and then lose money by having affordable rent. Landlords want to make money.... not lose money. What deals will you cut with developers and landlords that don't properly look after our tax base? Is there enough infrastructure in terms of sewers, garbage, recycling, water, electricity use etc.? Ruining neighborhoods with dense multi-units is not what current house owners or most residents want. Short of creating Section 8 type housing there is no doable solution to lowering costs of living in this area. It's difficult to provide places for homeless and poor people in the area.... nobody is going to be very happy with Section 8 projects.

Rent control would also be very complicated though that might be explored. Pretending that bus lines will be altered to accommodate new construction plans is putting carts before horses and ignoring how things work in terms of transportation services. Thinking that people will give up cars if they don't have places to put them and will ride buses isn't something that people wind up doing. If you build cheaper housing within a few blocks of light rail and offer some

sort of rent control and somehow avoid section 8... you MIGHT have something.....but expecting major changes in transportation routes (that take years to change) because a few large apartment complexes go up is crazy. Please don't conduct ill suited experimental solutions at the expense of our community. By the way our population is aging... and creating buildings that require living on multi-levels is not very smart either.

Thank You,

From: Allison Zike
Sent: Saturday, September 7, 2024 1:58 PM
To: Janice Swenson
Subject: Fw: Concerns Regarding Council Decisions Based on Pressure

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From:
Sent: Saturday, September 7, 2024 1:47 PM
To: Neal Black <nblack@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>; Rodney Rutherford <rrutherford@kirklandwa.gov>; Bria Heiser <bheiser@kirklandwa.gov>; Scott Reusser <sreusser@kirklandwa.gov>; Angela Rozmyn <arozmyn@kirklandwa.gov>; Aaron Jacobson <ajacobson@kirklandwa.gov>; Katya Allen <kallen@kirklandwa.gov>; Gina Madeya <gmadeya@kirklandwa.gov>; Market Neighborhood Association <mnakirkland@gmail.com>
Subject: Concerns Regarding Council Decisions Based on Pressure

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Subject: Concerns Regarding Council Decisions and Development Planning
Dear City Council Members and city officials,
I am writing to emphasize that while compliance with Washington state laws is essential, we should not feel compelled to yield to pressures from King County if they do not align with our community's best interests. It is crucial that the City Council prioritize our community's needs and resist external pressures that are not grounded in specific legal requirements or community benefits.
I was concerned to hear Council Member White's recent comments suggesting that some decisions may be influenced by external pressures rather than being based on legal obligations or community needs. These comments can be viewed in the City Council Meeting video from August 7, 2024, at timestamp 3:42:30
https://kirkland.granicus.com/player/clip/4987?view_id=54&redirect=true

In the same address to city council, Council Member White mentioned her former home on Market Street, has not been redeveloped since she moved out 7 years ago. She used this example to argue that there may be insufficient developer interest for future condominiums along Market Street. However, relying on this single example is not a sound approach for city planning, especially when zoning changes are involved. We should instead consider data from areas already designated for dense development, which shows a trend of significant development and densification.
Given the current discussions about urbanizing transit corridors, I am frequently approached by investors interested in purchasing my property. This indicates a strong interest in development that contradicts the notion of limited interest. I urge the City Council to base decisions on comprehensive data and larger sample sizes to ensure informed planning.
Since the push for urbanization of corridors is driven by external pressures rather than legal or community needs, I don't support urbanization along transit corridors until proper study has been done to support it.
Thank you for your attention to this important matter.

From: Allison Zike
Sent: Friday, September 6, 2024 4:06 PM
To: Janice Swenson
Subject: Fw: Transit Corridors in the 2044 Comprehensive Plan

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From:
Sent: Friday, September 6, 2024 3:40 PM
To: City Council <CityCouncil@kirklandwa.gov>
Cc: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@Kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>
Subject: Transit Corridors in the 2044 Comprehensive Plan

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Dear Council Members,

As a proud voting resident of Kirkland, I am writing to express my concerns about the direction the 2044 Comprehensive Plan is taking. While we all understand the importance of planning for future growth, we must ensure that this growth is done responsibly, with adequate infrastructure to support it, and through a transparent process that involves the community at every step.

I am against inclusion of the Transit Corridors in the 2044 Comprehensive Plan.

1. Responsible Growth:
It is unclear how the density levels suggested in this plan will lead to lower housing costs in Kirkland. Many residents, including myself, are concerned about the potential rezoning of single-family neighborhoods along key corridors for residential mixed-use developments. While growth is necessary, it should not come at the expense of the character of our neighborhoods or the livability that makes Kirkland special. **I do not support proposals that would allow 50-200 units of housing per acre in residential areas.**
I am for higher density but against 3 story to 5 story condos in residential neighborhood. Currently we have most of this area to be minimum 8500 sf. We can reduce the requirement size to increase 25 feet max town homes and cottages.

Citizens are calling for a shift away from an ideologically driven plan and towards a more practical approach that acknowledges the unique economic conditions in Kirkland. With our high land values, simply increasing

density does not create affordable housing under market conditions. The plan needs to reflect these realities if it is to address our community's actual needs.

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We urge the Council to adopt a more balanced, economically grounded plan that reflects our city's unique circumstances rather than one rooted in ideology.

Thank you for your attention to these matters. I look forward to your response and a more responsible, community-driven approach to Kirkland's future.

Sincerely,

From: Allison Zike
Sent: Friday, September 6, 2024 4:08 PM
To: Janice Swenson
Subject: Fw: Against inclusion of the Transit Corridors in the 2044 Comprehensive Plan

---

From:
Sent: Friday, September 6, 2024 1:57 PM
To: City Council <citycouncil@kirklandwa.gov>
Cc: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>
Subject: Against inclusion of the Transit Corridors in the 2044 Comprehensive Plan

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

Dear Council Members,

As a proud voting resident of Kirkland, I am writing to express my concerns about the direction the 2044 Comprehensive Plan is taking. While we all understand the importance of planning for future growth, we must ensure that this growth is done responsibly, with adequate infrastructure to support it, and through a transparent process that involves the community at every step.

I am against inclusion of the Transit Corridors in the 2044 Comprehensive Plan.

1. Responsible Growth:
It is unclear how the density levels suggested in this plan will lead to lower housing costs in Kirkland. Many residents, including myself, are concerned about the potential rezoning of single-family neighborhoods along key corridors for residential mixed-use developments. While growth is necessary, it should not come at the expense of the character of our neighborhoods or the livability that makes Kirkland special. **I do not support proposals that would allow 50-200 units of housing per acre in residential areas.**

Citizens are calling for a shift away from an ideologically driven plan and towards a more practical approach that acknowledges the unique economic conditions in Kirkland. With our high land values, simply increasing

density does not create affordable housing under market conditions. The plan needs to reflect these realities if it is to address our community's actual needs.

2. Adequate Infrastructure:

The density being proposed seems disproportionate to the existing transportation infrastructure across Kirkland. Increased density could strain emergency services and exacerbate overcrowding in schools, which are already facing capacity challenges in some areas. **I'd like to see improvements in Metro Bus services to better connect residents to meaningful destinations before major land use decisions are made based on assumptions about ridership**.

3. Transparent Decision-Making:

Transportation and land use decisions are deeply interconnected and should not be made in isolation. The current approach seems fragmented, and the zoning changes proposed could have long-term harmful environmental impacts on Kirkland's natural spaces. As residents, we deserve greater involvement in shaping public transportation solutions and more engagement from the city as
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We urge the Council to adopt a more balanced, economically grounded plan that reflects our city's unique circumstances rather than one rooted in ideology.

Thank you for your attention to these matters. I look forward to your response and a more responsible, community-driven approach to Kirkland's future.

Sincerely,

From: Allison Zike
Sent: Friday, September 6, 2024 4:36 PM
To: Janice Swenson
Subject: Fw: 2044 Comprehensive Plan

From:
Sent: Friday, September 6, 2024 10:47 AM
To: City Council <CityCouncil@kirklandwa.gov>
Cc: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@Kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>
Subject: 2044 Comprehensive Plan

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Dear Council Members,

As a proud voting, long time resident of Kirkland, I am writing to express my concerns about the direction the 2044 Comprehensive Plan is taking. While we all understand the importance of planning for future growth, we must ensure that this growth is done responsibly, with adequate infrastructure to support it, and through a transparent process that involves the community at every step.

I have lived in Kirkland since 1991, owned a business here since 2010 and owned property since 2020.

I am against inclusion of the Transit Corridors in the 2044 Comprehensive Plan.

1. Responsible Growth:
It is unclear how the density levels suggested in this plan will lead to lower housing costs in Kirkland. Many residents, including myself, are concerned about the potential rezoning of single-family neighborhoods along key corridors for residential mixed-use developments. While growth is necessary, it should not come at the expense of the character of our neighborhoods or the livability that makes Kirkland special. **I do not support proposals that would allow 50-200 units of housing per acre in residential areas.**

Citizens are calling for a shift away from an ideologically driven plan and towards a more practical approach that acknowledges the unique economic conditions in Kirkland. With our high land values, simply increasing density does not create affordable housing under market conditions. The plan needs to reflect these realities if it is to address our community's actual needs.

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Transportation and land use decisions are deeply interconnected and should not be made in isolation. The current approach seems fragmented, and the zoning changes proposed could have long-term harmful environmental impacts on Kirkland's natural spaces. As residents, we deserve greater involvement in shaping public transportation solutions and more engagement from the city as
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We urge the Council to adopt a more balanced, economically grounded plan that reflects our city's unique circumstances rather than one rooted in ideology.

Thank you for your prompt attention to these matters. I look forward to your response and a more responsible, community-driven approach to Kirkland's future.

Sincerely,

September 6, 2024

To City Council,

I am a 20 year resident of Kirkland and a homeowner, who has raised a family in the wonderful neighborhood of Houghton. Your plan to turn Kirkland into an urban ultra dense transit center that is malignant to families, hostile to children, and fiscally disastrous must not happen. The tendency of most leaders is to do something out of the ordinary to create a legacy, when sometimes the best course of action is to reinforce what makes a city successful. Your legacy should not be as someone who ruined Kirkland. As a business leader I've learned that good growth is more important than numerical growth. More focus on strengthening our neighborhoods and their unique identities is a better plan. Get back to work making our communites stronger. I fear our council and planning commission are listening to outside interests from Seattle activists (Un"Livable Kirkland") who don't live here, and obvious conflicts of interest from developers. I have listened to council meetings and special sessions which are obviously stacked with activists from outside our community which is wrong as well.

As Seattle is waking up to the fact that voting matters and doing something about it, Kirkland too is awakening.

Don't do this and get back to listening to your communities and community leaders. That is who matter here.

Regards,

From: Allison Zike
Sent: Friday, September 6, 2024 4:35 PM
To: Janice Swenson
Subject: Fw:

From:
Sent: Friday, September 6, 2024 12:23 PM
To: City Council <CityCouncil@kirklandwa.gov>
Cc: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>
Subject:

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Kirkland Dear Council Members,

As a proud voting resident of Kirkland, I am writing to express my concerns about the direction the 2044 Comprehensive Plan is taking. While we all understand the importance of planning for future growth, we must ensure that this growth is done responsibly, with adequate infrastructure to support it, and through a transparent process that involves the community at every step.

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Citizens are calling for a shift away from an ideologically driven plan and towards a more practical approach that acknowledges the unique economic conditions in Kirkland. With our high land values, simply increasing density does not create affordable housing under market conditions. The plan needs to reflect these realities if it is to address our community's actual needs.

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We urge the Council to adopt a more balanced, economically grounded plan that reflects our city's unique circumstances rather than one rooted in ideology.

Thank you for your attention to these matters. I look forward to your response and a more responsible, community-driven approach to Kirkland's future.

Sincerely,

IMPACTS

Silicon Valley

Kirkland's growth is paralleling the boom that started in Silicon Valley decades earlier. Both areas are experiencing a boom led by high-tech industries that pay very high wages. Some Silicon Valley communities, such as San Jose, could build more housing on open land, but others were already settled and mostly built out, such as Palo Alto (My home for 28 years.). Because it's boom started much earlier, and was also a similar built-out community, Palo Alto today provides a window on Kirkland's future. There are several key lessons that Palo Alto and Silicon Valley provide:

- Housing becomes "affordable" only to the new, high income residents, but not to the average existing residents. Over time, the new high income residents will outbid and replace older residents with ordinary incomes.
- Price increases will be greatest in the best school districts. High-tech workers will pay anything to get into the best school districts.
- Housing, by the traditional definition of price income ratio, will never again be affordable.
- Unsubsidized housing construction, of all densities, serves only the high-income market.
- Inclusionary zoning for lower income residents is extremely difficult to maintain in the long run.
- The only way to provide long-term low-cost housing is public or non-profit owned and operated housing, which is extremely expensive.
- The new high income workers don't use public transportation. After enormous investments, the transit share of commutes is going down in Silicon Valley.
- A significant portion of high -income workers are happy to live in high density, luxury condos, particularly when they are young, but the great majority want a single-family home when they start a family.

The Kirkland Planning Staff Response

The current draft land use and housing elements of Kirkland's 2044 comprehensive plan bear no clear relationship to what we already know from actual experience in both Kirkland and Silicon Valley. Neither the

housing element nor the land-use element provide any impact analysis or any examples of the results of such policies in other communities. The housing element is a wishlist that provides no guidance on how to achieve its impossible goals, such as 5,900 supervised and serviced units for the homeless. The land-use element takes the other extreme: it proposes a dramatic leap into an unknown future, ending single family zoning and applying a transit corridor overlay that allows upzoning from commercial or single family residential to 4 to 6 story multifamily in roughly 1/3 of the community (3,000 to 4,000 acres). No other community has ever tried upzoning to this degree in such a large portion of the community. When fully implemented this upzoning would allow the construction of at least 90,000 more housing units, (net change of 30 units an acre over 3,000 acres), tripling Kirkland's population. Kirkland would be transformed into something like Seattle's Queen Anne neighborhood if not Manhattan.

Upzoning Reality

Upzoning has been tried, on a much smaller scale, In many places. The most comprehensive study of upzoning, and it's impacts, was recently published by the Urban Institute. They found 96 examples of upzoning throughout the country. The result was an average increase of a whole 0.8% in new construction and zero impacts on rent. See https://journals.sagepub.com/doi/10.1177/00420980231159500. A broader discussion of upzoning appeared in Governing magazine, back in 2019, https://www.governing.com/archive/gov-zoning-density.html. This discussed upzoning impacts ranging from nil in Chicago, to unexpected and unwanted gentrification in Seattle and Philadelphia. The overall results can be summarized as follows:

- In high demand locations, upzoning results in the construction of high cost, high rent housing.
- Upzoning results in a not always welcome increase in home prices and property taxes. This increase is highest in low income areas which are the most likely sites for redevelopment. Net loss of low cost housing will often occur.
- Long-term price reductions will be concentrated in the housing sectors where construction occurs, primarily luxury condos, and their near substitutes, lower cost condos and costly single family homes.

Minneapolis

Minneapolis, Minnesota is implementing the seemingly most similar policy to Kirkland's proposed upzoning. Minneapolis, my original home town, grabbed headlines with its "End single-family zoning" policy in 2019, but upon closer inspection the policy is 2/3 political hype and maybe 1/3 reality. The reality portion is major upzoning around downtown and a few other commercial hubs. Minneapolis ended all single-family zoning but retained old height and setback requirements. That means that duplexes and triplexes, already common in Minneapolis, would be allowed in all neighborhoods, but neither apartment buildings nor townhomes would be allowed. This is totally different from Kirkland where 4-6 story apartment or condo buildings would be allowed in most neighborhoods. Tearing down a single family home to make room for a duplex works economically only for the lowest value existing home. The net result would often be tearing down a low rent home and building two more expensive units. Since the policy began in 2020, there has been no obvious impacts on home construction. Construction has slowed in Minneapolis but is booming in the suburbs. Minneapolis rent and home prices have risen less than the national average since 2020, but some, maybe all of this, could be due to Minneapolis's crime problem.

Legal Issues

Washington law already requires cities to approve duplexes, triplexes, townhomes or even quadplexes in single-family residential zoned neighborhoods. Kirkland's proposed transit corridor overlay upzoning would clearly allow upzoning to 4-6 unit apartment/condo buildings along these transit corridors. The key legal question is does allow mean require? The overlay means that the city has reviewed the area and decided that long-term upzoning is a good idea in that area, in general. An upzoning request in the transit corridor would mean that the legal burden on the city is to prove that even if upzoning was a good idea in general, there is a specific problem for that specific site. That shifts the legal burden from the applicant to the city, a huge change. In those circumstances the city would have to approve the great majority of upzoning requests. It would be too late to say, "We forgot to assess the impacts" or "It was a bad idea." The city would have to go back to the whole, lengthy comprehensive plan change process to change the land use element. That change back would be subject to accusations of racial

discrimination and violating state housing policy. Once the city puts its head into the noose of “allowing” major upzoning there is no turning back. Having worked as an expert witness on real estate cases for for over 40 years, I would find it difficult to defend the city against rezoning demands in the transit corridors if the city adopts the proposed new land-use element.

A Way Forward

- Send the land use and housing elements back to the Planning Commission.
- Demand a full, economic, demographic, housing, and school system impact analysis.
- Drop the transit corridor upzone overlay.
- Actually rezone what you specifically want rezoned.
- Meet the overall state housing unit requirement, not anything more.
- Begin gathering the data to counter the AHC demands for below county median income housing in Kirkland. In your unique circumstances, those goals are impossible to meet, without spending enormous sums, which you don’t have, on subsidies.

Kirkland, WA 98034

September 6, 2024

My wife (on CC here) and I are long-term residents of Kirkland, we own and live in family our house on 11th Ave.
We are firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan.
As such, we ask for all of Policy LU-2.4 and associated items to be removed.

Regards,

From: Allison Zike
Sent: Friday, September 6, 2024 4:31 PM
To: Janice Swenson
Subject: Fw: Expressing our concerns about the direction the 2044 Comprehensive Plan is taking

---

From:
Sent: Friday, September 6, 2024 4:28 PM
To: City Council <CityCouncil@kirklandwa.gov>
Cc: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>
Subject: Expressing our concerns about the direction the 2044 Comprehensive Plan is taking

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Dear Council Members,

As a proud voting resident of Kirkland, I am writing to express my concerns about the direction the 2044 Comprehensive Plan is taking. While we all understand the importance of planning for future growth, we must ensure that this growth is done responsibly, with adequate infrastructure to support it, and through a transparent process that involves the community at every step.

I am against inclusion of the Transit Corridors in the 2044 Comprehensive Plan.

1. Responsible Growth:

It is unclear how the density levels suggested in this plan will lead to lower housing costs in Kirkland. Many residents, including myself, are concerned about the potential rezoning of single-family neighborhoods along key corridors for residential mixed-use developments. While growth is necessary, it should not come at the expense of the character of our neighborhoods or the livability that makes Kirkland special.
I do not support proposals that would allow 50-200 units
of housing per acre in residential areas.

Citizens are calling for a shift away from an ideologically driven plan and towards a more practical approach that acknowledges the unique economic conditions in Kirkland. With our high land values, simply increasing density does not create affordable housing under market conditions. The plan needs to reflect these realities if it is to address our community's actual needs.

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3. Transparent Decision-Making:
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We urge the Council to adopt a more balanced, economically grounded plan that reflects our city's unique circumstances rather than one rooted in ideology.

Thank you for your attention to these matters. I look forward to your response and a more responsible, community-driven approach to Kirkland's future.

Sincerely,

- long-time residents of Finn Hill

From: Allison Zike
Sent: Friday, September 6, 2024 4:40 PM
To: Janice Swenson
Subject: Fw: Please remove Policy LU-2.4 and associated items

---

From:
Sent: Friday, September 6, 2024 9:14 AM
To: City Council <CityCouncil@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Please remove Policy LU-2.4 and associated items

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Hello,

I am a resident of Kirkland. I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed.

Kind regards,

From: Allison Zike
Sent: Friday, September 6, 2024 4:08 PM
To: Janice Swenson
Subject: Fw: Against High Density Housing

From:
Sent: Friday, September 6, 2024 2:16 PM
To: City Council <CityCouncil@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Against High Density Housing

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Dear Council Members,

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I am against inclusion of the Transit Corridors in the 2044 Comprehensive Plan.

1. Responsible Growth:
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We urge the Council to adopt a more balanced, economically grounded plan that reflects our city's unique circumstances rather than one rooted in ideology.

Thank you for your attention to these matters. I look forward to your response and a more responsible, community-driven approach to Kirkland's future.

Sincerely,

September 6, 2024

Thank you for hearing our concerns for our beautiful community and thank you for your service to our community.

I am a resident of Kirkland. I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed.

Kind regards,

From:
Sent: Friday, September 6, 2024 3:10 PM
To: City Council
Cc: Kelli Curtis; Jay Arnold; Neal Black; Amy Falcone; Jon Pascal; Penny Sweet; John Tymczyszyn; Kurt Triplett; James Lopez; Adam Weinstein; Allison Zike
Subject: 2044 Comprehensive Plan Concerns

TO: CityCouncil@kirklandwa.gov
CC: PlanningCommissioners@kirklandwa.gov
kcurtis@kirklandwa.gov
jarnold@kirklandwa.gov
nblack@kirklandwa.gov
afalcone@kirklandwa.gov
jpascal@kirklandwa.gov
psweet@kirklandwa.gov
JohnT@Kirklandwa.gov
ktriplett@kirklandwa.gov
jlopez@kirklandwa.gov
aweinstein@kirklandwa.gov
azike@kirklandwa.gov

Jivko Dobrev
8209 126th Ave NE, Kirkland, WA 98033
09/06/2024

Kirkland City Council
123 5th Avenue
Kirkland, WA 98033

Dear Council Members,

As a proud voting resident of Kirkland, I am writing to express my concerns about the direction the 2044 Comprehensive Plan is taking. While we all understand the importance of planning for future growth, we must ensure that this growth is done responsibly, with adequate infrastructure to support it, and through a transparent process that involves the community at every step.

1. **Responsible Growth**:
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Furthermore, citizens are calling for a shift away from an ideologically driven plan and towards a more practical approach that acknowledges the unique economic conditions in Kirkland. With our high land values, simply increasing density does not create affordable housing under market conditions. The plan needs to reflect these realities if it is to address our community's actual needs.

2. **Adequate Infrastructure**:
   The density being proposed seems disproportionate to the existing transportation infrastructure across Kirkland. Increased density could strain emergency services and exacerbate overcrowding in schools, which are already facing capacity challenges in some areas. I'd like to see improvements in Metro Bus services to better connect residents to meaningful destinations before major land use decisions are made based on assumptions about ridership.

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We urge the Council to adopt a more balanced, economically grounded plan that reflects our city's unique circumstances rather than one rooted in ideology.

Thank you for your attention to these matters. I look forward to your response and a more responsible, community-driven approach to Kirkland's future.

Sincerely,

From: Allison Zike
Sent: Friday, September 6, 2024 4:07 PM
To: Janice Swenson
Subject: Fw: Transit Corridors

From:
Sent: Friday, September 6, 2024 2:53 PM
To: City Council <citycouncil@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JTymczyszyn@kirklandwa.gov>
Cc: Planning Commissioners <planningcommissioners@kirklandwa.gov>; James Lopez <jlopez@kirklandwa.gov>; Kurt Triplett <ktriplett@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>; Kira Krimkevich <kira.krimkevich@gmail.com>
Subject: Transit Corridors

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September 6, 2024

Dear Council Members,

As a proud voting resident of Kirkland for 44 years, I am writing once again to express my concerns about the direction the 2044 Comprehensive Plan is taking. While we all understand the importance of planning for future growth, we must ensure that this growth is done responsibly, with adequate infrastructure to support it, and through a transparent process that involves the community at every step. I want to stress this point. I am NOT opposed to responsibly planned growth.

I am against inclusion of the Transit Corridors in the 2044 Comprehensive Plan.

1. Responsible Growth:
It is unclear how the density levels suggested in this plan will lead to lower housing costs in Kirkland. Many residents, including myself, are concerned about the potential rezoning of single-family neighborhoods along key corridors for residential mixed-use developments. While growth is necessary, it should not come at the expense of the character of our neighborhoods or the livability that makes Kirkland special. **I do not support proposals that would allow 50-200 units of housing per acre in residential areas.**

Citizens are calling for a shift away from an ideologically driven plan and towards a more practical approach that acknowledges the unique economic conditions in Kirkland. With our high land values, simply increasing

density does not create affordable housing under market conditions. The plan needs to reflect these realities if it is to address our community's actual needs.

2. Adequate Infrastructure:
The density being proposed seems disproportionate to the existing transportation infrastructure across Kirkland. Increased density could strain emergency services and exacerbate overcrowding in schools, which are already facing capacity challenges in some areas. **I'd like to see improvements in Metro Bus services to better connect residents to meaningful destinations before major land use decisions are made based on assumptions about ridership**.

3. Loss of Tree Canopy and Backyard Habitat
The proposed density will result in the loss of mature trees and backyard habitat, that web of life including pollinators, mammals, reptiles,and birds. The proposed density will result in deserts devoid of life and with little natural light for both residents of the properties and for plants, insects, and animals. These life forms delight us and are essential to a healthy living planet. If the proposed density is built out, I look forward to an expanse of buildings surrounded by low-maintenance impervious surfaces with a few non-native shrubs and trees struggling to survive with no one to care for and maintain them.

3. Transparent Decision-Making:
Transportation and land use decisions are deeply interconnected and should not be made in isolation. The current approach seems fragmented, and the zoning changes proposed could have long-term harmful environmental impacts on Kirkland's natural spaces. As residents, we deserve greater involvement in shaping public transportation solutions and more engagement from the city as these decisions unfold.

This letter represents the concerns of myself and many other VOTING residents of Kirkland, who will be watching closely as the City Council moves toward voting on this plan later in the year. As we approach the next election season, we are paying close attention to how the Council listens to and addresses the concerns of its constituents.

We urge the Council to adopt a more balanced, economically grounded plan that reflects our city's unique circumstances rather than one rooted in ideology.

Thank you for your attention to these matters. I look forward to your response and a more responsible, community-driven approach to Kirkland's future.

Sincerely,

From: Allison Zike
Sent: Thursday, September 5, 2024 1:57 PM
To: Janice Swenson
Subject: FW: Densification Plan

From:
Sent: Thursday, September 5, 2024 1:21 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Densification Plan

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

Our neighbor, Dick Eacker wrote this well thought out letter to you which I fully agree with & request from you a full reply.

Here is his letter:

To City of Kirkland Planning Department:

We are writing to express our strong opposition to the proposed densification plan for the Market Street Corridor. We (Sandy and Dick Eacker) have been residents in NorKirk for 35 years - since 1989 when we moved here from Alaska. We chose Kirkland because of the livability and schools and raised two fine sons here. Since that time, we have seen a number of changes, but the proposal to flood this area with high-rise residential buildings is absolutely the worst.

Dick has worked since 1996 on the Seattle light rail project and before that on similar projects in Portland. His experience on those projects and graduate studies at UW show how well cities can benefit from densification, but only if a high-quality transit system is provided in those areas. Trying that out along Market Street is doomed to failure because adding effective transit to accommodate work-to home and home-to-work movement would be impossible.

We've heard reference to Kirkland simply following the examples of Bellevue and Redmond. But those Eastside cities have embraced light rail as an essential component of their new urban villages. Our Market Street is already at capacity, and as bus-riders, we can tell you that commuting by bus is a miserable proposition at peak hours. Many times, it is better to get off in downtown Kirkland and walk home rather than sit in a traffic-locked bus. For motorists, it is already frustratingly difficult to turn onto Market from side streets during high-traffic periods.

The densification proposal completely ignores the transit element essential for high-

density development and affordable housing. We had hoped that the City would look to the Cross-Kirkand Corridor and work out an efficient rail plan with Sound Transit. However, it is apparently more important to let the NIMBYs have their way and waste that resource.

The proposed plan is completely hopeless. Please reject this senseless plan and start over adding a transit component to the mix.

Kirkland

My husband and I have lived in Kirkland since we built our home in 1980-1981. Please take care in your future plans for our community. Once a tree is removed it is gone forever, once concrete is poured it is there forever.

Planning is essential before making these horrible actions.

Kirkland, WA 98033

From:
Sent: Thursday, September 5, 2024 8:15 PM
To: LeAndra Baker-Lewis; Adam Weinstein; Allison Zike; Planning Commissioners; City Council; 2044 Comprehensive Plan; Janice Swenson
Subject: Public Comment • 2044 Comprehensive Plan - North Rose Hill Neighborhood Focus

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

Hi City Council, Planning Commissioners and City Planning Staff,
I hope you have enjoyed your week. I wanted to send in an email on the proposed edits to the NRH neighborhood plan.

Here's a bit about me: I've lived in North Rose Hill for just over 20 years and have two high school children who attend LW High. I've lived in Kirkland for 24 yrs so half of my life. My husband commutes to his employer in Redmond, while I have worked from home for the past two years. I also serve as the chair of the North Rose Hill Neighborhood Association (NRHNA) board. As an active community volunteer and someone who is very environmentally conscious, I strive to use my e- bike as my primary mode of in-town transportation for about seven months of the year, avoiding it only in the rain and darkness. My husband and I also make an effort to limit our car trips. We are budget-conscious homeowners who take care of our own yard work (raking without using gas leaf blowers!) and do our own home improvements when we can. We also limit dining out to stay within our budget, opting to pack our lunches and make our own coffee instead.

I also make a point of connecting with my neighbors and working to keep the neighborhood clean. We need more community involvement not less. Residents do not want to get involved or spend time in vain when the city refuses to listen to them. Being the chair person I have received many emails from my neighborhood expressing anger and frustration with the new 2044 Comp Plan.

Some homeowners in our neighborhood who are not American citizens, many of whom are Asian or Indian, feel hesitant to voice their concerns because they cannot vote. They worry that their opinions might be disregarded or that they might face discrimination due to their non-voting status, and being highly paid tech workers. The city has been heavily focused on addressing the needs of a small group of residents they consider minorities from a specific heritage and low income level, partly due to previous discrimination in our zoning policies. However, as a city, we need to move forward and ensure that all voices are heard, regardless of background, income level, gender identity, renter/homeowner or voting status.

I believe the city needs to pause and reflect on the messages it has been sending to residents. The current communication does not promote a sense of community and has contributed to a divide between those with higher AMI vs those with lower AMI, and their heritage.

If you haven't realized it yet in your years on Earth, money and wealth don't buy happiness. What truly matters is finding happiness in where you live and how you engage with your community.

The city should put the well-being of its current residents ahead of any political party preferences or personal agendas. Decisions should be guided by what benefits the entire community, rather than being influenced by partisan goals. By focusing on the needs of the people, the city can create an environment where all residents feel valued and supported, regardless of their political affiliations.

In summary I believe the city should address the concerns of all current residents, regardless of their heritage, socioeconomic status, gender identity, age, or home ownership status.

For this email
I am referring to the May 23 meeting packet located at packet for the meeting that contains the updated draft Neighborhood Plans:
https://kirklandwa.primegov.com/Public/CompiledDocument?meetingTemplateId=1251&compileOutputType=1

North Rose Hill is already one of the denser neighborhoods, as noted on page 25. Please consider the existing neighborhood dynamics and the preferences of residents who chose to live here for its current character and layout.

Page 385-

We generate a lot of sales tax - second in the city because of Costco. They block access to Costco with all of the higher density zoning NE 85th and on 120th Ave NE to 124th Ave NE people will not go to the Kirkland Costco and seek out an easier Costco to get to (Redmond and Woodinville). The dead end on NE 90th Street with the 3 way stop intersections need to be improved. Being a Costco customer more than likely you are car dependent because of the large qty you buy at Costco.

Page 387-

I do not support changing "established residential" areas to "lower intensity areas." We need to protect established residential zones. Then the next sentence Replacing "lower density" with "residential" appears to be a superficial change that complicates matters, especially since our neighborhood plan, approved less than six years ago, is now being significantly altered. What is considered "lower intensity" is it max 30 ft and 6 units per acre?

NE 85th will remain auto-centric, as it is a major route to Redmond from 405 and currently lacks consistent bus service. The BRT 85th station will only increase access to stops on 405 without providing a park and ride. Thus, people will continue to drive on NE 85th. And since you removed "walking" from paragraph 1 and "walkable" out of paragraph 3 on page 387 this furthers my point that the area is not walkable. But you are building a freeway bus stop with no park n

ride. Please add “and rollable” after walkable if needed to be more inclusive. . Most commuters driving through our neighborhood are coming from other cities, and this situation is unlikely to change. We can expect an increase in traffic rather than a decrease.

Page 390 Covering 4. Land Use

Replacing "residential density" with "people living nearby" is problematic. If people live nearby, they are part of a "residential density." Does this change mean that homeless individuals could park their RVs on the street or set up tents, effectively allowing tent cities in our neighborhood? The term "residence" typically refers to a permanent, fixed, and permitted building, and changing this terminology raises significant concerns.

Why are we replacing lower density with less intensive. I would like the definition the Planning department has for both of these words.

Page 393-

I disagree with replacing the first paragraph's emphasis on being "sensitive to the look and feel of the existing neighborhoods" with the replaced phrase "supports the needs of the neighborhoods." Current residents have invested in this neighborhood specifically because of its unique look and feel. We did not choose to live here with the expectation that the city's vision of how the neighborhood should look and feel would eventually be imposed upon us.

Policy Rh 3

“Appropriate lower density” being replaced with “desirable” is a poor replacement. What is the definition of “desirable”. Does it mean 5 stories zero lot line?

What would you tell a current resident what you mean by removing “reflecting the residential character” with “advance residential Opportunities”, seems vague and could have big implications for our neighborhood

Policy Rh 4

I am against the removal of the phrases "compatible in scale with single-family homes" and "walkable." Making these changes could make the area less walkable and accessible, which only benefits those who own cars or have schedules that align with the bus service. Please add “and rollable” after walkable if needed to be more inclusive.

Policy Rh 5-

I am opposed to removing the phrase “compatibility with existing neighborhood character.” This change is unfair to community members who chose to live in this neighborhood because of its current character, not despite it.

Please define "high quality of life" Some might argue that these changes do not enhance, and may even diminish, the quality of life. Back to what truly matters is finding happiness in where you live and how you engage with your community.

Page 396

Removing the term “walkable” from the description of commercial areas makes no sense, as people need to walk to stores from their homes. Buses only run on main arterials, so it's essential to maintain walkability. I am concerned that without the specific mention of "walkable," the city will be less inclined to improve existing sidewalks and construct new ones. Please add “and rollable” after walkable if needed to be more inclusive.

Please define “active transportation” and the city’s commitment to make our neighborhoods walkable.
However “walkable” is being removed.

Page 397 Rh 10- “pedestrian” uses and only have “transit-oriented”, we need a pedestrian focus as well. Many people in our neighborhood will not be using the 85th bus station for our main source of transportation.

You even mention "highway commuter," acknowledging the significant auto usage on 85th Stree from 405 vehicles that get off in Totem Lake or 85th to commute south to Redmond and Bellevue thru North Rose Hill. Additionally, there is high commuter traffic on north/south arterials like 132nd Ave NE and 124th Ave NE from Ne 80th to NE 124th. This makes it even more crucial to ensure that neighborhoods have safe streets, as commuters often cut through residential areas when these main arterials get backed up.

Page 400-

Vision for the District-

Zoning still needs to maintain a line between single family residential areas and commercial uses. The existing residential zoning behind the NE 85th Commercial zoning should not be turned into more commercial.

I believe "the creation of community destinations" is a positive goal. However, if the city does not make this a requirement for new developments, these destinations may never materialize.

Page 403 RH 20?

Removing “Policies and zoning regulations encourage smaller-footprint neighborhood-serving businesses along NE 85th Street and integrated with major retail uses in the interchange area” does not make sense what will happen to these beloved local small businesses like Thai Wisdom, The Lime, 85th PUB, Tres Hermanos and Nasai Teriyaki? These places will be wiped out when a parcel gets developed and replaced with a chain restaurant because small local restaurants cannot afford the rent of a high end newly built building. We have already lost some great local businesses on Ne 85th such as Kirkland Nails, Kirkland Pho House and Momya Sushi (all use to be located at the Petco Parcel).

For a walkable 10 minute neighborhood the residents need neighborhood serving businesses.

I would like to understand the definition of “seamless” this it too vague of a word. I think “appropriate” is a better word.

Page 403 RH 21

What is the process for “mitigating adverse impacts”? Please provide a documented process and guidelines to support this statement. We need to review the city's policy on how it addresses and mitigates adverse impacts. Verbal assurances are not sufficient; we require written documentation to understand the policy and procedures involved.

Page 405- Policy RH 32

I am totally against getting rid of the section that states this- in 2018 to 2020 there was much debate and community issues with the Rh 8 zoning. See all of the “Continental Divide Project” PC meetings (this development is now called Bloom).

We need to make sure that the following is not taken out since residential homes are directly next to RH 8. And are on a dead end street-

- Limit permitted uses to those that generate limited noise, light and glare, odor, and traffic impacts. Examples of uses that would be appropriate in this area include medical/dental offices, insurance offices, dry cleaners, and coffee shops.
- Limit height of commercial or mixed-use commercial and multifamily development to a maximum of 30 feet next to low-density residential development.
- More on this below regarding the recent letter from Main Street letter requesting changes to the current plan for this area.

Page 406- Policy RH 39-

What will be in this place of this removed statement “medium-density, up to 12 units per acre, and high-density, between 12 and 24 units per acre” I do not think this should be removed; a specific density should be listed. We need to easily be able to understand the density the city is allowing.

Page 407- Policy RH 40-

what will be in this place of this removed statement “at a density of 12 units per acre” I do not think this should be removed; a specific density should be listed.

And this is still true - but it was removed “With the exception of these multifamily areas, the business districts, schools, and the Kirkland Cemetery, most areas of the neighborhood are designated for and developed in single-family (low - residential) use.” Why remove this?

Page 409- the church is no longer Churchome. If the city aims to support future church expansion, it should be aware of the church's current name.

Page 419- Transportation

The city is failing on Policy RH 66 - we have way too much cut thru traffic and we have too many accidents.

“Place neighborhood traffic control devices at appropriate locations, to discourage bypass traffic through the residential neighborhoods north and south of the NE 85th Street corridor.”

Page 422- Policy Rh 67-

We still do not have our crosswalk at 124th Ave NE and NE 104th that was approved in 2021 to install a RFB crosswalk as a selected Neighborhood Safety project on this 35 MPH street that does not have sidewalks on both sides. The neighbors who need to catch the bus stop on the west side of 124th Ave NE do not have a safe place to cross because the city has failed to at least paint the crosswalk at Ne 104th. I have mentioned the city multiple times and Jim Lopez helped me navigate to the correct people but they promised by Fall 2023 and we are now almost Fall 2024 and still no crosswalk. They still do not have a date as I asked 1 month ago, They are getting bids for multiple RFB projects was the response.

We need the “Provide a traffic signal and signalized crosswalk when engineering signal warrants are met at NE 100th Street.” too many crashes at this intersection.

We still need a double left-turn lane at NE 85th (to turn east on 85th) for southbound traffic on 132nd Ave NE. This was a promise made by the city when the Continental Divide development (now Bloom) was approved for higher density and three stories (45 feet compared to the sidewalk level), exceeding the RH8 zoning limits. The approval came about because the developer used adjusted average height grade from the front to the back of the property , this is directly adjacent to single-family residential areas on three sides and the main entrance is on a dead end street of single family homes where this is the only access point to their homes.

Recent Request from Developers for increased height on NE 85th east of 128th Ave NE – I assume all city leadership, council etc has seen this –the letter from Main Street Property Group dated April 17, 2024.

The parcels on 85th Street east of 128th Ave NE should not have their zoning changed to allow heights above three stories. These areas are zoned RH8 and are adjacent to single-family residential neighborhoods. During the recent 85th Street SAP update, it was determined that buildings in this area should be limited to three stories to maintain a respectful distance and scale from residential and low-density areas, and distance from the 405 bus station. If there is a proposal to increase height, Floor Area Ratio (FAR), lot coverage, or density, the city must ensure transparency by actively posting public notices on every affected parcel and sending mailings to residents within 300 feet. It is crucial that the city keeps the community informed about any changes that could significantly impact those living nearby.

Thank you for reading. If you can reply back that you read this email that would be appreciated.

From: Allison Zike
Sent: Thursday, September 5, 2024 2:29 PM
To: Janice Swenson
Subject: FW: Action Required by Sep 11 (from HNA)! Pl contact the city about land use on 108th/68th

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

From:
Sent: Thursday, September 5, 2024 9:11 AM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>; Rodney Rutherford <rrutherford@kirklandwa.gov>; Bria Heiser <bheiser@kirklandwa.gov>; Scott Reusser <sreusser@kirklandwa.gov>; Angela Rozmyn <arozmyn@kirklandwa.gov>; Aaron Jacobson <ajacobson@kirklandwa.gov>; Katya Allen <kallen@kirklandwa.gov>; Gina Madeya <gmadeya@kirklandwa.gov>
Subject: Re: Action Required by Sep 11 (from HNA)! Pl contact the city about land use on 108th/68th

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

In regards to the city plan mentioned below, I cant see the reason why you would want apartments in residential area unless you are moving to socialism and equity and are trying to make us all equal.

Steve
stephensockey@aol.com

NOTE: Planning Commission email addresses: planningcommissioners@kirklandwa.gov, rrutherford@kirklandwa.gov, bheiser@kirklandwa.gov, sreusser@kirklandwa.gov, arozmyn@kirklandwa.gov, ajacobson@kirklandwa.gov, kallen@kirklandwa.gov gmadeya@kirklandwa.gov
please cc: citycouncil@kirklandwa.gov, centralhoughton@gmail.com

NOTE: HNA Email to Commission sent Aug 22 (also mentioned in Commission discussion):
Honorable Planning Commissioners and City Councilmembers,

The Houghton Neighborhood Association (HNA), on behalf of our membership, fully rejects the transportation corridor land use proposal LU-2.4 you are considering.
We wish to register that we would like this transportation oriented development land use proposal removed completely from the Comprehensive Plan.

Dozens of our neighbors have sent in written testimony to you, and others have expressed their unhappiness with this plan to us. Some of the neighbors will be attending the planning commission meeting and have purchased signs in their yards registering their opinion.

- We do not see how the density suggested in this plan will reduce the cost of housing in Houghton.
- Our neighbors do not want the potential for single family homes along 108th/Houghton Boulevard and ¼ mile east / west to be rezoned for residential mixed-use.
- Our neighbors do not want 50-200 units of housing per acre.
- We don't believe the density proposed in this plan is proportional to the transportation infrastructure.
- We believe that emergency services will be hindered and schools overcrowded. We already face problems with overcrowding at Lakeview.
- We would like to see Metro Bus Service on 108th connect to meaningful destinations for our neighbors to increase ridership before considering land use decisions related to ridership
- We believe transportation and land use decisions are tightly related and should not be considered or decided with a flawed, siloed approach like this.
- We believe this type of policy and subsequent zoning will be harmful to the environment
- HNA would like to be engaged and involved by the City in public transportation solutions for our neighborhood

We implore you to vote in accordance with the will of the majority of taxpayers of Kirkland.

Respectfully submitted and endorsed by the Houghton Neighborhood Association Board of Directors

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HOUGHTON
Neighborhood Association

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You received this message because you are subscribed to the Google Groups "HNA Distribution List" group.
To unsubscribe from this group and stop receiving emails from it, send an email to hna-distribution-list+unsubscribe@googlegroups.com.
To view this discussion on the web visit https://groups.google.com/d/msgid/hna-distribution-list/CAMrNtavxr3e7kdA42OC_hU8L6ykb2CFu4FGCvc5iE%3DSuwO_qaw%40mail.gmail.com.

From:
Sent: Thursday, September 5, 2024 12:37 PM
To: City Council
Cc: Planning Commissioners; Adam Weinstein; 2044 Comprehensive Plan; mnakirkland@gmail.com; Len Kawell
Subject: We say NO to high-density development in Kirkland

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

Dear Kirkland City Council,

We do not support the intense densification of Kirkland's residential neighborhoods. We are AGAINST the adoption of the changes to the Comprehensive Plan that permit 4-6 story buildings ¼ mile deep into our neighborhoods along identified "transit corridors".

Kirkland's current zoning provides and exceeds our state-mandated growth requirements. Ruining our residential neighborhoods by adding the proposed alarming density changes is unnecessary. The dangerous impacts on parking, streets and utilities will be excessive.

We are extremely concerned about the timing to approve and adopt this proposal on December 10th. We will do what we can to inform our neighbors and am sure as they have also invested in Kirkland by living here that they will also be AGAINST the changes to the Comprehensive Plan.

Sincerely,

Kirkland, WA 98033

From:
Sent: Thursday, September 5, 2024 10:14 AM
To: City Council
Cc: Planning Commissioners; Adam Weinstein; 2044 Comprehensive Plan
Subject: Opposition to Kirkland High Density Plan

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

Dear City Council members and Planning Commissioners,

I am writing to share my opposition to the current Comprehensive Plan being considered by the City Council, particularly the current proposals for high density development in residential neighborhoods. As a long-time resident of Kirkland and a Kirkland voter, I want to make sure that my views are heard. While I am pro-growth and pro-affordable housing, the current plan makes no sense. It is not data-driven and provides no adequate explanation of how infrastructure and traffic will be mitigated if it is adopted. There are also concerns that infrastructure changes may require application of eminent domain but this has not been shared in any public forum. I would like to hear my City Council represent all views and I want to see transparent decision-making. Neighboring suburbs have effectively promoted growth with thoughtful planning. Why can't Kirkland do the same rather than railroading through a plan supported by a vocal minority and businesses that stand to gain financially?

I will be voting against the re-election of any Council member's who supports this plan.

From: Allison Zike
Sent: Wednesday, September 4, 2024 10:54 AM
To: Janice Swenson
Subject: Fw: Transit corridor - reject

From:
Sent: Wednesday, September 4, 2024 8:43 AM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Transit corridor - reject

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

I am a resident of Kirkland. I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed
Kind regards,

From: Allison Zike
Sent: Thursday, September 5, 2024 7:33 AM
To: Janice Swenson
Subject: Fw: Land Use on 108th and 68th in Kirkland

From:
Sent: Wednesday, September 4, 2024 5:19 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>; Rodney Rutherford <rrutherford@kirklandwa.gov>; Bria Heiser <bheiser@kirklandwa.gov>; Scott Reusser <sreusser@kirklandwa.gov>; Angela Rozmyn <arozmyn@kirklandwa.gov>; Aaron Jacobson <ajacobson@kirklandwa.gov>; Katya Allen <kallen@kirklandwa.gov>; Gina Madeya <gmadeya@kirklandwa.gov>
Cc: City Council <citycouncil@kirklandwa.gov>; centralhoughton@gmail.com <centralhoughton@gmail.com>
Subject: Land Use on 108th and 68th in Kirkland

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

Honorable Planning Commissioners and City Councilmembers,

As an active member of the Kirkland community and the Houghton Neighborhood Association (HNA), I ask that you REJECT the transportation corridor land use proposal LU-2.4 you are considering.

The transportation oriented development land use proposal should be REMOVED completely from the Comprehensive Plan.

I implore you to vote in accordance with the will of the majority of taxpayers of Kirkland.

- We do not see how the density suggested in this plan will reduce the cost of housing in Houghton.
- Our neighbors do not want the potential for single family homes along 108th/Houghton Boulevard and ¼ mile east / west to be rezoned for residential mixed-use.
- Our neighbors do not want 50-200 units of housing per acre.
- We don't believe the density proposed in this plan is proportional to the transportation infrastructure.
- We believe that emergency services will be hindered and schools overcrowded. We already face problems with overcrowding at Lakeview.
- We would like to see Metro Bus Service on 108th connect to meaningful destinations for our neighbors to increase ridership before considering land use decisions related to ridership
- We believe transportation and land use decisions are tightly related and should not be considered or decided with a flawed, siloed approach like this.
- We believe this type of policy and subsequent zoning will be harmful to the environment
- HNA would like to be engaged and involved by the City in public transportation solutions for our neighborhood

Respectfully submitted and endorsed by the Houghton Neighborhood Association Board of Directors

From: Allison Zike
Sent: Thursday, September 5, 2024 6:59 AM
To: Janice Swenson
Subject: Fw: Proposed Transit Corridors and 4-6 story multifamily buildings in Houghton and West of Market neighborhoods

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From:
Sent: Wednesday, September 4, 2024 7:10 PM
To: City Council <CityCouncil@kirklandwa.gov>
Cc: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Proposed Transit Corridors and 4-6 story multifamily buildings in Houghton and West of Market neighborhoods

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

I have been a resident of Kirkland for fourteen years, moving to the Houghton neighborhood from Bellevue to embrace a safe, quiet and connected residential community that reflected our values. Before my husband and I decided to buy our home, I paid a visit to Kirkland City Hall to verify the reliability of the height restrictions for homes in the area. I was assured that the codes had been in place for years and were enforced to protect homeowners from losing their views and property values. In the wake of that meeting, we went ahead and bought our home, trusting the city to uphold it's word. We worked hard for many years and saved our money so that one day we could afford a home in a residential community like Houghton. We paid our taxes, did home improvements as was necessary and believed we were investing in our future. Imagine our surprise to find out from CherishKirkland.org that the current City Council members have quietly been planning to change those height restrictions to allow 4-6 story multi-family structures to be built in our neighborhood! We feel like the rug has been pulled out from under us and have lost our trust in the City Council's decision-making process.

When we moved here there was some traffic on 108th but, over the years, with more residents there is now more traffic. However, the Council's idea of widening 108th NE and adding more buses to accommodate more people is not going to solve the traffic problem. I walk the neighborhood every day, at all different times of the day, and I see that most of the buses are either empty or have just a handful of riders. Most people want to be independent and have flexibility. Commuting from where we live to where we work has always been necessary for most people unless our jobs allow us to work from home, now more common since the Pandemic. It is my opinion that building more apartments in urban areas of Kirkland, rather than in established residential neighborhoods, makes much more sense with the option of then adding more buses and bus routes in those areas as needed.

In summary, I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I request that the Council remove all of Policy LU-2.4 and associated items.

Regards,

From: Allison Zike
Sent: Thursday, September 5, 2024 6:21 AM
To: Janice Swenson
Subject: Fw: Transportation Corridor Land Use Proposal LU-2.4

From:
Sent: Wednesday, September 4, 2024 4:31 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>; Rodney Rutherford <rrutherford@kirklandwa.gov>; Bria Heiser <bheiser@kirklandwa.gov>; Scott Reusser <sreusser@kirklandwa.gov>; Angela Rozmyn <arozmyn@kirklandwa.gov>; Aaron Jacobson <ajacobson@kirklandwa.gov>; Central Houghton Neighborhood Association <centralhoughton@gmail.com>; Katya Allen <kallen@kirklandwa.gov>; Gina Madeya <gmadeya@kirklandwa.gov>; City Council <citycouncil@kirklandwa.gov>
Subject: Transportation Corridor Land Use Proposal LU-2.4

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

I am writing to the Kirkland City Planning Commissioners today to register my concerns regarding the Land Use Proposal LU-2.4.

I understand that this zoning proposal would have a significant impact on life as we currently know it in the Houghton area. I am fervently opposed to the zoning changes that would allow an unacceptable increase in our housing density, both in building height allowances and the number of units of housing per acre. The impact of these changes would completely upend the nature of our Houghton neighborhood and why it has been a desirable place to live for many years.

From 2015-2019, all of the local neighborhood associations in Kirkland spent a great deal of time and effort to address our neighborhood plans. NONE of these completed plans had any preference for the type of high density zoning that is being proposed by the Kirkland City Planning Commission. I often hear the phrase from our Kirkland City Council and all related bodies that "we want to hear from you". You did in these submitted and approved neighborhood plans, and the intent of those who live in Kirkland has not changed. Families move here to have the kind of life that single family zoning provides; this adds value to our homes and to our city's reputation. I ask you not to destroy that. You HAVE heard from us, and those you are appointed to serve do not want high density mixed use housing.

There are proposed changes to our transportation system that I do not agree with. In order to accomodate the proposed high density housing in the LU-2.4 proposal, 108th Avenue would be changed to accommodate Rapid Ride buses with service every 7 minutes. Why Rapid Ride on 108th? This is the heart of Houghton, where we walk and where our children (and adults) ride bikes in the bike lanes; generating added bus service on the same surface area would be untenable and create a hazardous environment. We have multiple schools that front onto 108th in addition to ICS/Community school on 110th; the safety of the children coming to these schools is already challenging. The LWSD Emerson/BEST School will be remodeled or replaced and the student population will be increased in 2027-28. The addition of higher density housing and the increased traffic generated by more people will only make this a less safe neighborhood.

We appreciate the time and effort the Kirkland City Planning Commission has spent in looking into the future for Kirkland. As one who has lived in Houghton since 1985 (and paid a great deal of tax dollars into this community) I

strongly disagree with the proposed changes outlined in the LU-2.4 proposal. I hope that you will hear the many other voices that are in disagreement with what is being proposed.

Sincerely,

From: Allison Zike
Sent: Thursday, September 5, 2024 5:45 AM
To: Janice Swenson
Subject: Fw: Move forward with LU-2.4

From:
Sent: Wednesday, September 4, 2024 10:22 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Move forward with LU-2.4

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Commissioners,
I'm looking forward to the outcome of your discussions about LU-2.4 at the meeting next week. I really appreciate all the time that you and staff have spent taking in and processing community feedback on this issue.
It's been disheartening to see that the discussion around LU-2.4 hasn't changed much after staff presented a new version of the policy with more details about process and criteria. There's still a lot of concern that the city hasn't considered all the impacts of increasing density along transit corridors. And they're right - because this policy is what would kick off the study process! So of course it hasn't happened yet. It's clear to me that the city will take local considerations into account during the study, and propose zoning that is appropriate for the local conditions. Transportation capacity will be taken into account as required by state law.
On paper, the city currently has enough development capacity to reach its next growth target, true. However, we've already built over 3,000 units towards our goal, and yet the rise in housing costs isn't slowing down. In fact, they're rising faster than pre-covid. We need to ask if our current strategies are really enough to get this under control. And all the while, **the land along these corridors is already being redeveloped**. Houses are being replaced with ones that cost at least twice as much, and once a property redevelops like that, it's locked in for decades.

Pulling LU-2.4 will not keep our neighborhoods the way they are now - our neighborhoods are changing either way. I can't see how the status quo is better for our neighborhoods and families than allowing more housing types. How many families are served by these new $3M dollar houses?

Please move forward with LU-2.4, and don't include language that limits when the study can start. These corridors deserve to be studied. They deserve to go into the prioritization process for the planning department just like anything else. I hear the concerns about if the station area will get fully built out, and by all means, if that's limited by city policy rather than external factors, it should be looked into. But to kill LU-2.4 now is saying that there's no way that we'll want more density in any of these locations anytime in the next 20 years.
I would be happy to discuss this topic with any of you if you have questions and/or interest.
Thank you,

From: Allison Zike
Sent: Thursday, September 5, 2024 6:24 AM
To: Janice Swenson
Subject: Fw: Housing, density, traffic, affordability

From:
Sent: Wednesday, September 4, 2024 2:39 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>; Rodney Rutherford <rrutherford@kirklandwa.gov>; Bria Heiser <bheiser@kirklandwa.gov>; Scott Reusser <sreusser@kirklandwa.gov>; Angela Rozmyn <arozmyn@kirklandwa.gov>; Aaron Jacobson <ajacobson@kirklandwa.gov>; Katya Allen <kallen@kirklandwa.gov>; Gina Madeya <gmadeya@kirklandwa.gov>
Cc: City Council <citycouncil@kirklandwa.gov>; Houghton Neighborhood Association <centralhoughton@gmail.com>
Subject: Housing, density, traffic, affordability

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I'm sorry I don't have time to meet with you individually but want to reiterate what you may have heard from me recently.

As I look around Kirkland I see many, many housing projects being built, from single family homes to 10-25 unit condos and apartments to huge multi-hundred apartment units being built. I have yet to see anything that I would call "affordable" for the average working person.

- Two new average size homes facing very busy State St. are now on the market for $3.45 million - not what I'd call affordable.
- About 12 units, apparently "affordable" condos, are nearing completion on the SW corner of 6th St. S. and Kirkland Way. The "alley" between the 2 buildings is so narrow that only those driving a tiny car will be able to use the garage, but since the units are "affordable," buyers may not even own a car. Weird project on what used to be a single-family lot.
- Twenty-two new condos are near completion behind St. John's church on State St. They are each 1- room wide and 4 stories tall - with no elevator. At the price they will sell, not only are they not affordable but they will only appeal to high-earning families in excellent physical condition. It's a crazy plan, but they'll probably sell - to the benefit of the developers more than making Kirkland more livable.
- There are large apartment projects recently built or still under construction that have anywhere from 50-500 units. Bloom, Vela and the huge project on Slater in Totem Lake come to mind. Rents are way out of the range of those working at Starbucks or at any of our other service jobs.
- Expecting transit to be the answer to traffic is laudable but has no basis when Metro and Sound Transit have no plans to improve service. And what service they do provide now is not being used. Buses leaving the Transit Center near the library are rarely carrying more than 5 people. Maybe they fill up at the South Kirkland Park & Ride, but that's as much Bellevue as Kirkland.
- Traffic is already horrendous during rush hour (now about 4 hours a day). Increased density will not solve that.
- And again, I seem to be the only one pointing a finger at a major choke point that will always remain: Central Way and Lake Street, one-lane in each direction at a T-intersection resulting in backups a mile long at times. Greater density anywhere within 1/2 mile of that intersection will make that so much worse.

What you, the Planning Commission, are doing is pie-in-the-sky planning. Density is not going to lower prices but it will worsen livability or reduce homelessness, which BTW is a tiny, tiny problem in Kirkland that cannot be remedied on a local level. We're rapidly turning into a suburban version of Seattle. You're the specialists so I hope you can find better ways to solve problems.

From: Allison Zike
Sent: Wednesday, September 4, 2024 6:45 AM
To: Janice Swenson
Subject: Fw: 2044 Comprehensive Plan

From:
Sent: Tuesday, September 3, 2024 9:39 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Re: 2044 Comprehensive Plan

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

Yakov Berg
7048 132nd Ave NE, Kirkland, WA 98033
dexatro@gmail.com
206-468-4579
09/03/2024

Dear Members of the Kirkland Planning Commission,

I am writing to express my strong support for the inclusion of more housing in the upcoming update to Kirkland's Comprehensive Plan. As our community continues to grow, it is crucial that we take proactive steps to ensure that housing availability keeps pace with demand. The decisions made in this plan will shape the future of our city, and it is imperative that we prioritize the development of diverse housing options to meet the needs of all residents.

The current housing shortage is a pressing issue that affects not only affordability but also the overall quality of life in our city. Without sufficient housing, we risk driving out longtime residents and making Kirkland inaccessible to young families, essential workers, and others who contribute to the vibrancy of our community. Increasing housing density, particularly in areas with access to public transportation and other amenities, will help to alleviate these pressures.

Moreover, adding more housing aligns with Kirkland's broader goals of sustainability and economic vitality. Higher-density development can reduce our carbon footprint by minimizing the need for long commutes, while also supporting local businesses and services by increasing the customer base. Thoughtful planning that incorporates mixed-use developments and affordable housing options will ensure that Kirkland remains an inclusive and thriving place for all who live and work here.

I urge the Planning Commission to adopt policies that encourage the development of more housing, particularly affordable and workforce housing, in the Comprehensive Plan. This is not just about meeting current demand but about planning for a future that is equitable, sustainable, and vibrant.

Thank you for your consideration.

From: Allison Zike
Sent: Wednesday, September 4, 2024 6:47 AM
To: Janice Swenson
Subject: Fw: Our family ask against the inclusion of the transit corridors in the 2044 Comprehensive Plan

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From:
Sent: Tuesday, September 3, 2024 5:12 PM
To: City Council <CityCouncil@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Cc: jessicamcintire@hotmail.com <jessicamcintire@hotmail.com>
Subject: Our family ask against the inclusion of the transit corridors in the 2044 Comprehensive Plan

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Dear Sir/Madam,

My wife (on CC here) and I are long-term residents of Kirkland, we own and live in family our house on 11th Ave.

We are firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan.
As such, we ask for all of Policy LU-2.4 and associated items to be removed.

Regards,

From:
Sent: Tuesday, September 3, 2024 9:20 PM
To: City Council; Planning Commissioners
Cc: Adam Weinstein; 2044 Comprehensive Plan
Subject: Opposition to the 2044 Comprehensive Plan - Please No

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

Dear Kirkland City Council Members & Planning Commission,

I hope this message finds you well. I am writing to express my strong opposition to the 2044 Comprehensive Plan. After thoroughly reviewing the proposed plan and considering its implications, I have significant concerns that I believe warrant your immediate attention.

The Comprehensive Plan, as it stands, poses several issues that could negatively impact the quality of life in our community. Here are the primary concerns that motivate my opposition:

1. **Loss of Community Character**: My wife and I moved to Kirkland from Seattle last year specifically to escape high-density development and enjoy a community with front yards and safe, quiet streets. The plan's focus on increasing density threatens to erode the very qualities that attracted us to Kirkland. The proposed zoning changes and higher building heights could drastically alter our neighborhood's character, which we value greatly.
2. **Increased Traffic and Congestion**: The plan's emphasis on density and development is likely to exacerbate traffic congestion and strain our infrastructure. Traffic on 70th Avenue is already congested and unsafe. We cross at the 124th Street crosswalk daily when walking our dog and have been nearly hit on several occasions. We have also noticed that, even with the current population, public buses are rarely used, and many people rely on personal vehicles. How can the city guarantee that increased density will not lead to more traffic congestion from personal cars if public transit options are not significantly improved and more widely utilized? The plan should address how it will effectively manage the anticipated traffic increases and ensure that public transit options are truly viable alternatives.
3. **Environmental Impact**: The proposed developments may have significant environmental consequences. Increased construction and density could negatively impact local ecosystems, green spaces, and wildlife habitats. Protecting our natural environment should be a top priority, and the plan seems to fall short in this regard.
4. **Lack of Adequate Public Services**: One of the reasons my wife and I chose to move to Kirkland was the high quality of the local school system. The plan does not adequately address how the school system will be expanded to accommodate the anticipated population growth while preserving the quality of education. How will the city ensure that schools do not become overcrowded, that class sizes do not increase, and that the high standards of education are maintained?
5. **Community Input and Transparency**: There has been a lack of sufficient community engagement and transparency throughout the development of this plan. Many residents feel that their concerns and preferences have not been adequately considered or addressed.

In light of these concerns, I also urge that this matter be put to a city-wide vote. If decisions like building a community rec center are deemed significant enough to be on the ballot, then surely a plan that changes the character, traffic, and soul of our city should be subjected to the same level of public scrutiny and approval.

Thank you for your attention to this matter. I hope you will take my concerns into account as you move forward with the Comprehensive Plan.

Sincerely,

Kirkland, WA 98033

From:
Sent: Tuesday, September 3, 2024 4:37 AM
To: Planning Commissioners
Cc: City Council; 2044 Comprehensive Plan
Subject: Resident feedback re: high-density zoning changes to comprehensive plan

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

Commissioners, council members, and other interested parties,

I write to you to urge you NOT to adopt proposed changes to the 2044 comprehensive plan regarding high-density zoning and transit corridors.

I have lived in Kirkland for over 25 years, from the time I was 4 years old. I have patronized every common space and public service, learned at local schools, played on local sports teams, worked at downtown Kirkland businesses, and taken public transit all over the Eastside and across the lake to Seattle. I am proud of the city that raised me, and would not like to see it harmed by out-of-touch measures to increase growth at any cost.

My primary issues with the proposal are as follows:

1. There has been insufficient opportunity for public comment and feedback. Respectfully, this change has been under-publicized. As soon as community members got wind of the proposal to study a change to the plan, there was a swift and forceful backlash. The August planning commission meeting was packed with people opposed to the change. Many of them, including my father, were not able to voice their concerns due to the crowd size. When it comes to municipal notice and comment rule making, minimal notice to solicit comments may be technically sufficient, but it is also dishonest and belies the unpopularity of the proposal in question.

2. Kirkland is already ahead of all metrics with regard to its growth goals. Kirkland is already projected to have a surplus capacity of over 6,000 housing units above state targets by 2044. This is not a “more is better” situation. Increasing density must be balanced against the benefits of living with safe streets and green spaces.

3. This change will diminish the character of what makes Kirkland a desireable place to live. We have already lost much of that character with the Park Place overhaul. Allowing 7 story buildings and up to 200 or 250 units per acre on each site within 1/4 mile of designated transportation corridors, particularly in the highlands, will transform a lush patchwork of suburban homes into a Crossroads-like maze of dark and congested streets.

4. We have existing commercial zoning that can be utilized to help us meet our growth management act requirements and those commercial zones are TRANSPARENTLY COMMERCIAL. Larger buildings there are NO SURPRISE to adjacent residents and don’t reduce existing residential zoning. These can and must be maximized, before we even consider further changes.

5.
The size and scope of the proposal is huge both in terms of the number of units per acre, the possible height of the buildings AND with the 1/4 mile swath of land being considered adjacent to the corridors. The impact of zoning so poorly conceived ends up being dark, windy streets, where views are negatively impacted, light is diminished, neighborhoods are bisected and the sense of community is lost.

I urge you to not adopt this proposal or otherwise pursue this type of change to the Comprehensive Plan. Please serve the people who live here now instead of those hypothetical masses who might want to some day, and who are already provided for by current measures.

Thank you,

September 3, 2024

To City Council,

Kirkland has NO credible plan for the changes that are contemplated in the 2024 Comprehensive Plan relative to the Transit Corridors. Adding the land use plan changes without Kirkland Citizen input formally considered is both irresponsible and dangerous.
The in-place plan has zoning that enables Kirkland to meet the 2044 housing requirements.
Adding affordable housing at the volumes enabled by the proposed land use plan changes will result in 24x7 gridlock on the main thoroughfares and parking wars and dangerously constricted side streets. This will result in a significant reduction in the quality of life for all Kirkland residents.
Kirkland resident Richard Carlson details these issues clearly in his public comments….
One key point in Mr. Carson's note is: No other community in the nation has ever tried such a massive rezoning.
Why should Kirkland to be first with this "social experiment", especially when it's highly likely to not meet its goals and ultimately fail?
It strikes me as extremely irresponsible for the City Council to move forward in any way with the Comprehensive Plan as currently written. There are a HUGE drawbacks, with the only positive being the possibility of additional affordable housing being built. But that positive is risky and most definitely not assured by these changes.
I hope the Kirkland City Council is not planning to leave the Transit Corridors and resulting land use plan changes in the Comprehensive plan without having proper input from taxpaying Kirkland Residents broadly formally considered. Doing so would be a highly imprudent step by the Council.

Regards

A Very Concerned Kirkland Resident and Taxpayer

September 3, 2024,

Councilmembers,

I am a Kirkland resident and wanted to reach out regarding the Kirkland 2044 Comprehensive Plan. As I'm sure you are aware, there are a lot of signs posted in yards of those who are against the new zoning proposed in the plan. I actually live in an apartment along Market Street, which is designated for increased density.

Many of my neighbors are very upset by the new plan, but they have the fortune of living in a house. My family does not. I am an employee at Lake Washington School District, yet am unable to afford any house or condo in Kirkland or nearby that I think is suitable for my family. I work in a Kirkland school, yet can't afford to buy a home in Kirkland. This fact is hard to comprehend. And I certainly am not unique. I love my job, but the pay is inadequate. So much so, I work an additional 30 hours a week in a different field. And was still offered a mortgage at $300,000 by my bank. Yikes.

The ARCH program is great, but is insanely competitive. My wife and I dream, but we are not delusional.

I hope the new zoning that has been proposed saturates Kirkland with enough new housing to allow families like mine the opportunity to purchase a home in the community we love. We've lived here for eight years, and there has yet to be such an opportunity for us.

Thank you for listening.

September 3, 2024

To Commissioners and Councilmembers,

I am a resident of Kirkland and have been recently following the discussion regarding the 2040 plan involving up-zoning along transportation corridors.
I do not feel that this change is being made with the interests of Kirkland's current and future residents. I understand that we could make strides to improve our density but there are already changes to the law that we have not yet seen the impact of that should allow us to get to the level of density that we owe the county.
I'm opposed to this change for many reasons but predominantly for the following:
1.This process has not been transparent and it has been poorly publicized. Only recently did members of the community figure out that these decisions were being proposed and still, there is very low awareness of the changes being proposed. Not one Kirkland resident that I've spoken to, is in favor of this proposal and most have no idea that it is even being discussed. This lack of transparency seems to be HIGHLY DECEPTIVE or SUSPICIOUS at best. Changes of this magnitude require more community outreach.
2.The size and scope of the proposal is huge both in terms of the number of units per acre, the possible height of the buildings AND with the 1/4 mile swath of land being considered adjacent to the corridors. The impact of zoning so poorly conceived ends up being dark, windy streets, where views are negatively impacted, light is diminished, neighborhoods are bisected and the sense of community is lost.
3.The new buildings will cut off neighborhoods and reduce residential zoning in a town that is already struggling with infrastructure and traffic. Without the vote of the people, you are drastically changing the nature of our community.
4.We have existing commercial zoning that can be utilized to help us meet our growth management act requirements and those commercial zones are TRANSPARENTLY COMMERCIAL. Larger buildings there are NO SURPRISE to adjacent residents and don't reduce existing residential zoning. These can and must be maximized, before we even consider further changes.
5.We are already impacted by the new zoning regulations adopted in Kirkland that allow for ADUs, DADUs, Cottage Housing etc. Have we evaluated how that is going and how it's impacting our goals? Seems that it is reasonable to evaluate that before expanding further.
6.The state legislature has mandated zoning changes for cities above 25,000 residents. This has not gone into effect yet and again, it seems very reasonable to evaluate that new legislation and the impact on density and population before adding greater expansion of density.
7.We are already dense relative to most cities in King, Snohomish and Pierce counties and we are on track to more than meet our growth management act requirements. We need you to smartly grow, NOT provide every developer the opportunity to spoil our town.
My voting is and has always been progressive and I've supported every school levy, parks proposal and public safety legislation that has ever been put on the ballot locally and at the state level, however the overreach of these planning commission changes are outrageous, deceptive and don't represent the wishes of actual Kirkland residents.
I strongly encourage you to NOT ADOPT THE PROPOSAL, not adopt any "framework" that allows for consideration of changes of the proposed magnitude and to completely table the discussion for future evaluation.

Thanks for your consideration,

September 3, 2024

I am a resident of Kirkland. I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed.
Kind regards,

From: Allison Zike
Sent: Tuesday, September 3, 2024 4:04 PM
To: Janice Swenson
Subject: Fw: Policy LU-2.4

From: L
Sent: Monday, September 2, 2024 10:26 AM
To: CityCounci@kirklandwa.gov <CityCounci@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Policy LU-2.4

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We are 34+ years residents of Kirkland. We are firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. We ask for all LU-2.4 and associated items to be removed.

Thank you.

Kirkland, WA 98034

From: Allison Zike
Sent: Tuesday, September 3, 2024 4:05 PM
To: Janice Swenson
Subject: Fw: 2044 Comprehensive Plan

From:
Sent: Monday, September 2, 2024 9:17 AM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: 2044 Comprehensive Plan

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Planning Commissioners of Kirkland,

I am a resident of Kirkland. I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed

Kind regards,

From: Allison Zike
Sent: Tuesday, September 3, 2024 4:04 PM
To: Janice Swenson
Subject: Fw: Transportation Corridor Feedback

From:
Sent: Monday, September 2, 2024 7:38 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; City Council <CityCouncil@kirklandwa.gov>
Cc: janice Lyon <janiceplyon@gmail.com>
Subject: Transportation Corridor Feedback

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City Council and Planning Commission Members,

I am a resident of Kirkland and have been recently following the discussion regarding the 2040 plan involving up-zoning along transportation corridors.

I'm opposed to this change for many reasons but predominantly for the following:

1. This process has not been transparent and it has been poorly publicized. Only recently did members of the community figure out that these decisions were being proposed and still, there is very low awareness of the changes being proposed.
Not one Kirkland resident that I've spoken to, is in favor of this proposal and most have no idea that it is even being discussed. This lack of transparency seems to be HIGHLY DECEPTIVE or SUSPICIOUS at best. Changes of this magnitude require more community outreach.

2. The size and scope of the proposal is huge both in terms of the number of units per acre, the possible height of the buildings AND with the 1/4 mile swath of land being considered adjacent to the corridors. The impact of zoning so poorly conceived ends up being dark, windy streets, where views are negatively impacted, light is diminished, neighborhoods are bisected and the sense of community is lost.

3. The new buildings will cut off neighborhoods and reduce residential zoning in a town that is already struggling with infrastructure and traffic. Without the vote of the people, you are drastically changing the nature of our community.

4. We have existing commercial zoning that can be utilized to help us meet our growth management act requirements and those commercial zones are TRANSPARENTLY COMMERCIAL. Larger buildings there are NO SURPRISE to adjacent residents and don't reduce existing
residential zoning. These can and must be maximized, before we even consider further changes.

5. We are already impacted by the new zoning regulations adopted in Kirkland that allow for ADUs, DADUs, Cottage Housing etc. Have we evaluated how that is going and how it's impacting our goals? Seems that it is reasonable to evaluate that before expanding further.

6. The state legislature has mandated zoning changes for cities above 25,000 residents. This has not gone into effect yet and again, it seems very reasonable to evaluate that new legislation and the impact on density and population before adding greater expansion of density.

7. We are already dense relative to most cities in King, Snohomish and Pierce counties and we are on track to more than meet our growth management act requirements. We need you to smartly grow, NOT provide every developer the opportunity to spoil our town.

My voting is and has always been progressive and I've supported ***every*** school levy, parks proposal and public safety legislation that has ever been put on the ballot locally and at the state level, however the ***overreach*** of these planning commission changes are outrageous, deceptive and don't represent the wishes of actual Kirkland residents.

I strongly encourage you to NOT ADOPT THE PROPOSAL, not adopt any "framework" that allows for consideration of changes of the proposed magnitude and to completely table the discussion for future evaluation.

Thanks for your consideration,

Highlands Neighborhood Resident

From: Allison Zike
Sent: Tuesday, September 3, 2024 4:04 PM
To: Janice Swenson
Subject: Fw: 2044 Comprehensive Plan

From:
Sent: Monday, September 2, 2024 4:33 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: 2044 Comprehensive Plan

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

Dear Commissioners,

I am a Kirkland resident. I do NOT approve of the transit corridors in this plan. therefore, I ask for all of Policy LU-2.4 and associated items be removed.

Sincerely,

From: Allison Zike
Sent: Tuesday, September 3, 2024 4:05 PM
To: Janice Swenson
Subject: Fw: Comprehensive Plan

From:
Sent: Monday, September 2, 2024 8:36 AM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Comprehensive Plan

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

I am a resident of Kirkland. I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed.

Our current plan is working. We have new apartments going up in Totem Lake and new ones soon to be built on 85th.

Today on Zillow there are 632 rentals available in Kirkland. 282 of these are less than $2,500 per month. We already have affordable housing in Kirkland.

We are not Bellevue, Redmond, Seattle or San Francisco. We are Kirkland. Please keep us Kirkland.

Thank you.

Sent from Outlook

From: Allison Zike
Sent: Monday, September 2, 2024 5:57 AM
To: Janice Swenson
Subject: Fw: PlanningCommissioners@kirklandwa.gov

From:
Sent: Sunday, September 1, 2024 10:07 AM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: PlanningCommissioners@kirklandwa.gov

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Dear Members,

I am a resident of Kirkland. I am firmly AGAINST the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed.
Kind regards,

From: Allison Zike
Sent: Monday, September 2, 2024 5:56 AM
To: Janice Swenson
Subject: Fw: 2044 Comprehensive Plan -REMOVE Policy LU-2.4 and associated items

---

From:
Sent: Sunday, September 1, 2024 11:36 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: 2044 Comprehensive Plan -REMOVE Policy LU-2.4 and associated items

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

Dear Kirkland Planning Commissioners,

I am a long time resident of Downtown Kirkland. I am Firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for All of Policy LU-2.4 and associated items to be removed.

Best Regards,

From: Allison Zike
Sent: Monday, September 2, 2024 5:56 AM
To: Janice Swenson
Subject: Fw: 2044 Comprehensive Plan removal of all of Policy LU-2.4

From:
Sent: Sunday, September 1, 2024 4:19 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Fw: 2044 Comprehensive Plan removal of all of Policy LU-2.4

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

I am a 62-year resident of Kirkland born and raised. I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed
Kind regards,

From: Allison Zike
Sent: Monday, September 2, 2024 5:57 AM
To: Janice Swenson
Subject: Fw: 2044 Comprehensive Plan - Transit Corridors

From:
Sent: Sunday, September 1, 2024 12:50 PM
To: City Council <CityCouncil@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: 2044 Comprehensive Plan - Transit Corridors

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

I am a long-time resident of Kirkland. I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed from the Plan.

Such development, as allowed by the Policy, would result in destruction of residential Kirkland as we know it. I believe such development, if required by the density mandates of the County or State, would best be served along our true transit corridor, Interstate 405. I do not believe that the City has been forthcoming in sharing information on those density requirements with us citizens, including information on whether we have met those requirements or what further efforts are needed to meet such requirements. There are alternatives that should be addressed.

Development along residential streets that allows such densities as envisioned, would require modifications to sewer and water infrastructure. Increased traffic loads will result in residential streets being turned into four-lane arterials. Not enough people will turn to riding the bus, to make a difference in increased traffic loads.

These changes in infrastructure, and their impact on the neighborhoods and the environment, should be addressed before any Policy is included in the 2044 Comprehensive Plan.

Sincerely,

Kirkland 98034

From: Allison Zike
Sent: Monday, September 2, 2024 5:56 AM
To: Janice Swenson
Subject: Fw: 2044 Comprehensive Plan removal of all of Policy LU-2.4

From:
Sent: Sunday, September 1, 2024 4:15 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: 2044 Comprehensive Plan removal of all of Policy LU-2.4

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

I am a 44-year resident of Kirkland. I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed
Kind regards,

From: Allison Zike
Sent: Monday, September 2, 2024 5:58 AM
To: Janice Swenson
Subject: Fw: In support of the draft land use element

From:
Sent: Saturday, August 31, 2024 1:18 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: In support of the draft land use element

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

Hello Commissioners,

I say YES to more access to housing in Kirkland!

I'm a project mgmt professional living, working, and voting in Kirkland… and 50% of my monthly income goes towards living in a one bedroom apartment in Kirkland.
I choose to take this financial hit because I want to live in a place that has a vibrant, walkable downtown, access to transit, has parks and walking trails, and has access to the lake… a "10-minute neighborhood."

I have read through the May 2024 version of the draft Comprehensive Plan (land use element) and agree with the proposals that plan for increasing housing to meet the needs throughout the future. It is a forward-thinking policy to promote housing equity.

I'd like to highlight the <u>two main things</u> that are important to me and that I want to make sure are included in Kirkland's Comprehensive Plan:

1. Land use policies that support an increase in affordable "middle" housing
2. Land use policies that value community space

Please keep the specificity in the plan around the following:
(Suggestions for Policy LU-1.3, LU-2.4, and LU-5.1)

- Community garden space (access to growing food) - add to 1.3? - important to include specific language to allow (and promote) this land use in residential areas
- Diverse public art requirements (art as part of architecture, murals)
- Streetscaping and landscaping requirements with trees, native plants, rain gardens, Bioswales, etc.

Thank you,

August 30, 2024

Dear Councilmembers,

Kirkland has an ambitious and commendable vision for its transportation future, articulated in the already-adopted Transportation Master Plan. The plan prioritizes multimodal transportation, emphasizing walking, biking, and transit as crucial elements of a livable, vibrant city. However, the current concurrency system, which utilizes both multimodal level of service (MMLOS) and vehicle delay at intersections (LOS), creates a fundamental inconsistency with the plan's vision.

The Master Plan recognizes that it is not feasible to build enough automobile capacity to eliminate congestion. This is a critical recognition, as the current concurrency system focuses on relieving delay at intersections and maintaining a minimum LOS of "E" during peak hours. The emphasis on LOS creates a "have our cake and eat it too" scenario, as prioritizing car-focused improvements often undermines the plan's stated goals for alternative transportation.

For example, the Master Plan advocates for world-class walking facilities along the Cross Kirkland Corridor (CKC). However, widening roadways to alleviate intersection congestion, a key component of the concurrency system, can come at the expense of pedestrian and bicycle infrastructure. This creates a tension between the two components of the concurrency system, pushing Kirkland to make difficult choices between maintaining LOS and building out a complete multimodal network.

The Master Plan explicitly prioritizes alternative transportation modes, recognizing that a livable, vibrant city cannot rely overwhelmingly on automobile travel. This is highlighted in several key sections:

- Hierarchy of Modes: The Master Plan explicitly outlines a hierarchy of transportation modes, prioritizing walking, biking, and transit before motor vehicles.
- Transportation Concept: The plan emphasizes a vision of "livable, vibrant cities" where walking, biking, and transit offer safe, accessible, and well-maintained alternatives to car travel. The plan acknowledges that complete congestion removal is not feasible or desirable.
- Sustainability: The plan's sustainability goals promote energy efficiency and environmental responsibility. This directly aligns with prioritizing alternative modes, which are considered more energy-efficient than automobile travel.
- Totem Lake Urban Center: The Master Plan envisions a shift away from an automobile-oriented Totem Lake neighborhood towards a mixed-use, walkable, and transit-friendly environment. This is seen as essential for supporting economic development and addressing the existing legacy of auto-centric design.

The GMA requires jurisdictions to adopt LOS standards but does not dictate how they are defined. Kirkland's two-pronged concurrency approach goes beyond the requirements of the GMA, but this approach ultimately hinders the achievement of the Transportation Master Plan's broader vision.

Therefore, I urge the City Council to consider deemphasizing the use of vehicle delay (LOS) for concurrency. This will align Kirkland's concurrency program with the priorities set forth in the Transportation Master Plan and create a more cohesive and consistent approach to transportation planning. By focusing primarily on the MMLOS, Kirkland can more effectively ensure that its transportation system prioritizes the needs of all modes of transportation and fosters a city where walking, biking, and transit are viable and desirable options for residents.

Thank you,

From:
Sent: Friday, August 30, 2024 8:03 PM
To: Planning Commissioners; City Council; 2044 Comprehensive Plan
Subject: Allow the kind of redevelopment that preserves diversity of income in Kirkland

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

Dear Planning Commissioners and City Council Members,
We now live in the much more affordable Juanita neighborhood, but my family used to rent a small older home in the Norkirk neighborhood. My kids went to Peter Kirk Elementary with kids living West of Market, many of whom lived in enormous mansions.

During the years that we lived in that area, we witnessed small older home after small older home be replaced by Mcmansion after Mcmansion.

Redevelopment is inevitable as long as our economy remains vibrant. But what kind of redevelopment happens is up to us to determine. I do not want to see Kirkland redevelop into exclusively more and more expensive single-family mansions that are unobtainable except for the very rich.

Let's legalize housing of all types and sizes so that everyone who wants to live in Kirkland, especially in central neighborhoods close to frequent transit, can call Kirkland home.

For the sake of my kids being able to stay in Kirkland, for the sake of teachers and healthcare and grocery workers, for the sake of everyone who depends on workers being able to live here -- please allow the kind of redevelopment that preserves -- and increases! -- diversity of income in Kirkland.

Exclusive communities are not robust communities.

Thank you,

From: Allison Zike
Sent: Thursday, August 29, 2024 4:08 PM
To: Scott Guter
Cc: Janice Swenson
Subject: Fw: Public comment for Kirkland Comprehensive Plan

From:
Sent: Thursday, August 29, 2024 4:04 PM
To: Allison Zike <azike@kirklandwa.gov>; Janice Swenson <jswenson@kirklandwa.gov>; Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Public comment for Kirkland Comprehensive Plan

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

Dear Ms. Zike and Planning Commission -

Please accept this comment regarding the Comprehensive Plan for Kirkland housing planning.

I've lived in Kirkland for 31 years, our children having gone to John Muir El, Thoreau El, Kamiakin MS, and Juanita HS. (my youngest is there now). I've volunteering for over a decade with PTSA, Kirkland Nourishing Networks, and local community events (Juneteenth, etc).

It's certainly no secret that we have some of the highest housing/rental costs in the nation and I know there are efforts (IE Amazon's billion dollar investment) to help provide more affordable housing.

A study last year showed that the AVERAGE hourly wage in WA to afford a 2-bed apartment was $36.33/hr. (working 40 hours a week)
Only New York and California were higher.
State map shows what renters need to earn to afford 2-bedroom (cnbc.com)

What we're saying is that we only want professional and tech workers in Kirkland and that's it ?

We are literally losing our teachers (current staff who are quitting and moving!), small business owners, skilled laborers, and young adults (w college degrees!) because they simply can't afford to live here. Providing housing at lower costs than the million dollar new constructions is just mandatory. And situating this housing near public transit, bike paths, etc will help

Kirkland must embrace and promote affordable housing to keep our city rich in talent, diversity, and business.

I know there is ignorance about "lower incoming" housing and the conclusions people make about residents who choose that over massive mortgages.

That sort of racist, affluent, privileged thinking isn't Kirkland. We can do better. We are better.

As you make decisions about the next 10 or 20 years for our city, please see the fear and ignorance in the views of those wanting to quash all attempt to support residents that bring such quality and diversity to supporting Kirkland.

Thanks so much.

From:

Sent: Thursday, August 29, 2024 9:27 PM
To: 2044 Comprehensive Plan; Planning Commissioners
Cc: Julie Schreiber
Subject: Cherishkirkland.org does not speak for me

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

Hi! A neighbor of mine has a yard sign out inviting folks to sign the petition at cherishkirkland.org. So, I took a look at it, and at the V.2 Draft Land Use Element on the city website. And I have concluded that the folks promoting the petition are seriously misrepresenting the content of the plan. Therefore, we would like to state for the record that we support the planned growth and zoning changes.

Your neighbors,

From:
Sent: Wednesday, August 28, 2024 6:57 AM
To: Janice Swenson; Planning Commissioners; Allison Zike
Subject: A vote for more affordable housing options

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

Hello,

I understand that your team is deliberating about how to include (or not include) affordable housing into the future of Kirkland. I've been a resident of Kirkland for almost 30 years now and I'm passionate about our city. One of the things I have loved is watching our great community grow in diversity over the years. The demographics have shifted in some beautiful ways. I would love to see that continue, but in order for that to be so, there needs to be affordable housing options for Kirkland in the future.

Selfishly, I would love for there to be more affordable housing options for another reason. I would also love for my kids to be able to live here someday. I know I'm not alone in that. We feel unbelievably fortunate to have bought our first home in Kingsgate in 2004. I can assure you that we would not be able to afford a home in Kingsgate today. The same will be true of our children when they start making plans to settle down and start a family. Kirkland will be out of the question for them. I may be biased, but my kids are exactly the kind of humans we want here. I hope you'll consider the next generation as you make plans for future housing.

Thanks for your time!

OVERKILL

Kirkland's housing affordability problem is evidence of success, not failure. To its natural economic advantage of being located near three of the hottest labor markets on earth, Redmond, Bellevue and Lake Union, Kirkland added good schools, great parks and lovely neighborhoods providing attractive lifestyles ranging from semi-rural to urban. As local employment of high-income tech workers boomed over the last decade, no power on earth could have prevented those high-income workers from bidding up the price of Kirkland's attractive housing. Microsoft alone doubled its employment and wages over the last decade, and many of those "softies", in their tens of thousands, wanted to live in Kirkland.

The fundamental problem facing Kirkland is how to ameliorate the resulting problem of unaffordable housing without destroying the lovely environment that helped create the problem. I spent nearly 30 years, 1976-2003, dealing with exactly the same problem in Palo Alto, California, where I worked and lived. The only difference is that Palo Alto home prices exploded 20 years before the same thing happened in Kirkland. Policymakers in both communities must face the same fundamental reality:

1. Neither community will ever be "affordable" again, at least not in the lifetimes of anyone reading this document. The housing problem can be improved, but not solved.
2. All new construction will serve the high-income market. It is impossible to actually build new affordable housing without huge subsidies; costs of land and labor are too high.
3. Transportation is the ultimate limit to home construction. Overbuilding could easily lead to gridlock.
4. The lifestyles of the new high-income residents will require flexible, personal transportation: cars. Their time is far to valuable to wait for or fit with a bus schedule.
5. The scarcest resource is family housing, and that demand is and will be mostly for single family homes.

Given these constraints, the reasonable approach would be to rezone older commercial and residential areas adjacent to workplaces and transportation hubs. Kirkland has already done this. Multi-family construction has boomed both in downtown and Totem Lake. Enough rezoning is already in place to substantially increase housing supply by 15

to 20,000 units. That is more than enough supply to both meet state standards and sharply slow the rise in rents. It also means a huge population increase; 20,000 more units means about 50,000 more people and 30,000 more cars, a 50% increase. The transportation problems created by this rezoning, alone, may well be more than the existing system can handle. Gridlock is already occurring, and will clearly get worse.

Instead of building on this base and facing the coming transportation problems, the Kirkland Planning Commission staff is proposing to leapfrog to the largest land use changes ever attempted by a settled American community. The proposed land use plan allows rezoning of an enormous area, 1 mile across and 9 miles long. That is 9 square miles or over 6,000 acres. It allows rezoning from single family residential to 4-6 story multi-family 1/4 mile one each side of the two main north south corridors that extend the whole length of the city. This allows rezoning of all of Kirkland south of Central street and much of it to the north. Upzoning from current levels, less than 10 units an acre, to the new levels, over 40 units an acre is an increase of over 30 units per acre. Discounting for parks, current zoning and other geographic limits, we're still talking about 100,000 potential net new units, or a new population of about 250,000, a total of 3.5 times the current population.

The staff contends that the land use plan does not change the zoning, it "only allows" re-zoning. That is nonsense. Once the city allows such re-zoning, a wave of rezoning requests will overwhelm the community. If the city refuses, a wave of lawsuits will follow. Rezoning at this level in this community is worth a million dollars an acre, which will pay for a lot of lawyers. Developers are already financing a group of well organized high-density proponents that is first in line at every hearing. Once the land use plan is approved, the developer has the legal upper hand. The city will have to prove that the specific rezoning proposal, which will now be consistent with the General Plan, should not be approved.

No other community in the nation has ever tried such a massive rezoning. Neither the school system nor the transportation network could handle anything approaching these numbers. The proposal essentially allows 4 to 6 story apartment buildings to be built randomly almost anywhere in Kirkland. Units will be built wherever a developer can assemble a parcel. Residents will live in terror that some huge apartment

building will suddenly pop-up in their backyard. If the real purpose of the land use plan is to so uglify Kirkland neighborhoods that the wave of newcomers turns into flight by current residents, this proposed plan is a good first step.

One of the more popular myths upon which the land use plan is based is that garage space will be unnecessary because the new occupants will all take the bus. This is pure fantasy. Nearly everyone knows that they need their cars, but they all are sure that the other guy will take the bus. The "other guy" does not exist. Even in Silicon Valley, which is far ahead of Kirkland in transit investment, less than 6% of commutes are by transit, and the trend is down, not up. The only reasonable plan is that at least 80% of commutes will be by private vehicle.

Finally, the real long term hope is the declining growth of population. Birth rates are stuck well below replacement and U.S. population growth is now almost 100% immigration. The Congressional Budget Office projects that overall population growth will decline to a few tenths of a percent per year over the next decade. Our State Office of Financial Management assumes that Washington state will grow at about 3x the national rate. The proposed plan would allow Kirkland to grow at over 10% a year, 10X the optimistic state population growth rate.

Altogether, the mass rezoning enabled by the new Land Use plan is both unnecessary and impossible. The city would choke in traffic long before it came even close to building the immense amount of housing allowed in the plan. More broadly, would anyone with the means want to stay in a community with high rise apartments looming over every neighborhood?

From:
To: Adam Weinstein; Planning Commissioners; LeAndra Baker-Lewis; Kelli Curtis; Jay Arnold; Neal Black; Amy Falcone; Jon Pascal; Penny Sweet; John Tymczyszyn; Amy Bolen
Subject: The Comprehensive Plan is OVERKILL - Kirkland Planning Commission staff is proposing to leapfrog to the largest land use changes ever attempted by a settled American community.
Date: Wednesday, August 28, 2024 2:36:00 PM

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The Comprehensive Plan is **OVERKILL** – states Dr. Richard Carlson Owner of Spectrum Economics, Former Economist at SRI International, and concerned Kirkland resident. Here is an excerpt of his analysis:

> Kirkland's housing affordability problem is evidence of success, not failure. To its natural economic advantage of being located near three of the hottest labor markets on earth, Redmond, Bellevue and Lake Union, Kirkland added good schools, great parks and lovely neighborhoods providing attractive lifestyles ranging from semi-rural to urban. As local employment of high-income tech workers boomed over the last decade, no power on earth could have prevented those high-income workers from bidding up the price of Kirkland's attractive housing. Microsoft alone has doubled its employment and wages over the last decade, and many of those "softies", in tens of thousands, wanted to live in Kirkland.
>
> The fundamental problem facing Kirkland is how to ameliorate the resulting problem of unaffordable housing without destroying the lovely environment that helped create the problem. I spent nearly 30 years, 1976-2003, dealing with exactly the same problem in Palo Alto, California, where I worked and lived. The only difference is that Palo Alto home prices exploded 20 years before the same thing happened in Kirkland.
>
> Policymakers in both communities must face the same fundamental reality:
>
> 1. Neither community will ever be "affordable" again, at least not in the lifetimes of anyone reading this document. The housing problem can be improved, but not solved.
> 2. All new construction will serve the high-income market. It is impossible to actually build new affordable housing without huge subsidies; costs of land and labor are too high.
> 3. Transportation is the ultimate limit to home construction. Overbuilding could easily lead to gridlock.
> 4. The lifestyles of the new high-income residents will require flexible, personal transportation: cars. Their time is far too valuable to wait for or fit with a bus schedule.
> 5. The scarcest resource is family housing, and that demand is and will be mostly for single-family homes.
>
> Given these constraints, the reasonable approach would be to rezone older commercial and residential areas adjacent to workplaces and transportation hubs. Kirkland has already done this. Multi-family construction has boomed both in downtown and Totem Lake. Enough

rezoning is already in place to substantially increase the housing supply by 15 to 20,000 units. That is more than enough supply to both meet state standards and sharply slow the rise in rents. It also means a huge population increase; 20,000 more units means about 50,000 more people and 30,000 more cars, a 50% increase. The transportation problems created by this rezoning, alone, may well be more than the existing system can handle. Gridlock is already occurring, and will get worse.

Instead of building on this base and facing the coming transportation problems, the Kirkland Planning Commission staff is proposing to leapfrog to the largest land use changes ever attempted by a settled American community. The proposed land use plan allows the rezoning of an enormous area, 1 mile across and 9 miles long. That is 9 square miles or over 6,000 acres. It allows rezoning from single-family residential to 4-6 story multi-family 1/4 mile on each side of the two main north-south corridors that extend the whole length of the city. This allows rezoning of all of Kirkland south of Central Street and much of it to the north. Upzoning from current levels, less than 10 units an acre, to the new levels, over 40 units an acre is an increase of over 30 units per acre. Discounting for parks, current zoning and other geographic limits, we're still talking about 100,000 potential net new units, or a new population of about 250,000, a total of 3.5 times the current population.

The staff contends that the land use plan does not change the zoning, it "only allows" re-zoning. That is nonsense. Once the city allows such re-zoning, a wave of rezoning requests will overwhelm the community. If the city refuses, a wave of lawsuits will follow. Rezoning at this level in this community is worth a million dollars an acre, which will pay for a lot of lawyers. Developers are already financing a group of well-organized high-density proponents that is first in line at every hearing. Once the land use plan is approved, the developer has the legal upper hand. The city will have to prove that the specific rezoning proposal, which will now be consistent with the General Plan, should not be approved. No other community in the nation has ever tried such a massive rezoning. Neither the school system nor the transportation network could handle anything approaching these numbers. The proposal essentially allows 4 to 6 story apartment buildings to be built randomly almost anywhere in Kirkland. Units will be built wherever a developer can assemble a parcel. Residents will live in terror that some huge apartment building will suddenly pop-up in their backyard. If the real purpose of the land use plan is to so uglify Kirkland neighborhoods that the wave of newcomers turns into flight by current residents, this proposed plan is a good first step.

One of the more popular myths upon which the land use plan is based is that garage space will be unnecessary because the new occupants will all take the bus. This is pure fantasy. Nearly everyone knows that they need their cars, but they all are sure that the other guy will take the bus. The "other guy" does not exist. Even in Silicon Valley, which is far ahead of Kirkland in transit investment, less than 6% of commutes are by transit, and the trend is down, not up. The only reasonable plan is that at least 80% of commutes will be by private vehicle.

Finally, the real long-term hope is the declining growth of the population. Birth rates are stuck well below replacement and U.S. population growth is now almost 100% immigration. The Congressional Budget Office projects that overall population growth will decline to a few

> tenths of a percent per year over the next decade. Our State Office of Financial Management assumes that Washington State will grow at about 3x the national rate. The proposed plan would allow Kirkland to grow at over 10% a year, 10X the optimistic state population growth rate.
>
> Altogether, the mass rezoning enabled by the new Land Use plan is unnecessary and impossible. The city would choke in traffic long before it came even close to building the immense amount of housing allowed in the plan. More broadly, would anyone with the means want to stay in a community with high-rise apartments looming over every neighborhood?

I think it is clear from Dr. Carlson's above analysis that the City of Kirkland must abandon this ill-thought-out rezoning nightmare. Richard's suggestion that a more a reasonable approach would be to rezone older commercial and residential areas adjacent to workplaces and transportation hubs makes perfect sense. This is what needs to be done.

In my opinion, If the city approves this crazy plan, which would certainly destroy the residential nature of our neighborhoods and greatly devalue our residential property, as they have proposed, I think it is highly likely that the City of Kirkland could be faced with a very large Class Action lawsuit brought by literally thousands of angry residents.

The City has done a good job over the past 48 years to protect our neighborhoods and this proposal is totally inconsistent with past policies which included a measured, collaborative approach to planning and setting aside land for parks and open spaces.

Please consider the above implications of rezoning Kirkland to - the City, your fellow Council members and the many of us concerned constituents in Kirkland and reject this crazy proposal.

Yours,
Deb Oroszlan

From: Christiana Childers <christiana@christianachilders.com>
Sent: Wednesday, August 28, 2024 4:04 PM
To: Allison Zike; Janice Swenson; Planning Commissioners
Subject: In support of affordable housing in Kirkland

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

Dear Members of the Planning Commission,

I was unable to attend the meeting on August 22nd to discuss providing more affordable housing options plans for Kirkland, but I understand that comments are being received until September 11th. Please forward on to others as necessary.

On the Kirkland 2044 Comprehensive Plan Update some of the first words you see are "YOU BELONG HERE – Sustainable – Connected- Welcoming". I'm lucky enough to be a part of a community in the Kingsgate Neighborhood that, if I was just starting out as we were when we purchased 20 years ago, we couldn't afford today. Our neighborhood used to be full of nurses and teachers who are being currently priced out. Affordable housing is in everyone's best interest. I suspect that the voices that are for affordable housing drastically outweigh those against but the voices against have to time and, frankly, resources to oppose. We need to be the voices of those who aren't getting the opportunity to be a part of this community.

Diversity enriches communities. You don't have to dig deep into the research from all manner of studies to show that when our kids grow up in schools with diversity, they have more empathy and a more rounded world view. When we can support teachers that can live in the communities they teach in, we have better communities. When we have neighbors that come from multiple backgrounds, we have the same results of empathy and connectedness.

Please continue to plan for affordable housing in Kirkland so we can keep the richness in our neighborhoods, schools and greater city. Let us truly be sustainable, connected, and welcoming.

Best,

From:
To: City Council; centralhoughton@gmail.com
Cc: cherish.kirkland1@gmail.com; HNA
Subject: Great analysis opposing Kirklands proposed insane rezoning proposal
Date: Tuesday, August 27, 2024 9:00:41 PM

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

Here is a great analysis by Richard Carlson a member of Cherish Kirkland in case you have not seen his post on Facebook.

OVERKILL
Kirkland's housing affordability problem is evidence of success, not failure. To its natural economic advantage of being located near three of the hottest labor markets on earth, Redmond, Bellevue and Lake Union, Kirkland added good schools, great parks and lovely neighborhoods providing attractive lifestyles ranging from semi-rural to urban. As local employment of high-income tech workers boomed over the last decade,
no power on earth could have prevented those high-income workers from bidding up the price of Kirkland's attractive housing. Microsoft alone
doubled its employment and wages over the last decade, and many ofthose "softies", in their tens of thousands, wanted to live in Kirkland.

The fundamental problem facing Kirkland is how to ameliorate the resulting problem of unaffordable housing without destroying the lovely environment that helped create the problem. I spent nearly 30 years, 1976-2003, dealing with exactly the same problem in Palo Alto, California,
where I worked and lived. The only difference is that Palo Alto home prices exploded 20 years before the same thing happened in Kirkland. Policymakers in both communities must face the same fundamental reality:
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impossible to actually build new affordable housing without huge subsidies; costs of land and labor are too high.
3. Transportation is the ultimate limit to home construction.
Overbuilding could easily lead to gridlock.
4. The lifestyles of the new high-income residents will require flexible, personal transportation: cars. Their time is far too valuable to wait for or fit with a bus schedule.
5. The scarcest resource is family housing, and that demand is and will be mostly for single family homes.

Given these constraints, the reasonable approach would be to
rezone older commercial and residential areas adjacent to workplaces and transportation hubs. Kirkland has already done this. Multi-family construction has boomed both in downtown and Totem Lake. Enough rezoning is already in place to substantially increase housing supply by 15 to 20,000 units. That is more than enough supply to both meet state
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Instead of building on this base and facing the coming transportation problems, the Kirkland Planning Commission staff is proposing to leapfrog to the largest land use changes ever attempted by a settled American community. The proposed land use plan allows rezoning of an enormousarea, 1 mile across and 9 miles long. That is 9 square miles or over 6,000
acres. It allows rezoning from single family residential to 4-6 story multi-family 1/4 mile one each side of the two main north south corridors that extend the whole length of the city. This allows rezoning of all of Kirkland south of Central street and much of it to the north. Upzoning from current

levels, less than 10 units an acre, to the new levels, over 40 units an acre is an increase of over 30 units per acre. Discounting for parks, current zoning and other geographic limits, we're still talking about 100,000 potential net new units, or a new population of about 250,000, a total of 3.5 times the current population.

The staff contends that the land use plan does not change the zoning, it "only allows" re-zoning. That is nonsense. Once the city allows such re-zoning, a wave of rezoning requests will overwhelm the community. If the city refuses, a wave of lawsuits will follow. Rezoning at this level in this community is worth a million dollars an acre, which will pay for a lot of lawyers. Developers are already financing a group of well organized high-density proponents that is first in line at every hearing. Once the land use plan is approved, the developer has the legal upper hand. The city will have to prove that the specific rezoning proposal, which will now be consistent with the General Plan, should not be approved. No other community in the nation has ever tried such a massive rezoning. Neither the school system nor the transportation network could handle anything approaching these numbers. The proposal essentially allows 4 to 6 story apartment buildings to be built randomly almost anywhere in Kirkland. Units will be built wherever a developer can assemble a parcel. Residents will live in terror that some huge apartment building will suddenly pop-up in their backyard. If the real purpose of the land use plan is to so uglify Kirkland neighborhoods that the wave of newcomers turns into flight by current residents, this proposed plan is a good first step.

One of the more popular myths upon which the land use plan is based is that garage space will be unnecessary because the new occupants will all take the bus. This is pure fantasy. Nearly everyone knows that they need their cars, but they all are sure that the other guy will take the bus. The "other guy" does not exist. Even in Silicon Valley, which is far ahead of Kirkland in transit investment, less than 6% of commutes are by transit, and the trend is down, not up. The only reasonable plan is that at least 80% of commutes will be by private vehicle.

Finally, the real long term hope is the declining growth of population. Birth rates are stuck well below replacement and U.S. population growth is now almost 100% immigration. The Congressional Budget Office projects that overall population growth will decline to a few tenths of a percent per year over the next decade. Our State Office of Financial Management assumes that Washington state will grow at about 3x the national rate. The proposed plan would allow Kirkland to grow at over 10% a year, 10X the optimistic state population growth rate.

Altogether, the mass rezoning enabled by the new Land Use plan is both unnecessary and impossible. The city would choke in traffic long before it came even close to building the immense amount of housing allowed in the plan. More broadly, would anyone with the means want to stay in a community with high rise apartments looming over every neighborhood?

I think it is clear from Richard's analysis above that the City of Kirkland must abandon this ill thought out rezoning nightmare. Richard's suggestion that a more a reasonable approach would be to rezone older commercial and residential areas adjacent to workplaces and transportation hubs makes perfect sense. This is what needs to be done.

In my opinion If the city approves this crazy plan, which would certainly destroy the residential nature of our neighborhoods and greatly devalue our residential property, as they have proposed, I think it is very likely that the City of Kirkland could be faced with a very large Class Action lawsuit brought by literally thousands of angry residents.

I for one would be glad to join and financially support any Class Action lawsuit that might be brought in order to stop or greatly delay this proposed rezoning in the event it is approved.

As a resident of Houghton for over 48 years I still can not believe the City is even considering such a crazy proposal. The City has done a good job over the past 48 years to protect our neighborhoods and this proposal is totally inconsistent with past policies which included setting aside land for parks and open spaces.

August 28, 2024

I would like to add my voice to those that oppose the proposal to allow 4-6 story, high-density development within .25 miles of either side of transit corridors immediately to the north of the downtown area.

Kirkland is a wonderful, livable city, and potential development of this nature would have a significant, detrimental impact on these neighborhoods, including, but not exclusively, the availability of street parking and the property values of nearby homes.

I can envision these types of developments immediately adjacent to the transit corridors in question (e.g. along Market street), but to allow for such structures to be built as far as .25 miles away in the middle of a neighborhood of single-family homes would forever alter the nature of these neighborhoods.

Thank you for your hard work and your consideration on this matter.

From: Allison Zike
Sent: Wednesday, August 28, 2024 6:11 AM
To: Janice Swenson
Subject: Fw: Comments on the 2044 Comprehensive Plan

From:
Sent: Tuesday, August 27, 2024 8:05 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Comments on the 2044 Comprehensive Plan

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Dear Kirkland Planning Commission,

We were not able to attend the recent public meeting at City Hall, but this letter will express our thoughts about the inclusion of the transit corridors in the 2044 Comprehensive Plan. We know that it is not an easy task, and we can only hope that we are sincerely being heard with open hearts.

My husband and I have been residents of Kirkland for 39 years, and we raised our boys here. We still have a yard with almost two plats, and we make full use of it by building community through monthly Music Nights, which are campfires in the summer when possible. We have met many incredibly lovely souls by doing this—I post announcements on Nextdoor, and, in fact, KIRO 7 interviewed me two years ago about these gatherings, and people responded because they love Kirkland and wanted to connect with their neighbors. We ALL love the ambiance here.

We have watched our neighborhood change from “Old Kirkland” to Norkirk, and because of the space we’ve been blessed with it still feels a bit countryish. These days we hear a lot of building happening around us, which is expected when old houses are torn down.

However…we also see and feel the squeezing in of several smaller houses on some lots on our own block, and it feels like packing crates being built. I cringe when I see the long, low facilities advertising “Self Storage” sprinkled around King County because I picture people being inserted upright on forklifts into storage lockers. It actually feels like this is what Kirkland will be like with the transit corridors. I know that sounds extreme, but you have to be living it to understand.

We are in complete agreement with the following comments and requests from the “Cherish Kirkland” group we recently joined:

“We request that all of Policy LU-2.4 and associated items be removed. City Staff have included a new framework for transit corridors in the recent draft of the Land Use Element which is still vague, and the fundamental issues with the transit corridors remain. In addition, the plan update eliminates

‘Residential’ land-use designations. Changing all these areas to ‘Residential Mixed-Use’ is a significant change for Kirkland neighborhoods. Residential Mixed-Use allows small-scale commercial, institutional, and semi-public uses in residential neighborhoods. The plan does not specify what other features of Residential zones would be lost, such as setbacks and buffers between residential and commercial zones.”

“We strongly urge the Planning Commission to propose an amendment to the Land Use Element removing transit corridors and Policy LU-2.4 from the 2044 Comprehensive Plan, including the following:

1) The City should stay focused on existing plans already in effect like the 85th Street Station Area Plan, missing middle zoning, and existing commercial centers, as well as existing policies, goals, and commitment to building the infrastructure and services to make existing plans a reality.

2) Transit service hours continue to decline across the City, along with ridership. The reliability of the bus system is strained, given the poor transportation connectivity across our city. To suddenly say there is capacity to build more housing simply because there is an existing bus line is hard to understand from a practical point of view. (sic)

3) Kirkland will exceed its growth targets without transit corridors.”

My husband and I, along with Cherish Kirkland and many other friends and neighbors who live here, **strongly urge the Planning Commission to propose an amendment to the Land Use Element removing transit corridors and Policy LU-2.4 from the 2044 Comprehensive Plan.**

Thank you!

Norkirk

August 26, 2024

To City Council,

We are writing to urge the City Council not to pass changes to the Comprehensive Plan to allow the intense densification that would permit 4-6 story building along identified transit corridors.

Kirkland's roads, and these corridors in particular, are frequently congested. Geography and topography limit or render not viable improvements to carry more traffic. Parking, many of these areas is already dysfunctional. The character of many neighborhoods in the area has changed already as increasing numbers of drivers seek routes to bypass some of these corridors. Pedestrian safety is frequently at risk. The changes under consideration will worsen an already appalling traffic situation that continues to affect many Kirkland residents and commuters daily. Moreover, the ostensible results of these changes are supernumerary to meeting Comprehensive Plan goals which, you must know, are well on track.

Abandon this ill-considered idea. Consider that, if implemented, the impacts will degrade the quality of life of current residents. Consider that introducing higher density housing and more businesses to these areas is of questionable benefit to residents, the people you represent. Things do not always get better through an inexorable process of growth. We acknowledge the benefit to developers.

Reject, and do not support the increased densification in the upcoming vote.

August 26, 2024

To City Council,

As 25-year residents of Norkirk, just two blocks from Market Street, we have witnessed a significant increase in vehicular traffic over the years. The traffic density has escalated to levels where accessing Market Street from the side streets is often impossible during peak hours on weekdays. Additionally, the weekend closures of 85th Street for the I-405 Interchange Project have caused traffic back-ups on Market Street to spill over into Saturdays and Sundays. In essence, the bumper-to-bumper traffic on Market Street forms an impenetrable divide between the Market and Norkirk neighborhoods.

These regular and foreseeable traffic jams render Market Street ineffective as an arterial route. Consequently, neighborhood roads are being used as alternative routes to bypass the congestion on Market Street, leading to rampant speeding. The respect for four-way stops is diminishing, as they are often treated as mere suggestions rather than mandatory stops.

The northern end of the proposed Market Street Transit corridor is already experiencing similar issues with excessive vehicular traffic. The arterials on 116th Street and 124th Street are overwhelmed by the current traffic volume. As a result, traffic from Finn Hill and areas north of Kirkland reroutes to Market Street, exacerbating its congestion.

Looking ahead 20 years, Policy LU 2.4 anticipates a staggering 1079% increase in housing units and a 489% increase in employment within the proposed Market Street Transit Corridor. Despite these projections, the 2044 Comprehensive Plan lacks a strategy for expanding transportation capacity, including transit options.

Thus, we stand firmly opposed to the inclusion of transit corridors in the 2044 Comprehensive Plan and request the removal of all aspects of Policy LU-2.4 and related items. While we acknowledge the City Staff's effort to introduce a new framework for transit corridors in the latest Land Use Element draft, it remains ambiguous and does not address the core issues associated with the transit corridors.

Furthermore, we are concerned about the plan's removal of "Residential" land use designations, transitioning these areas to "Residential Mixed Use." This represents a substantial shift for Kirkland neighborhoods, as Residential Mixed-Use permits small-scale commercial, institutional, and semi-public uses within residential areas. The plan fails to clarify which characteristics of Residential zones, such as setbacks and buffers between residential and commercial zones, would be preserved.

We strongly recommend that the Planning Commission consider an amendment to the Land Use Element that would exclude transit corridors and Policy LU-2.4 from the 2044 Comprehensive Plan.

Sincerely,

August 26, 2024

Dear Mayors and Council Members,
I'll try to be brief. I am alway available at the contact info below.

-The 2044 Comprehensive Plan Land Use Element proposal seems only to benefit developers. It does not benefit the existing residents of Kirkland.
-The current 2044 Comprehensive Plan Land Use Element document should be sent back to the planning department for rework. There is no point in even suggesting that 6 story buildings should be allowed in many of the areas suggested. The 1/2 mile corridor width (1/4 mile in each direction) invades many fine Kirkland neighborhoods and makes no sense. Most of the neighborhoods involved make no sense for affordable housing as a small house lot is approaching $1M. There are many locations, most actually facing the transit corridor streets, that are sensible locations. 7th Avenue between 6th street and the 114th connection to 85th has many possibilities. There is no need to threaten neighborhoods.
-Affordable housing is a worthy goal, but it MUST NOT change the character of the city.
-The public hearings held to discuss the plan were not announced as the start of a new and massive zoning change. After the plan is reworked, new public hearings should be held and announced in plain English as including zoning changes.
-The planning department seems to speak in a special language designed to confuse. You should refuse to listen to presentations like the one given at the August 7 council meeting. Make the planning department always use normal English that the whole community can understand.

Thanks for reviewing these ideas. I think the first item is worth reading again. Why would someone make a proposal that doesn't improve the city? Transit in sensible ways does improve the city. These proposed corridors with massive zoning changes DO NOT IMPROVE Kirkland.

August 26, 2024

A majority of the South Rose Hill-Bridle Trails Neighborhood Association Board voted to send this letter to the Kirkland Planning Commission, Kirkland City Council, and to share it with our neighborhood.

Kirkland Planning Commissioners
Kirkland City Council

Designating NE 70 th Street as a transit corridor within the updated Comprehensive Plan is misguided, and the designation should be removed. The South Rose Hill Bridle Trails neighborhood has been losing transit service steadily over the past 20 years despite the growth in residential and commercial development in the neighborhood. This is evidenced by the closure by Metro of the Houghton Park-and-Ride lot due to lack of usage. This lack of usage was notably precipitated by the erosion in bus service along NE 70 th Street.

The idea in the Comprehensive Plan of adding land use density along this corridor with the hope that Metro would add more bus service is wishful thinking at best. Councilmember Pascal articulated this point well, since King County's criteria for allocating bus service hours puts Kirkland near the bottom given other priorities within the county.
Current Route 245 ridership is very low apart from school hours. This route does not connect directly to major activity centers, requiring one or more transfers to access destinations such as downtown Bellevue and Seattle. The idea that more people living along NE 70 th Street would become regular bus riders is very unlikely. Rather than adding NE 70 th Street as a transit corridor, the city should work with Metro to provide bus service from our neighborhood to the upcoming BRT station on I-405/NE 85 th Street.
Rather, the city plans should focus on areas of the city that are currently designated for growth, notably downtown, Totem Lake, and NE 85 th Street. Our neighborhood worked very hard with the city on the NE 85 th Street plan with its land use and transportation components. As documented in the Comprehensive Plan SEIS, there is sufficient zoning capacity within these existing commercial centers to accommodate the expected city growth over the next 20 years. Should the city proceed with the proposed transit corridors, there must be specific provisions for more detailed environmental analysis along these corridors prior to the zoning process. We agree with Mr. Pascal that the draft SEIS is not detailed enough to distinguish key environmental issues that would likely occur along a corridor such as NE 70 th Street with housing and employment growth exceeding 240 percent. For example, this level of land use growth could easily more than double the daily traffic volumes along NE 70 th Street, a situation that was not disclosed in the SEIS. The city should invest in conducting these more detailed studies now, prior to making zoning decisions that are very difficult to change.

August 26, 2024

Dear City of Kirkland Planning Team,

I've been following the city hall hearings and noticed Marla Groves' comments about school capacity concerns. There are counterarguments, supported by data from Seattle, suggesting that condominium developments actually reduce school enrollments because these units aren't family-friendly. This reduction in school enrollment in Seattle's urban areas is troubling to me, as it indicates that such developments drive families away, not just from the developments themselves but from surrounding blocks as well. Families are the bedrock of our society. The urban areas in Seattle have driven families to the Eastside, and we should avoid pushing families out of Kirkland.
Therefore, I support urbanization only in urban villages like Totem Lake and urge the removal of transport corridors from comprehensive plans. If we need more capacity, we can create more urban villages, which have been a success story for our town. The loss of family habitats is a major reason why many urban areas experience negative growth rates and their associated consequences.

Regards,

From: Allison Zike
Sent: Sunday, August 25, 2024 4:06 PM
To: Janice Swenson
Subject: Fw: I support the new "transit corridor" land use designation.

From:
Sent: Sunday, August 25, 2024 1:03 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: I support the new "transit corridor" land use designation.

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Housing and transportation ought to be available for everyone. I support the new transit corridor.

From: Allison Zike
Sent: Sunday, August 25, 2024 11:21 AM
To: Janice Swenson
Subject: Fw: Higher Density in Kirkland Corridors

From:
Sent: Thursday, August 22, 2024 1:15 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Higher Density in Kirkland Corridors

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To Whom It May Concern,
I am becoming more and more concerned with the lack of ears to the community voices around planning for higher density levels in Kirkland communities. I have lived in Kirkland for over 50 years. During that time I worked in Kirkland for only 11 years of my post graduate careers. The other 34 years, as an educator, I had to commute to other communities which required a car to get to my schools. Many of the people who live in Kirkland must also commute outside of Kirkland, may have to use a car, and therefore navigate the traffic. With changing the existing density policy, this traffic issue will only become worse. You have stated that commutes can happen through the Kirkland corridors because of public transportation, but that public transportation isn't truly there yet and it isn't possible for all workers to get to their place of employment with public transportation. Also citizens with mobility issues (I have been one of those in the past with foot surgeries) are not able to access much of the 10 min. Idea for the higher density. This idea seems to be for a younger crowd and/or for those who do not have mobility issues. Also much older adults must be transported by car or a vehicle to be able to leave their homes. Many of these older adults may still work or have regular responsibilities outside their home. These people are also residents of Kirkland who need to be considered when making policies.

Another question I have is how the city will support the school district with money for more schools and land to use to support more schools. The schools we have are already full and many have had to add portables to support student numbers. Higher density means higher student numbers.

The Finn Hill Neighborhood Alliance has also brought up a concern about wording with green spaces, parks, etc. I would highly recommend their requests to be added to any plans.

While I feel that Kirkland can grow with some very careful plans and policies, I do not support the density levels that the developers would like to see in our city. I highly request that we continue with the very well thought out density policies that are already in place today. This work was done carefully in the past and should be continued. Kirkland has a lot more work and infrastructure to have in place before we can handle beyond the density policies we have right now.

Sincerely,

Kirkland Resident

Janice Swenson

From: Allison Zike
Sent: Sunday, August 25, 2024 11:12 AM
To: Janice Swenson
Subject: Fw: I support proposed Draft Policy LU-2.4 in full.

From: Daniel Weise <daniel@weises.org>
Sent: Thursday, August 22, 2024 3:08 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: I support proposed Draft Policy LU-2.4 in full.

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Dear Planning Commission,

I am writing in support of the proposal to add a Transit Corridor Element (and all of Policy LU-2.4) to the Kirkland Comprehensive Plan. I urge the planning commission and the City Council to incorporate it in the next version of the comprehensive plan.

Increased Capacity is vital along those transit corridors capable of supporting it. The addition of capacity of at least 50 units/acre should be considered as options going forward and not taken off the table at this time. We need to have that option going forward.

My wife and I have been Kirkland residents for over 25 years and would like to the see the damage done by unaffordable housing created by overly restrictive zoning become undone. When we moved here in the 90s those who worked here could live here and know that this can again become the case with higher densities creating more homes for everyone.

Housing affordability becomes affordability in all other areas because the cost of housing is reflected in the cost of labor. Making housing more affordable makes everything more affordable.

We're lucky, we bought a house in Kirkland when it was still affordable to do so. That gives me the right and ability to petition the city council and planning commission to please create Transit Corridor elements in the Comprehensive Plan. But those priced out of Kirkland, the people who work in grocery stores, nail salons, restaurants, car repair shops, and retail cannot petition the council/commission because they have no standing. I speak for them.

Kirkland is car dependent, with few truly walkable neighborhoods. Well planned higher density creates walkability, which is a much better urban experience that also reduces fossil fuel consumption (a very important consideration, housing policy is also climate policy).

Please think of everyone, and what we need Kirkland to become. Please do not become dissuaded from adding elements that would allow rational density to be added to the comprehensive plan. Let us not prevent solutions from being considered because rich landowners don't want to share Kirkland with anyone else.

Sincerely,

From: Allison Zike
Sent: Sunday, August 25, 2024 10:40 AM
To: Janice Swenson
Subject: Fw: Transportation Corridor land use proposal LU-2.4

From:
Sent: Saturday, August 24, 2024 4:11 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>; Rodney Rutherford <rrutherford@kirklandwa.gov>; Bria Heiser <bheiser@kirklandwa.gov>; Scott Reusser <sreusser@kirklandwa.gov>; Angela Rozmyn <arozmyn@kirklandwa.gov>; Aaron Jacobson <ajacobson@kirklandwa.gov>; Katya Allen <kallen@kirklandwa.gov>; Gina Madeya <gmadeya@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@kirklandwa.gov>
Cc: centralhoughton@gmail.com <centralhoughton@gmail.com>
Subject: Transportation Corridor land use proposal LU-2.4

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Honorable Planning Commissioners and City Council members,

The Houghton Neighborhood Association (HNA), on behalf of our membership, fully rejects the Transportation Corridor land use proposal LU-2.4 you are considering.
We wish to register that we would like the transportation oriented development land use proposal removed completely from the Comprehensive Plan.

Dozens of our neighbors have sent in written testimony to you, and others have expressed their unhappiness with this plan to us. Some of the neighbors will be attending the planning commission meeting and have purchased signs in their yards registering their opinion.

* We do not see how the density suggested in this plan will reduce the cost of housing in Houghton.
* Our neighbors do not want the potential for single family homes along 108th/Houghton Boulevard and ¼ mile east / west to be rezoned for residential mixed-use.
* Our neighbors do not want 50-200 units of housing per acre.
* We don't believe the density proposed in this plan is proportional to the transportation infrastructure.
* We believe that emergency services will be hindered and schools overcrowded. We already face problems with overcrowding at Lakeview.
* We would like to see Metro Bus Service on 108th connect to meaningful destinations for our neighbors to increase ridership before considering land use decisions related to ridership
* We believe transportation and land use decisions are tightly related and should not be considered or decided with a flawed, siloed approach like this.
* We believe this type of policy and subsequent zoning will be harmful to the environment
* HNA would like to be engaged and involved by the City in public transportation solutions for our neighborhood

We implore you to vote in accordance with the will of the taxpayers of Kirkland.

Respectfully submitted and endorsed by the Houghton Neighborhood Association Board of Directors

Sincerely,

Central Houghton Resident

From: Allison Zike
Sent: Sunday, August 25, 2024 10:40 AM
To: Janice Swenson
Subject: Fw: Interesting Video About A Bike Lane Project in Montreal

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From
Sent: Saturday, August 24, 2024 12:43 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; City Council <CityCouncil@kirklandwa.gov>
Subject: Interesting Video About A Bike Lane Project in Montreal

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Hello Councilmembers and Commissioners,

I just watched this video (https://www.youtube.com/watch?v=JlLyS8x1gZo) about a fight over some bike lanes in Montreal. "What does that have to do with Kirkland?" you might ask. Good question.

I think there are some really strong parallels with the meeting the video narrator describes and what's happening here in Kirkland. It's honestly kind of eerie. I realize it is transportation in this case versus housing in our case, but the ideas of "process vs. substance", grievances vs solutions, and especially the "why are you all clapping for the guy saying all bike lanes should be stopped if you support bike lanes but just wanted to be more involved in the decision/design?" seem to be common to both cases.

I heard many people applauding folks saying that LU-2.4 should be completely stricken, as opposed to modified, scoped, or re-thought. I think this belies the true agenda of folks claiming a lack of transparency or a problem with the processes we have gone through/will go through.

I would encourage you to watch this video, especially if you might approach a conversation about adding a bike lane differently than you would approach one about adding more housing to our neighborhoods. I think there's something to learn from it. In my head I could not avoid thinking of the analogous arguments being made.

"adding a bike lane will make the street more dangerous" -> "adding density will make housing more expensive"
"people don't bike in this neighborhood" -> "people don't take transit in this neighborhood"
"it makes my car trip a longer distance" -> "more people might park on my street"
and so forth

The ideas about missing the big picture and instead focusing on one single place in which one aspect of life will change for the worse are also common to both cases.

https://www.youtube.com/watch?v=JlLyS8x1gZo

Thank you for your time.

From:
To: Allison Zike; LeAndra Baker-Lewis; City Council; planningcommisioners@kirklandwa.gov
Subject: Fwd: Meeting last night
Date: Friday, August 23, 2024 10:20:50 AM

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-------- Forwarded Message --------
Subject: Meeting last night
Date: Fri, 23 Aug 2024 09:52:30 -0700
From:
To:jpascal@kirklandwa.gov, psweet@kirklandwa.gov, afalcone@kirklandwa.gov, JohnT@kirklandwa.gov, nblack@kirklandwa.gov

Dear Esteemed city planners,

We attended the meeting last night on the transit corridor, and found it difficult to stand for hours. We ended up leaving after hearing person after person say almost the same words in favor of increasing development along the "transit corridor." I have already spoken on traffic and environmental concerns. It sounds like you are listening. Thank you!

1. I found the "citizen speaker" words and logic to be off. Unless something horrendous happens, Kirkland houses will always be expensive and out of reach. This is mostly due to the interest rate rise and the fact that everyone wants a house in this lakeside and forested area. Apartments will not increase the amount of houses available. People I know who have moved to Sultan or "the M cities" did so because they didn't want to live in an apartment. They wanted the dream-- a house.

2. Our neighborhood (on Finn Hill) is very diverse, representing people from China, Japan, Africa, Latin America, Mexico, Russia, Turkey, India, Sri Lanka, Bangladesh, and likely more countries I'm unaware of, as well as several gay couples and elderly folks. We have low income people sharing a house two doors down from us. We are diverse and getting more wonderfully diverse daily.

3. Our schools are good because people like me and those people from China, Africa and Bangladesh volunteer in classrooms and vote for all the school bonds. Schools like Juanita, which are partly fed by the apartments don't have quite the volunteers or support that other schools in the area do. I was hard-pressed to find people to work beside me with reading programs, art docent, chess, etc. We were there, and neighbors tell me it's still a challenge at Juanita El. finding volunteer help and that it is uncomfortable and unsafe that children know way more about sex and drugs than any second graders should. This is how it is in Seattle schools. Unsafe. This is why we, and so many others chose and choose the Eastside. Children should have safety and support-- require it to learn well.

4. It isn't just the housing that is expensive. Many people in our neighborhood have relied on the Totem Lake and Redmond Value Villages that closed and now rely on the Goodwill at the

bottom of the hill for necessities like plates and clothing. This building is slated to be developed into apartments. Cutting corners at Goodwill is what has made housing in Kirkland possible to afford for many of us. That isn't just quality of life. It's possibility of life.

5. The apartments in question-- even huge blocky, Berlin-like ones such as the multi-stories surrounding Totem Lake on all sides are not low income. They begin at $2,000 for a one bedroom, 3,000 for a two bedroom and rising. They advertise AC (a known global warmer) "Resort style," "amenities" like virtual golf, "breath-taking panoramic views, nearby nature preserves." Those things are what command the high rents. In fact, their rent is more than the houses in our area. Somebody is raking in the money and may have more than one committee member and "Concerned citizen speaking out" in their pocket.

6. Those speaking out acted as though those raising concern are being emotional "fear-mongering." Then they filled the room with emotions about daycare, wanting their hairstylists to live in Kirkland, and how they wanted their children to afford living in Kirkland. As people moving out and commuting want a house. This is emotional rather than logical appeal.

Knowing the traffic, loving the environment and depending on the schools all give residents valid cause for concern. The speakers felt stacked and the call for an immediate vote felt money-motivated. Likely it was. I'm hoping you will all do some big thinking about what you want this amazing city to be in the future. Seattle paved paradise. Do we want to? I do not. What then? If the city centers-- say the area around Evergreen need to be developed for unknown reasons, so be it. As we get farther from the freeway, the city is not able to handle further development. Beyond that, we want this to continue to be a good place for children. That means suburbs.

Thank you for your time and for listening.

From: Allison Zike
Sent: Sunday, August 25, 2024 10:40 AM
To: Janice Swenson
Subject: Fw: Kirkland Comprehensive Plan--Habitats for Families

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From:
Sent: Saturday, August 24, 2024 9:34 AM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Cc: City Council <citycouncil@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>; mnakirkland@gmail.com <mnakirkland@gmail.com>
Subject: Kirkland Comprehensive Plan--Habitats for Families

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Dear City of Kirkland Planning Team,

I've been following the city hall hearings and noticed Marla Groves' comments about school capacity concerns. There are counterarguments, supported by data from Seattle, suggesting that condominium developments actually reduce school enrollments because these units aren't family-friendly. This reduction in school enrollment in Seattle's urban areas is troubling to me, as it indicates that such developments drive families away, not just from the developments themselves but from surrounding blocks as well. Families are the bedrock of our society. The urban areas in Seattle have driven families to the Eastside, and we should avoid pushing families out of Kirkland.

Therefore, I support urbanization only in urban villages like Totem Lake and urge the removal of transport corridors from comprehensive plans. If we need more capacity, we can create more urban villages, which have been a success story for our town. The loss of family habitats is a major reason why many urban areas experience negative growth rates and their associated consequences.

Regards,

August 23, 2024

Subject: Request to remove transit corridors and Policy LU-2.4 from the 2044 Comprehensive Plan

To the members of the Kirkland Planning Commission,

Thank you to the Commission and City Staff, who are working hard on this comprehensive plan. I appreciate your efforts.

I, Praneeta Jhanwar along with my husband and 3 year old son, are residents of Kirkland. I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed. I appreciate that the City Staff has included a new framework for transit corridors in the recent draft of the Land Use Element. The framework, however, is vague and the fundamental issues with the transit corridors remain.

1. I am concerned that this plan update eliminates “Residential” land use designations. Changing all these areas to “Residential Mixed Use” is a significant change for Kirkland neighborhoods. Residential Mixed-Use allows small-scale commercial, institutional, and semi-public uses in residential neighborhoods. The plan does not specify what other features of Residential zones would be lost, such as setbacks and buffers between residential and commercial zones.
2. Having these residential corridors without first scaling up the infrastructure (like transit, schools etc) is going to heavily overload the existing infrastructure. The single lane streets that connect Kirkland to the freeways will be overcrowded and cause traffic jams. The schools and parks will not be able to scale. The overall livability of the neighborhood will see a downfall.

I strongly urge the Planning Commission to propose an amendment to the Land Use Element removing transit corridors and Policy LU-2.4 from the 2044 Comprehensive Plan.

Kind regards,

Kirkland Resident

From:
Sent: Friday, August 23, 2024 10:36 AM
To: Planning Commissioners; Janice Swenson; Allison Zike
Subject: 2044 Comprehensive Plan - Public Comment followup

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

Hi,

I'd like to follow up on a few themes I heard during the public comment last night:

1. Housing supply will not lower or slow the growth of housing prices

Increased housing supply is very strongly tied to lowering housing prices. This is well-studied, and I urge us to listen to the experts. "About Here" has a great video that summarizes the effects of new (even "luxury") housing [1]. It includes examples from Austin and San Francisco. If you'd like to dive in more deeply, I've also included links to a paper from NYU [2] as well as an analysis from the White House [3].

2. Metro has been cutting service, so why are we adding housing along transit corridors?

It's certainly unrealistic to think that a large majority of Kirkland residents will live car-free. But building along transit corridors offers a significant benefit: it allows families to comfortably reduce the number of private vehicles they own. If two- or three-car households can manage with just one, it's a major win for their budgets, our streets, and our environment. If homes are built in areas without transit, families will be left with no choice but to drive.

It is true that transit service is not entirely within our control, and it is likely true that we are not a high priority for Metro. It is also true that there have been major service cuts. But service cuts were not targeted at Kirkland - there is a major driver shortage [4] that will likely take a few years to resolve. And Metro and Sound Transit are not ignoring us: both the K line and Stride are planned for the near future. In addition, our densest cores (downtown and Totem Lake) continue to receive decent (if not amazing) transit service.

And as others have mentioned, transit service is a bit of a chicken-and-egg problem: dense cities are easier to serve than sprawling ones. Kirkland is not particularly sprawling, but our population density (5400 per mi2) is comparable to places like Burien (5300) or Edmonds (4900), not places like Seattle (9500) [5].

Thanks for your time,
Oliver Chen

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1. The Problem with "Luxury Housing"
https://www.youtube.com/watch?v=pbQAr3K57WQ

2. Supply Skepticism Revisited
https://papers.ssrn.com/sol3/papers.cfm?abstract_id=4629628

Feel free to read the entire paper, but the meat of it is summarized in the abstract:

"[R]igorous recent studies demonstrate that: 1) Increases in housing supply slow the growth in rents in the region; 2) In some circumstances, new construction also reduces rents or rent growth in the surrounding area; 3) The chains of moves sparked by new construction free up apartments that are then rented (or retained) by households across the income spectrum; 4) While new supply is associated with gentrification, it has not been shown to cause significant displacement of lower income households; and 5) Easing land use restrictions, at least on a broad scale and in ways that change binding constraints on development, generally leads to more new housing over time, but only a fraction of the new capacity created because many other factors constrain the pace of new development."

3. Increasing the Supply of Affordable Housing: Economic Insights and Federal Policy Solutions
https://www.whitehouse.gov/wp-content/uploads/2024/03/ERP-2024-CHAPTER-4.pdf

Again, feel free to read the entire paper, but I've included the most relevant section below:

"[L]imiting housing density and building heights, or imposing minimum lot sizes or parking requirements—can create artificial barriers that hinder growth and drive up the cost of housing. These policies arise naturally from a local decision-making process that is influenced by homeowners, who prefer higher home prices, and account for the local costs of increased housing, such as more congestion, but they fail to account for any regional or national benefits. This classic market failure negatively affects individuals in neighboring communities and potential new residents.

The costs of these housing restrictions reach across neighborhoods. Housing shortages can lead to inefficiently low levels of labor mobility and human capital investment, affecting both individual well-being and the macro-economy. Research shows that relaxing local land-use regulations increases migration, allowing workers to relocate from low- to high-productivity regions, and boosts aggregate output (Peri 2012; Moretti 2012). Moreover, homeownership is a wealth-building tool with a long tradition in the United States, and restrictive housing policies are an important factor explaining class and racial gaps in wealth and economic outcomes (Rothstein 2017). Increasing the housing supply, especially when combined with policies that directly support the production of affordable rental and ownership units, can increase access and equity for groups with few financial resources, increase overall wealth, and reduce disparities across groups (Carroll and Cohen-Kristiansen 2021)."

4. King County Metro Continues to Face Labor Pinch
https://www.theurbanist.org/2024/05/18/metro-continues-to-face-labor-pinch/

5. Popluation Density - Washington State Office of Financial Management
https://ofm.wa.gov/washington-data-research/population-demographics/population-estimates/population-density

August 23, 2024

Subject: Reject Transit Corridors

Hello,

I am compelled to write to you with a deep sense of urgency regarding the proposed upzoning within the 2044 comprehensive development plan. The drastic increase in density slated for neighborhoods such as Houghton, South Rose Hill, North Rose Hill, Market, Norkirk, Juanita, a now Finn HIll is not only alarming but also poses a grave threat to the essence of our community.

The upzoning proposal, as it stands, is a blatant disregard for the character and scale of Kirkland's residential neighborhoods—attributes that have been a cornerstone of our city's charm and a primary reason why residents have chosen to make it their home. The prospect of 4-6 story buildings looming over our streets, with scant setbacks and inadequate parking, is unacceptable. This is not a mere change; it is a radical overhaul that risks the very identity of our neighborhoods and public safety.

The comprehensive plan's failure to address the repercussions of increased density on our already burdened infrastructure is a glaring oversight.Our streets, such as Lake Street, Market Street, and 6th Street, cannot sustain the inevitable surge in traffic and the associated safety hazards, including impeded access for emergency vehicles and school buses. The notion that these Transit Corridors, which lack proximity to essential businesses, can support a car-independent lifestyle is unrealistic and ill-conceived.

Many surrounding cities reference the State Environmental Policy Act (SEPA), which mandates a 'no action' alternative and at least two reasonable alternatives. I do not see any reasonable alternatives listed in Kirkland's 2044 plan.

I highly encourage the council to take immediate action to reevaluate these upzoning measures.

Grow responsibly with community involvement, please remove the transit corridors from the comprehensive plan!

Kirkland, WA

From: Allison Zike
Sent: Sunday, August 25, 2024 10:41 AM
To: Janice Swenson
Subject: Fw: Market St Transit Corridor Plan

From:
Sent: Friday, August 23, 2024 4:33 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Market St Transit Corridor Plan

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Dear Planning Commissioners,

Thank you for providing time for residents to share thoughts and concerns over the potential Transit Corridor Plan. I know that you all are very busy, so I'll submit my comments in bulleted thoughts in an effort to respect your time.

Growing Kirkland -

- Planning for growth and affordable housing is non-negotiable. We should not be wasting any time in community meetings with public comments that approach these goals as a pro or con, as if the purpose of the meeting is to debate this issue itself.

- I have concerns about increasing density along current transit routes as it does not allow for the flexibility that may be needed in the future. Kirkland will forever be locked into this layout. Rather than establishing Transit Corridors, one thought would be to bring the transit to the neighborhoods. This could be in the form of small, city run, microbuses. This would allow for flexibility to build denser housing anywhere in the city where the opportunity matches the needs. The microbuses could serve as the bridge between the neighborhoods and the transit centers. If interested, I would be glad to share my experiences living in places with such a convenient resource.

- The wider community conversation should be around truly innovative ways to meet goals of growth and affordability. Kirkland has the opportunity to establish very creative ways to do this. Transit Corridors are only one option. It is clearly not being well received by all stakeholders. We are a city full of smart, creative, knowledgeable people, most of whom are very sympathetic to the needs of all. We can figure this out together given your leadership around soliciting and creating innovative solutions.

- Please seek out and nurture the input from multiple resources to propose innovative solutions. Consider eliciting thoughtful input from residents, experts, and even involve students and schools in the problem solving process. The focus should be not on if we should increase density and affordability, but rather HOW we can achieve this.

Managing Meetings -

- I know you are aware of how stressful these proposals are to many members of our community. It is becoming easier to disengage from the process when established behavioral expectations at meetings are not being adhered to. This is the third meeting I've attended in which there has been excessive smirking and eye rolling when speakers are sharing their thoughts. This is especially evident during zoom meetings because we can see the faces of many audience members near the podium. I would have liked to have publicly shared my thoughts last night (8/22) but after over two hours of seeing outright disdain by members in the audience I didn't feel like I wanted to subject myself to that. Thank you, to whoever it was on the panel who called out an audience member on that. Please do more of this.

Thank you for your time,

Kirkland

August 23, 2024

Subject: Feedback on transit corridors

To the members of the Kirkland Planning Commission,

Thank you to the Commission and City Staff, who are working hard on this comprehensive plan. I appreciate your efforts.

I, a resident of Kirkland for 22 years, along with my husband and two kids are firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed. I appreciate that the City Staff has included a new framework for transit corridors in the recent draft of the Land Use Element. The framework, however, is vague and the fundamental issues with the transit corridors remain.

I am also concerned that this plan update eliminates “Residential” land use designations. Changing all these areas to “Residential Mixed Use” is a significant change for Kirkland neighborhoods. Residential Mixed-Use allows small-scale commercial, institutional, and semi-public uses in residential neighborhoods. The plan does not specify what other features of Residential zones would be lost, such as setbacks and buffers between residential and commercial zones.

I strongly urge the Planning Commission to propose an amendment to the Land Use Element removing transit corridors and Policy LU-2.4 from the 2044 Comprehensive Plan.

Kind regards,

Kirkland Resident

August 23, 2024

Subject: CAM22-00032, Comprehensive Plan Public Hearing, my spoken testimony for tonight

To: Planning Commissioners
Cc: City Council Members

Thank you Commissioners and staff. My name is Liz Hunt and I live in Kirkland.

Six days a week at exactly 7 AM I am serenaded by BZZZZZZ! BANG BANG BANG. Beep beep beep.

That is the sound of new houses being built. In the Market Neighborhood.

In just the 3 blocks around my house, builders have added at least 12 new housing units over the past year.

That's NET NEW UNITS. Not replacing one house with another.
That's replacing a bungalow with 3 units. Replacing a modest ranch house with 4 houses. And so on.

The zoning changes that Kirkland made in 2020 are working. They encourage "middle housing" -- like ADUs, duplexes, and cottage homes.

Kirkland's current zoning enables the addition of 13,200 additional housing units by 2044, which is roughly a 35% increase in population.

My neighborhood appears to be ahead of the goal.
The city's forecast for new houses is 4.7 per year for the entire Market neighborhood, and my little corner has added 12 in one year with high interest rates and high land costs.

This density increase is causing issues like streets blocked by parked cars and loss of green space, which we can discuss another time, but housing is increasing.

Kirkland's Land Use plan must leverage the efforts we have spent so much time to develop – encourage the walkable neighborhoods in our urban centers, revitalize our neighborhood commercial centers, and achieve infill with middle housing.

Remove the transit corridors from the Land Use plan. They are an undeveloped idea that is the wrong approach for Kirkland.

Thank you

From: Allison Zike
Sent: Sunday, August 25, 2024 10:41 AM
To: Janice Swenson
Subject: Fw: Future Plans for Kirkland

From:
Sent: Friday, August 23, 2024 12:17 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Cc: City Council <citycouncil@kirklandwa.gov>
Subject: Future Plans for Kirkland

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

To the members of the Kirkland Planning Commission,

Thank you to the Commission and City Staff, who are working hard on this comprehensive plan. We appreciate your efforts.

My Husband and I, along with our two teenagers, are longtime residents of Kirkland. We have lived here for nearly 20 years and have loved being able to have our children grow up here. We are strongly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, we ask for all of Policy LU-2.4 and associated items to be removed. We appreciate that the City Staff has included a new framework for transit corridors in the recent draft of the Land Use Element. The framework, however, is vague and the fundamental issues with the transit corridors remain.

We are also concerned that this plan update eliminates “Residential” land use designations. Changing all these areas to “Residential Mixed Use” is a significant change for Kirkland neighborhoods. Residential Mixed-Use allows small-scale commercial, institutional, and semi-public uses in residential neighborhoods. The plan does not specify what other features of Residential zones would be lost, such as setbacks and buffers between residential and commercial zones.

We strongly urge the Planning Commission to propose an amendment to the Land Use Element removing transit corridors and Policy LU-2.4 from the 2044 Comprehensive Plan.

Sincerely,

From: Allison Zike
Sent: Sunday, August 25, 2024 10:41 AM
To: Janice Swenson
Subject: Fw: Transit Oriented Corridor decision- LU-2.4

From:
Sent: Friday, August 23, 2024 4:52 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>; City Council <CityCouncil@kirklandwa.gov>; Bria Heiser <bheiser@kirklandwa.gov>; Rodney Rutherford <rrutherford@kirklandwa.gov>; Scott Reusser <sreusser@kirklandwa.gov>; Angela Rozmyn <arozmyn@kirklandwa.gov>; Aaron Jacobson <ajacobson@kirklandwa.gov>; Katya Allen <kallen@kirklandwa.gov>; gmadeya@kirkandwa.gov <gmadeya@kirkandwa.gov>
Cc: Houghton Neighborhood Association <centralhoughton@gmail.com>
Subject: Transit Oriented Corridor decision- LU-2.4

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

Planning Commissioners,

*Between 6:30 and 7 pm I am certain there were close to 300 people at city hall. It's inexcusable that the city staff did not prepare for a larger audience with more seating in and outside the chamber. No, people did not want to go downstairs. They wanted you to know they showed up, they care and that they were watching. There should have been a greater effort to get some of the younger men in the chamber to give up their chairs for the elderly and someone should have brought more chairs in. Not starting public comment for 40 minutes was a drag given the obvious interests of the crowd. Alternating a Pro and Con should be considered in the future and organizations like Livable Kirkland, Cherish Kirkland, Eastside 4 All should have no more than 3 speakers to allow more organic public comment to flourish.

Fundamentally, the current densification plan in residential neighborhoods and more extremely, the transit-oriented corridors plan being proposed will succeed in providing more housing options, higher property values for all landowners, more expensive inventory to benefit realtors and high wage earners while dramatically increasing tax revenues to the City of Kirkland on the backs of current owners and renters. What densification in Kirkland will not do is create more affordable housing for anyone at middle and lower levels of income.

A win for the City coffers and more high-income earners but, not so much for those who are trying to stay in their home or rental or those who would like to newly rent or own in Kirkland because the increased zoning drives up the property value even more than it is rising organically. This proposal and strategy does not solve affordable housing at all. Maybe affordable housing is just window dressing to increase tax revenue to the city.

What is affordable to rent or own? Older homes and older apartments. Units that are subsidized by the government through taxpayers. Driving up zoning will increase turnover of these older properties to mostly developers who will create new inventory with much, much higher price tags and smaller footprints due to the price of the property and the high cost of building. What about seniors downsizing in Kirkland? They don't want a new 3 story anything at over 1 million dollars.

Has it ever occurred to you that for many, Kirkland is where they came for more affordable housing? It's a better value than West Bellevue with arguably better schools and amenities. Can you imagine people from Kirkland going to planning commission and city council meetings in Clyde Hill, Medina or Hunts Point asking for affordable housing because it's much nicer there and we deserve to live there too? No, you can't. It would be a Saturday Night Live skit and yet, this is LITERALLY what we were listening to together on Thursday and were supposed to take it seriously.
Further, what if I, as a Kirkland resident, started showing up in Woodinville, Redmond and Issaquah telling their planning commission what they should be doing? That is literally what some on the commission and city council are encouraging to artificially reinforce their ideology over the opinions of Kirkland residents who they are supposed to prioritize and represent.

I think the planning commission needs to do some soul searching, use critical thinking and possibly consult outside, unbiased, experts. The city planning employees may be well intended but, it does not present as such when ill-conceived plans like this and the relevant process for updating neighborhood plans are hurried, dismissive of neighborhood input and any feeling that taxpayers should be fully notified or have a role in the creation process.

These corridor plans/policies are not "thoughtful or well-reasoned." In fact, they seem haphazard and careless, would further gridlock the city and overburden emergency services and all infrastructure. We are counting on YOU to push back and NOT hustle this through. **Please fully reject LU 2.4 on the grounds the policy does not show evidence that the corridors will create affordable housing and that this type of zoning will cause financial harm to existing renters and owners in Kirkland while enriching City coffers which seems anything but benevolent.**

Respectfully,

August 23, 2024

Kirkland Offers Only Two Limited Growth Alternatives - Reject Transit Corridors

Hello Planning Commission and City council,

My name is Jackie, and I'm a resident of Kirkland. I strongly believe in responsible, data-driven growth for our community.

For the past few years, many cities have provided their elected officials and planning commissions with multiple growth alternatives to meet state-mandated requirements. For example, Bellevue studied a no-action alternative, reviewed three action alternatives, and settled on a preferred option over a year ago. Similarly, Redmond evaluated three growth alternatives, based on community input from 2020-2021, before selecting a preferred approach. Renton's Environmental Impact Study also reviewed three scenarios.

Many cities cite that The State Environmental Policy Act (SEPA) requires a "no action" alternative and a minimum of two reasonable alternatives.

It's very concerning to me that Kirkland's current approach offers only two limited choices for the Planning Commission and City Council to consider: a no-change option and a growth alternative that heavily impacts our neighborhoods through the transit corridors proposal. Our neighborhoods have already absorbed substantial growth through the recent passage of missing middle housing legislation, which I fully support.

The transit corridors first appeared in a Planning Commission memo only 8 months ago with the first Land Use public hearing 4 months ago.The transit corridor proposal feels insufficient and radical. I urge you instead to seek practical, factual, sustainable, and data-driven growth options for both our current community and future residents. We deserve better.

The transit corridors do not represent responsible growth or offer any data-driven solutions to the affordable housing challenges. They should not be included in the comprehensive plan.

Thank you for your time.

From: Allison Zike
Sent: Sunday, August 25, 2024 10:42 AM
To: Janice Swenson
Subject: Fw: Transportation Corridor land use proposal LU-2.4

From:
Sent: Friday, August 23, 2024 6:19 AM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>; Rodney Rutherford <rrutherford@kirklandwa.gov>; Bria Heiser <bheiser@kirklandwa.gov>; Scott Reusser <sreusser@kirklandwa.gov>; Angela Rozmyn <arozmyn@kirklandwa.gov>; Aaron Jacobson <ajacobson@kirklandwa.gov>; Katya Allen <kallen@kirklandwa.gov>; Gina Madeya <gmadeya@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <JohnT@kirklandwa.gov>
Cc: centralhoughton@gmail.com <centralhoughton@gmail.com>
Subject: Transportation Corridor land use proposal LU-2.4

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

Hello-

I am sharing this email in complete support of the email below from the HNA. We are Central Houghton residents and believe this plan will make congestion worse without actually lowering the cost of housing. I would implore our elected officials to listen to our concerns.

Thanks.
Gaurav Aggarwal and Frank Frost

Honorable Planning Commissioners and City Councilmembers, The Houghton Neighborhood Association (HNA), on behalf of our membership, fully rejects the you are considering. We wish to register that we would like the transportation oriented development land use proposal removed completely from the Comprehensive Plan. Dozens of our neighbors have sent in written testimony to you, and others have expressed their unhappiness with this plan to us. Some of the neighbors will be attending the planning commission meeting and have purchased signs in their yards registering their opinion. * We do not see how the density suggested in this plan will reduce the cost of housing in Houghton. * Our neighbors do not want the potential for single family homes along 108th/Houghton Boulevard and ¼ mile east / west to be rezoned for residential mixed-use. * Our neighbors do not want 50-200 units of housing per acre. * We don't believe the density proposed in this plan is proportional to the transportation infrastructure. * We believe that emergency services will be hindered and schools overcrowded. We already face problems with overcrowding at Lakeview. * We would like to see Metro Bus Service on 108th connect to meaningful destinations for our neighbors to increase ridership before considering land use decisions related to ridership * We believe transportation and land use decisions are tightly related and should not be considered or decided with a flawed, siloed approach like this. * We believe this type of policy and subsequent zoning will be harmful to the environment * HNA would like to be engaged and involved by the City in public transportation solutions for our neighborhood We

implore you to vote in accordance with the will of the taxpayers of Kirkland. Respectfully submitted and endorsed by the Houghton Neighborhood Association Board of Directors

Sent from my iPhone

From: Allison Zike
Sent: Monday, August 26, 2024 8:27 AM
To: Janice Swenson
Subject: Fw: Planning for affordable housing

Follow Up Flag: Follow up
Flag Status: Flagged

From:
Sent: Monday, August 26, 2024 8:07 AM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Planning for affordable housing

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

Hello,
I am a long time resident of Kirkland, I have lived here for over 20 years, and sadly I couldn't afford to buy the home I live in today at today's prices. I am writing to encourage planning for more affordable housing along the transit corridor and in the city generally, and more mixed use neighborhoods to ensure equitable housing opportunities for all income levels.
We can't be a city of millionaires. We need to provide affordable housing for those who work here. The workers at Metropolitan Market, PCC, QFC, the many restaurants we love to eat at, and the many small businesses that make our community thrive; they all need affordable places to live. We don't need more mc-mansions replacing modest homes. We do need more apartments and small condos/starter homes so young families can get started in our community.

I hope the planning commission makes the right decisions to support these goals.
Respectfully,
Charles Auclair
Kirkland resident - Juanita neighborhood.

August 23, 2024

Subject: Transit Corridors

Dear Kirkland Planning Committee Members:

Thank you to the Commission and City Staff, who are working hard on this comprehensive plan. I appreciate your efforts.

I, along with my husband (and dogs) have lived in Kirkland for 20 years; we've been lucky enough to own a home here for 10 of those years. I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed. I appreciate that the City Staff has included a new framework for transit corridors in the recent draft of the Land Use Element. The framework, however, is vague and the fundamental issues with the transit corridors remain.

I used to ride the 255 everyday to work in downtown Seattle - I could walk to Market Street and take the bus all the way downtown. Over the years, that route has been eliminated. Now I have to transfer buses to get downtown and it takes an hour and a half, as opposed to 45 minutes. It's no longer feasible to rely on public transportation to attend sporting events and concerts in Seattle.

I am also concerned that this plan update eliminates “Residential” land use designations. Changing all these areas to “Residential Mixed Use” is a significant change for Kirkland neighborhoods. Residential Mixed-Use allows small-scale commercial, institutional, and semi-public uses in residential neighborhoods. The plan does not specify what other features of Residential zones would be lost, such as setbacks and buffers between residential and commercial zones.

I strongly urge the Planning Commission to propose an amendment to the Land Use Element removing transit corridors and Policy LU-2.4 from the 2044 Comprehensive Plan.

Kind regards,

Kirkland Resident

August 23, 2024

Subject: Market Street Corridor Plan and Land Use Element

To the members of the Kirkland Planning Commission,

Thank you to the Commission and City Staff, who are working hard on this comprehensive plan and thank you for taking the time to consider resident input.

I, along with my family of four, am a resident of Kirkland. I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed. I appreciate that the City Staff has included a new framework for transit corridors in the recent draft of the Land Use Element. The framework, however, is vague and the fundamental issues with the transit corridors remain.

I am also concerned that this plan update eliminates “Residential” land use designations. Changing all these areas to “Residential Mixed Use” is a significant change for Kirkland neighborhoods. Residential Mixed-Use allows small-scale commercial, institutional, and semi-public uses in residential neighborhoods. The plan does not specify what other features of Residential zones would be lost, such as setbacks and buffers between residential and commercial zones.

I strongly urge the Planning Commission to propose an amendment to the Land Use Element removing transit corridors and Policy LU-2.4 from the 2044 Comprehensive Plan.

Thank you,

Kirkland Resident

August 23, 2024

Council,
I have been studying your concern about generating more human density in our community. It seems that public/private cooperation would go a long way in developing new, more affordable housing. But rather than adding 4 to 6 stories to single family neighbourhoods and buying land with our tax dollars, why don't you streamline the permitting process to make it easier and more affordable to develop and fill in the space that we have with current zoning. I have waited almost a year for a permit to install a gate in my driveway. I now need an architect's rendering to proceed. And it took almost 4 months to get approval for a simple remodel of my kitchen and bath. The current zoning is fine. YOU can help the affordability issue by reducing regulation and red tape. Thanks for your consideration.

19 year Houghton resident

August 22, 2024

Subject: Public Comment - 8/22/24 Planning Commission Meeting

Dear Planning Commission and Council Members,

I am Zuleyka Guzman, I currently live in Redmond near Avondale Rd but will be moving soon. I am emailing you to speak in favor of the proposed changes allowing for more affordable housing in Kirkland along key transit corridors.

I actually moved to this area a few years ago for work from Texas, I have enjoyed staying in this area and have decided to stay around for the long term. I did start my search for a place to live in the King County area but unfortunately was unable to afford to buy in Kirkland and had to buy a condo elsewhere. I still remember a coworker in tech whose advice was in order to afford a house in Kirkland was to be in a dual income situation and this was when I initially moved here. Even though I had missed my chance to buy a place here I have many friends who would love to live in Kirkland when they are able to afford to buy a home.

Allowing for more homes will allow for a more accessible place to live and help stabilize rent and appreciation and allow other individuals to afford places here in the future.

Thank you for your time.

From: Allison Zike
Sent: Sunday, August 25, 2024 11:12 AM
To: Janice Swenson
Subject: Fw: Comprehensive Plan Draft

From:
Sent: Thursday, August 22, 2024 3:29 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Comprehensive Plan Draft

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Dear Planning Commission Member,

As a resident of the West of Market neighborhood, I have some significant questions and concerns regarding what appears to be the current proposed update to the Comprehensive Plan. I first moved to Kirkland from 1977-1984 and have witnessed the growth.

You responsibility is to serve the residents of the city of Kirkland, which of course includes some planning of how to accommodate future growth without destroying our existing neighborhoods.

I understand the requirements of the Comp Plan updates, including the need to find responsible ways to plan for future growth and to hopefully find a way to accommodate some level of 'affordable' housing.

I do not believe the current proposed plan achieves those goals and sincerely hope that you will reconsider the current proposal and make positive changes to the plan that first and foremost serve your current residents.

As such, please address the following issues and respond with detailed information.

Have you considered, and if so, what went into the decision not to integrate any of these options into the plan?

1. Only upzoning for properties directly fronting on Market? And upzoning only adjacent to existing commercial and current multi-family, which would have less impact on what is now a single family neighborhood? And upzoning only along the major thoroughfares-Market, 116th, 124th, Central, Lk Wash. Blvd, etc.

2. Staged upzoning— with no additional upzoning until all high density is built out? Utilitizing *only* all the current increased density zoning before adding additional areas of significant density increases? Plan for building out the full capacity of existing high density zones before turning most of the city into a high-density-zoned community.

Then staged in small increments vs a major community so that it does not destroy whole single family neighborhoods? This could push the negative impact on the neighborhoods into the next 20-year cycle, which would allow a significant majority of the properties to turn over and have a lesser impact on current homeowners?

3. What other options were considered and why rejected? Please provide details.
4. What has been the coordination/ commitment by METRO to provide frequent, flexible transit for future residents since it is being called a transit corridor? The current transit service along Market Street is sketchy at best, and any significant increase in residents who would be expected to use transit instead of single family cars, would need to be assured of frequent, flexible, 7-day-a-week transportation options that would enable them to reach their employment bases in communities throughout the greater Kirkland/Eastside/Seattle area. Is METRO willing to provide that service? Have they considered how to accommodate safe transit/crossing of Market Street for the students who need to cross to get to their schools? If the transit and parking/traffic issues have not been addressed, it is time to do so BEFORE the city is locked into a plan that does not have an answer to these issues.
5. What is the plan for mitigating parking and traffic issues that would affect our streets and traffic patterns (such as lights to get out, parking requirements for any Multifamily? As it stands now, with the cottage housing that is increasing throughout the neighborhood, the streets are essentially one-car width, and our garbage service and other traffic has challenges navigating the streets. How much increased traffic/parking etc. is in the plan? How does the city plan to ensure the least impact so that the quality of life and safety of our children and families is protected?
I understand the need for increasing density. There is no requirement that we immediately add 34% to the required density, nor to add significant transit corridors that have no plan in place for the current Comp Plan cycle.
It appears that the city is attempting to 'put one over' on residents as it states on the papers distributed at the Market Neighborhood meeting that the plan is NOT proposing increased density. It is clear that is exactly what the Comp Plan is proposing – and it is simply semantics that it is 'not' proposing the upzoning – but it is definitely the plan, just not the current paperwork activity. It was clearly stated that that the upzoning would be part of the next process in reworking the zoning codes as soon as the comp plan is approved. It is unconscionable to present and propose a plan that includes such significant changes to the overall character of our neighborhoods without already having in plan HOW these plans would be implemented – INCLUDING specific transit plans that have been agreed to, in writing, by METRO; traffic and parking modification plans with details on how they would be handled and how the neighborhoods would be changed; disruptions expected for the neighborhoods and specific timelines for when the changes would be implemented.
Every one of the proposed changes would dramatically affect the Kirkland neighborhoods we know and love.
It is very disrespectful to your tax payers and Kirkland residents to try to implement a plan without directly reaching out to every household/property owner in the affected areas. Not every individual has access to proactively go to your website to see if there is anything they should take note of.
I hope that you will reconsider the current proposal and return to the drawing board and come up with a viable proposal that respects your citizens, our neighborhoods, thoughtful growth and the fact that your role is to serve our community, not destroy it.

Thank you.

From: Allison Zike
Sent: Sunday, August 25, 2024 11:23 AM
To: Janice Swenson
Subject: Fw: Kirkland Comprehensive Plan

From:
Sent: Thursday, August 22, 2024 11:39 AM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Kirkland Comprehensive Plan

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Dear Members of the Planning Commission,

I am writing in support of moving forward with the Kirkland Comprehensive Plan.
We have lived in Kirkland for over 22 years. Our oldest daughter works in the area. She lives with us because she currently cannot afford housing. My husband and I are looking to downsize in the next few years but feel like the options for aging in place are lacking in Kirkland. We love this city and would like to stay.
I recognize that growth is inevitable. I support increased housing and transportation-oriented development to accommodate this growth and to keep our city healthy and liveable.
Thank you for all your hard work on this plan. I know you are considering the future of ALL Kirkland residents, not just one neighborhood.

Sincerely,
Susan Vossler
Finn Hill Neighborhood

August 22, 2024

Subject: Kirkland planning

To the members of the Kirkland Planning Commission,
Thank you to the Commission and City Staff, who are working hard on this comprehensive plan. I appreciate your efforts.

I am a long time resident, over 35 years, of Kirkland. I have seen many changes over the years, not all of them great... But this recent proposal that impacts residential housing in such vague terms is truly unacceptable.

I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed. I appreciate that the City Staff has included a new framework for transit corridors in the recent draft of the Land Use Element. The framework, however, is vague and the fundamental issues with the transit corridors remain.

I am also concerned that this plan update eliminates “Residential” land use designations. Changing all these areas to “Residential Mixed Use” is a significant change for Kirkland neighborhoods. Residential Mixed-Use allows small-scale commercial, institutional, and semi-public uses in residential neighborhoods. The plan does not specify what other features of Residential zones would be lost, such as setbacks and buffers between residential and commercial zones.

I strongly urge the Planning Commission to propose an amendment to the Land Use Element removing transit corridors and Policy LU-2.4 from the 2044 Comprehensive Plan.

Regards,

Kirkland Resident

From: Allison Zike
Sent: Sunday, August 25, 2024 10:59 AM
To: Janice Swenson
Subject: Fw: Kirkland zoning

From: Sima Zarandi <sima.zarandi@icloud.com>
Sent: Thursday, August 22, 2024 7:32 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Kirkland zoning

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Hi, Please don't change Kirkland doing. It will make it harder for us to commute due to traffic. It is already condense.

Thanks,

August 22, 2024

Subject: Comprehensive Plan update- Transit Corridors

To the members of the Kirkland Planning Commission,

Thank you to the Commission and City Staff, who are working hard on this comprehensive plan. I appreciate your efforts.

I, Shannon Dozier, along with my husband Mike am a resident of Kirkland. I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed. I appreciate that the City Staff has included a new framework for transit corridors in the recent draft of the Land Use Element. The framework, however, is vague and the fundamental issues with the transit corridors remain.

I am also concerned that this plan update eliminates “Residential” land use designations. Changing all these areas to “Residential Mixed Use” is a significant change for Kirkland neighborhoods. Residential Mixed-Use allows small-scale commercial, institutional, and semi-public uses in residential neighborhoods. The plan does not specify what other features of Residential zones would be lost, such as setbacks and buffers between residential and commercial zones.

I strongly urge the Planning Commission to propose an amendment to the Land Use Element removing transit corridors and Policy LU-2.4 from the 2044 Comprehensive Plan.

Kind regards,

Kirkland Resident

From: Allison Zike
Sent: Sunday, August 25, 2024 11:27 AM
To: Janice Swenson
Subject: Fw: Housing Density Hearing

From:
Sent: Thursday, August 22, 2024 9:44 AM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Housing Density Hearing

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Hello-
I'm a resident of Kirkland, living on Finn Hill. I strongly believe that your Transit Corridor Proposal is mis-guided. What motivates this proposal? As I understand, Kirkland has already met the GMA criteria for King County. We don't need more congestion, and we don't want to see the basic character of those affected neighborhoods changed.
Thanks for reading.

Kirkland, WA 98034

From: Allison Zike
Sent: Sunday, August 25, 2024 11:00 AM
To: Janice Swenson
Subject: Fw: Opposition to higher density housing

From:
Sent: Thursday, August 22, 2024 7:31 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Opposition to higher density housing

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To the members of the Kirkland City Council:

I am writing to express my opposition to the proposal for higher-density housing along the "transit corridor." While the intention to increase housing availability and promote public transit use is understandable, I believe increasing the density of housing in our neighborhood will inevitably place a significant strain on existing infrastructure. Roads, schools, and healthcare facilities are already operating near or at capacity. Without substantial investment in expanding these services, further development will lead to overcrowding, decreased quality of service, and potentially a decline in the overall quality of life for current residents.

Thanks,

Kirkland resident since 2010

From: Allison Zike
Sent: Sunday, August 25, 2024 11:26 AM
To: Janice Swenson
Subject: Fw: Land Use Element of Kirkland's 2044 Comprehensive Plan Update

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

From:
Sent: Thursday, August 22, 2024 9:55 AM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Land Use Element of Kirkland's 2044 Comprehensive Plan Update

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I support the FHNA comments regarding the Land Use Element.
In addition I would like to see language incentivizing development with green roofs, green walls, and bioswales.

Thanks for your consideration,

From: Allison Zike
Sent: Sunday, August 25, 2024 10:54 AM
To:
Cc: Janice Swenson
Subject: Re: Planning Commission Feedback Long Range Plan

,

Thank you for your thoughts. Planning Commission voted to continue the hearing on Thursday and keep the record open for written comments, so I will forward your message to them (they are bcc'd here) and log this on the record. The hearing was continued to their September 12th meeting. The record for spoken testimony is now closed, so we expect them to begin their deliberations early that evening.

Thank you,

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

From:
Sent: Thursday, August 22, 2024 10:23 PM
To: Allison Zike <azike@kirklandwa.gov>
Subject: Planning Commission Feedback Long Range Plan

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Allison,

I'm sorry but was not able to provide virtual comment tonight, but wanted to register my opinion and that of my 5 person family.

1. Public Outreach is difficult, but until very recently, I was not aware of this Planning Commission proposal, so I have to say, that respectfully the outreach has not been ideal and transparent.
2. Conceptually, I'm not against transit density, but I do disagree with the size, and scope of the proposal both in the width of a 1/4 mile as well as elevation. Keep it at 2-3 stories
3. We have existing residential zoning that is allowing for greater density in already the most dense city on the east side. Our existing zoning can and will accommodate our current and future growth targets.
4. We have the commercial zones such as Totem Lake, Finn Hill QFC area, Rose Hill 85th st and Juanita Village that are nowhere near maximized and should be made into dense urban centers first.
5. Lastly, we are opening the door to even greater density before evaluating major changes in density that have recently gone into effect. Why are we further increasing density, before evaluating our recent changes?

So to summarize:
We have ample residential zoning
We have ample commercial zoning that should be maximized and developed first in urban centers
We should eveluate the impact of recent zoning changes before doubling down on greater changes

The size and scope of the proposed “framework” bisects neighborhoods, creates divisions, blocks light and views and are drastically out of scale. (Stick to 2-3 stories)

I’m a progressive voter that has voted to approve every levy, every park proposal and all transit packages that have been put to a vote, but this is simply not in keeping with the character of the town I love. Density can be accomplished in a more thoughtful way.

Thanks for submitting my feedback and consider it shared by my 3 adult children, my wife and by me.

Regards,

From:
Sent: Thursday, August 22, 2024 11:55 AM
To: Planning Commissioners; Janice Swenson; Allison Zike
Subject: 2044 Comprehensive Plan - Public Comment

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Hi,

My name is and I am a resident of Moss Bay. I'm writing in strong support of studying increasing density along transit corridors.

One of the most pressing issues facing our entire region is the rising cost of housing, which has made it difficult for young people, families, and workers to afford to live in our city. We need to provide more diverse and affordable housing options not only for young people who are looking for a place to live, but also to strengthen the social and economic fabric of our community.

The development of housing has long been limited by zoning policies that bend to a small number of vocal constituents, often at the expense of broader community needs. It's important that we preserve the distinct character of Kirkland, but at the same time we need to prioritize the future of Kirkland as a whole. People like our teachers and our police officers need to be able to afford to live near where they work. And if we want to make it easier for young people - like our children - to buy a home, we need to update the outdated laws and regulations that have made it hard to build homes for the working people in this community.

Trying to freeze the city as it is will not keep it from changing. It will just change in a different way. The people of the Bay Area have been able to block new homes for decades - and they've been rewarded with one of the worst housing crises of the nation.

I urge you to support the study of increased housing density along transit corridors. It is a practical step toward fixing our housing challenges and an essential step toward building a more sustainable and vibrant city for future generations.

Thank you for your time and consideration,

From: Allison Zike
Sent: Sunday, August 25, 2024 11:07 AM
To: Janice Swenson
Subject: Fw: Kirkland 2044 Comprehensive Plan - Generally and Policy LU-2.4

From:
Sent: Thursday, August 22, 2024 5:45 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Cc: City Council <citycouncil@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>
Subject: Kirkland 2044 Comprehensive Plan - Generally and Policy LU-2.4

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Planning Commissioners,

I write again regarding the 2044 Comprehensive Plan, both generally and specifically as to the Land Use Element and Policy LU-2.4.

First and foremost, while the purpose of a Comprehensive Plan is to develop and have in place a plan to handle the development and growth of Kirkland for the next 20 years, what has been proposed and is being recommended is not a plan at all. Rather, city staff, the Planning Commission, and City Council seem to believe that the solution to all of our problems is "build, baby, build" without regard to anything else. How do we solve our housing issues? Build. What about the fact that building more will only marginally lower housing costs but not actually provide affordable housing? No worries, just build.

What about the lack of infrastructure? No worries, just build and it will happen. Has that actually worked? No. Exhibit A - Kirkland Urban and expanded Google campus on 108th yet no new or expanded infrastructure on Central Way, Kirkland Ave., State Street, 3rd, or 6th/108th. All of those streets experienced gridlock before those new developments. All remain gridlocked, despite the fact that there are more people working from home since the pandemic, and the gridlock continues to get worse. Our bus service has actually decreased since before Urban and the Google campus expansion. Additionally, the proposal fails to acknowledge the lack of ability along several of the proposed "Transit Corridors" to even provide for the necessary infrastructure to support the increased densities and intensities proposed along the corridors.

Further, a plan should be clear as to what we want to accomplish in each area of the city. Several Commissioners and Councilmembers have stated that there is no intent to allow for 4-6 story buildings throughout the entirety of the proposed Transit Corridors. If that's true, then why not draft a Comprehensive Plan that specifies what we actually are trying to plan for? The proposal does not address how we reach the targeted affordable housing units given the current max requirement that any development with 6 or more units must have 10% of the units be "affordable" and that only goes to affordability for those at 80% AMI. Has the PC or CC even considered an alternative such as Affordable Housing Overlay Zones to avoid the unintended consequences of gentrification and displacement from upzoning (https://mrsc.org/stay-informed/mrsc-insight/april-2022/using-affordable-housing-overlay-zones)? It certainly does not appear that this has been considered.

Nothing about this process has been transparent and it has been rushed without sufficient thought and

consideration for the potential impacts and for robust community engagement. The current proposed amendments eliminate "residential" as a land use designation in favor of "residential mixed use." This is a significant change for all of our Kirkland neighborhoods as it would allow small-scale commercial, institutional, and semi-public uses in ALL of our current residential neighborhoods. The plan does not identify what other features of residential zones would be lost, such as setbacks and buffers between residential and commercial zones. Nor does it consider whether all of the current residential neighborhoods can reasonably accommodate all uses allowed by "residential mixed use."

I strongly urge the Planning Commission to opt for Option B proposed in the Staff Report for the Planning Commission meeting and hearing on August 22, 2024 - Do NOT include Policy LU-2.4 in the 2044 Comprehensive Plan but either add a discrete task to a future Planning Work Program to study a policy directing exploration of appropriate places for density near transit or consider adding a version of the policy to the Comprehensive Plan in 5 years after there has been time to further consider, revise, and take full community feedback on any proposed changes.

Respectfully,

From: Allison Zike
Sent: Sunday, August 25, 2024 10:54 AM
To: Janice Swenson
Subject: Fw: Affordable housing/transport

From:
Sent: Thursday, August 22, 2024 8:11 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Affordable housing/transport

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My name is and my family and I purchased a home and moved to Finn Hill five years ago. I fully support the plan to build more housing and housing affordability, but I want to speak to public transit.

First, to address some of the concerns of other residents that were brought up tonight: rather than build up the transit infrastructure before building higher density housing, I think it should be done concurrently. And while that is on going, the council needs to work with the transit providers to ensure that the local routes are rescheduled to support those corridors (including the express commuter buses running along 405).

I fully support the idea of the rapid transit corridors, but I want to make sure the local neighborhood bus routes will be expanded.
I got rid of my car during the pandemic, but it has gotten progressively more difficult to live without it every year because of the reduction of transit in my area.
As one of the first speakers mentioned tonight, bus service through Finn Hill has been reduced more and more with every new schedule revision since I moved here. The most recent revision adjusted the schedule of the 225 such that the later evening 311

from Seattle arrives in Totem Lake 5 minutes after the 225 goes uphill, and with the reduced schedule, I need to wait an hour for the next bus. If the transit corridors have buses every 15 minutes, the local routes need to run at least every 30 to enable residents to access the transit corridor.

And while the MetroFlex program was adopted for the Juanita area, it can't be fully relied on for scheduled trips. It also doesn't support early or late schedules, or weekends.

Please ensure neighborhoods further from the transit corridors can participate in the walkable neighborhoods and transit corridors.

From: Allison Zike
Sent: Sunday, August 25, 2024 10:59 AM
To: Janice Swenson
Subject: Fw: Land use plan public hearing

From:
Sent: Thursday, August 22, 2024 7:33 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Land use plan public hearing

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Hello commissioners, I had hoped to speak at the public hearing this evening, but I could not find the sign in sheet.

I live in the Bridle Trails neighborhood with my husband and five kids, ages 4-16, and we do most of our transportation by bike. I love living in Kirkland. I love Bridle Trails Park and the Lake Washington Saddle Club. I love my church, Holy Family. I love Studio East. I especially love that I and my kids can bike to all of these places. This would not be the case if we didn't live in Kirkland, which we are fortunate to do because of a good tech job and good market timing.

I support more housing in all places around Kirkland, but especially in frequent transit corridors. I would like my friends to not need to move. I would like my kids to be able to live here when they grow up. I would like my kids teachers not to need to commute for an hour - it's hard enough to be a teacher these days.

In a city, apartments and single family houses coexist on the same street. People who can't afford the 1.5 million for a house also deserve to live on a street that is quiet and not polluted. Not every apartment needs to be on a major arterial. I also support less parking because less parking means less driving.

Kirkland is a great place to live. We cannot hoard it. We can make our community more equitable and more livable. Be bold and hopeful. Don't let fear and selfishness win.

From: Allison Zike
Sent: Sunday, August 25, 2024 11:22 AM
To: Janice Swenson
Subject: Fw: Public Comment - 8/22/24 Planning Commission Meeting

---

From:
Sent: Thursday, August 22, 2024 11:59 AM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Cc: City Council <CityCouncil@kirklandwa.gov>
Subject: Public Comment - 8/22/24 Planning Commission Meeting

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Dear Planning Commission and Council Members,

My name is . I live near Totem Lake, on Slater Avenue, and I'm writing you today to show my wholehearted support for the proposed changes to allow for more affordable housing in Kirkland.

I haven't lived here long - I moved to Kirkland from the east coast about four years ago - but in that time I've come to adore this city. I spend most of my time in downtown Kirkland, at the library and the small businesses, enjoying the waterfront, events, and green spaces. Unfortunately, due to the dramatic increases in rent and cost of living in the area, I will be forced to move out of Kirkland within the next couple of years. This is truly devastating - I've spent the last four years building a life for myself here, and I can easily see myself living here for the rest of my life. I would love to buy a home here.

On the less pleasant side, my first two years renting in the area were spent in an apartment that was completely falling apart, with unresponsive office staff, mold, and pest problems. I, and many of my neighbors, simply couldn't afford to move out - rent was just too high at other properties. Happily I was able to afford better housing after those two years, but many of my friends and their children are still stuck there, with no option to leave.

Building new homes will help stabilize the soaring rent prices, allow for more affordable housing options, and give renters the choice to find a better apartment if their landlords treat them poorly. It would allow me to stay in Kirkland and to continue enjoying this truly beautiful city.

Thank you very much for your time,

From: Allison Zike
Sent: Sunday, August 25, 2024 10:54 AM
To: Janice Swenson
Subject: Fw: Sharing feedback on transit corridors

From:
Sent: Thursday, August 22, 2024 8:15 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Sharing feedback on transit corridors

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To the members of the Kirkland Planning Commission,

Thank you to the Commission and City Staff, who are working hard on this comprehensive plan. I appreciate your efforts.

I, a 22 year resident of Kirkland, along with my husband and two children, are firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan.

As such, I ask for all of Policy LU-2.4 and associated items to be removed. I appreciate that the City Staff has included a new framework for transit corridors in the recent draft of the Land Use Element. The framework, however, is vague and the fundamental issues with the transit corridors remain.

I am also extremely concerned that this plan update eliminates “Residential” land use designations. Changing all these areas to “Residential Mixed Use” is a significant change for Kirkland neighborhoods. Residential Mixed-Use allows small-scale commercial, institutional, and semi-public uses in residential neighborhoods. The plan does not specify what other features of Residential zones would be lost, such as setbacks and buffers between residential and commercial zones.

I strongly urge the Planning Commission to propose an amendment to the Land Use Element removing transit corridors and Policy LU-2.4 from the 2044 Comprehensive Plan.

Kind regards,

Kirkland Resident

From: Allison Zike
Sent: Sunday, August 25, 2024 11:01 AM
To: Janice Swenson
Subject: Fw: Please don't change the zoning

From:
Sent: Thursday, August 22, 2024 6:39 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Please don't change the zoning

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

Dear lawmakers of Kirkland

Please think about how this is going to change people's life.
Traffic is already bad as is and I don't know with changing zoning how worse it's going to get.

Traffic is really bad in lake Washington boulevard and Juanita.

Please don't be out of touch and don't do this.
Consider a couple of days at rush hour driving in and see how bad it is

Warmly.

Restaurant owner

August 22, 2024

Subject: Please Add More Housing Near Transit

Hello Planning Commissioners and City Councilmembers,

I'm planning on speaking tonight at the public hearing but I wanted to send you my comments as prepared ahead of time both for the record and also in case I don't make it for whatever reason.

Good evening,

I'm here tonight to speak in strong support of building more housing, especially along transit. I moved to Kirkland 15 years ago. I've raised both of my kids here, and I spend a lot of my free time involved in the community. While I was born here in Washington, as an Army brat, I moved around a lot. I've lived in 16 different homes since I was born, but Kirkland is the first place that I've really put down roots. At various times I've been a renter, an owner, and even a landlord.

As much as I love Kirkland, one of the things that troubles me is the way we treat the people that serve our community. At the beginning of every work day, thousands of people wake up in Mill Creek, Monroe, Marysville, Maltby, and I assume other places that don't start with an M. They get in their cars and they make the soul-sucking drive to Kirkland. They are our nurses, teachers, cops, baristas, hairdressers, servers, and pharmacists. But when the day ends, we say "thank you very much, now please leave", and they make the long slog back.

This dynamic really hurts our local businesses who struggle to attract and retain employees. They have to pay more to compensate for either higher rents or longer commutes and this, in turn, raises all of our prices and cost of living. A higher home value (which is entirely theoretical unless you're getting ready to sell and move somewhere else) is little consolation in the face of quickly rising prices at restaurants, retail, and services around town.

At a recent neighborhood association meeting, I heard a police officer who has been serving Kirkland for almost 15 years literally laugh out loud when someone assumed she lived in Kirkland. "Oh, I don't live in Kirkland, I live in Mill Creek," she said. The idea that it would be laughable for a police officer who works in Kirkland to afford to live here isn't funny though. It's shameful. I winced when I heard her comment.

We can do better. We can stop deliberately excluding people from our neighborhoods. We don't have to listen to the person bragging on social media about putting signs opposing new housing at both of their houses while regular, hardworking folks in our community are forced out and kept out.

The artificial housing scarcity we've created is a choice. And as a choice we can change it. Thank you.

From:
Sent: Thursday, August 22, 2024 11:44 AM
To: City Council; Planning Commissioners; Adam Weinstein; 2044 Comprehensive Plan; Mark Faust
Subject: Kirkland Comprehensive Plan Neighborhood Changes

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Kirkland City Council Members and Planning Commissioners,

We would like to take the time to write in opposition to the proposed Transit Corridor and potential opportunity to have future high density within Kirkland's neighborhoods. As a developer I understand growth targets and City future planning efforts. I believe this plan is severely flawed and not thought through for a number of reasons:

1. Kirkland's residential neighborhoods are one of the City's gems. These are places people enjoy the quieter, peaceful surroundings to raise families on streets that are safe and traffic is reduced. House Bill 1110 already allows for a lot of future Middle Housing in these neighborhoods and the City needs to provide time to see how that changes the neighborhoods. Taking the drastic Comp Plan step proposed is way overarching and taking neighborhoods from 1 to 100. HB 1110 is a good small step to allow density and evaluate traffic impacts but maintain character.

2. The 1/4 mile corridors essentially envelope almost all of the neighborhoods. Bridle Trails, South Rose Hill, North Rose Hill, the Highlands, Norkirk, Juanita, and virtually all of Totem Lake, Moss Bay, Everest, Lakeview, Central Houghton, and Market are amazing gems of Kirkland. This proposal could lead to very disjointed and mish mash of growth in these areas. Growth should be centralized in areas with roads and services that can support this proposal. Station Area was recently upzoned and there are areas of Kingsgate and Juanita that could support further growth where roads, services, proximity to freeways and transit already exist. The City should utilize that growth potential first and revisit this after 2044. These areas can support traffic. The neighborhoods cannot and to think new transit corridors will reduce traffic would require much more evaluation.

This high density development is not necessary to meet future state growth requirements. The City has housing surplus on housing targets, so why implement this now? I strongly encourage the City to kill this part of the Comp Plan 2044, maintain neighborhood character and livability and focus growth in areas that support this kind of development and growth.

Thanks for your consideration.

Kirkland, WA 98033

Fw: Comments on The Market Street Corridor Plan Draft - 8/22/2024 Planning Commission Mtg Packet

Allison Zike <AZike@kirklandwa.gov>

Sun 8/25/2024 11:08 AM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

From:
Sent: Thursday, August 22, 2024 5:32 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Comments on The Market Street Corridor Plan Draft - 8/22/2024 Planning Commission Mtg Packet

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Commissioners:
Below are four comments on the Market Street Corridor Draft Plan I found included in the 8/22/2024 Planning Commission meeting packet. These comments are a refinement of comments I made in writing in advance of previous Planning Commission hearings on the 2044 Comp Plan Draft.

1. Policy MS-7
   Restore "Enhance" in the first sentence as it's appropriate that regulations be designed to result in improvements to our world rather than merely "maintain" - settling for the status quo.

2. Restore Policy MS-8 which sets building height in the corridor to two to three stories:

   "Appropriate building height for the corridor is up to two to three stories – two stories in general, and three stories
   in the neighborhood shopping and service nodes described in Policy MS-4. Additional height may be allowed as
   established in the Zoning Code to encourage a variety of roof forms, and as part of the design review process.

   "A range of building heights along the corridor is appropriate as a transition to adjacent lower intensity residential
   uses, to reflect topographical change in the neighborhood, and to encourage below-grade parking areas"

   The City-organized and managed group that developed the current plan thoughtfully and carefully created this policy in 2020-21 and it is to be preserved rather than discarded.

3. In current draft Policy MS-10 (under the photo with the caption: "Intersection of 7th Avenue and Market Street")
   Remove the added sentence "These design regulations should also prioritize reducing the cost of housing and increasing sustainability." at the end of the second sentence.

   The consensus of residents is that Kirkland must avoid the ugly "sameness" of downtown Redmond, for example, that is being promulgated by an over-emphasis on low cost design and building materials.

4. In current draft Policy MS-13 (on page 13 of 18 of the posted draft plan)
   Restore the deleted final paragraph:

   "The building mass and/or height of higher density structures should complement rather than dominate or overwhelm
   adjoining lower-intensity uses. Landscape buffers, vertical or horizontal building modulation such as upper story
   step backs or architectural treatments should be used to soften and separate uses by creating a transition zone. Some
   of the existing buildings may also need enhanced landscaping in order to prevent commercial structures from having
   a negative impact on adjoining residential uses."

Thank you,

August 22, 2024

Subject: Espirit de Corps

My concerns are:

1. Planning Commissioners and City Council are committed to an agenda that will drastically impact Kirkland in negative ways.

2. I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed.

3. The intention to eliminate “Residential” land use designations. “Residential Mixed Use” is a significant change for Kirkland neighborhoods. Residential Mixed-Use allows small-scale commercial, institutional, and semi-public uses in residential neighborhoods. The plan does not specify setbacks and buffers between residential and commercial zones.

4. I ask that the Commission propose an amendment to the Land Use Element removing transit corridors and Policy LU-2.4 from the 2044 Comprehensive Plan.

In the spirit of
esprit de corps let us communicate and work together for creative and empowering solutions.

Kirkland, WA 98033
August 22, 2024

Planning Commissioners
City of Kirkland
123 Fifth Avenue
Kirkland, WA 98033

RE: 2044 Comprehensive Plan
Proposed 1,200 apartment units to Pa Mac business

To Whom It May Concern:

This is in response to the notice about the changes to the Par Mac Business Park Site in Totem Lake TL 10D to increase density and height to accommodate up to 1,200 units of housing and up to 30,000 square feet of commercial space.

As a South Juanita resident of Kirkland who is a neighbor to the Par Mac industrial area, I feel like a forgotten, ignored member of the community. Living in a SINGLE-FAMILY RESIDENCE in a home along NE 112th Street, 116th Ave NE, and the cul-de-sacs along those roads, we have become part of the Totem Lake high density development with inadequate roadways, nonexistent sidewalks, and zero public transit. The city's description of Kirkland as a livable tree city has become almost laughable to us.

Through the years Par Mac has been a good neighbor: the industries there did not produce noise or smells, and traffic was minimum and only noticeable during the evening rush hour. We once had large trees to filter the freeway noise, improve air quality, reduce urban heat islands, control soil erosion, and contribute to human health and well-being. Now we have unmowed "beauty strips" that are an eyesore with roots from ornamental trees buckling sidewalks. Bus routes have moved and future solutions to rapid transit are car dependent.

An interesting article in the October 3, 2022 "Urbanist" states that the city knew there would be a problem in the fastest growing neighborhood West of I-405, and it was a transit desert. This article claimed that since there was not a critical mass of single-family homeowners to ignore or push back against increased density, the city proceeded anyway causing consequential congestion in the area.

Can one department just keep approving developments while another must deal with the fall-out, and if so, what is that department? I am sorry to say that after living in Kirkland for 44 years, I have reached the realization that no one is looking out for my best interests as a resident. I have been living in a fairy tale that is now tilted toward meeting developers' needs.

We did not move to high density, but high density moved to us. I understand the need for an urban area, but do not understand some of Kirkland's decisions about that area. If the goal is to reduce single car trip demand, improve connectivity, and meet goals for a dense and walkable community, why is the proposed light rail going to South Kirkland instead of the urban, high density area? Where is the bus service that will take me from my home to grocery shopping? As

a 76-year-old I feel fortunate to still be able to walk the trail to Fred Meyer for a few items, but how do I shop without a car? And, if we occasionally need cars, how are we supposed to get through already clogged intersections and roads?

Chances are at some time the proposed residents of 1200+ units in Par Mac will be forced through the intersection of 120th NE and NE 116th. If you are unfortunate enough to approach that intersection from the South on 120th NE at the wrong time of the day, you can wait through three or more lights. There is not a designated right turn lane onto 405 and there is not enough access to NE 116th for those wanting to proceed under the freeway. This bottleneck has existed since the completion of the "improved" 405 access—correct one problem to create another. I guess, when it impacts less people, it is acceptable.

Likewise, I cannot imagine the impact all of these housing units will have on the neighborhood elementary school. If only ¼ of these units being built or proposed have one child, how do they prepare for an influx of 300 additional students, in addition to developments already in progress? I understand that Lake Washington School District, not the city, will have to handle and accommodate this dilemma—but, city planners have caused an unimaginable crisis.

Thank you for the opportunity to vent my frustrations about our neighborhood and the quality of life your decisions effect.
Sincerely,

August 22, 2024

Subject: Objection to Update to Comprehensive Plan Regarding Housing Density

Mayor Curtis and City Council Members,

I am concerned to learn that Kirkland's Planning Department is proposing drastic changes to the current Land Use Element of the proposed update to Kirkland's Comprehensive Plan. I have read through the briefing that was dated July 26, 2024. This briefing outlines changes to the Comprehensive Plan that are not in the best interest of the current residents of Kirkland that live in the neighborhoods where these changes are proposed. It will change existing neighborhoods into high density, urban areas.. As a citizen of Kirkland for more than 50 years, I am not in favor of these changes.

While I understand that the Comprehensive Plan does not change the zoning density, it opens the door to those in favor of the increased density, which I believe is the Planning Department's agenda, to get the zoning changed. This will leave those in the neighborhoods affected by the changes suffering with increased traffic, infrastructure that can't support the growth and a once quiet neighborhood forever changed.

In the briefing, the Planning Department mentioned several bullet points regarding benefits to their proposed changes, but seemed to minimize the risks. To say the only risks are that there is the potential for increased traffic because the increased bus service never materializes (Planning Department assumes better bus service will happen because they are included as a benefit), and school capacity and neighborhood services don't materialize. Their briefing needs to include what those living in the affected neighborhoods feel are negative risks. Let's be honest, there will be more traffic in these corridors even if bus service improves and from the Planning Departments briefing states increased bus service is not a sure thing.

I also noted in the briefing that the Planning Department has proposed some options. Implementing these options would still leave those people living along Sound Transit I-405 Stride BRT and Metro's proposed K-Line with the effects of increased housing density and their neighborhoods forever changed.

I currently live in North Rose Hill and have seen the effects of implementation of some of Kirkland's Planning Department's poor plans. When the Planning Department implemented a Bikeway through North Rose Hill, I objected to the diverter that was ultimately installed 2 years ago at the intersection of NE 100th Street and 128th Ave NE. I had stated to the Planning Department that because drivers on NE 100th Street will not have to look for conflicting cross traffic or left turning traffic, they will run the four-way stop and they do. Those times that running the stop is especially prevalent is during morning and evening commutes, but I have seen it frequently done at other times. I never see the police monitoring the intersection to ticket violators. The number of cars on NE 100th Street as well as NE 132 Ave have increased because of the work along NE 85th St and I-405 interchange. I would hate to see another poor plan be implemented only to negatively affect those currently living where the changes are proposed.

One thing I couldn't find in the briefing is how the current Comprehensive Plan is doing in regards to meeting the 2044 Target for housing. That would be helpful to see if the Comprehensive Plan even needs to change.

Sincerely,

From: Allison Zike
Sent: Sunday, August 25, 2024 11:00 AM
To: Janice Swenson
Subject: Fw: Opposed to Market Street Corridor.

From:
Sent: Thursday, August 22, 2024 6:52 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Opposed to Market Street Corridor.

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Planning Commission Members,

I am opposed the Market Street corridor Plan.

Again, I oppose the Market Street frequent transit designation. There are better locations which will have a greater impact on affordable housing such as 85th corridor, K line, one story old strip malls with huge surface parking lots, transit station at south Kirkland near 520). Stacked flats at existing large underutilized commercially zone property makes more sense. A 1.5 million dollar 1100 sq ft townhome does very little for affordable housing and ADA accessibility. I am disappointed in the current plan and also the decision not to notify property owners.

Not a good feeling.

Norkirk Neighborhood home owner

Sent from my iPhone

From: Allison Zike
Sent: Sunday, August 25, 2024 11:14 AM
To: Janice Swenson
Subject: Fw: Public Comment on 2044 Comprehensive Plan Continued Public Hearing: Market Street Corridor Plan and Land Use Element, File No. CAM22-00032

From:
Sent: Thursday, August 22, 2024 1:22 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Public Comment on 2044 Comprehensive Plan Continued Public Hearing: Market Street Corridor Plan and Land Use Element, File No. CAM22-00032

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

Dear Commissioners,
I am speaking against the changes in the areas around some of the designated "Transportion Corridors" outlined in the Market Street Corridor Plan and Land Use Element, File No. CAM22-00032.

I will base my comments on the Norkirk area that I have represented since 1998, serving on the first Norkirk Neighborhood Association Board and continuing to serve on this Board since that time with a break for the years I served on the Planning Commission myself. I will use my thoughts on this neighborhood as an example of issues that could arise in many other areas designated as being on along a "Transportion Corridor."

Norkirk neighbors have long supported the idea of finding ways to introduce some smaller and hopefully more affordable housing options, allowing for more "density done right!" options in Norkirk. We introduced and adopted the small lot single family zoning, ADUs, and duplexes and triplexes that look or are compatible with existing housing.
However, what is being suggested now is extreme and unnecessary.

Unique things to protect in Norkirk and Market along the proposed Transportion Corridor are:
-they are two of the most historic areas especially close to Market St.
-The views from the streets on the slopes above Market St. in Norkirk are not just enjoyed by the homeowners there but are very popular walking routes for many people from farther east in the neighborhood who walk along 1st and 2nd Streets every night.
-Many people have already commented on the narrow streets that cannot accommodate more traffic.

I think it would be criminal to block those wonderful views, cherished by many, by increasing allowed heights and exessive density, These policies being proposed will affect many areas negatively and the way they are written will likely not promoted affordability any more than what current zoning allows for. We already are seeing many new projects under current zoning that are increasing density while not destroying the feel of our existing neighborhoods.

There are many references in the draft Norkirk Neighborhood 2044 update that point to increased density being compatible in scale and mass and trees and setbacks to the existing properties around them (pol. N-29/N-24,N-12 and many more.

Unfortunately, I have been out of town and unable to truly engage in this conversation, but I think the proposed ideas should NOT be adopted without much more discussion. They need to be postponed until they can be studied more thoughtfully. THEY DO NOT HAVE TO BE ADOPTED NOW AS PART OF THIS 2044 COMPREHANSIVE PLAN.

Respectfully,

Kirkland, WA 98033

From: Allison Zike
Sent: Sunday, August 25, 2024 11:09 AM
To: Janice Swenson
Subject: Fw: Kirkland Offers Only Two Limited Growth Alternatives - Reject Transit Corridors

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From: J
Sent: Thursday, August 22, 2024 5:05 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; City Council <CityCouncil@kirklandwa.gov>
Subject: Kirkland Offers Only Two Limited Growth Alternatives - Reject Transit Corridors

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Hello Planning Commission and City council,

My name is Jackie, and I'm a resident of Kirkland. I strongly believe in responsible, data-driven growth for our community.

For the past few years, many cities have provided their elected officials and planning commissions with multiple growth alternatives to meet state-mandated requirements. For example, Bellevue studied a no-action alternative, reviewed three action alternatives, and settled on a preferred option over a year ago. Similarly, Redmond evaluated three growth alternatives, based on community input from 2020-2021, before selecting a preferred approach. Renton's Environmental Impact Study also reviewed three scenarios.

Many cities cite that The State Environmental Policy Act (SEPA) requires a "no action" alternative and a minimum of two reasonable alternatives.

It's very concerning to me that Kirkland's current approach offers only two limited choices for the Planning Commission and City Council to consider: a no-change option and a growth alternative that heavily impacts our neighborhoods through the transit corridors proposal. Our neighborhoods have already absorbed substantial growth through the recent passage of missing middle housing legislation, which I fully support.

The transit corridors first appeared in a Planning Commission memo only 8 months ago with the first Land Use public hearing 4 months ago.The transit corridor proposal feels insufficient and radical. I urge you instead to seek practical, factual, sustainable, and data-driven growth options for both our current community and future residents. We deserve better.

The transit corridors do not represent responsible growth or offer any data-driven solutions to the affordable housing challenges. They should not be included in the comprehensive plan.

Thank you for your time.

From: Allison Zike
Sent: Sunday, August 25, 2024 11:26 AM
To: Janice Swenson
Subject: Fw: HNA Position Statement on LU 2.4- Houghton Neighborhood Association - Transportation Corridors

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From: Houghton Neighborhood Association <centralhoughton@gmail.com>
Sent: Thursday, August 22, 2024 10:05 AM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>; City Council <citycouncil@kirklandwa.gov>; Rodney Rutherford <rrutherford@kirklandwa.gov>; Bria Heiser <bheiser@kirklandwa.gov>; Angela Rozmyn <arozmyn@kirklandwa.gov>; Katya Allen <kallen@kirklandwa.gov>; Gina Madeya <gmadeya@kirklandwa.gov>; Aaron Jacobson <ajacobson@kirklandwa.gov>; Scott Reusser <sreusser@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; John Tymczyszyn <JTymczyszyn@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; Kelli Curtis <kelli@kellicurtisforkirklandcouncil.com>; Jay Arnold <JArnold@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>
Cc: Houghton Neighborhood Association <centralhoughton@gmail.com>
Subject: HNA Position Statement on LU 2.4- Houghton Neighborhood Association -Transportation Corridors

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

Honorable Planning Commissioners and City Councilmembers,

The Houghton Neighborhood Association (HNA), on behalf of our membership, fully rejects the transportation corridor land use proposal LU-2.4 you are considering.
We wish to register that we would like this transportation oriented development land use proposal removed completely from the Comprehensive Plan.

Dozens of our neighbors have sent in written testimony to you, and others have expressed their unhappiness with this plan to us. Some of the neighbors will be attending the planning commission meeting and have purchased signs in their yards registering their opinion.

- We do not see how the density suggested in this plan will reduce the cost of housing in Houghton.
- Our neighbors do not want the potential for single family homes along 108th/Houghton Boulevard and ¼ mile east / west to be rezoned for residential mixed-use.
- Our neighbors do not want 50-200 units of housing per acre.
- We don't believe the density proposed in this plan is proportional to the transportation infrastructure.
- We believe that emergency services will be hindered and schools overcrowded. We already face problems with overcrowding at Lakeview.
- We would like to see Metro Bus Service on 108th connect to meaningful destinations for our neighbors to increase ridership before considering land use decisions related to ridership
- We believe transportation and land use decisions are tightly related and should not be considered or decided with a flawed, siloed approach like this.
- We believe this type of policy and subsequent zoning will be harmful to the environment
- HNA would like to be engaged and involved by the City in public transportation solutions for our neighborhood

We implore you to vote in accordance with the will of the majority of taxpayers of Kirkland.

Respectfully submitted and endorsed by the Houghton Neighborhood Association Board of Directors

--

HOUGHTON
Neighborhood Association

August 22, 2024

Subject: 5. Downtown Transit Center to S Kirkland Park and Ride (NE 108th Ave NE/6th St/98th Ave NE

As a Houghton resident living within the designated rezoning area of the 108th transit corridor, we are opposed to the current rezoning plan to allow 50 residential units per acre and up to 5 or 6 stories.

However, we understand the need for future housing and are not opposed to reasonable adjustments to the zoning that would be equitable to all Kirkland residents such as cottages, DADU, and multiple units on properties that can be developed within current setback and height restrictions.

Thanks for your consideration,

From: Allison Zike
Sent: Sunday, August 25, 2024 11:21 AM
To: Janice Swenson
Subject: Fw: Support of Finn Hill Neighborhood Alliance

From:
Sent: Thursday, August 22, 2024 1:10 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Support of Finn Hill Neighborhood Alliance

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Dear Kirkland Planning Commission,

I support the FHNA board comments on the latest version of the 2044 Comprehensive Plan Update, i.e. that stronger and more definite language be used for acquiring and permanently establishing green spaces, to keep pace with increased housing and retail building.

The tree canopy should be at 40% or greater for livability and health, both of us humans and the environment. Maintaining the green character of the Kirkland neighborhoods and our Pacific Northwest forests are essential to our way of life and are what make living here unique.

We have observed too many large trees being removed to make way for housing; these cannot be re-planted with equivalent-size trees. It will be many years before the small re-plants will be tall enough to create a canopy. We need a stronger requirement to save the large trees.

Strong definite language that leaves no wiggle room for overdevelopment in areas too far from the pubic transit hubs is important. Kirkland needs to facilitate getting cars off the roads and people into our evolving public transit, and to do that housing and shopping need to be where the transit goes and is based.

It's important to continue developing walking and biking trails that facilitate getting to mass transit without using a car and that are separated from heavy-traffic roads. The Cross-Kirkland Trail is a good example. It's vital to provide green-space car-free foot and bike trails that connect neighborhoods and connect to mass transit. Does the 2044 Comprehensive Plan Update address building these trails as well as establishing parks and green spaces to keep pace with greater dwelling density?

Thanks for your attention,

Kirkland WA 98034

From: Allison Zike
Sent: Sunday, August 25, 2024 11:12 AM
To: Janice Swenson
Subject: Fw: Long time Kirkland resident comments on LU-2.4

From:
Sent: Thursday, August 22, 2024 3:12 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Cc: City Council <CityCouncil@kirklandwa.gov>
Subject: Long time Kirkland resident comments on LU-2.4

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To the members of the Kirkland Planning Commission,

As Kirkland residents for almost 60 years, my wife and I urge you to heavily weigh the voice of the many Kirkland residents like us who have lived, played, raised families, and invested in our community over the years.

We are in **strong opposition** to the addition of policy LU-2.4, to the comprehensive plan. Pursuing these changes especially considering the proposed density targets being met in 2044 seems frivolous. Higher density in areas which are not designed for such, will only serve to lower property values due to compounding the current street parking and public safety issue in our neighborhoods.

LU-2.4 and the proposed changes to the current zoning codes in our neighborhoods, is a serious afront to the quality of life which makes Kirkland the community we have been proud to call our home.

Respectfully yours,,

Subject: Public Comment - 8/22/24 Planning Commission Meeting

Dear Planning Commission and Council Members,

I am I live in the Everest Neighborhood between the park and 6th st, and I am emailing you to speak in favor of the proposed changes that will allow for more affordable housing in Kirkland along key transit corridors.

I currently live and work in Kirkland and have many friends and coworkers who live in or are from Kirkland. It's demoralizing seeing my friends and coworkers leaving the area because they can't afford to live here.

I have goals to live in my own apartment or buy my own condo, but instead I live with multiple roommates so I can afford to live in Kirkland.

I support these proposed changes. I hope I can one day fulfill my dream of having my own place in Kirkland, these changes can help make that dream a reality.

August 22, 2024

Subject: Comprehensive Plan, the GOOD, the BAD and the UGLY. Please reject.

To the City Council,

I am a resident of Houghton, and I am writing to you about my concerns regarding the proposed “Comprehensive Plan.” I have a three-fold reaction to this "Comprehensive Plan" that I'd like to share with you:

THE GOOD: As residents of the Houghton area, we have tried to do our very best to live in a harmonious neighborhood, a place that we can call home. Thus far, I think we have done a good job, and we have a good idea how we would like our neighborhood to be: safe, clean, sustainable, welcoming, and a place where our kids can enjoy, grow and be happy.

THE BAD: I understand that there is a housing crisis nationwide, and the greater Seattle area is not immune to it. However, building high-density housing for the sake of building, without careful planning and long-term vision, brings great peril. For instance, think about Phoenix, AZ, where housing development continues at a great pace. How are they going to deal with the water situation a few years down the road? Do you really think blind high-density housing is the solution to our current housing crisis? Or would it be best to be smart and think hard and act accordingly for long-term sustainable housing solutions that would serve better to our children in the future? If so, would Houghton be the best place to overdevelop? More concretely, what is sustainable about the “Comprehensive Plan” that you present, and do you have a "clear plan” to solve the inevitable problems/needs that will come with high-density housing like traffic, parking, air and noise pollution, trash, new schools, water, etc.?

THE UGLY: Dear Kirkland Council Members, all of you are elected officials. This means that in the past you asked for our vote to get your current job. As democratically elected officials, would you move forward with a "Comprehensive Plan” that is highly unpopular, or would you, as a democratically elected member, listen to the Houghton community and send the proposal to vote so we can decide as a community?

Regards,

From: Allison Zike
Sent: Sunday, August 25, 2024 11:08 AM
To: Janice Swenson
Subject: Fw: Transportion Corridors" outlined in the Market Street Corridor Plan and Land Use Element, File No. CAM22-00032.

From:
Sent: Thursday, August 22, 2024 5:29 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Transportion Corridors" outlined in the Market Street Corridor Plan and Land Use Element, File No. CAM22-00032.

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Dear Commissioners,
I am speaking against the changes in the areas around some of the designated "Transportion Corridors" outlined in the Market Street Corridor Plan and Land Use Element, File No. CAM22-00032.

Norkirk neighbors have long supported the idea of finding ways to introduce some smaller and hopefully more affordable housing options, allowing for more "density done right!" options in Norkirk. We introduced and adopted the small lot single family zoning, ADUs, and duplexes and triplexes that look or are compatible with existing housing.
I understand the need to increase density due to increase in population in our region and the difficult position city planners are in to accommodate this anticipated growth. Our good friends Janet and John Pruitt sent you the following statement below, in brackets: please refer to my comments below their comments.

{However, what is being suggested now is extreme and unnecessary.

Unique things to protect in Norkirk and Market along the proposed Transportion Corridor are:
-they are two of the most historic areas especially close to Market St.
-The views from the streets on the slopes above Market St. in Norkirk are not just enjoyed by the homeowners there but are very popular walking routes for many people from farther east in the neighborhood who walk along 1st and 2nd Streets every night.
-Many people have already commented on the narrow streets that cannot accommodate more traffic.

I think it would be criminal to block those wonderful views, cherished by many, by increasing allowed heights and exessive density, These policies being proposed will affect many areas negatively and the way they are written will likely not promote affordability any more than what current zoning allows for. We already are seeing many new projects under current zoning that are increasing density while not destroying the feel of our existing neighborhoods.

There are many references in the draft Norkirk Neighborhood 2044 update that point to increased density being compatible in scale and mass and trees and setbacks to the existing properties around them (pol. N-29/N-24,N-12 and many more.

Unfortunately, I have been out of town and unable to truly engage in this conversation, but I think the proposed ideas should NOT be adopted without much more discussion. They need to be postponed until they can be studied more thoughtfully. THEY DO NOT HAVE TO BE ADOPTED NOW AS PART OF THIS 2044 COMPREHANSIVE PLAN.}

My wife and I agree with what Janet and John Pruitt have written above. In addition we would like to see a more comprehensive plan for our Norkirk neighborhood (and surrounding neighborhoods) with at least a 100 (one hundred) year timeline that addresses the following:
1) how are streets going to be rebuilt to accommodate increased traffic and density,
2) if the goal is to make our neighborhood more “walkable and bikeable” to do errands, grocery shopping and the like because there will be less automobiles, how will residents be able to accomplish these tasks if car movement is restricted? For example will zoning be changed to encourage more local grocery markets like has been done in Seattle in areas like Capital Hill, West Seattle, Magnolia and Ballard over the last 100 years?
3) These most recent proposed changes feel like the goal posts keep getting moved on planning for our fine city. How about being more transparent with an eye to the future for Kirkland that encompasses a much longer timeframe as proposed here in my letter.

Thank you for your consideration.

Respectfully,

Kirkland, WA 98033

From: Allison Zike
Sent: Sunday, August 25, 2024 11:22 AM
To: Janice Swenson
Subject: Fw: No on Transit Corridor density and Land Use changes

---

From:
Sent: Thursday, August 22, 2024 12:08 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; City Council <CityCouncil@kirklandwa.gov>
Subject: No on Transit Corridor density and Land Use changes

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Dear Planning Commission,
My husband and I are residents of Kirkland. We are firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed. I appreciate that the City Staff has included a new framework for transit corridors in the recent draft of the Land Use Element. The framework, however, is vague and the fundamental issues with the transit corridors remain.

We are also concerned that this plan update eliminates "Residential" land use designations. Changing all these areas to "Residential Mixed Use" is a significant change for Kirkland neighborhoods. Residential Mixed-Use allows small-scale commercial, institutional, and semi-public uses in residential neighborhoods. The plan does not specify what other features of Residential zones would be lost, such as setbacks and buffers between residential and commercial zones. We have residential zoning for a reason.

We strongly urge the Planning Commission to propose an amendment to the Land Use Element removing transit corridors and Policy LU-2.4 from the 2044 Comprehensive Plan.

We need to stick to planned development, such as is already being done in Totem Lake and at 85th. Plan and upgrade infrastructure first, then consider changes.
We've already met our growth requirements.
We don't want open ended upzoning with few parameters which will simply let developers make Kirkland into what Redmond has become. Block after block of boxes--and high priced boxes, at that. They are NOT affordable housing for many people.
Cities can set up housing trusts, or reserve housing for people who already live or work in a city. Yes, support and prioritize our teachers, firemen, police, grocery store workers, etc. who work here and should be able to live here. Support our seniors and disabled on fixed incomes, who can't afford to stay in their homes without assistance--or selling to developers.
The Seattle area now has a very high level of single person occupied units, unlike in the past. No community has an obligation to create enough single person or other housing for everyone who wants to live there, nor can we. I read that Paris has created tons of low cost public housing, and yet there are still years long wait lists. We can't build our way out of the demand, since the demand has grown so much in recent years. Our roads are full. Our water pressure (fire hydrants) in some areas being discussed, is already insufficient, should there be a fire. PSE asks us to conserve energy at high consumption times. We don't have significant transit

on the "transit corridors" that have been designated. And apartment residents won't give up their cars. The market rate units that developers will build (which may or may not have a few "affordable" units designated for the first 10 years), will not make someone newly out on their own able to rent or buy in Kirkland.

Places get "loved" to death, like the alpine meadows in Paradise at Mt. Rainier. People go off trail and trample the fragile ecosystems. And then they're destroyed. Don't destroy the neighborhoods of Kirkland by plunking dense development smack down the middle of them. We already have official growth areas in Totem Lake and Downtown Kirkland.

People who don't live here are attempting to influence how Kirkland builds its future. They say they want anyone to be able to afford to live anywhere, and they're willing to trample on the rights of those who already reside here. Development lobbyists and idealists are flying false flags of "affordable housing", when they're actually pirates, looking for land to build on. The market rate housing they want to build will not be affordable. The land it's on is too valuable. We end up with housing costing more per square foot, as we've already seen. If you give the builders the freedom to build any type of housing, anywhere, they will do so. We have zoning for a reason.

People who currently live in a city have rights, too. This demand for more density, in places ill suited for it, came out of left field. It did not come from the community. It will not benefit the community. It will stress the community and its infrastructure out.

We need a reality check on what the systems will bear, not to develop first and ask questions later. That never goes well.

Thank you,

, residents of Kirkland

From: Allison Zike
Sent: Sunday, August 25, 2024 11:10 AM
To: Janice Swenson
Subject: Fw: Land Use Element policy 2.4

From:
Sent: Thursday, August 22, 2024 4:44 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Land Use Element policy 2.4

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Dear Commissioners,

Thank you for continuing the public hearing on the Land Use Element to allow for more public comment.

Like so many others, I would like to focus on policy 2.4.

First, a quick request regarding a word in the discussion portion of 2.4. The discussion includes the sentence, “Specifically, enabling and encouraging housing production should be focused in areas that are high opportunity, such as **areas** with transit corridors and **that have good schools** and are in close proximity to job centers.” What is considered a “good” school? Shouldn’t all schools be considered here? Please remove the word “good.”

Now for the density portion. Policy 2.4 states: *Explore additional capacity for higher-intensity residential uses along identified frequent transit corridors once the NE 85th St Station Area residential development has achieved a number of residential units with vested permits equal to the affordable housing pioneer provision, and ensure development regulations enable diverse housing options and small-scale retail and commercial opportunities.*

There is no reason to explore additional capacity. At least not now.

It states in the 2.4 discussion that “in 2044, the City is expected to have a surplus capacity above the King County growth targets.” Yes, additional capacity for just over 3,000 additional units. The 85th Street Station Area is already zoned to take half – about 6,600 units - of the 2044 housing target.

All units completed from 2019 forward, count toward the 2044 target. Therefore, between the two regional growth centers - the Downtown Kirkland Regional Growth Center, within the 85th Street Station Area lies, and Totem Lake, a good portion of the 13,200 units the city must accommodate have already been constructed.

Moving on to house bills. HB 1110 states that Kirkland (a city with a population of at least 75,000) must allow: four units per lot on all lots zoned predominantly for residential use - including single

family; six units per lot within one-quarter mile walking distance of a major transit stop; and six units per lot if at least two units are affordable housing. HB 1337 requires cities allow at least two accessory dwelling units on all lots that allow for single family homes. HBs 1110 and 1337 are already increasing capacity for the city without having to up-zone - particularly on those residential lots within a quarter mile of a major transit stop.

Between the existing surplus capacity, the large amounts of development that has and will continue to occur in the regional growth centers, and HBs 1110 and 1337, there is no reason to include the idea of increasing capacity along transit corridors now.

Please wait until the next Buildable Lands Capacity study is done and growth targets are re-negotiated to see if more capacity is needed. Right now, we have more than enough.

Thank you for your consideration.

Sincerely,

August 23, 2024

Subject: Proposed land use changes and transit corridor

Dear Planning Commission and City Council,

As a more than 20 year Kirkland resident I am concerned about the direction Kirkland is going in. Changing the land use designation to mixed use for all neighborhoods will overburden our already crowded city. There are times in the day that I cannot get out of my driveway as it is. More people and more cars are not what I want. Please remove the transit corridor from the 2044 Comprehensive plan and keep our neighborhoods and their height limits intact.

Thank you,

From: Allison Zike
Sent: Sunday, August 25, 2024 11:01 AM
To: Janice Swenson
Subject: Fw: Comprehensive Plan Public Comment

From:
Sent: Thursday, August 22, 2024 6:42 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Comprehensive Plan Public Comment

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Hello,

I am currently at the Kirkland city council right now for the planning commission meeting. Clearly I will very unlikely be able to submit an oral comment, so I'd like to submit my comment here.

My name is Chelsea Liekhus-Schmaltz. I am writing about Kirkland's 2044 land use and housing plan.

My family has lived on the Eastside for 3 generations. My grandfather was a very wealthy man who owned around 10 properties. He assumed that guarding his wealth by fighting against affordable housing was key to his family's security. Well, it only took 2 generations, and the wealth is gone.

Just recently, my brother had to move to Tacoma, and my husband and I are struggling to buy a home even though we both have PhDs and work in tech.

There are people who are against affordable and higher density housing. Plainly, these decisions increase housing costs. Maybe their wealth will live for many generations and they will be luckier than my family. But for most people, it won't. If people want to spend time with their grandchildren, they have to make sure they can live near them. My grandfather put his wealth ahead of me and my family's future. As a parent now, I could never do this to my child. Please do not leverage my future and my children's future for other people's retirement.

I support a Kirkland 2044 growth strategy that includes affordable housing and public transit for residents from all backgrounds and income levels.

Sincerely,

August 22, 2024

Subject: Supporting more housing in the 2044 Comp Plan

Hello Planning Commissioners,

Thank you for volunteering your time for this important civic service!

My name is and I'm a resident of the Totem Lake neighborhood off NE 116th St. I'm writing to voice my support of adding varied and dense housing, as well as mixed-use zoning along transit corridors in our city.

I get around by foot, bike, scooter and public transit only, My electric cargo bike has been, without question, the best purchase of my life, and I encourage everyone I meet to buy one for themselves. I also tell people that an e-bike or scooter makes it possible to live in Kirkland without a car; I'm doing it every day.

Mixed-use zoning is especially exciting to me. It provides a convenience of living that most people have never experienced and always want to return to when they don't have it. Essential services such as grocery stores, coffee shops and restaurants, become trivial to access without the need for a car. It allows small business owners to live close to their shops and employees to live close to their workplace. Mixed-use development removes a significant amount of stress and expense of starting a small business in the first place.

I believe that building more varied housing and mixed-use areas near transit is the best way to make Kirkland a better place. This will attract new people, help local businesses, and reduce our reliance on cars. I hope the City Council will take this seriously and work towards a future where Kirkland is a great place to live.

Thank you for your time and consideration.

August 22, 2024

Dear Planning Commision and Council Members,

I am I live in the Everest neighborhood between the park and 6th st and I am emailing you to speak in favor of the proposed changes allowing for more affordable housing in Kirkland along key transit corridors.

I grew up in Kirkland and have many friends who grew up here as well, it is heartbreaking seeing so many of them forced to move away from Kirkland because they are unable to afford to buy in the city. I find myself lucky, as I have inherited a residence in Kirkland, but I am still afraid that with the market appreciation and increase in property taxes, it won't be sustainable for me to live here long term.

Allowing for more homes will stabilize rents and appreciation and allow for a more accessible place to live for me and others like me in the future.

Thank you for your time and dedication to the future of Kirkland.

From: Allison Zike
Sent: Sunday, August 25, 2024 11:23 AM
To: Janice Swenson
Subject: Fw: In support of Finn Hill transit zone recommendations

---

From: B
Sent: Thursday, August 22, 2024 11:36 AM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: In support of Finn Hill transit zone recommendations

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Members of the Planning Commission,

I'm writing in support of the comments from The Finn Hill Neighborhood Alliance regarding the proposed traffic corridor plan.

I support the recommendation for stronger language in the land use element concerning green space acquisition. Once land is developed, it's gone!

Although I don't reside inside the traffic corridor areas under discussion, I'm affected by the changes. I support development and up-zoning--where it makes sense. One such area is the Inglewood shopping center area on north Juanita drive. The old, single story retail there is ripe for re-development and would benefit from the current improvements to Juanita Drive (and those already done on the Kenmore side to the north). This could help reduce some of the development plan impact from the Market Street corridor. I understand that planning bus routes is beyond the scope of Kirkland government, but restoring the Metro bus service along Juanita Drive would encourage ridership (and fewer cars) all along that corridor and beyond. We in the Champaign Point area have no walkable access to transit, but would love to have that option restored, specially in light of the coming Eastside light rail. Council member Pascal might have some ideas here?

Thanks for you attention,

August 22, 2024

Subject: Public Comment - 8/22/24 Planning Commission Meeting - Build More Housing

Dear Planning Commissioners and City Council,

My name is and I am emailing you to express my support for abundant housing of all types in Kirkland, especially missing middle housing along transit corridors. I currently live in the Moss Bay neighborhood, which is a neighborhood largely encompassed by the proposed frequent transit corridor overlay as detailed in the K2044 Comprehensive Plan Draft. I wholeheartedly support this direction for the K2044 document because we are facing a housing shortage that can only be solved by building more housing. We must chart a new path forward as a community and remove barriers to housing throughout Kirkland. You have a unique opportunity to stand behind the strong vision you have co-created in the draft Comprehensive Plan and you must not back down now. To back down at this point is to give in to the legacy of exclusion that set our current housing crises in motion. Our community has been faced with this choice between housing abundance and exclusion in the past and chose to exclude members of the community and set the groundwork for the housing crises we are experiencing today (History of Exclusion in Kirkland).

The housing shortage has directly affected me because many of my friends, family, and community members who I have deep connections with have been forced to move outside of Kirkland due to high housing costs. Upon speaking with others in the community, it's clear this severance of physical bonds is unfortunately all too common in Kirkland today. I worry that the next generation of kids and young adults will be forced to repeat this cycle as housing prices continue to increase, shutting them out. Young people are rejecting car ownership at higher rates and prefer living in walkable neighborhoods. During summer break, downtown Kirkland is filled with kids and young adults who chose public transportation or active transportation, such as ebikes, as their preferred method of getting around town. Our current housing supply is not sufficient enough to affordably house these kids once they transition to adulthood and our community will remain worse off if we fail to build walkable housing and densify. I want more abundant missing middle housing that is sustainably sited near transit, because these future new housing developments will be filled with our friends and families. These yet-to-be-built houses represent a path to strengthen our community and will allow us to mend connections that are commonly broken today when housing is so difficult to access.

Thanks again for your time and effort co-creating the draft Comprehensive Plan thus far. The actions above are critical ingredients for the long-term health, happiness, and sustainability of Kirkland.

Thank you,

From:
To: City Council
Subject: August 22nd Meeting
Date: Wednesday, August 21, 2024 12:02:25 PM

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

Dear Councilmembers and Staff,

I'm writing regarding Draft Policy LU-2.4 of the proposed Comprehensive Plan.

For decades, Kirkland has been a leader in planning gracefully for growth. In 1990, we were instrumental in establishing the groundwork and implementation of Washington's Growth Management Act. Since then, countless staff, Council, and citizen hours have gone into making sound land use decisions. As Councilmember Pascal has noted, now is the time for us to stay focused on existing plans—they are working!

The purpose of my letter is to support, with some modifications, the wording option of DRAFT Policy LU-2.4 suggested by Adam Weinstein and Allison Zike in their July 26 MEMORANDUM to Kurt Triplett:

> **Suggested wording for DRAFT Policy LU-2.4:**
> Create additional capacity for higher-density residential along identified frequent transit corridors citywide, but only after both the Sound Transit I-405 Stride BRT service and the King County Metro K-Line transit service have been implemented, and the need for additional housing capacity along the specified corridors has been demonstrated.

As you've noted, the Council may update the Comprehensive Plan every year, and the next major Comprehensive Plan update will occur in 2034, allowing future councils to adjust with real information once new transit service is implanted. If both Sound Transit I-405 Stride BRT service and the King County Metro K-Line transit service are indeed in operation by 2030, this gives the City ample time to determine whether additional capacity is warranted.

Transit Corridor 5 is home to—and contains walking routes for—at least eight schools. I would think this alone would warrant special consideration when discussing adding lanes and capacity to 108th Ave NE.

Thank you for your time and thoughtful consideration. Councilmember Pascal has made excellent points, so I've reposted them here (below). I agree with all his comments and would like my support noted. If you haven't read and considered Jon's points, I hope you will do so.

All best,

Kirkland, WA 98033

Jon Pascal's Comments:

I am really glad we are having this check-in tonight. I know staff and the Planning Commission have been spending considerable time on this effort, and there is a high amount of public interest on this topic.

First off, I have been carefully considering this topic over the last few weeks. I want to say that the input I have received from the community overwhelmingly recognizes we need to do our part in providing more housing for people in all stages of life and income levels. I do hear disagreements on philosophy on how to do that, with valid policy arguments on both sides.

That being said, I have concerns and questions about the policy related to transit corridors as the basis for allocating densities of 50+ units/acre. My concerns are related to the environmental analysis that has been conducted to support the policy, the process by which we are using to make decisions, its relationship to transit services, and how this affects all the good work we have done to thoughtfully focus growth in areas that have the services and facilities to support it.

1. Stay Focused on Existing Plans

First off, Kirkland has been a leader over the last few decades in implementing thoughtful planning to accommodate growth. And I am proud to have been part of these efforts serving as a neighborhood leader, on the planning commission, and also on this council. My biggest concern is that this feels like a pretty big departure from the land use policies we have been working towards over the past few years. We have adopted the 85th Street Station Area Plan to create substantial housing capacity around funded transit improvements along I-405. We have adopted the missing middle regulations that have resulted in ADUs and cottage housing being built in lower density neighborhoods. And we have focused growth in our commercial centers, based on the 10-minute neighborhood principle and the fact these areas have the services and infrastructure to support additional housing and employment. These commercial centers are more closely aligned with complete communities, which have all the ingredients such as parks, open space, transportation, schools, commercial services, and public safety services as essential ingredients in accommodating more growth.
So we need to stay focused on our existing policies, goals, and commitment to building the infrastructure and services to make our existing plans a reality. I am concerned this new policy takes our eye off the ball, and results in unintended outcomes that don't get us closer to our goals.

2. Decisions should be tied back to increases in both transit service hours, reliability, comfort, and convenience.

The premise of this policy is that there is or will be robust transit service along these corridors to facilitate and support significant increases in density. However, as I have raised repeatedly on the council dias, transit service hours continue to decline across the City, along with ridership across east King County. In addition, the reliability of the bus system is also strained given the poor transportation connectivity across our city. To say there is capacity all of a sudden to build more housing simply because there is an existing bus line, is hard to understand from a practical point of view.

I have read comments about if we build more, we will get more transit service. Unfortunately that is not a true statement based on my experience in serving 4 years on King County's Regional Transit Committee from 2020 through 2023. Metro changed its policies for how more bus service hours are introduced. This occurred in 2021. The priorities take equity as a key consideration, and unfortunately Kirkland ranks very low when compared to other communities in King County, even though we are one of the most dense. While we are planning for the K Line, it is an unfunded program. The County can only fully fund the K Line if the voters of the County increase taxes to pay for more bus service. So that is uncertain. Besides that transit service, and the ST Stride, there are no additional transit service hours being devoted to Kirkland in the foreseeable future other than what service already exists today. As a result, this creates a lot of uncertainties related to how these decisions are being driven by transit.

3. More Useful Decision Making Process and Environmental Analysis

There is a lot of confusion about the process regarding how we reached these proposals. I hear the phrase that we are "only adopting policy, and we will figure out details later." The problem is that the environmental analysis helps drive the later detailed decisions, but the environmental analysis has already been completed. So there is no guarantee that zoning decisions that occur later will be informed with more detailed analysis and objective data - as we have already admitted that the environmental analysis has already been done. The disconnection between the analysis and zoning decisions is really difficult to understand and certainly not consistent with past planning processes in Kirkland.

The bifurcation of decision making is really tough for all involved. Me included. There can be lots of things that can arise during this interim period between adoption of the policy and the actual zoning changes. Staff involved can come and go, councilmembers can change, the public can become disengaged from endless process, and we can forget about some of the detailed discussions that occurred and the issues that were raised. This seems to be an abnormal process given my two decades involved in City land use decisions.

One of the biggest concerns is that we have a Draft Environmental Impact Statement that essentially shows that the two land use proposals studied in the Comp Plan result in no material differences or sensitivity between the two alternatives. Let me say this again, one proposal says to continue doing the things we have been doing, focusing growth in 10-min neighborhoods and our 85th Street Plan, and another proposal that opens up growth areas a quarter mile on either side of transit corridors. The results of the analysis are that there are no significant differences. I find that really difficult to comprehend and not very useful when considering detailed zoning changes.

In my professional experience as a transportation and urban planner, the environmental analysis is that due diligence phase where we evaluate the needs and impacts of a proposal based on quantifiable data and analysis. In this case, the environmental analysis is looking at the city as a whole. It is extremely high level, and appears to resemble an academic exercise. It is not at a level that was undertaken for the 85th Street Station Area Plan, and at a scale that would be useful in future zoning deliberations.

Staff has mentioned that more environmental analysis may be conducted during zoning deliberations, but only if any proposals exceed the scale of the 50 units an acre as analyzed in the EIS. I would argue the existing EIS was not granular enough to even analyze the impacts of 50 units/acre.
Why does any of this matter? The environmental analysis is a key step into any decisions regarding land use regulations. If the analysis was conducted 2 or 3 years before the zoning is then contemplated, then how is that helpful in shaping outcomes of the zoning proposals? If this policy remains, I would advocate that additional environmental analysis is absolutely critical and should be required.

4. My Comments and Direction to Staff and the Planning Commission
- I am not supportive of the policy as it is currently written, I am concerned it will not result in the outcomes that are desired.
- I feel the environmental analysis that has been conducted is inadequate to support this policy statement, and subsequent zoning considerations.
- I am concerned the process appears bifurcated and not how we should be contemplating large scale changes to our land use regulations.
If the transit corridor policy is moved forward, additional requirements are necessary to time changes based on additional transit service and more detailed and thoughtful environmental analysis to evaluate parks, open space, commercial services, public safety services, schools, and transportation needed to support more density through a supplemental EIS.

I would like to direct our Planning Department and Planning Commission to double

down on our existing regulations that we have spent considerable time and resources to enact, such as 10-min neighborhoods around our commercial centers, 85th Street Station Area Plan, Totem Lake Urban Area, and missing middle regulations. Those have resulted in major changes to our land use regulations and provide excess capacity to accommodate our growth. Let's focus our limited resources on the areas with the greatest chance to achieve our outcomes before moving on to another proposal fraught with very complicated issues. Thank you.

August 22, 2024

Subject: Transportation Corridor Proposal

I would like to email in support of the transportation corridor proposal and in disagreement with the Houghton Neighborhood Association which is claiming that to represent the views of my neighborhood.

I am very supportive of increasing density and improving access to affordable housing and improved transit. I do not believe Houghton/Lakeview should only be a neighborhood for people who can afford a $2.5 million dollar home, nor do I believe that almost exclusively single family homes are the best use of the very important transit corridor that exists through our neighborhood.

Lakeview Resident

From: Allison Zike
Sent: Sunday, August 25, 2024 11:14 AM
To: Janice Swenson
Subject: Fw: Comprehensive Plan Public Comment - Thank You for Greater Density!

From:
Sent: Thursday, August 22, 2024 1:32 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Comprehensive Plan Public Comment - Thank You for Greater Density!

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Hello Kirkland Planning Commissioners,

My name is Ashley, and I am a Norkirk resident and small business owner. I participated in the Land Use and Transportation focus group in May, and I'm very grateful to see many of the comments expressed by participants reflected in the draft Land Use Element update. I support greater density to address housing affordability and climate change, especially density around transit corridors (yes, even in Norkirk!!).

Thank you for all that you're doing!

Thanks,

August 22, 2024

Subject: Kirkland Resident feedback on comprehensive plan

To the members of the Kirkland Planning Commission,

Thank you to the Commission and City Staff, who are working hard on this comprehensive plan. I appreciate your efforts. I, along with my wife and two wonderful kids, am a resident of Kirkland.

I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed.

I appreciate that the City Staff has included a new framework for transit corridors in the recent draft of the Land Use Element. The framework, however, is vague and the fundamental issues with the transit corridors remain. I am also concerned that this plan update eliminates “Residential” land use designations. Changing all these areas to “Residential Mixed Use” is a significant change for Kirkland neighborhoods. Residential Mixed-Use allows small-scale commercial, institutional, and semi-public uses in residential neighborhoods. The plan does not specify what other features of Residential zones would be lost, such as setbacks and buffers between residential and commercial zones. I strongly urge the Planning Commission to propose an amendment to the Land Use Element removing transit corridors and Policy LU-2.4 from the 2044 Comprehensive Plan.

Kind regards,

Kirkland Resident

From: Allison Zike
Sent: Sunday, August 25, 2024 11:10 AM
To: Janice Swenson
Subject: Fw: Transportation cooridor

From: April Wilson <aprilwwork@yahoo.com>
Sent: Thursday, August 22, 2024 4:31 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>; Rodney Rutherford <rrutherford@kirklandwa.gov>; Bria Heiser <bheiser@kirklandwa.gov>; Scott Reusser <sreusser@kirklandwa.gov>; Angela Rozmyn <arozmyn@kirklandwa.gov>; Aaron Jacobson <ajacobson@kirklandwa.gov>; Katya Allen <kallen@kirklandwa.gov>; Gina Madeya <gmadeya@kirklandwa.gov>; Kelli Curtis <kcurtis@kirklandwa.gov>; Jay Arnold <jarnold@kirklandwa.gov>; Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Jon Pascal <jpascal@kirklandwa.gov>; Penny Sweet <psweet@kirklandwa.gov>; John Tymczyszyn <johnt@kirklandwa.gov>
Cc: centralhoughton@gmail.com <centralhoughton@gmail.com>
Subject: Transportation cooridor

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Honorable Planning Commissioners and City Councilmembers,

Below is the email you received from the Houghton Neighborhood Association and I 100% agree with what they have said. In the past I don't feel that our voices are heard when several emails have been sent to the council on subjects that are concerning to the community. With that in mind I will say I know that our vote does count and knowing that a large % of the Kirkland voters in the community are against the plan I would urge you to listen to them. I would hope that you would listen to those who live in the community and do the right thing for Kirkland and its residence, the growth plan with the Transit Corridor is not doing that. I want to thank the two council members (Pascal and Tymczyszn) that have listened and put Kirkland first. Its my understanding that this is who is supporting and against the proposal.

Pascal (up for re-election next November) and Tymczyszyn (newly elected) are against this current TOC plan, the majority, Sweet (up for re-election), Curtis (recently re-elected), Arnold (up for re-election), Black (up for re-election) and Falcone (re-elected) are for this additional density.

Sincerely,

The Houghton Neighborhood Association (HNA), on behalf of our membership, fully rejects the Transportation Corridor land use proposal LU-2.4 you are considering. We wish to register that we would like the transportation oriented development land use proposal removed completely from the Comprehensive Plan. Dozens of our neighbors have sent in written testimony to you, and others have expressed their unhappiness with this plan to us. Some of the neighbors will be attending the planning commission meeting and have purchased signs in their yards registering their opinion. * We do not see how the density suggested in this plan will reduce the cost of housing in Houghton. * Our neighbors do not want the potential for single family homes along

108th/Houghton Boulevard and ¼ mile east / west to be rezoned for residential mixed-use. * Our neighbors do not want 50-200 units of housing per acre. * We don't believe the density proposed in this plan is proportional to the transportation infrastructure. * We believe that emergency services will be hindered and schools overcrowded. We already face problems with overcrowding at Lakeview. * We would like to see Metro Bus Service on 108th connect to meaningful destinations for our neighbors to increase ridership before considering land use decisions related to ridership * We believe transportation and land use decisions are tightly related and should not be considered or decided with a flawed, siloed approach like this. * We believe this type of policy and subsequent zoning will be harmful to the environment * HNA would like to be engaged and involved by the City in public transportation solutions for our neighborhood We implore you to vote in accordance with the will of the taxpayers of Kirkland. Respectfully submitted and endorsed by the Houghton Neighborhood Association Board of Directors

From:
Sent: Thursday, August 22, 2024 10:53 AM
To: 2044 Comprehensive Plan; Planning Commissioners; City Council
Subject: Re: More housing means more people can belong in Kirkland

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On Thu, Aug 22, 2024 at 10:47 AM Anna Cavender <anna.cavender@gmail.com> wrote:

Hello planning commissioners,

I'm planning to speak at tonight's public hearing for the 2044 Comprehensive Plan and I want to also share with you my notes here, plus a cute baby picture below :). Thank you for hosting this meeting to receive feedback from the community.

My name is and I live in the Everest neighborhood of Kirkland where I feel extremely fortunate to have a short biking, walking, or bus commute to work and my kids enjoy a walkable and bikeable commute to school each day. We love Kirkland, but I'm not here to talk about myself.

I want to share a story about the housing search of my colleague Mike, who is a Program Manager at Google. We work together in the field of Accessibility - making sure Google's products work well for people with various types of disabilities. As is common in this field, many of the people I work with are themselves disabled. Mike and his wife Alison are both blind. They disagree on mobility aids: Mike prefers the ease, simplicity, and low maintenance of a white cane whereas Alison prefers the companionship and navigational intelligence of a guide dog. But one thing they agree on is the importance of walkable neighborhoods and reliable, connected, and frequent public transportation.

Naturally, when they were thinking about where they wanted to settle down and raise their baby daughter, Ivy, they were looking for these criteria in their housing search. Because Mike worked in Kirkland, it made a lot of sense to move closer to work and live in Kirkland. There are some places in Kirkland that have better sidewalks, proximity to restaurants, grocery stores, amenities, and public transit, but that's not true everywhere, and the few areas that met their criteria are also some of the most sought-after and competitive neighborhoods in Kirkland.

After spending quite some time searching, Mike and Alison never did find available housing in Kirkland that worked for them. And while I am disappointed that my friend and colleague was unable to become my neighbor, the message I hope you take away from this story is this: It's great that Kirkland is investing in good pedestrian access and better transit options, but it is also imperative that we invest in more housing to keep pace with demand so that people like Mike who stand to benefit the most from those investments can live here and Kirkland doesn't become a walled garden only for extremely wealthy and non-disabled people.

The motto of the Kirkland 2044 Comp Plan is "You Belong Here". Let's make sure we're living up to that.

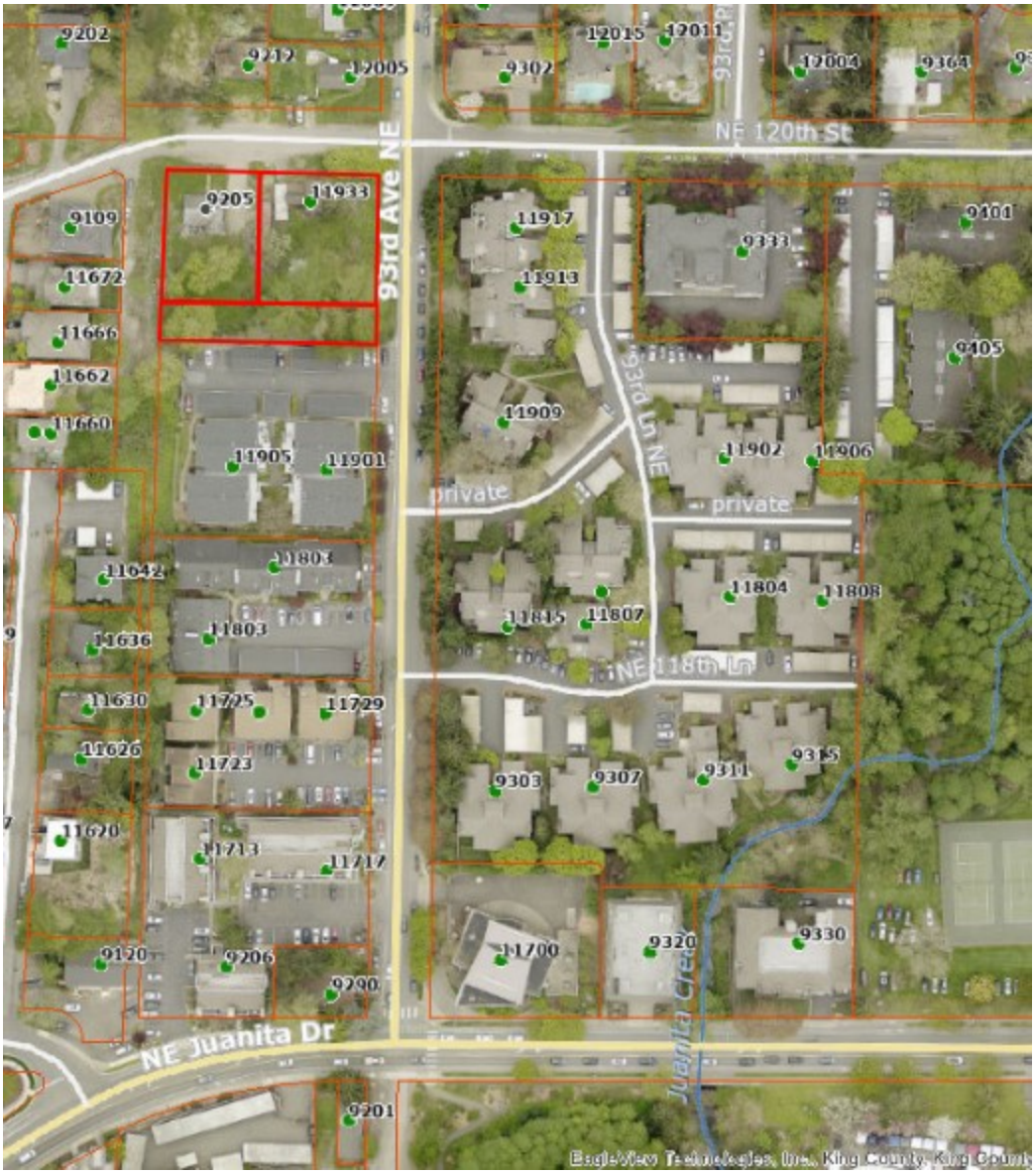
Thank you.

From:
Sent: Thursday, August 22, 2024 12:17 PM
To: Planning Commissioners; Janice Swenson
Cc:
Subject: Comprehensive Plan Land Use Element Update - Public comment (John Graham - 9205 NE 120th St and 11933 93rd Ave NE)

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

Good morning Planning Commissioners and Staff,

, property owner at 9205 NE 120th St, and 11933 93rd Ave NE in Kirkland, has retained Encompass Engineering & Survey to help him understand the impacts of the Comprehensive Plan update on his property. may be reached at Kirkland WA 98083.



From King County iMap, annotated by Encompass Engineering & Surveying

Request:

Given the immediate proximity to multifamily properties, the split zoning of the Mr. Graham's three properties between single family and multifamily, and Mr. Graham's desire to redevelop these properties as multifamily properties, we request the City extend the Community Mixed Use designation area to include the properties addressed as 9205 NE 120th Street and 11933 93rd Avenue NE.

Discussion:

As proposed, the Community Mixed Use designation area immediately west of Juanita Beach Park is roughly delineated by the Juanita Beach to the south, the park to the east, NE 120th Street to the north, and parts of NE 117th Place and the current R-24 zone extent to the west.

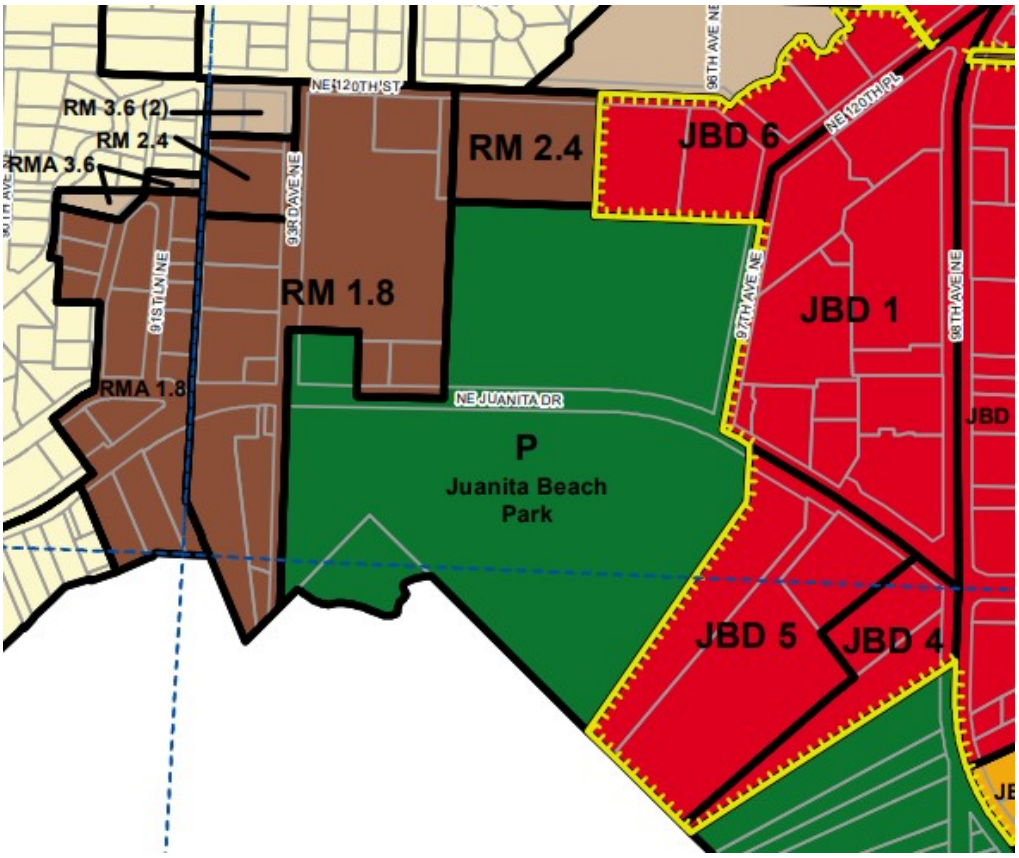


From the June 13, 2024, Version 2 proposed Land Use Element

The exception along 120th Street is Mr. Graham's properties. These two lots, 9205 NE 120th Street, and 11933 93rd Avenue NE, are bordered by the Community Mixed Use designation on three sides, with NE 120th Street on the fourth side. The most recent version of the proposed Land Use Element zoning designation map from the June 13, 2024, public hearing is shown below with Mr. Graham's properties marked in red.

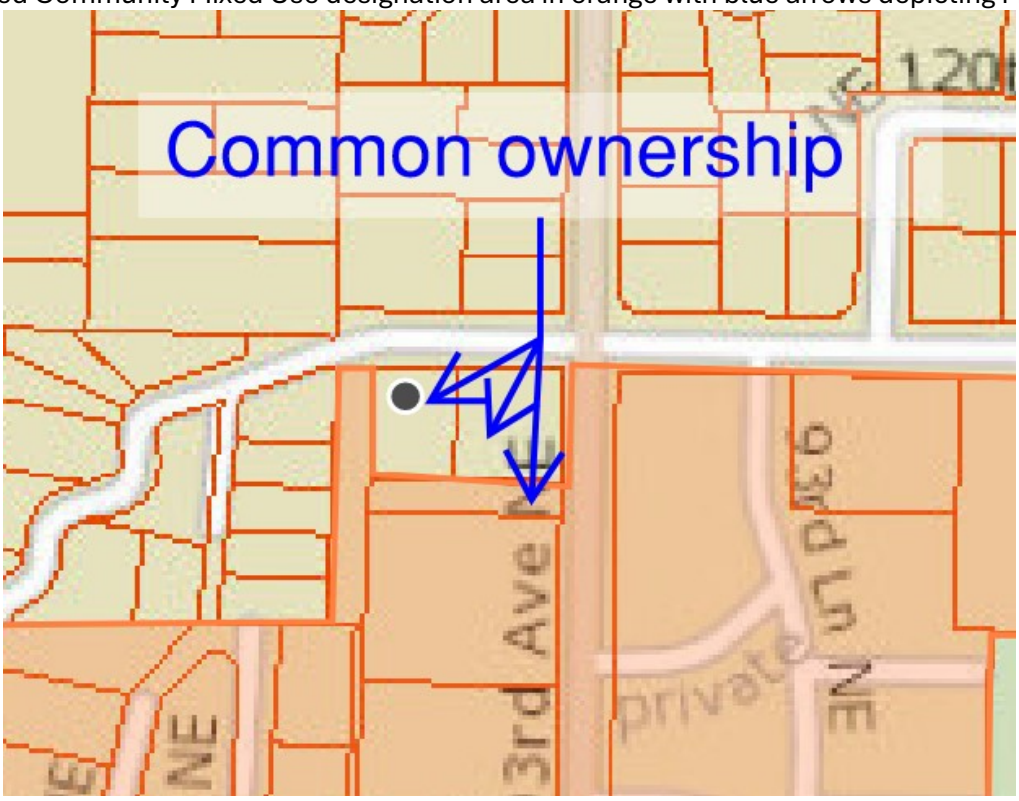


Mr. Graham requests his lots be included in the Community Mixed Use designation area as NE 120th Street is the most reasonable boundary to the designation. Additionally, Mr. Graham would prefer to redevelop these lots at a multifamily density to match the multifamily density already in place on the properties to the south of his lots.



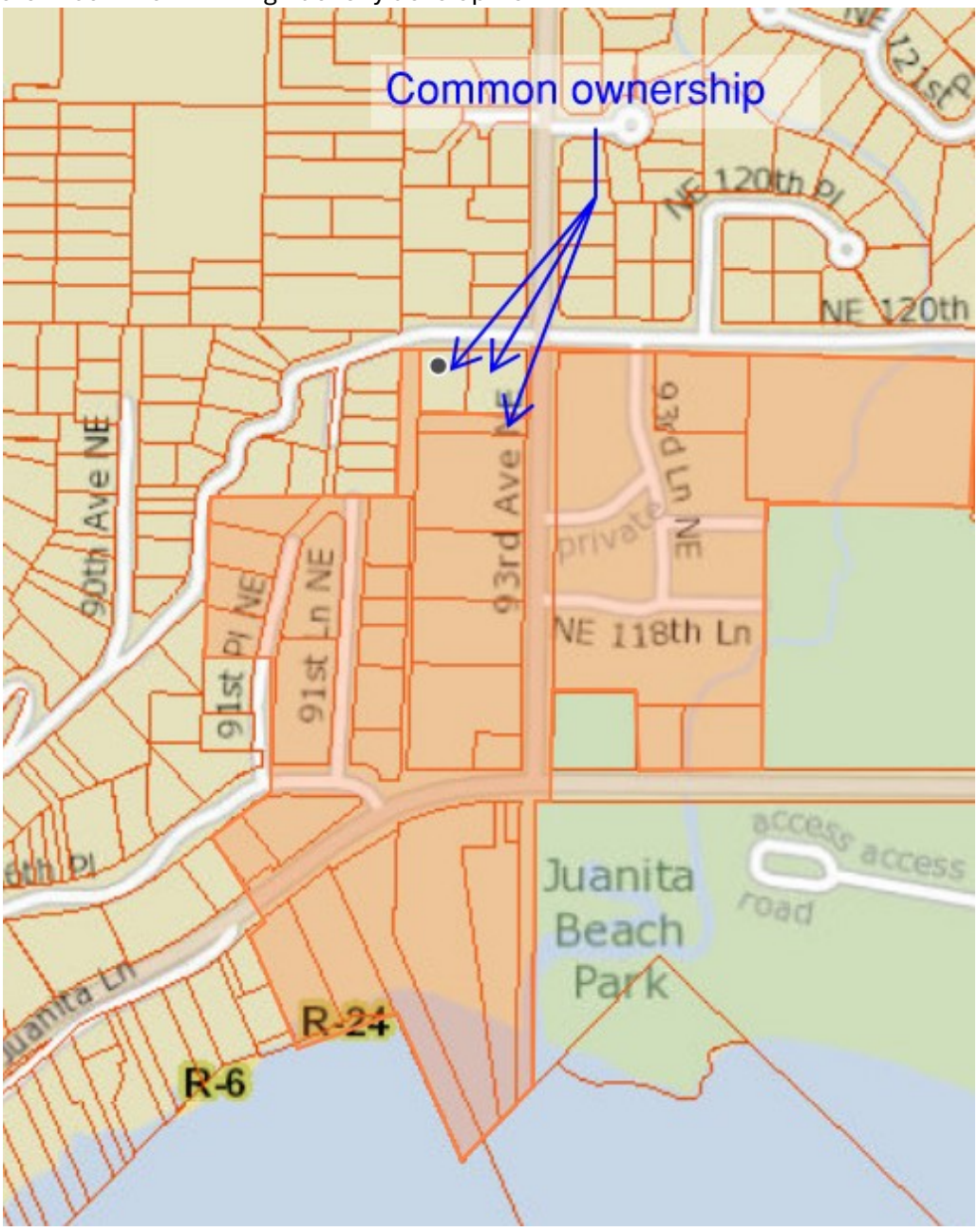
Current City of Kirkland Zoning Map. Mr. Graham's lots are the light brown RM 3.6-zoned lots.

Additionally, Mr. Graham owns parcel #9194102645, to the immediate south of the above-mentioned lots. This parcel is already included in the Community Mixed Use designation area. Development of the three immediately adjacent properties would be easiest and most in line with their highest and best use if the split zone issue is resolved by including all the properties in the Community Mixed Use designation. The snip below shows the proposed Community Mixed Use designation area in orange with blue arrows depicting Mr. Graham's properties.



From King County iMap, annotated by Encompass Engineering & Surveying, with the Proposed Community Mixed Use designation area shown in orange.

Lastly, it doesn't make sense to maintain these two lots as lower density single family when they are immediately adjacent to high density multifamily and the owner would like to redevelop them as multifamily. To leave 9205 NE 120th Street and 11933 93rd Avenue NE as lower density residential would spot zone these two parcels as the other low-density parcels are separated from them by the street, and the properties in question are surrounded by and have more in common with high density development.



From King County iMap, annotated by Encompass Engineering & Surveying

Conclusion:

Given the immediate proximity to multifamily properties, the split zoning of the Mr. Graham's three properties between single family and multifamily, and Mr. Graham's desire to redevelop these properties as multifamily properties, we request the City extend the Community Mixed Use designation area to include the properties addressed as 9205 NE 120th Street and 11933 93rd Avenue NE.

Thank you for your time and consideration. Please contact us with any questions; we are readily available.

Respectfully submitted,

Land Use Planner

www.EncompassES.net

Eastern Washington: 110 South Oakes Ave. #250, Cle Elum, WA 98922 | **P:** (509) 674-7433
Western Washington: 165 NE Juniper St., Suite 201, Issaquah, WA 98027 | **P:** (425) 392-0250

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August 22, 2024

Subject: Do away with Transit Corridors

To the members of the Kirkland Planning Commission,

Thank you to the Commission and City Staff, who are working hard on this comprehensive plan. I appreciate your efforts.

My name is , and I, along with my wife and three children, have been living in Kirkland since 2019. I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed. I appreciate that the City Staff has included a new framework for transit corridors in the recent draft of the Land Use Element. The framework, however, is vague and the fundamental issues with the transit corridors remain.

I am also concerned that this plan update eliminates “Residential” land use designations. Changing all these areas to “Residential Mixed Use” is a significant change for Kirkland neighborhoods. The plan does not specify what other features of Residential zones would be lost, such as setbacks and buffers between residential and commercial zones.

The status quo does not preclude extensive new development. The city already has great scope to build in existing mixed-use areas like (non-exhaustively) Totem Lake, Downtown, and the Station Area. It is much more sensible to expand these rather than engaging in highly-speculative, ground-up redevelopment of sleepy single-family neighborhoods.

I strongly urge the Planning Commission to amend the Land Use Element and remove transit corridors and Policy LU-2.4 from the 2044 Comprehensive Plan.

Best,

WASHINGTON PHYSICIANS FOR SOCIAL RESPONSIBILITY

August 21, 2024

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Executive Director

Max Savishinsky, EdD, MPA

Dear Members of the Planning Commission,

I am writing you in support of the Kirkland Comprehensive Plan, and specifically its provisions for increased housing and transportation-oriented development. I am doing so both as a representative of Washington Physicians for Social Responsibility and as a recently retired physician, who has lived and practiced in your community for 22 years. We lacked sufficient affordable housing when I first moved here, and the problem has only gotten worse. Many of the nurses, techs, and other staff at Evergreen Health, where I practiced, cannot afford to live in Kirkland. The same goes for our teachers, firefighters and many other workers. This results in longer commute times, traffic congestion, and air pollution. Our city remains very attractive to new residents and our local economy is thriving. With housing supply not keeping up with demand, prices continue to escalate, exacerbating economic inequity. There are only 28 affordable homes to rent for every 100 of the lowest income households in Washington. We need to rapidly increase the housing supply and access to public transportation. Changing our zoning regulations to allow for multifamily units along transportation corridors is absolutely necessary if we are to adequately address the upstream causes of housing insecurity, homelessness, and poor air quality. We also need to ensure that Kirkland residents can access public transportation. Therefore, we also need to plan for walkability and the safety of pedestrians and bicyclists. The health and well-being of Kirkland residents is dependent on a thoughtful approach to long range urban planning that includes affordable housing and safe, easy access to transportation.

Sincerely,

Mark R. Vossler, MD
WPSR Past President, Climate & Health Task Force Co-Chair

MSC update and 2044 Comp Plan

Wed 8/21/2024 7:40 PM

To:Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

1 attachments (172 KB)

Market Street Corridor and proposed changes to the Comprehensive Plan;

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

Dear Planning Commissioners,

TIA for reading this! Please consider reading my previous email (see attached) to the Planning Commission. ☺

- Stick with the current growth plan (No Action Plan), Councilmember Pascal laid it out!
- Focus on realizing the vision of the 85th St. Station Area, up-zone this area!
- Go hard on implementing HB1110 in 2025.
- IF you pursue transit corridors, pursue equity across all transit corridors. If your plan doesn't hold water, it doesn't hold water.
    - Up-zone ALL of MSC, including the ¼ mile hatched areas on land use map
    - Focusing only on the MSC is not equitable and will not help city achieve its affordable housing goals
- Policy MS-6 isn't an accurate- there isn't a break between alley and 1st Street.



*Encourage the pro-housing organizations to stop name-calling and 'otherizing' people. It's not helpful to building a future Kirkland if we're unable to hear other people's perspectives. Just because I may not agree with *this* proposal for growth doesn't mean I'm exclusionary or anti-density**. (****My lived experience isn't just where I am now. I was raised by a single mom, dad in prison, in urban Houston. I grew up living in rentals, and digging coins from couch cushions at the end of the month. My mom bought her first house, a duplex, at the age of 55. That purchase has helped her stay in her home, and with rental income, helped her get by.)

To: Kirkland City Council and Planning Commission

From: South Rose Hill/Bridle Trails Neighborhood Association- August 21,2024

Re: Transit corridor designation for NE 70th St.

Council and Planning Commission:

Designating NE 70th Street as a transit corridor within the updated Comprehensive Plan is misguided, and the designation should be removed. The South Rose Hill Bridle Trails neighborhood has been losing transit service steadily over the past 20 years despite the growth in residential and commercial development in the neighborhood. This is evidenced by the closure by Metro of the Houghton Park-and-Ride lot due to lack of usage. This lack of usage was notably precipitated by the erosion in bus service along NE 70th Street.

The idea in the Comprehensive Plan of adding land use density along this corridor with the hope that Metro would add more bus service is wishful thinking at best. Councilmember Pascal articulated this point well, since King County's criteria for allocating bus service hours puts Kirkland near the bottom given other priorities within the county.

Current Route 245 ridership is very low apart from school hours. This route does not connect directly to major activity centers, requiring one or more transfers to access destinations such as downtown Bellevue and Seattle. The idea that more people living along NE 70th Street would become regular bus riders is very unlikely. Rather than adding NE 70th Street as a transit corridor, the city should work with Metro to provide bus service from our neighborhood to the upcoming BRT station on I-405/NE 85th Street.

Rather, the city plans should focus on areas of the city that are currently designated for growth, notably downtown, Totem Lake, and NE 85th Street. Our neighborhood worked very hard with the city on the NE 85th Street Station Area plan with its land use and transportation components. As documented in the Comprehensive Plan SEIS, there is sufficient zoning capacity within these existing commercial centers to accommodate the expected city growth over the next 20 years.

Should the city proceed with the proposed transit corridors, there must be specific provisions for more detailed environmental analysis along these corridors prior to the zoning process. We agree with Mr. Pascal that the draft SEIS is not detailed enough to distinguish key environmental issues that would likely occur along a corridor such as NE 70th Street with housing and employment growth exceeding 240 percent. For example, this level of land use growth could easily more than double the daily traffic volumes along NE 70th Street, a situation that was not disclosed in the SEIS. The city should invest in conducting these more detailed studies now, prior to making zoning decisions that are very difficult to change.

While the Neighborhood Association supports appropriate growth, as shown by our participation in the NE 85th St. Station Area Plan, we feel that this movement toward densification of the NE 70th Street corridor is not supported by fact nor necessity at this time. Thank you for your consideration.

Sincerely, South Rose Hill Bridle Trails Neighborhood Board

2044 Comprehensive Plan and Policy LU-2.4

Wed 8/21/2024 1:23 PM

To:Planning Commissioners <Planningcommissioners@kirklandwa.gov>
Cc:City Council <CityCouncil@kirklandwa.gov>

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To the Kirkland Planning Commission Members,

Thank you for the hard work the Commission and City Staff are putting into this comprehensive plan. Your efforts are greatly appreciated.

As 25-year residents of Norkirk, just two blocks from Market Street, we have witnessed a significant increase in vehicular traffic over the years. The traffic density has escalated to levels where accessing Market Street from the side streets is often impossible during peak hours on weekdays. Additionally, the weekend closures of 85th Street for the I-405 Interchange Project have caused traffic back-ups on Market Street to spill over into Saturdays and Sundays. In essence, the bumper-to-bumper traffic on Market Street forms an impenetrable divide between the Market and Norkirk neighborhoods.

These regular and foreseeable traffic jams render Market Street ineffective as an arterial route. Consequently, neighborhood roads are being used as alternative routes to bypass the congestion on Market Street, leading to rampant speeding. The respect for four-way stops is diminishing, as they are often treated as mere suggestions rather than mandatory stops.

The northern end of the proposed Market Street Transit corridor is already experiencing similar issues with excessive vehicular traffic. The arterials on 116th Street and 124th Street are overwhelmed by the current traffic volume. As a result, traffic from Finn Hill and areas north of Kirkland reroutes to Market Street, exacerbating its congestion.

Looking ahead 20 years, Policy LU 2.4 anticipates a staggering 1079% increase in housing units and a 489% increase in employment within the proposed Market Street Transit Corridor. Despite these projections, the 2044 Comprehensive Plan lacks a strategy for expanding transportation capacity, including transit options.

Thus, we stand firmly opposed to the inclusion of transit corridors in the 2044 Comprehensive Plan and request the removal of all aspects of Policy LU-2.4 and related items. While we acknowledge the City Staff's effort to introduce a new framework for transit corridors in the latest Land Use Element draft, it remains ambiguous and does not address the core issues associated with the transit corridors.

Furthermore, we are concerned about the plan's removal of "Residential" land use designations, transitioning these areas to "Residential Mixed Use." This represents a substantial shift for Kirkland neighborhoods, as Residential Mixed-Use permits small-scale commercial, institutional, and semi-public uses within residential areas. The plan fails to clarify which characteristics of Residential zones, such as setbacks and buffers between residential and commercial zones, would be preserved.

We strongly recommend that the Planning Commission consider an amendment to the Land Use Element that would exclude transit corridors and Policy LU-2.4 from the 2044 Comprehensive Plan.

Sincerely,

Comprehensive Plan

Wed 8/21/2024 7:10 PM

To:Planning Commissioners <planningcommissioners@kirklandwa.gov>
Cc:City Council <CityCouncil@kirklandwa.gov>

1 attachments (982 KB)

Proposed Land Use Map July.png;

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Esteemed members of the Kirkland Planning Commission (KPC),

I am writing with regards to the proposed amendments to the Market Street Corridor (MSC) plan as well as the proposed comprehensive plan.

Some background: For the last 20 years, have lived with my family in a house on the west side of 1st st. which abuts the Market Street Corridor between 15th and 16th avenue. The house was built in the 1940s with an addition added some time back. There is a narrow alley which separates our house from the business in the MSC. The house's living direction focus is to the west (windows, etc..); put another way, for all intents and purposes, the front of the house faces the alley and the MSC. Given current zoning rules it is a nice place to live. The neighborhood is excellent and walkable. We literally walk daily to the library, stores, parks, etc.. And I ride the bus to my job as a teacher at the University of Washington.

From what I have been able to glean after study and discussions with the city, a decision was made at a recent planning meeting offsite to study what is being called the *Alternative Growth Plan* which would supplant the current *Growth Plan.* The major difference between these is shifting density (or intensity as it is now called) from Urban centers to Transit Corridors. While this is independent of the amendments to the MSC plan I assume the MSC plan is being updated in anticipation of the alt growth plan (otherwise why update the plan which was just passed in December of 2023).

The Land Use map (attached) is especially interesting. I took the time to visit most of the Purple (Center Mixed Use) and Yellow (Community Use) zones marked on the map to understand the specific geographies. I will note that the MSC is unique among them due to the proximity (18 ft) of low-density housing to the commercial zones. If you walk through the alley behind our house and visit the other zones you will understand this point. Zoning changes in this area radically change my and my neighbors living condition.

From what I can tell, there are three possible outcomes:

1. Zoning of MSC does not change
2. Zoning of MSC changes to allow increased building height while abutting property zoning does not change
3. Zoning of MSC changes to allow increased building height and abutting properties also change (MS-14 in the plan) as they are in transit corridor

Option 2 is not equitable or in line with either increasing density or maintaining the unique neighborhood feel. It significantly degrades mine and my neighbors living experience. **This is not just losing-a-view; imagine a 4-5 story structure being just 18' feet *in front* of your house.** While, the market street corridor plan claims, "The slope and alley parallel to the east side of Market Street provide a break between the corridor and the residential core of the Norkirk Neighborhood". This is grossly overstated. I would encourage you to visit and see that this slim alley is not a significant break.

We have asked the planning department to find examples of this anywhere in all of King County (including of course Seattle) and they were unable too. We have also been looking and have not found anything like this.

Option 3, which is what seems to be studied is more equitable than #2. The planning department is considering allowing for 100-200 Units/Arce in the entire transit corridor (hashed line in Land-Use Map). I know that specific Zoning rules are not being proposed now, but increased density/intensity/indensity along the lines being considered must result in zoning changes. What this does to me, and my neighbors, is require me to sell my property to a developer when the MSC gets developed. For if I don't, I will be in Option 2—which is unlivable. On the positive side, I will be able to sell my house and it will be torn down and replaced by high-density housing.

Option 1, which as you can tell is my personally preferred option, has the city continue with the Current Growth Plan that focuses growth on Urban Centers like 85th street, Petco, etc.. It also allows for HB1110 to be integrated into the zoning code and allow the city to see how that helps with missing middle housing. According to the city's own projections, the current growth plan meets the growth goals the city has set for itself. Put another way, there is a plan which focuses growth in Urban Centers and increases intensity in the neighborhoods with HB-1110. I would propose letting this play out.

I will end by saying that I found John Pascal's comments at the August 7th city council meeting to be extremely compelling. Like Mr. Pascal, I am not against growth; "Kirkland has been a leader over the last few decades in implementing thoughtful planning to accommodate growth". Stay focused on the existing plan and do not take a half-baked, under-planned radical departure which has not been studied or supported by data.

Update for Service Request #37317 (Contact City Council) -

OUR Kirkland <noreply-kirkland@qscend.com>

Wed 8/21/2024 11:57 AM

To:Allison Zike <azike@kirklandwa.gov>

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Service request ID 37317 has been re-routed to a new user or group.

Re-Route Details

Date/Time	8/21/2024 11:56 AM
User	Amy Bolen
Routed to	Allison Zike
Comments	Service Request rerouted to azike Allison, This was only sent to Council. Amy B.

Service Request Details

ID	37317
Date/Time	8/21/2024 11:57 AM
Type	Contact City Council
Address	
Comments	Mayor Kelli Curtis: Deputy Mayor Jay Arnold: Councilmember Neal Black: Councilmember Amy Falcone: Councilmember Jon Pascal: Councilmember Penny Sweet: Councilmember John Tymczyszyn: We are writing to urge the City Council not to pass changes to the Comprehensive Plan to allow the intense densification that would permit

4-6 story building along identified transit corridors.

Kirkland's roads, and these corridors in particular, are frequently congested. Geography and topography limit or render not viable improvements to carry more traffic. Parking, many of these areas is already dysfunctional. The character of many neighborhoods in the area has changed already as increasing numbers of drivers seek routes to bypass some of these corridors. Pedestrian safety is frequently at risk. The changes under consideration will worsen an already appalling traffic situation that continues to affect many Kirkland residents and commuters daily. Moreover, the ostensible results of these changes are supernumerary to meeting Comprehensive Plan goals which, you must know, are well on track.

Abandon this ill-considered idea. Consider that, if implemented, the impacts will degrade the quality of life of current residents. Consider that introducing higher density housing and more businesses to these areas is of questionable benefit to residents, the people you represent. Things do not always get better through an inexorable process of growth. We acknowledge the benefit to developers.

Reject, and do not support the increased densification in the upcoming vote.

View In QAlert

Please reject the proposed Comprehensive Plan

Wed 8/21/2024 9:43 PM

To:City Council <CityCouncil@kirklandwa.gov>;Kelli Curtis <kcurtis@kirklandwa.gov>;Jay Arnold <jarnold@kirklandwa.gov>;Neal Black <nblack@kirklandwa.gov>;Amy Falcone <afalcone@kirklandwa.gov>;Jon Pascal <jpascal@kirklandwa.gov>;Penny Sweet <psweet@kirklandwa.gov>;John Tymczyszyn <JohnT@kirklandwa.gov>
Cc:Planning Commissioners <PlanningCommissioners@kirklandwa.gov>;Adam Weinstein <aweinstein@kirklandwa.gov>;2044 Comprehensive Plan <2044comprehensiveplan@kirklandwa.gov>;centralhoughton@gmail.com <centralhoughton@gmail.com>;Cherish Kirkland <cherish.kirkland1@gmail.com>

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

To the City Council:

I live in Houghton, and I am very concerned about the proposed changes to the Comprehensive Plan. My areas of concern are many—for example, I invite you to stand in my driveway and watch the traffic at 5pm and imagine what it would be like with far denser housing—but I will focus on just two things today.

First, I will focus on the fact that the City chose to bring this proposal forward in the sleepy days of August, without notifying the people who would be impacted—please don't tell me a letter was sent; I didn't receive a letter, and neither did a single person I've talked to about this—and without bringing it to a vote, and then said that most neighborhoods don't seem to object. It's true, I didn't object sooner—because the City seems not to have notified me about something that they knew would have a huge impact on me, much less bring it to a vote for a democratic decision. It almost feels like the government that is supposed to represent me knew they were doing something their constituency would hate, and tried to sneak it through under the radar. I hope that's not the case, but I am very disappointed if it is.

Second, I want to share a brief story. 14 years ago, my wife and I fell in love with a lot and the neighborhood in Houghton, and decided to build a deeply green enclave in the City. The property sloped downhill, so with the City height limit, the beautiful view could never be blocked. And because of the height limit, no neighbor could block the sun for solar collectors or a garden. So we built a house that had the second highest LEED score ever recorded at the time, put in a bank of solar collectors large enough to get us close to net zero, planted fruit trees, put in a large vegetable garden, and let a big chunk of the property grow biomass to capture carbon and nurture wildlife. And we designed the house so that as we aged we could continue to live there. It was the house—and the neighborhood—we planned to retire in.

Now, of course, all that is threatened. We trusted the City and built something special at great cost, and now the City is proposing to betray that trust, destroying both the magic and the value of what we've built.

Like us, thousands of people paid a premium for houses in quiet residential neighborhoods that were protected by zoning, in many cases with views that were protected by Kirkland's height limit. Those homes are not only where many hoped to retire and where many others hoped to raise a family, but also for many people the financial key to a comfortable retirement. All that is now put at risk. The City is proposing taking hundreds of millions of dollars of property value from existing homeowners and taxpayers, in order to benefit developers and hypothetical future residents. (And if the City wants more low-income housing, then it should pay for it, rather than making those with the misfortune to be within ¼ mile of a transit corridor bear the cost.) The City could have proposed reasonable 2 story apartments, which would have greatly increased density and fit into the neighborhoods organically, would not have had such a drastic effect on traffic, and wouldn't have blocked views and sun, but instead the City is proposing a hugely disruptive approach that has zero benefit and huge downside for current homeowners. Let's not mince words: whoever the City imagines they are helping with this proposal, it's not the people who actually live in this city and love it, the people who elected the City Council and who pay the taxes that enable the City to function. As well you know, many of the people agitating for this change are not from Kirkland, and many of the people who will speak to the Planning Commission Thursday are likewise not

residents. It is bizarre to me that the City is listening to them rather than the people the City represents and works for, and stranger still to see that the City is prioritizing developers and hypothetical future residents over taxpaying—and voting—residents. I urge you to represent the interests of your actual constituency and reject this plan. And I assure you that voters will have long memories.

Yours truly,

MASTER BUILDERS ASSOCIATION of King and Snohomish Counties

WEB MBAKS.COM | OFFICE 425.451.7920
335 116TH AVENUE SE | BELLEVUE, WASHINGTON 98004

August 21, 2024

Kirkland Planning Commission
Kirkland City Hall
123 5th Avenue
Kirkland, WA 98033

RE: 2044 Comprehensive Plan – Land Use Element

Dear Chair Rutherford and Planning Commissioners:

With nearly 2,500 members, the Master Builders Association of King and Snohomish Counties (MBAKS) is the largest local homebuilders' association in the United States, helping members provide a range of housing choice and attainability. We aspire to be the most trusted and respected housing experts in the region. MBAKS welcomes the opportunity to comment on the recommended land use policies to the 2044 Comprehensive Plan on the August 22 agenda.

As Kirkland considers land use policies that shape housing choice, supply, and affordability for the foreseeable future, MBAKS appreciates the hard work conducted by city officials and staff to update the Plan and respectfully submits the following comments in support of the following Kirkland 2044 growth strategy policies.

Land Use Element Policies

Policy LU-1.1: Maintain clear, predictable, and objective development regulations that are easy to understand and consistent with City goals and policies.

MBAKS supports Policy LU-1.1. Maintaining clear, predictable and objective development regulations is essential to enabling project applicants to plan appropriately for housing they are seeking to build. Tools that enhance predictability related to project timelines and what land use laws and ordinances are in place are vital for planning timelines and financing for projects.

MBAKS also appreciates Kirkland's efforts to comply ahead of the deadline with the permitting requirements established in SB 5290 this past legislative session. Regulations and long permit timelines can create significant obstacles for those seeking housing by driving up costs and pushing new homes even further out of reach for many buyers and renters. Adhering to the provisions of this new law early shows policy support to cities and would address a key barrier to facilitating more housing choices.

Policy LU-1.3: Identify opportunities to simplify development standards in zoning districts by completing actions including, but not limited to:
• Consolidating the number of individual zones into related and simplified groups based on existing conditions and planning objectives (e.g., consolidating existing lower density residential zones such as RS, RSX, and RSA into a single zone type);

- **Renaming zones to better describe the allowed mix of uses therein;**
- **Eliminating or combining zones that only apply to a limited number of parcels; and**
- **Standardizing development standards across similar zones.**

MBAKS supports Policy LU-1.3. Simplifying development standards in zoning districts can significantly enhance the efficiency and clarity of urban planning processes. By consolidating the number of individual zones into related and simplified groups based on existing conditions and planning objectives, we can streamline the regulatory framework. For example, merging lower density residential zones such as RS, RSX, and RSA into a single zone type can reduce complexity and make it easier for developers and residents to understand and comply with zoning regulations. This consolidation can also help in achieving more consistent and predictable development outcomes, aligning with broader planning goals and community needs.

Additionally, renaming zones to better describe the allowed mix of uses and eliminating or combining zones that apply to a limited number of parcels can further simplify the zoning code. Clear and descriptive zone names can improve transparency and public understanding of zoning regulations, fostering greater community engagement and support. Standardizing development standards across similar zones can ensure uniformity and fairness in the application of regulations, reducing administrative burdens and potential conflicts. These actions collectively can create a more efficient, equitable, and user-friendly zoning system that supports sustainable growth and development

Policy LU-2.1: Support a range of development intensities in Kirkland that enables development to accommodate growth and supports equitable access to housing and jobs, while recognizing and protecting environmentally sensitive areas.

MBAKS supports Policy LU-2.1. By allowing for varied development intensities, Kirkland can create diverse housing options that cater to different income levels and family sizes, promoting inclusivity and affordability. This approach also encourages mixed-use developments that integrate residential, commercial, and employment opportunities, fostering vibrant and economically resilient communities. Implementing thoughtful planning and development practices can balance growth with environmental stewardship, ensuring that natural habitats and resources are preserved for future generations. This holistic strategy will help Kirkland thrive as a sustainable, inclusive, and dynamic city.

Policy LU-2.2: Facilitate infill development and encourage redevelopment of underutilized land.

MBAKS supports Policy LU-2.2 to facilitate infill development and encourage the redevelopment of underutilized land. By focusing on these strategies, Kirkland can make the most of existing infrastructure and resources, reducing the need for expansive new developments that can strain our environment and community services. Infill development allows us to create vibrant, walkable neighborhoods that enhance the quality of life for residents while preserving open spaces and natural areas.

Allowing more infill home choices, such as duplexes and triplexes, in addition to single-family detached homes, would create more housing choices for families in neighborhoods close to jobs, transit, schools, parks, and other amenities. Multiplexes, such as duplexes, triplexes, fourplexes, and sixplexes, are more affordable than detached, single-dwelling houses because land costs, which account for a significant portion of a home's value, can be shared across several households.

Likewise, there is a critical need to help all community members find housing in our rapidly growing region and ADUs are a vital component to addressing this need. ADUs provide additional housing choices that fit into our existing communities and neighborhoods, creating an affordable option for current residents and those just moving to our region. ADUs make it easier for younger buyers to qualify for their first home, enable seniors to age in place, and expand options for multigenerational living.

Policy LU-2.4: Explore additional capacity for higher-intensity residential uses along identified frequent transit corridors once the NE 85th St Station Area residential development has achieved a number of residential units with vested permits equal to the affordable housing pioneer provision and ensure development regulations enable diverse housing options and small-scale retail and commercial opportunities. [Abbreviated language].

MBAKS supports Policy LU-2.4 and encourages support of bold housing growth and capacity in Kirkland, especially near frequent transit stops. Focusing study on more than 100 dwelling units per acre near frequent travel supports affordable housing and active, mixed-use neighborhoods where jobs, services, and housing are clustered around routes and trails which aligns with Kirkland's vision statement.

Housing located near transit reduces our reliance on cars, reducing traffic congestion and greenhouse gas emissions and creating more sustainable communities. It also supports walkable neighborhoods and helps to accommodate growth by enabling higher-density housing in the very places where the Growth Management Act intends for our region to grow inside our urban areas.

Policy LU-3.4: Focus higher density land uses primarily in areas served by frequent transit service.

MBAKS supports Policy LU-3.4. Allowing land by transit to be developed at higher densities would enable more people to live within easy walking distance of transit, helping to maximize its use. It would also encourage more equitable, sustainable, and less expensive housing exactly where it makes the most sense. This design better connects higher density housing options and jobs to planned transit stations or transit corridors. It allows residents to commute to work and take advantage of a variety of amenities without needing a car. Likewise, some major job centers simply do not have mass transit nearby and are also surrounded by low-density, single-family zoning. Allowing more people to live near work both enriches their lives by shortening commutes and relieves government from the financial burden of paying for commuters.

Policy LU-3.7: Pursue reducing or removing minimum vehicle parking requirements in: walkable areas with convenient shops, services and good transit service; and for residential uses, including low-density, middle-housing, and stacked dwelling unit housing types.

MBAKS supports Policy LU-3.7. Parking requirements add to the cost of housing by increasing the land area required or the need for structured parking, both of which are very significant expenses. With each stall in a parking garage costing tens of thousands of dollars to build, parking requirements can impose significant costs on new housing, directly increasing the cost of housing for both renters and owners.

Reducing or removing minimum vehicle parking requirements in walkable areas with convenient shops, services, and good transit service, as well as for residential uses including low-density, middle-housing, and stacked dwelling unit housing types, is a forward-thinking approach that can significantly benefit Kirkland. By easing these requirements, we can encourage more efficient land use, promote sustainable transportation options, and reduce the overall cost of housing development. This strategy supports the creation of vibrant, pedestrian-

friendly neighborhoods where residents can easily access daily necessities without relying on cars. Additionally, it aligns with environmental goals by reducing carbon emissions and traffic congestion. Embracing this policy can help Kirkland foster a more inclusive, affordable, and environmentally conscious community.

Policy LU-4.2: Identify opportunities to simplify development standards in primarily residential zones by completing actions such as: renaming "single-family residential zones" to better describe the allowed multi-family and commercial uses therein; consolidating low-density residential zones into a single zone to simplify future Zoning Code amendments; standardizing development standards across low-density residential zones, etc.

MBAKS supports Policy LU-4.2. Simplifying development standards in primarily residential zones is a crucial step towards creating a more efficient and adaptable zoning framework in Kirkland. By renaming “single-family residential zones” to better reflect the allowed multi-family and commercial uses, we can provide clearer guidance and foster a more inclusive understanding of the diverse housing options available. Consolidating low-density residential zones into a single zone will streamline future Zoning Code amendments, making the regulatory process more straightforward and reducing administrative burdens. Additionally, standardizing development standards across low-density residential zones will ensure consistency and fairness, facilitating smoother development processes and encouraging a variety of housing types that meet the needs of our growing community.

Policy LU-4.3: Establish a new, reduced minimum lot size applied throughout residential zones to support affordability, more opportunities for fee-simple ownership, and housing supply objectives.

MBAKS supports Policy LU-4.3. Establishing a new, reduced minimum lot size across residential zones in Kirkland is a strategic move to enhance housing affordability, increase opportunities for fee-simple ownership, and meet housing supply objectives. By lowering the minimum lot size, Kirkland can enable the development of smaller, more affordable homes that cater to a broader range of income levels. This approach not only makes homeownership more accessible but also encourages a diverse mix of housing types, from single-family homes to townhouses and cottages. Additionally, it supports the efficient use of land, helping to address the growing demand for housing without expanding the city’s footprint. Implementing this policy will foster a more inclusive and sustainable community, ensuring that Kirkland remains a vibrant and welcoming place for all residents.

Policy LU-4.5: Encourage new residential growth to meet City objectives of environmental sustainability, economic growth, and Diversity, Equity, Inclusion, and Belonging principles, and including Washington State required allowances for middle-housing types such as Accessory Dwelling Units, Cottages, and multi-plexes in lower-density neighborhoods.

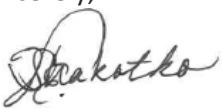
MBAKS supports Policy LU-4.5. By incorporating Washington State’s required allowances for middle-housing types such as Accessory Dwelling Units (ADUs), cottages, and multi-plexes in lower-density neighborhoods, we can create more inclusive and diverse communities. These housing options provide affordable and flexible living arrangements, making homeownership more accessible, especially for first-time buyers and those with varying income levels. Additionally, promoting such growth supports environmental sustainability by optimizing land use and reducing urban sprawl. This approach not only stimulates economic growth through increased housing supply and construction jobs but also fosters a sense of belonging and equity by ensuring that all residents have access to safe, affordable, and diverse housing options.

MASTER BUILDERS ASSOCIATION of King and Snohomish Counties

WEB MBAKS.COM | OFFICE 425.451.7920
335 116TH AVENUE SE | BELLEVUE, WASHINGTON 98004

We thank you for the opportunity to comment on, and encourage your support for, the preceding recommended land use policies. Your hard work is appreciated and MBAKS wants to serve as a trusted resource for you, your staff, and the community. If you have any questions or would like more information, please don't hesitate to contact me at vshakotko@mbaks.com or 425.435.8990. Thank you for your consideration of our comments.

Sincerely,



Veronica Shakotko
Senior King County Government Affairs Manager
Master Builders Association of King and Snohomish Counties

Cc: LeAndra Baker-Lewis, Senior Planner
Allison Zike, AICP, Deputy Planning & Building Director
Adam Weinstein, AICP, Planning & Building Director

neighborhood impute response to development plans

Wed 8/21/2024 11:03 AM

To:City Council <citycouncil@kirklandwa.gov>
Cc:centralhoughton@gmail.com <centralhoughton@gmail.com>;Planning Commissioners <planningcommissioners@kirklandwa.gov>; Rodney Rutherford <rrutherford@kirklandwa.gov>;Bria Heiser <bheiser@kirklandwa.gov>;Scott Reusser <sreusser@kirklandwa.gov>; Angela Rozmyn <arozmyn@kirklandwa.gov>;Aaron Jacobson <ajacobson@kirklandwa.gov>

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August 21st, 2024

Kirkland City Council members,

In the past 30 years, I have been involved in various public meetings related to planning and development in the City of Kirkland. But over this time, I have come to realize that asking for the public's input has only been window dressing for the city council. The idea that anything the citizens have to say is ever taken into account is questionable. Just tell me two things I have said that has affected the decision of the council toward following through on changing something for the benefit of neighborhoods or improving a development? Often it feels like people in the city see me get up and think, "Oh, it is just Margaret Bull getting up so let's humor her for 3 minutes and no more'. What does it mean when the council 'listens' especially in relationship to what people in the current neighborhoods feel? Does it mean you give heed and follow advice? I remember after we had many meetings on a particular development topic Amy Wallen said during the deliberations that despite what citizens were saying she was voting using her own feelings of what she thought in her heart was the right decision. In other words, many on the council have already decided what they think is 'right' and are not swayed by hours of meetings that include public comment. If three council members have already committed to a certain course of action because philosophically they think it is the 'right' thing to implement (before any public discussion ensues) than that usually determines what the council will do depending on how many council members are present for a vote. Basically, it appears that they feel omniscient because they know what is best for Kirkland and try to represent the people that never go to public meetings and speak out. Sometimes they stress how much they care about people that cannot find houses in Kirkland over those that already live here. Don't we vote for the Kirkland City Council to represent the citizens in Kirkland rather than the rest of Washington that might want to live in Kirkland? Does that really make sense? How far off are we currently on meeting growth management targets for 2024?

Of course, city personnel send out 'multiple guess' surveys that reach only a fraction of Kirkland and are responded to by even a smaller fraction of the populace. So should they even use this data? In one case it seems that they did. The result of the Parks survey showed that the council listened to all the people clambering for pickle ball courts. That might have been less because they listened to what people wanted and thought more about the fact that it is the official Washington State Sport and is generally growing in popularity everywhere.

As the City is making decisions related to growth management in the next two years I hope they can keep an open mind and truly consider what people that actually live in the neighborhoods are expressing about what makes up their neighborhood character. Sometimes a petition means more than a city survey. What I had for breakfast affects my decision to pick #1 choice over #5 choice. But in contrast, signing a petition takes thoughtful deliberation and passion for an issue that will have impact on my life. There is an emphasis on the fact that many that want to live in Kirkland cannot do

so because housing they can afford is not available. It is unfortunate but there will never be as much housing to accommodate everyone that wants to live in Kirkland and therefore never enough affordable or low income housing because of market demands and job growth. But have you considered one of the reasons they want to live in Kirkland is because of the character that the individual neighborhoods already have? I moved here to live in a single family neighborhood with a yard for children to play in. I am willing to adjust my thinking about that to embrace the idea of infill that includes cottage housing, duplexes and DADUs as long as trees and plants (other than arborvitae and hedges) are included in the plans and there is some thought to aesthetic appeal. In my opinion, it would be better for two families to live on a lot than have a single monster house with outdoor living space and driveway with no pervious surface that we see popping up everywhere in Houghton. Friends that are empty-nesters would like to live in small one story houses but no one is talking about meeting that need. It might surprise people but many single family homes are already being used to house extended family or provide various roommate situations. This is a way to fill the need for 'missing middle housing'. One that should be talked about and encouraged. Maybe you should get developers on board if you want to see infill that has a 'right-size' feel to it. I have listened to plenty of Planning Commission meetings that emphasize that developers need to be allowed to build as big as they desire on a lot with as little parking as they can get away with or they just cannot make any money. And it seems that they cannot do it without killing all the trees in the process. I question this. We would all like to make more money without having any restrictions on how we go about it. Adding multistory multiuse buildings are not necessarily the best choice of increasing density in many of the neighborhoods even when they are on a transportation corridor. Transportation can be rerouted or discontinued or underfunded in any part of Washington. Many of us remember when Tim Eyman decimated funding for public transit with his first $30 car tab initiative. I know from personal experience over the years how bus routes along 108th Ave NE, as well as at the Houghton Park and Ride lot, have changed. Many people, my husband included, went to work every day by catching a bus along the freeway at a flyer stop that took him to Renton or Everett. When bus lanes were moved to the middle of the freeway Houghton lost that option. In the last few years we have also seen how much a world event can affect the balance between office needs and housing needs. Who would have predicted that things would change so drastically before building all those offices in Bellevue and Seattle? When President Harris takes office I doubt if the housing and infrastructure money will be flowing into Kirkland since so much of the country doesn't have the wealth that already exists here. I am in total agreement that there is a need for multistory housing but picking the right location for the future will take looking into a crystal ball. Unfortunately, the current council doesn't have one. Maybe the county can meet growth management targets by turning some of the new office buildings in Bellevue into housing. Then there would be less pressure on Kirkland to meet unreasonable goals at this time.

Public Comment for the Aug 22nd Meeting

Wed 8/21/2024 9:51 PM

To:Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

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Hello Planning Commission!

First of all, thank you for all the work you do in making our city more livable, walkable, and bikeable!

Market Street Corridor Plan

Policy MS-8

- I am in favor of removing this policy, in order to prevent potential conflict with LU-2.4. Adopting a policy with a fixed limit on building height delays the city's ability to steadily grow and respond to changing demand. If a hard limit is considered critical, it should scale with growth and time. For example, make the maximum building height equal to the current average building height plus two or three. Meaning, if the current average building height is two stories, then the max height becomes four stories. Then after enough time goes by as 4-story buildings are constructed, the average will become three stories, at which time the max becomes five stories, and so on. This ensures the area is capable of slowly growing with time, without ever having a 'shock' to the system, and neighborhood character and charm can be maintained.

Other Policies (MS-7, MS-10, MS-11)

- MS-7: Sounds all good to me; the more consistent the regulations are within the city, the lower the development costs. Should also minimize any potential 'infighting' about why Project X was approved for something, but not Project Y, etc.
- MS-9: I think this sounds fine. It is nicer when our built environment has a distinct 'feel' to it, and I see nothing wrong with encouraging that kind of consistency in neighborhood character.
- MS-10: 100% agree with these changes. Every development needing independent design review only slows down development and adds cost. Having agreed-upon standards/regulations helps everyone.

Draft TSP Recommendations for Market Street Corridor

- Sounds great to me! Would love for the City to take a closer look at Market Street and how it's used by all. Personally, I hope the city removes the curb-side parking and adds wide, protected, elevated bike lanes on either side. Something like 7th Ave in Seattle in front of The Spheres.

Land Use Element

Draft Policy LU-2.4

- This seems like a step backwards: we can't look at other transit corridors until 85 St. Station Area is well-established? What?!
- Prioritization
    - The K Line isn't scheduled to start service for at least another 6 years. So, we shouldn't consider anything else until then?
    - The Stride Line isn't scheduled to start service until 2028, which isn't much better, and is primarily geared to regional commuters, thus doesn't really help with travel within Kirkland.
    - Yes, focusing development around Totem Lake and 85th St is good, but there's so much more to the city than that!
    - What about the existing 255 route? Shouldn't its route essentially be considered a transit corridor? And better yet, it already exists and is in operation right now. I don't see why this is considered Tier 2. Especially since Market is also part of the official Lake Washington Loop Bike Route, it's a de facto transit corridor.
    - Instead, existing routes should be considered Tier 1, and future routes Tier 2. I think the priority is backwards in this current draft.
- Public Process
    - No. 1: Spelling out how things work is rarely a bad thing, so I don't see an issue with this.
    - No. 2: I guess having supplemental studies isn't the worst thing, but let's be wary of adopting 'The Seattle Process' where every little project needs to undergo soooo many reviews and impact studies.
    - No. 5: I'm unsure about this wording; it sounds like additional capacity should only be considered AFTER infrastructure has been installed. Maybe the wording can be changed to something like "…and there are assurances that adequate infrastructure capacity will be in place *or completed in tandem* to support additional density."
- Decision Criteria
    - No. 2: Why should the City care about private open spaces? I'd remove that part.
    - No. 4: I'm hesitant to use school capacity as a limiting factor when considering upzoning. Seems like a Chicken-and-Egg problem: "We can't upzone, there's no room in the school! There's no need to build a bigger school, there aren't that many students in the area!"
    - No. 6: I'm not sure this has to be prescribed; wouldn't this happen organically? You don't normally have to tell developers, individual or otherwise, to start with development near transit hubs. They'd probably say, 'Duh.'
    - No. 8: I don't see how increasing mixed-use capacity would ever work against the promotion of 10-minute neighborhoods, but okay.

I think for adoption of these elements of the 2044 Comprehensive Plan, the PC should go for Option A. Tackling this at a later date isn't doing anyone any favors, and reminds me of the saying, "The best time to plant a tree is 20 years ago. The next best time is now."

That's all I have for now. Until next time!

My 8/22 meeting comment in support of more housing in transit corridors

Wed 8/21/2024 8:06 PM

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

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Hello Planning Commissioners,

I wanted to share my comments I intend to read at tomorrow evening's public meeting in support of housing along transit corridors in the 2044 Comprehensive Plan.

Thanks for all you do,

[Comments below]

> Hello Planning Commissioners. Thank you for volunteering your time and for your commitment to public service.
>
> My name is Lauren Hall-Stigerts. I grew up in Redmond and I feel so lucky to have made Kirkland my forever home for the last 19 years. My husband and I were able to build a home in the Juanita Beach area with the luck of favorable market forces at the bottom of the recession.
>
> I have seen many changes living my 41 years on the Eastside. I have learned that change is inevitable and sometimes essential for communities to thrive.
>
> Housing supply on the Eastside has been behind demand for decades, especially in Kirkland. Because of this, it's difficult to get the childcare support I need for my 5- and 8-year-olds: my parents sold my childhood home in Redmond in 2017, moved out of the area, and when they tried moving back to the Eastside in 2021, the closest home they could afford is a 40-minute drive north from Kirkland. The distance makes them less available to help and emergency situations more stressful.
>
> My child's pre-k school schedule is thrown into disarray when weather conditions in far-reaching areas like Gold Bar have inclement weather because that is where her teachers can afford to live.
>
> My family struggles when our support network lives further away because of a lack of affordable housing in Kirkland and on the Eastside. I'm concerned my children will be unable to live anywhere close to me when they become adults and I am elderly. There may come a day when I must choose either my family or staying in my wonderful forever-home of Kirkland.
>
> **I support increasing the variety of middle-housing options along transit corridors paired with a robust plan to increase public transit and safer active modes of transportation such**

as walking and biking.

Change is inevitable, but we have the opportunity now to make a positive impact on a more accessible Kirkland for future generations.

Thank you.

2044 Comprehensive Plan - Land Use Element

Wed 8/21/2024 4:09 PM

To:Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Cc:Market Neighborhood Association <mnakirkland@gmail.com>;City Council <CityCouncil@kirklandwa.gov>

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To the members of the Kirkland Planning Commission,

Thank you to the Commission and City Staff who are working hard on this comprehensive plan. I appreciate your efforts.

I, along with my husband and young children, am a resident of Kirkland. I appreciate that the City Staff has included a new framework for transit corridors in the recent draft of the Land Use Element. The framework, however, is extremely vague and the fundamental issues with transit corridors remain.

This comprehensive plan process began in 2022, but the first image of the transit corridors I could find appeared in January 2024. The first meeting that the public was fully introduced to transit corridors was not until May 2024. The transit corridors fundamentally change the entire face of Kirkland. A proposal of this magnitude should not have been shoe-horned into the last 8 months of this years-long process. This type of massive change should not even appear in a comprehensive plan given how little time has been dedicated to studying the effects of this proposal.

I am also concerned that this plan update eliminates “Residential” land use designations. Changing all these areas to “Residential Mixed Use” is a significant change for Kirkland neighborhoods. Residential Mixed-Use allows small-scale commercial, institutional, and semi-public uses in residential neighborhoods. The plan does not specify what other features of Residential zones would be lost, such as setbacks and buffers between residential and commercial zones.

I strongly urge the Planning Commission to propose an amendment to the Land Use Element removing transit corridors and Policy LU-2.4 from the 2044 Comprehensive Plan.

Please find Policy LU-2.4 and other related policies reproduced below in *italics* with my line-item comments in red:

Policy LU-2.4. Explore additional capacity for higher-intensity residential uses along identified frequent transit corridors once the NE 85th ST Station Area residential development has achieved a number of residential units with vested permits equal to the affordable housing pioneer provision and ensure development regulations enable diverse housing options and small-scale retail and commercial opportunities.

> Issue: What is the definition of a “transit corridor” or a “frequent transit corridor”. Both are used throughout but neither is fully defined. Are these concepts different? Where specifically are transit corridors identified and what entity identifies them? This is a critical term should be clearly defined.
>
> Issue: “Vested permits equal to the affordable housing pioneer provision” does not mean an affordable unit has actually been built. NOR is it a high bar to reach. Limiting this to the pioneer provision will likely

result in a very low number of "vested permits". Why does this requirement not read “once [X NUMBER] of affordable housing units have been built”? Kirkland should truly let the 85th St Station Area develop to see its impacts on transit and traffic before jumping into other significant areas of the city.

Evaluations of this additional capacity should occur pursuant to the framework established below:
Tier 1 (top priority): Bus Rapid Transit lines with dedicated funding for implementation (e.g., K Line and STRIDE Line)

Issue: What does “dedicated funding” mean? “Dedicated” does not necessarily indicate the City has actually received the funding for these lines but merely earmarked potential funding. This should read “fully secured funding”.

Tier 2 (Secondary priority): Tier 2 capacity increases should be studied pursuant to the following priorities:

1. Transit corridors with existing frequent service (15-minute headways or less during commute hours) that travel through or connect the City’s Regional Growth Centers.

Issue: Again, “transit corridors” is not a defined term. Is the definition the parenthetical - i.e. a bus every 15 minutes during commute hours? If so, that should be explicitly stated. If that is indeed the definition, a bus scheduled every 15 minutes is fundamentally not “frequent” service. Limiting that further to just “commute hours” completely undermines the idea of frequency. This definition could be applied to a street with only 7-10 am and 3-6 pm bus service. Frequent transit should be reliable transit that gets people to where they want to go quickly and regularly throughout the day. If the City insists on including this policy, “Transit Corridors” should be defined as a road with 2+ lanes in each direction that has actual (not just scheduled) bus service every 5 minutes or less during the entire day”.

2. Transit Corridors with existing frequent transit service that do not travel through or connect the City’s Regional Growth Centers if new transit service is funded beyond 2024 service levels.

Issue: What is the definition of “frequent transit service”? Would it be the same as your parenthetical in (1) above? As drafted, this is left to the imagination. Moreover, what does it mean for a transit service to be funded beyond 2024 service levels? Current transit service levels are quite low, so this appears to be an extremely easy bar to meet. At a minimum, 2024 service level should be defined, and I would argue far higher service levels should be reached before a street qualifies as having “frequent transit”.

- *Public Process. Evaluating additional capacity pursuant to Policy LU-2.4 would be conducted pursuant to the provisions of Process IV described in Chapter 160 of the Kirkland Zoning Code (i.e., ultimate decision by City Council based on a Planning Commission recommendation) and would take the form of Zoning Code/Map amendments. The process would involve the following steps:*

    1. *The process will be initiated through the inclusion into the Planning Work Program of study of one or more transit corridors for increased capacity. The Planning Work Program extends over three years and is approved annually by the City Council based on a Planning Commission recommendation.*
    Issue: This gives the public two different time frames. What do the three years refer to? The period over which the new zoning will be reviewed? Or can new zoning be looked at annually? This should be extremely clear to a citizen not well versed in city planning jargon and should not require a resident to reference a separate document outside the comprehensive plan.

2. *Conduct environmental review pursuant to the State Environmental Policy Act (SEPA) analyzing the specific environmental effects of each proposal. While the Supplemental SEIS prepared for the Comprehensive Plan will be the foundation for the environmental review, supplemental environmental review will be conducted to evaluate potential environmental impacts at the corridor scale – including impacts on transportation infrastructure, public services, schools, and utilities. Other technical studies may be needed to support this analysis, such as a corridor study.*
   Issue: Saying "other technical studies may be needed" is extremely vague. Who would decide if these studies are needed? What are the criteria for those studies? What areas of technicality would need to be studied? Is there any external, independent review required?

3. *Conduct public outreach, including meetings with established organizations and individuals representing the City's diverse community and interests.*

   Issue: This should explicitly include neighborhood associations.

1. *Undertake noticing of each zoning proposal, as required in the Zoning Code, and including at least two public notice signs along each corridor proposed for rezoning.*
   Issue: The transit corridors currently shown on your map are extremely long, covering miles. Two signs at either end would not alert most residents along a corridor that their street was under consideration. There should be signs posted MUCH more frequently along these expansive corridors. Indeed, the City should send all property owners within the subject corridor a letter at the beginning of any zoning process stating: "Your property is being considered for upzoning or rezoning."

2. *Staff will prepare staff reports outlining possible rezoning options, which will be presented to Planning Commission in at least one study session and in advance of a public hearing. Additional capacity should only be granted after sufficient technical analysis in support of additional capacity has been completed, and there are assurances (e.g., dedicated funding) that adequate infrastructure capacity will be in place to support additional density.*
   Issue: What is "sufficient technical analysis"? How would that be determined and who would determine it has been reached? The Planning Commission? The City Staff? An independent body? Sufficient by what standards?

   Issue: "Dedicated funding" is vague, as is the notion of "adequate infrastructure capacity." Who determines this capacity?

1. *A public hearing will be held for each proposal.*

2. *After the public hearing, the Planning Commission will make a recommendation to City Council on each rezoning proposal, and City Council will decide whether to adopt.*

- <u>Decisional Criteria</u>*. In determining the geographic boundaries of any zoning amendments, and associated maximum building heights, densities, and other changes to development regulations, the following criteria should be taken into account:* Issue: Fundamentally, I do not see any references to outside independent review, a fatal flaw to this entire provision in my opinion.

1. *Existing and planned multimodal infrastructure and transit service to accommodate density.*
   Issue: What does "planned" infrastructure and transit service mean? Is something "planned" if it is mentioned orally at a meeting? In writing? After being studied? After it has received secured funding? As drafted, this is extremely vague and has no limits, so in effect, it doesn't mean anything at all.

2. *Existing and planned parks and open spaces (public and private)*. Issue: Same comment as above. What does “planned parks and open spaces” mean? What stage of planning does it need to be at?

3. *The ability of the change to expand the City’s supply of affordable housing.*
   Issue: Again, this is vague. What does “expand” mean? Is one affordable unit in an entire transit corridor enough to meet this requirement? As drafted, one could argue that it does. The “ability” to expand affordable housing and actually expanding affordable housing do not necessarily overlap.

4. *School capacity to accommodate added density.*

5. *Street safety for all modes.*

6. *A gradual transition of intensity with the highest intensity uses located closest to the center of the corridors and the lowest intensity uses located at the outer edges of the corridors.*
   Issue: This is extremely vague. What would the highest intensities and lowest intensities be? We have heard city officials discuss 200 units per acre in these transit corridors. Is that the top? If not, what would the top be? The Draft EIS studies 100 units per acre throughout. Is that the lowest? Is 50 units per acre the lowest? These transit corridors are currently around 2.5-5 units per acre. Would that density be retained for any parts of them? The transit corridors are 1/2 mile wide (centered on the street). That is a huge area and delves deep into existing neighborhoods. This provision pays lip service to people’s fear that a house far away from a designated transit corridor may not have tall buildings built right next door, but there are no real protections here. There could be one parcel at the far edges of a corridor that is slightly lower density than all the rest of the corridor and this provision will have been satisfied.

7. *The need for sufficient grocery, commercial, and retail services to enable a complete community centered on the key transit corridors.*
   Issue: Again, what is a “key transit corridor”? Is this different from a “frequent transit corridor” or an ordinary “transit corridor”? What is “sufficient grocery” service? Is it a bus that comes once every 15 minutes that a resident can take to a grocery store that is a 15-minute ride away? As drafted, I see nothing to stop that description from achieving this goal.

8. *The extent to which the capacity increase promotes 10-minute neighborhoods.*
   Issue: What is the definition of a 10-minute neighborhood? Is it commuting on a bus for 10 minutes (that you then have to wait 15 minutes for) to get to daily necessities? Or is it walking 10 minutes to those necessities? Throughout this plan you refer to this concept, but the concept is not fully defined. Most, if not all of the proposed transit corridors do not have grocery stores that a resident could walk to in 10 minutes.

In 2044, the City is expected to have a surplus capacity above the King County growth targets. That said, it could be in the City’s interest to continue expanding capacity beyond what is needed to meet the growth targets and achieve important community-wide objectives such as housing affordability, better transit service, and reductions in per capita energy use. Specifically, enabling and encouraging housing production should be focused in areas that are high opportunity, such as areas with transit corridors and that have good schools and are in close proximity to job centers. Promoting this concept distributes growth across a broader area of the City in the next 20 years.

Issue: As stated, the City is already positioned to hit King County growth targets without the inclusion of the transit corridors in this comprehensive plan. I have not been shown evidence that true affordable housing

numbers will be reached by building into residential neighborhoods. Nor do I believe that new residents will be quicker to adopt transit than current residents (who currently ride the bus at abysmally low numbers).

Increased housing and jobs density across a wider area would support the City's current 10-minute neighborhood goals that are incorporated in the Sustainability Strategic Plan. Denser housing and mixed use development along transit corridors would help bring more daily needs, such as retail and commercial services, within a 10-minute walk of more Kirkland residents. This would help create more walkable environments outside of Kirkland's Urban Centers, with destinations along key transit corridors.

Issue: There are no daily necessities along most of the proposed transit corridors. Building more density along the corridors does not mean that daily necessities will follow. As drafted, this plan doesn't give any details as to how it will actually achieve the goal of turning residential neighborhoods into 10-minute cities complete with daily necessities.

Policy LU-3.4 Focus higher intensity land uses primarily in areas served by frequent transit service.

Issue: For fear of sounding repetitive, what is the definition of "frequent transit service"? This policy attempts to achieve the same thing as Policy LU-2.4 but without the "protections", vague as they are, included there. If the transit corridor policy is removed, what is to stop the City from using this policy and its concept of "frequent transit service" from rezoning all the same areas?

Policy LU-4.4: Locate the highest intensity residential areas close to shops and services, employment centers, and transportation hubs.

Issue: What is a "transportation hub" and is it different from a "transit corridor"? If there is no difference, then the concerns raised in my comment above apply here as well. If there is a difference, it should be defined.

The Commercial Mixed Use Areas section of the Land Use element includes the following statement: "*An underlying premise of the Land Use Element is that, in the future, people in the City will not drive as much as they do presently to avoid being in traffic congestion.*"

Issue: In the past several years, bus ridership has significantly lowered. For better or worse, Kirkland is almost completely car-reliant. To make bus ridership an underlying premise of an entire land use policy appears to be wishful thinking. This explicitly states that the City is hoping to immiserate its residents with increased traffic. That is certainly not a sentiment I wish to hear from my City.

In connection with my points above, the definition of "Corridor Mixed Use" and the accompanying footnote should be removed from the Comprehensive Plan.

Thank you for your attention to these matters, and I look forward to further dialogue on how we can collaboratively plan for the future of our beloved city.

Sincerely,

Kirkland Resident

No on adding 4-6 stories on houses

Wed 8/21/2024 12:17 PM

To:Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

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Lake Washington blvd and Market Street are already congested and there is no physical room for expansion.if the city is counting on people riding the bus they should show evidence of that.

Policy LU-2.4

Wed 8/21/2024 8:02 PM

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

1 attachments (3 MB)

image.jpg;

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To all of the members of the Kirkland Planning Commission,

Thank you to the Commission and City Staff, who are working hard to make our city beautiful, unique, and inclusive. I applaud your efforts.

My partner and I have been residents of Kirkland since 2017 and moved here because it's a unique city with open green areas, access to water, and it feels like a welcoming town rather than a large city. It is the uniqueness of this city that is so compelling. And it is the uniqueness of Kirkland that is at risk with the current inclusion of the transit corridors in the 2044 Comprehensive Plan. I am against the plans for the transit corridors as part of Kirkland's future. As such, I request all of Policy LU-2.4 and associated items be removed from the 2044 Comprehensive Plan.

I am very concerned about the environmental impact the transit corridor proposal will have on our city. Two weeks ago, I received a water quality report (Forbes Creek 2023 report card) from the City of Kirkland stating that there is moderate concern for the health of Forbes Creek (see attached). Perplexingly, portions of the transit corridors proposal map slated for increased housing density directly superimposes with the basin area that drains into Forbes Creek - the same area that the City of Kirkland is currently concerned about. There are 12 watershed areas in Kirkland that the city is asking us residents to tend - to keep clean, to increase tree cover, and to decrease impervious areas. How many of these watershed areas directly intersect with the corridors that the city proposes to build higher density buildings on? The transit corridor proposal would reduce tree cover, increase impervious areas and threaten the health of our waterways and wildlife.

I am concerned that this plan update eliminates "Residential" land use designations. Changing all these areas to "Residential Mixed Use" is a significant change for Kirkland neighborhoods and will negatively affect our residential neighborhoods and our environment. Changing all these areas to "Residential Mixed Use" risks dimming the soul of our remarkable city.

I strongly urge the Planning Commission to propose an amendment to the Land Use Element removing transit corridors and Policy LU-2.4 from the 2044 Comprehensive Plan.

Thank you,

Kirkland Resident

August 21, 2024

Via email

Planning Commission
City of Kirkland
123 Fifth Avenue
Kirkland WA 98033

Dear Planning Commissioners,

The board of directors of the Finn Hill Neighborhood Alliance (FHNA) would like to offer the Planning Commission several observations concerning the proposed Land Use Element of Kirkland's 2044 Comprehensive Plan Update.

Transit Corridors. The FHNA board notes that City staff has made significant revisions to proposed LU-2.4 (concerning additional density along transit corridors). The changes outline a thoughtful approach to exploring density increases along transit corridors; in particular, the revised policy signifies that density increases would follow residential development in the NE 85th Station Area and would include robust community outreach and comment for each transit corridor zoning change.

The FHNA board applauds these revisions. However, we encourage the City staff and the Planning Commission to revise the policy further to state that any transit corridor upzones should be considered in light of the residential and retail development potential of all urban villages or nodes in Kirkland and not just the NE 85th Station Area. Particularly important to the Finn Hill neighborhood is the redevelopment of the Inglewood Shopping Center on Juanita Drive near the northern boundary of Finn Hill. This strip mall was rezoned for residential and retail uses when the Finn Hill neighborhood plan was adopted in 2018. We urge the City to prioritize the redevelopment of this mall and similar neighborhood retail areas around Kirkland over efforts to upzone transit corridors in the immediate future.

To that end, the FHNA board recommends that the Planning Commission adopt Plan B described in the staff memo. Even though the latest version of LU-2.4 is much improved, deferring adoption of the policy will maintain focus on promoting the development of housing in the areas best suited to provide the services that such housing requires. Deferring adoption of LU-2.4 also affords Kirkland citizens, who are now confused about the ramifications of the policy, more time to assess what the policy does (and does not) portend for their neighborhoods. The FHNA board does not express a preference for either Option B1 or B2; either appears to give the City the time needed to continue community outreach, to stimulate calm, thoughtful community dialog,

and to monitor Kirkland's progress in meeting housing goals through the development of its urban centers and villages.

Open Space. The open space section of the proposed Land Use Element includes policies that point to the "protection" and "distribution" of open space and parks near areas of increased development. These policies are laudable but the FHNA board advocates that they be stated more directly and forcefully. For example, the initial paragraph of the open space section of the Land Use Element currently says that open space "may" serve amenity, utilitarian and or recreational purposes. It should say that open space serves essential ecological, recreational and civic purposes. It should add that a liveable community requires access to ample green space and parks. And the specific policies in this section should promote not only the preservation and distribution of open spaces and parks but their expansion in order to meet community needs and environmental objectives as the population of Kirkland expands.

We intend to submit separate comments on the proposed Open Space Element but we note here that we believe the Comprehensive Plan Update should incorporate measurable goals for open space, akin to the City's 10 minute neighborhood concept, and a commitment to achieving and maintaining a specific urban tree canopy percentage (at least 40%, although a higher percentage is not only better but realistic as well). The policies should also explicitly link open space and parkland acquisition to increased density, just as the proposed transit policies in the Land Use Element refer to additional development along transit corridors and in urban centers. We urge the Planning Commission to direct staff to upgrade the open space section of the Land Use Element accordingly.

Respectfully submitted,

Finn Hill Neighborhood Alliance Board of Directors



Scott Morris, President

Cc: Adam Weinstein
Allison Zike
Janice Swenson
Kurt Triplett
City Council
FHNA Board of Directors

Support Density along Transit Corridors

Wed 8/21/2024 11:53 AM

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

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Dear Kirkland Planning Commissioners and City Council,

I am writing to express strong support for the proposal to increase density along transit corridors. I live in the South Rose Hill area between two of the proposed corridors (NE 70th Pl and NE 85th St).

I would love to see additional housing built, which would play a role in easing the housing crisis and allow my children the opportunity to stay in the area when they grow up. I would love to see additional stores, shops, and services easily walkable from my home. I would love to see improved transit service which the extra density would support.

Please implement this proposal!
Thanks,

2044 Comprehensive Plan Update: Market Street Corridor Densification

>

Wed 8/21/2024 3:36 PM

To:Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Cc:Sandy Eacker <sandy.eacker@gmail.com>

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

To City of Kirkland Planning Department:

We are writing to express our strong opposition to the proposed densification plan for the Market Street Corridor. We (Sandy and Dick Eacker) have been residents in NorKirk for 35 years - since 1989 when we moved here from Alaska. We chose Kirkland because of the livability and schools and raised two fine sons here. Since that time, we have seen a number of changes, but the proposal to flood this area with high-rise residential buildings is absolutely the worst.

Dick has worked since 1996 on the Seattle light rail project and before that on similar projects in Portland. His experience on those projects and graduate studies at UW show how well cities can benefit from densification, but only if a high-quality transit system is provided in those areas. Trying that out along Market Street is doomed to failure because adding effective transit to accommodate work-to home and home-to-work movement would be impossible.

We've heard reference to Kirkland simply following the examples of Bellevue and Redmond. But those Eastside cities have embraced light rail as an essential component of their new urban villages. Our Market Street is already at capacity, and as bus-riders, we can tell you that commuting by bus is a miserable proposition at peak hours. Many times, it is better to get off in downtown Kirkland and walk home rather than sit in a traffic-locked bus. For motorists, it is already frustratingly difficult to turn onto Market from side streets during high-traffic periods.

The densification proposal completely ignores the transit element essential for high-density development and affordable housing. We had hoped that the City would look to the Cross-Kirkand Corridor and work out an efficient rail plan with Sound Transit. However, it is apparently more important to let the NIMBYs have their way and waste that resource.

The proposed plan is completely hopeless. Please reject this senseless plan and start over adding a transit component to the mix.

Kirkland

Please support abundant housing, especially along frequent transit corridors

Wed 8/21/2024 5:20 PM

To:Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Cc:2044 Comprehensive Plan <2044ComprehensivePlan@kirklandwa.gov>;City Council <citycouncil@kirklandwa.gov>

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Planning Commissioners:

Unfortunately I won't be able to speak at Thursday's public hearing so I'm sending this email to re-iterate my support of the Comp Plan's including a set of guiding policies that allow for abundant and diverse housing, especially along frequent transit corridors.

On Thursday you will hear personal stories from a variety of folks who also support such policies: Kirkland parents who want their kids to be able to afford to live near them; workers who don't want to commute untold miles to their Kirkland jobs; growing families who must move away because it's too expensive; our caregivers, first responders, cops, and teachers who can't afford Kirkland housing; and folks like me who don't want to shut the door on others who also want to make Kirkland their home.

I hope you take these stories to heart as you make your recommendations.

I highly suspect you will also hear lots of "support" for abundant housing — but "just not near me" because of x, y, and z. Please don't let those voices prevail.

Thank you.

Kirkland 98033

From:
To: City Council
Subject: August 22nd Meeting
Date: Wednesday, August 21, 2024 12:02:25 PM

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

Dear Councilmembers and Staff,

I'm writing regarding Draft Policy LU-2.4 of the proposed Comprehensive Plan.

For decades, Kirkland has been a leader in planning gracefully for growth. In 1990, we were instrumental in establishing the groundwork and implementation of Washington's Growth Management Act. Since then, countless staff, Council, and citizen hours have gone into making sound land use decisions. As Councilmember Pascal has noted, now is the time for us to stay focused on existing plans—they are working!

The purpose of my letter is to support, with some modifications, the wording option of DRAFT Policy LU-2.4 suggested by Adam Weinstein and Allison Zike in their July 26 MEMORANDUM to Kurt Triplett:

> **Suggested wording for DRAFT Policy LU-2.4:**
> Create additional capacity for higher-density residential along identified frequent transit corridors citywide, but only after both the Sound Transit I-405 Stride BRT service and the King County Metro K-Line transit service have been implemented, and the need for additional housing capacity along the specified corridors has been demonstrated.

As you've noted, the Council may update the Comprehensive Plan every year, and the next major Comprehensive Plan update will occur in 2034, allowing future councils to adjust with real information once new transit service is implanted. If both Sound Transit I-405 Stride BRT service and the King County Metro K-Line transit service are indeed in operation by 2030, this gives the City ample time to determine whether additional capacity is warranted.

Transit Corridor 5 is home to—and contains walking routes for—at least eight schools. I would think this alone would warrant special consideration when discussing adding lanes and capacity to 108th Ave NE.

Thank you for your time and thoughtful consideration. Councilmember Pascal has made excellent points, so I've reposted them here (below). I agree with all his comments and would like my support noted. If you haven't read and considered Jon's points, I hope you will do so.

All best,

Kirkland, WA 98033

Jon Pascal's Comments:

I am really glad we are having this check-in tonight. I know staff and the Planning Commission have been spending considerable time on this effort, and there is a high amount of public interest on this topic.

First off, I have been carefully considering this topic over the last few weeks. I want to say that the input I have received from the community overwhelmingly recognizes we need to do our part in providing more housing for people in all stages of life and income levels. I do hear disagreements on philosophy on how to do that, with valid policy arguments on both sides.

That being said, I have concerns and questions about the policy related to transit corridors as the basis for allocating densities of 50+ units/acre. My concerns are related to the environmental analysis that has been conducted to support the policy, the process by which we are using to make decisions, its relationship to transit services, and how this affects all the good work we have done to thoughtfully focus growth in areas that have the services and facilities to support it.

1. Stay Focused on Existing Plans

First off, Kirkland has been a leader over the last few decades in implementing thoughtful planning to accommodate growth. And I am proud to have been part of these efforts serving as a neighborhood leader, on the planning commission, and also on this council. My biggest concern is that this feels like a pretty big departure from the land use policies we have been working towards over the past few years. We have adopted the 85th Street Station Area Plan to create substantial housing capacity around funded transit improvements along I-405. We have adopted the missing middle regulations that have resulted in ADUs and cottage housing being built in lower density neighborhoods. And we have focused growth in our commercial centers, based on the 10-minute neighborhood principle and the fact these areas have the services and infrastructure to support additional housing and employment. These commercial centers are more closely aligned with complete communities, which have all the ingredients such as parks, open space, transportation, schools, commercial services, and public safety services as essential ingredients in accommodating more growth.
So we need to stay focused on our existing policies, goals, and commitment to building the infrastructure and services to make our existing plans a reality. I am concerned this new policy takes our eye off the ball, and results in unintended outcomes that don't get us closer to our goals.

2. Decisions should be tied back to increases in both transit service hours, reliability, comfort, and convenience.

The premise of this policy is that there is or will be robust transit service along these corridors to facilitate and support significant increases in density. However, as I have raised repeatedly on the council dias, transit service hours continue to decline across the City, along with ridership across east King County. In addition, the reliability of the bus system is also strained given the poor transportation connectivity across our city. To say there is capacity all of a sudden to build more housing simply because there is an existing bus line, is hard to understand from a practical point of view.

I have read comments about if we build more, we will get more transit service. Unfortunately that is not a true statement based on my experience in serving 4 years on King County's Regional Transit Committee from 2020 through 2023. Metro changed its policies for how more bus service hours are introduced. This occurred in 2021. The priorities take equity as a key consideration, and unfortunately Kirkland ranks very low when compared to other communities in King County, even though we are one of the most dense. While we are planning for the K Line, it is an unfunded program. The County can only fully fund the K Line if the voters of the County increase taxes to pay for more bus service. So that is uncertain. Besides that transit service, and the ST Stride, there are no additional transit service hours being devoted to Kirkland in the foreseeable future other than what service already exists today. As a result, this creates a lot of uncertainties related to how these decisions are being driven by transit.

3. More Useful Decision Making Process and Environmental Analysis

There is a lot of confusion about the process regarding how we reached these proposals. I hear the phrase that we are "only adopting policy, and we will figure out details later." The problem is that the environmental analysis helps drive the later detailed decisions, but the environmental analysis has already been completed. So there is no guarantee that zoning decisions that occur later will be informed with more detailed analysis and objective data - as we have already admitted that the environmental analysis has already been done. The disconnection between the analysis and zoning decisions is really difficult to understand and certainly not consistent with past planning processes in Kirkland.

The bifurcation of decision making is really tough for all involved. Me included. There can be lots of things that can arise during this interim period between adoption of the policy and the actual zoning changes. Staff involved can come and go, councilmembers can change, the public can become disengaged from endless process, and we can forget about some of the detailed discussions that occurred and the issues that were raised. This seems to be an abnormal process given my two decades involved in City land use decisions.

One of the biggest concerns is that we have a Draft Environmental Impact Statement that essentially shows that the two land use proposals studied in the Comp Plan result in no material differences or sensitivity between the two alternatives. Let me say this again, one proposal says to continue doing the things we have been doing, focusing growth in 10-min neighborhoods and our 85th Street Plan, and another proposal that opens up growth areas a quarter mile on either side of transit corridors. The results of the analysis are that there are no significant differences. I find that really difficult to comprehend and not very useful when considering detailed zoning changes.

In my professional experience as a transportation and urban planner, the environmental analysis is that due diligence phase where we evaluate the needs and impacts of a proposal based on quantifiable data and analysis. In this case, the environmental analysis is looking at the city as a whole. It is extremely high level, and appears to resemble an academic exercise. It is not at a level that was undertaken for the 85th Street Station Area Plan, and at a scale that would be useful in future zoning deliberations.

Staff has mentioned that more environmental analysis may be conducted during zoning deliberations, but only if any proposals exceed the scale of the 50 units an acre as analyzed in the EIS. I would argue the existing EIS was not granular enough to even analyze the impacts of 50 units/acre.
Why does any of this matter? The environmental analysis is a key step into any decisions regarding land use regulations. If the analysis was conducted 2 or 3 years before the zoning is then contemplated, then how is that helpful in shaping outcomes of the zoning proposals? If this policy remains, I would advocate that additional environmental analysis is absolutely critical and should be required.

4. My Comments and Direction to Staff and the Planning Commission
- I am not supportive of the policy as it is currently written, I am concerned it will not result in the outcomes that are desired.
- I feel the environmental analysis that has been conducted is inadequate to support this policy statement, and subsequent zoning considerations.
- I am concerned the process appears bifurcated and not how we should be contemplating large scale changes to our land use regulations.
If the transit corridor policy is moved forward, additional requirements are necessary to time changes based on additional transit service and more detailed and thoughtful environmental analysis to evaluate parks, open space, commercial services, public safety services, schools, and transportation needed to support more density through a supplemental EIS.

I would like to direct our Planning Department and Planning Commission to double

down on our existing regulations that we have spent considerable time and resources to enact, such as 10-min neighborhoods around our commercial centers, 85th Street Station Area Plan, Totem Lake Urban Area, and missing middle regulations. Those have resulted in major changes to our land use regulations and provide excess capacity to accommodate our growth. Let's focus our limited resources on the areas with the greatest chance to achieve our outcomes before moving on to another proposal fraught with very complicated issues. Thank you.

Re: Comments: Kirkland 2044 Land Use Element and Housing

Wed 8/21/2024 9:48 PM

To:Rodney Rutherford <rrutherford@kirklandwa.gov>
Cc:Planning Commissioners <planningcommissioners@kirklandwa.gov>;Janice Swenson <jswenson@kirklandwa.gov>;Allison Zike <azike@kirklandwa.gov>

Thanks for the note! Revised comments:

I live on the edge of Kirkland and am regularly deep in its heart for my everyday business. I love this town and its charm, but the lack of housing creates problems that can't be avoided and which are more important than perfect preservation of how it used to be.

I'm writing in support of more housing, denser housing, and particularly more dense housing near transit lines.

The people are what make Kirkland special, more than the shops or waterfront or any of its other delightful characteristics. Yes, if we build more housing we will let more people shape its character for the future, but we cannot keep them out without being cruel.

Additional housing will be good for the economy by bringing in revenue, jobs, and more opportunity for larger businesses. It would additionally provide added stability and security for the people who are already living or working here, lowering the incentives that produce homelessness and crime.

Let's make a future-oriented decision.

Thanks.

On Wed, Aug 21, 2024 at 9:38 PM Rodney Rutherford <rrutherford@kirklandwa.gov> wrote:

> By "good for crime" I'm guessing you mean "good for crime prevention"? 😁 More eyes on the street, that sort of thing? Might be worth clarifying since many think that more homes lead to an increase in crime.
>
> -Rodney (planning commissioner)
>
> 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:**
> **Sent:** Wednesday, August 21, 2024 9:28 PM
> **To:** Planning Commissioners <planningcommissioners@kirklandwa.gov>
> **Cc:** Janice Swenson <jswenson@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>
> **Subject:** Comments: Kirkland 2044 Land Use Element and Housing

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Hello,

I live on the edge of Kirkland and am regularly deep in its heart for my everyday business. I love this town and its charm, but the lack of housing creates problems that can't be avoided and which are more important than perfect preservation of how it used to be.

I'm writing in support of more housing, denser housing, and particularly more dense housing near transit lines.

The people are what make Kirkland special, more than the shops or waterfront or any of its other delightful characteristics. Yes, if we build more housing we will let more people shape its character for the future, but we cannot keep them out without being cruel.

Additional housing will be good for the economy and good for crime.

Let's make a future-oriented decision.

Thanks.

Request to remove Policy LU-2.4 to be removed from 2044 Comprehensive Plan

Wed 8/21/2024 3:01 PM

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

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

Dear Planning Commissioners,

First of all, I would like to thank Commissioner Rutherford for sharing his responses in a thoughtful document with additional videos and documents. I appreciate the efforts he made and the transparency he displayed in his thinking process. It helped me understand his position and how he reached his decision. Despite my support **for growth** in Kirkland, the transit corridors in the 2044 Comprehensive Plan won't address many existing issues like traffic congestion, and lack of public transportations, and I believe better alternatives are available. I would urge the planning commission to conduct a more throughout environmental and traffic study before defining the transit corridors.

Middle housing in Montreal, Canada, gave a good example of how middle housing could be implemented, however, planning takes place earlier and neighborhoods (type of housing townhomes/duplexes/single-family houses) are built cohesively, not intermixing types of housing. In shopping for their homes, future residents are buying into the existing neighborhood, not the future neighborhood. The Totem Lake area development and Bridal Trail Tech City Bowling location are good examples of how we can address housing needs without drastically changing the characteristics of the majority of Kirkland.

I have lived in Kirkland with my husband and child for the past 17 years. When we were shopping for a home in Kirkland, we visited apartment complexes, townhomes, and single-family homes. Ultimately, we chose an older single-family home that is most suited for our family style (to get our first puppy and welcome a new child). That’s why the City should stay focused on existing plans already in effect, which have been approved and supported by Kirkland City Counsel and residents alike. I am firmly against including the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed.

Best Regards,

Kirkland Resident

2044 Comprehensive Plan

Wed 8/21/2024 8:26 AM

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

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To the members of the Kirkland Planning Commission,

Thank you to the Commission and City Staff, who are working hard on this comprehensive plan. I appreciate your efforts.

My name is Alix Despard my husband and I are residents of Kirkland. I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed. I appreciate that the City Staff has included a new framework for transit corridors in the recent draft of the Land Use Element. The framework, however, is vague and the fundamental issues with the transit corridors remain.

My main concerns are traffic, parking and this drive for affordable housing.

1. Traffic: Are you going to study traffic in these transit corridors during the fall when kids go back to school and our traffic is heaviest? Market Street often comes to a complete stop during the school year especially when there are backups on I405.

2. Parking, we travel on 16th Ave West from our home to Market Street, we always have to wait coming and going for a car to pass parked cars before we can continue, what if there was a fire or emergency, how would these vehicles be able to get down our neighborhood? What about kids and dogs walking on a street with no consistent sidewalks. I've talked with store employees that work at Michaels in Juanita, they live in apartments in the Juanita area, they have told me not enough parking has been provided which means they need to park in retail parking lots and now I've heard they are ticketing in Juanita, where are these people going to park with this increased density.

3. I read in last Sunday's Seattle Times opinion page that Seattle's office of housing last month released an unprecedented $14 million to stabilize the balance sheets of affordable housing providers in financial trouble. Why do we want to expose our precious city of Kirkland to these kinds of costs and abuses. Tenants are not paying their rents; housing operators are having to repair damaged units while insurance costs spiral ever higher. There is a backlog of 2,163 pending tenant-landlord cases in King County Superior Court, even if a tenant is served with an eviction notice they know the courts are horribly backed up and their chance of evection is remote, so they continue to NOT pay their rent. There is property destruction and cleanup and drug contamination costing developers thousands of dollars. Why do we want to expose our city of kirkland to these problems and astronomical expenses?

I strongly urge the Planning Commission to propose an amendment to the Land Use Element removing transit corridors and Policy LU-2.4 from the 2044 Comprehensive Plan.

Citizen input for planning meeting

Tue 8/20/2024 5:56 PM

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

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Kirkland City Council, City Manager, and Planning Commission,

Kirkland is the only waterfront city located on the Eastside of Lake Washington. It's a place that people from around the area aspire to live, and in itself, it encourages people to achieve a better life. As with any "paradise," not everyone can achieve the dream of living in Kirkland. But is that a reason to change the character of Kirkland and degrade the atmosphere that makes it desirable?

Since COVID-19, the city has been working in a bubble and not listening to the wants and needs of its population. Instead, it is working to change the population dynamic to fit a narrative that everyone deserves an equal share of anything they want. The promise of America is the freedom to earn whatever you desire but not to have it given to you by the government.

Each of the Kirkland neighborhoods has its distinct character. Diluting that character will not serve the best interests of the people of Kirkland. Each citizen has their own story of how they came to live in Kirkland. The stories mostly begin with a struggle, a desire, and hard work to earn a spot. The current residents hold this in common.

The citizens are not behind the proposed changes to zoning and upscaling, either in the downtown core or the residential neighborhoods. Our shared vision is not yours, and Kirkland has already met the legal standards for population and job growth. A new set of legislators will come, and we cannot reverse the damage to the Kirkland way of life.

Sincerely,

Kirkland, WA

Draft comp plan comments

Tue 8/20/2024 8:00 PM

To:City Council <citycouncil@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>
Cc:Kurt Triplett <KTriplett@kirklandwa.gov>;Adam Weinstein <AWeinstein@kirklandwa.gov>;Allison Zike <azike@kirklandwa.gov>

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Dear CC and PC,

To reduce the public's uncertainty surrounding the draft comp plan, including the K-line Metro route, I suggest:

The PC include in the draft language direction to CC to guide staff to increase the collaboration with Metro regarding the K-line. After which, the city and Metro would sign a joint Memorandum Of Understanding (MOU) of the plan. Over the years, as city and Metro officials move on, we will have a document in the file regarding this important topic.

I am hearing great concern that the city will upzone and the K-line will not happen. Leaving the city with the worst-case scenario, more density, and more traffic with no new bus lines.

Thank you,

FHNA member

Transit Corridors

Tue 8/20/2024 8:04 AM

To:Planning Commissioners <planningcommissioners@kirklandwa.gov>
Cc:City Council <citycouncil@kirklandwa.gov>

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To the members of the Kirkland Planning Commission,

Thank you to the Commission and City Staff, who are working hard on this comprehensive plan. I appreciate your efforts.
I, along with my husband, am a resident of Kirkland. I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed. I appreciate that the City Staff has included a new framework for transit corridors in the recent draft of the Land Use Element. The framework, however, is vague and the fundamental issues with the transit corridors remain.

I am also concerned that this plan update eliminates “Residential” land use designations. Changing all these areas to “Residential Mixed Use” is a significant change for Kirkland neighborhoods. Residential Mixed-Use allows small-scale commercial, institutional, and semi-public uses in residential neighborhoods. The plan does not specify what other features of Residential zones would be lost, such as setbacks and buffers between residential and commercial zones.

I strongly urge the Planning Commission to propose an amendment to the Land Use Element removing transit corridors and Policy LU-2.4 from the 2044 Comprehensive Plan.

Kind regards,

Kirkland Resident @ 50 years

We Love Kirkland - Please Listen to Your Constituents

Tue 8/20/2024 6:59 PM

To:City Council <citycouncil@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>;Kurt Triplett <ktriplett@kirklandwa.gov>;Adam Weinstein <aweinstein@kirklandwa.gov>;2044 Comprehensive Plan <2044comprehensiveplan@kirklandwa.gov>
Cc:Jennifer Loy <jennifer_loy@hotmail.com>;centralhoughton@gmail.com <centralhoughton@gmail.com>

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Hello,

My husband and I are long-time residents of Kirkland, in Houghton. We settled here and raised a family because it was literally the perfect "bedroom" community. Close enough to the city, yet suburban enough to feel safe and "neighborly". The proximity to the lake along with public beaches, beautiful boulevard with shops and restaurants made it even better. In fact, when deciding between moving to Kirkland or West Bellevue, we chose Kirkland because of its eclectic nature. Part of the charm of this town is in its diversity, but also in that it always felt like a community and safe.

I fear the Kirkland we know and love is on the brink of being lost. When a neighborhood of previously entirely single-family homes can suddenly face a 4 - 6 story building in their backyard, this causes a stress and dynamic that will forever damage our town. Our streets are already burdened with traffic, schools are overflowing. This plan to increase density in the 108th/Houghton area is ill-researched and very unpopular with your constituents. Please pause for a moment, imagine you live in a neighborhood you love, with neighbors who care for you, and you're suddenly faced with a giant building next door. This makes no sense. Our beautiful town does not have the capacity to take on high density housing, and it shouldn't have to.

I beg you - please stop and think. Keep Kirkland small and charming. We all love it just the way it is.

Densification Plan

Tue 8/20/2024 10:02 AM

To:Allison Zike <azike@kirklandwa.gov>

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

Good morning,

We are writing to express our strong opposition to the proposed densification plan for the Market Street corridor.

We have lived – and raised our family - 2nd Street, Kirkland, since 1984. We also built and occupied a small office building at Market Street for approximately 35 years (1986-2021). Based on our long-standing residence and business presence in this area, we have directly observed the significant changes that have taken place along the Market Street corridor over the past several decades.

Market Street has over the last 30+ years transitioned from the site of individual homes, independent retailers, and small office buildings to a corridor dominated by two-story commercial office buildings and expensive townhouses/condominiums. This development has brought a commensurate increase in traffic volume along Market Street, which has become a major and heavily congested thoroughfare. Passenger vehicles and Metro buses traveling this route increasingly encounter delays and complete stops, particularly during commuting periods, due to high volumes and traffic signals at Forbes Creek and Juanita Drive. It is difficult, indeed dangerous, for pedestrians, often comprising older residents and families with young children, attempting to cross Market Street even with flashing lights or handheld flags.

Any plan to further densify this area by permitting 4-6 story multi-housing units along Market Street would severely exacerbate the existing traffic problems. In our view, such a proposal would be short-sighted and disregard the significant negative consequences, both immediate and long term.

Moreover, extending this densification plan to 2-3 adjacent streets on either side of Market Street would have a devastating impact on the surrounding residential communities. Increasing density in these areas would destroy views, lower property values, exacerbate existing traffic volumes, and subject residents to years of disruptive construction activity.

While the stated goal of this plan may be to create "affordable housing," the reality is that the existing condominiums and townhouses in this area – many of which have been recently built or sold – demonstrate exceptionally high assessed valuations and sales prices. This casts serious doubt on the likelihood that any new development would result in truly affordable housing options.

We join our neighbors and the thousands of signers of the Cherish Kirkland petition in firmly opposing this densification plan as it pertains to the Market Street corridor and surrounding neighborhoods. The negative consequences for our community far outweigh any imagined benefits. We urge you to reconsider this proposal and instead focus on preserving and enhancing the unique character and livability of Kirkland.

Comp Plan Feedback - Need Economist Forecasts & LWSD vision

Tue 8/20/2024 8:18 PM

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

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

Hi Planning commission & City Council,

My name i , and I'm a Kirkland resident (unrelated, I'm on the Salary Commission). I'd like to share my story and a couple of constructive suggestions for the Comp Plan 2044.

About me and my perspective: I'm an immigrant and for the first 5+ years of my life in the US, I slept on the floor next to my parents' bed. We shared a 3-bedroom house with 2 other immigrant families. I was a latchkey kid as both my parents frequently worked double overtime at their blue-collar jobs. I lived the life of needing affordable housing. Then I joined the Army and saw many young Soldiers and their families struggle financially - the leadership would step in and help as much as they could. I'm aligned with and applaud the city, county, and state for creating the goals of increased affordable housing, sustainability, and DEI. Where we disagree is *how* to achieve those goals.

Now, I'm an analyst - and I know the limitations of my expertise. In 2020, my wife was pregnant during the pandemic and it was frightening to see tons of vaccine claims/misinformation online. Fortunately, Kirkland has great doctors and we were advised to get vaccines - and we were able to ask questions about risk trade-offs, the data, and the science. Today online, I see microeconomics claims such as "we need to change regulations to enable and *encourage* the market to provide of a broader diversity of affordable and workforce housing." There's no citation of research or economist cited on this website to prove that this is feasible or if it's been done successfully with reasonable benchmarks. This is simply an opinion that can be misleading, if not substantiated.

In fact, in a recent PBS article, "Michele Thomas, director of policy and advocacy at the *Washington Low Income Housing Alliance*, said the state needs to put more emphasis on affordable-housing construction, not necessarily all types of new housing construction," and “We don’t need more luxury apartments built,” she said. “What we need is affordable housing.”

Unfortunately, neither Michelle or I are economists and I've limited knowledge on supply, demand, and price (in)elasticity - so **my first ask is to bring in an expert economist to forecast the pricing impacts of both the 85th Street plan (standalone) and the Comp Plan (85th + Transit Coorridors)**. There was a recent article in Komo news about how the Redfin chief economist stated that rents were cheaper this year than last in Seattle - fantastic! The price drop was a meager $50 down to ~$2100, but that $50 means a lot to needy families and likely compensates for some inflation. It would be great to get someone of her profile to get their team to forecast how much rent and housing prices would decrease/increase vs. if we didn't build housing, as we should set price impact expectations with our fellow Kirkland residents. This economist can also evaluate the risk of only conducting the 85th Street plan (standalone) vs. the Comp Plan (85th Street plan + Transit Corridors). There are unproven claims online that the 85th street plan is "putting all our eggs in one basket" - it would be prudent to get an expert to quantify the actual risk difference between the two plans rather than have the public be misinformed.

I'm also not an expert in parenting, but I try my best to learn and frequently chat with child experts: pediatricians, child psychologists and daycare teachers. I see many of the teachers take the bus from far away so I empathize deeply. With that, the Comp Plan has no mention of any benefits for the 20,000+ children in Kirkland! The Comp plan should be a grand vision to make this an even better place for all our kids (that's why many of us moved here). **My second ask is for the Lake Washington School District and Allegro Pediatrics to write a section on what they think the ideal state of the city should be for the children** - you will easily get the support of all parents in Kirkland if this were on the top of the plan, especially if you include concrete details to decrease crime across the city.

Thanks for your time,

Transit Corridor Dense Housing

Mon 8/19/2024 7:30 PM

To:Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

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Hi,
I would like to see a plan to expand the roads before you approve more density.
For example, Lake WA Blvd and Juanita Drive are already congested. How would we accommodate more apartments and condos, whose residents presumably will each bring one or two cars to the neighborhood?
Rush hour traffic is already unbearable.
What's the road expansion plan around Juanita Drive and Lake WA Blvd. Let's figure that out first.
you so much.

Resident of North Kirkland

Kirkland 98034

Questions about the Kirkland 2044 Comprehensive Plan Update



Requests to Clarify

- Kirkland has had Comprehensive Plans for over 25 years
  - What are the outcomes from the past comprehensive plans in creating:
    - Building Affordable Housing
    - Local Business Centers AKA 15-minute communities
    - Adding businesses to the urban centers designated in previous plans
  - Demography
    - How effective have the estimates been for population change in the previous plans?
    - For the past 25 years, approximately 90% of those who work in Kirkland have commuted into their work.
    - For the past 25 years, approximately 90% of those living in Kirkland commute out of Kirkland to work.
  - What are the trends in bus ridership? Bicycle Commuting? Changes in car/truck travel in Kirkland?
  - My search for full time job salaries in Kirkland has shown that average and median hourly and annual salaries are hourly low = $22.06, hourly high $26.95 and annual low $45,874.71, annual high $52,000. If the goal is to limit housing costs to 1/3 of salary, these jobs can provide $1261.55 to $1541.28 for housing.
    - How many of the service, office, teacher, and medical employees can find housing in Kirkland under the Comprehensive Plan low-income building requirements?

Trends in occupancy of apartments and condos

- How many buildings of what types have been built to accommodate:
  - Population growth?
  - Low-income housing?
  - Building permit trends?
- What is the occupancy rates for individuals, couples, and families in buildings in:
  - Downtown Kirkland/Urban
  - Totem Lake
  - Juanita Village
  - Other urban centers in the City
- What are the trends in bus service and ridership?

Miscellaneous Questions

- How is the predicted decrease in births reflected in the types of housing for 2044?
- What are the trends in maintenance, repair, and replacement of infrastructure (water, waste, electricity, roads (sidewalks, bike lanes, road resurfacing))
- What has been the impact of decreasing parking requirements for new construction on the infrastructure?

- Please point me to sources addressing these questions.
  - Tom Pendergrass <twpende@gmail.com>

2044 Comprehensive Plan Continued Public Hearing: Market Street Corridor Plan and Land Use Element, File No. CAM22-00032

Mon 8/19/2024 3:06 PM

To:Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

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

Dear Planning Commissioners,

I am submitting written comments as I am unable to attend the aug 22nd meeting.

I would like to speak against the increased height along the Market street area. This area has been developing as multifamily with mostly 2 story heights as specified in the last comp plan. The current zoning has been a good response to increasing housing needs while reducing traffic impacts in the neighborhoods and access to transit.

An increase in height to 6/8 stories would radically change the nature and character of the neighborhood. This kind of height can create wind tunnel corridors reducing pedestrian use of sidewalks, block sunlight for streets and surrounding neighborhoods, cut off views and create a patchwork of different heights until it is built out, which will be many decades as most of the new development is lower and won't be rebuilt for many years.

By approving these height allowances, there will be increased pressure on the neighborhood to to increase multifamily and eliminate single family housing. It sets a precedent that locks in a development cycle for the future.

This high density approach is utilized in many cities around the world, such as Paris. It assumes high density, multifamily, high rise neighborhoods without single family housing. The question is, is this the kind of city that we envision for Kirkland.

Kirkland in the future may be entirely or mostly high rise buildings to accommodate growth, but that is more than 50 years out. The comp plan is designed for a 20 year horizon. I think that this proposal to increase height to 6/8 stories should be postponed to the next development cycle.

I also think that the citizens of Kirkland should talk about this vision of the future.

Kirkland, WA 98033

Policy LU - 2.4 Feedback

Mon 8/19/2024 5:27 PM

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

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

To the members of the Kirkland Planning Commission,

Thank you to the Commission and City Staff, who are working hard on this comprehensive plan. I appreciate your efforts.

I, along with my wife, am a resident of Kirkland. I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed. I appreciate that the City Staff has included a new framework for transit corridors in the recent draft of the Land Use Element. The framework, however, is vague and the fundamental issues with the transit corridors remain.

I am also concerned that this plan update eliminates “Residential” land use designations. Changing all these areas to “Residential Mixed Use” is a significant change for Kirkland neighborhoods. Residential Mixed-Use allows small-scale commercial, institutional, and semi-public uses in residential neighborhoods. The plan does not specify what other features of Residential zones would be lost, such as setbacks and buffers between residential and commercial zones.

I strongly urge the Planning Commission to propose an amendment to the Land Use Element removing transit corridors and Policy LU-2.4 from the 2044 Comprehensive Plan.

Kind regards,

Kirkland Resident

We strongly oppose transit corridors and Policy LU-2.4

Mon 8/19/2024 5:45 PM

To:Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Cc:City Council <CityCouncil@kirklandwa.gov>;Bryan Mistele <bryan@mistele.com>

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To the members of the Kirkland Planning Commission,

Thank you to the Commission and City Staff, who are working hard on this comprehensive plan. We value and appreciate your efforts.

My name is am a resident of Kirkland along with my husband , and two young adult young sons . I am writing because we are firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, we ask for all of Policy LU-2.4 and associated items to be removed. We appreciate that the City Staff has included a new framework for transit corridors in the recent draft of the Land Use Element. The framework, however, is vague and the fundamental issues with the transit corridors remain.

We are also concerned that this plan update eliminates "Residential" land use designations. Changing all these areas to "Residential Mixed Use" is a significant change for Kirkland neighborhoods. Residential Mixed-Use allows small-scale commercial, institutional, and semi-public uses in residential neighborhoods. The plan does not specify what other features of Residential zones would be lost, such as setbacks and buffers between residential and commercial zones, so this is concerning.

We strongly urge the Planning Commission to propose an amendment to the Land Use Element removing transit corridors and Policy LU-2.4 from the 2044 Comprehensive Plan.

Kind regards,

Kirkland Residents

Kirkland Resident input on the 2044 Comprehensive Plan

Mon 8/19/2024 9:01 PM

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

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To the members of the Kirkland Planning Commission,

Thank you to the Commission and City Staff, who are working hard on this comprehensive plan. I appreciate your efforts.

I, Nancy Miller have lived in Kirkland for the past 26 years. I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed. I appreciate that the City Staff has included a new framework for transit corridors in the recent draft of the Land Use Element. The framework, however, is vague and the fundamental issues with the transit corridors remain.

I am also concerned that this plan update eliminates “Residential” land use designations. Changing all these areas to “Residential Mixed Use” is a significant change for Kirkland neighborhoods. Residential Mixed-Use allows small-scale commercial, institutional, and semi-public uses in residential neighborhoods. The plan does not specify what other features of Residential zones would be lost, such as setbacks and buffers between residential and commercial zones.

I strongly urge the Planning Commission to propose an amendment to the Land Use Element removing transit corridors and Policy LU-2.4 from the 2044 Comprehensive Plan.

Kirkland Resident

Sent from Mail for Windows

2044 Comprehensive Plan feedback

Mon 8/19/2024 2:53 PM

To:K2044ComprehensivePlan@kirklandwa.gov <K2044ComprehensivePlan@kirklandwa.gov>;City Council <citycouncil@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Cc:northrosehillneighbors@gmail.com <northrosehillneighbors@gmail.com>

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Hello!

I'm a home-owner in North Rose Hill since 1996, and would like to provide feedback on the city's 2044 comprehensive plan.

Goals and Vision
The plan appears to be based on goals and a vision that are too liable to change over the next 20 years. Setting in motion actions to achieve goals that may or may not be relevant in 20 years seems needlessly risky. Perhaps a better approach for such a large undertaking would be to define a set of checkpoints where progress and goals will be re-evaluated. I don't see that anywhere in the plan.

Priorities
I'm very concerned that *potential* future residents are being prioritized over *current* residents. Some of the implementation details in the plan will negatively impact some aspects of Kirkland that make it such a great place to live. Here are two examples:

1. Transit corridors through North Rose Hill. The plan shows that 124th Ave NE between 85th street and 124th street will become a "transit corridor". I think it's clear that existing home owners in North Rose Hill will be negatively impacted by the increased traffic and replacement of single family neighborhood homes with apartments. What's not clear to me is why the city would choose to invest this way when there's already a much bigger "transit corridor" just a few hundred yards away. I405 is already there, and it's already getting massive upgrades to improve capacity, throughput, accessibility, and public transportation. Why would the city attempt to duplicate this just a few hundred yards away? Especially given the dollar costs, but also the "quality of life" costs to the existing neighborhoods.
2. Routing commuter traffic through our neighborhoods. By increasing traffic capacity (more lanes, higher speed limits) through our neighborhoods, the city is encouraging commuters to "short cut" on our streets. The city *could* choose to discourage this behavior and instead route traffic to i405, but that's not happening, and the K2044 plan makes this even worse than it already is. I invite members of the planning commission to visit this stretch of 124th Ave NE at 5pm on a Wednesday afternoon. You'll see mile-long line of standing traffic as commuters avoid i405 and cut through our neighborhood instead. It's not clear at all why the city is choosing this strategy.

Housing
The 2044 plan conflates housing *availability* with housing *prices*. I think you would agree that the city has added a significant number of housing units over the past 5 years, and there's a fairly deep pipeline of projects underway to bring even more housing online. I think you would also agree that housing prices in Kirkland have not gone down. They haven't even stabilized. Please don't destroy our neighborhoods based on a strategy that has not been effective. The fact is, there are a lot of high-income folks in the area that are willing to pay very high prices to live in Kirkland. It's just not clear that we can build our way out of this problem. That is, without doing something so extreme as to destroy the underlying quality and character of our wonderful city.

I agree that housing costs in Kirkland are extremely high. I'd ask the city council to consider the idea that some areas are just expensive. Kirkland is one of those (and for good reason! It's an awesome place!). I would love to have a loft apartment in Manhattan that overlooks central park. I can't afford that, so I don't live there.

I love the idea of focusing on 2 or 3 areas (e.g. Totem Lake Village, Juanita Village, Houghton, …) where the city can enable a ton of dense housing, a ton of infrastructure, and a ton of support services for that housing. "Spreading the pain" across all neighborhoods seems like the wrong approach. You can't make the entirety of

Kirkland a “10 minute city”. Pick some targets and focus. Enable awesome transit solutions (a variety, highly available, highly reliable, very low-cost/free) in and out of those hubs so that folks can choose to live further away. And while you’re at it, encourage the kinds of goods and services in those areas such that people can live there without a car.

Keeping Kirkland Amazing (i.e. Missing the forest for the trees).
One reason Kirkland is incredible is because of the work the city did decades ago (think all the money, resources, and effort required to ensure we have miles of lake-front parks!).

The city seems extremely focused on increasing economic diversity here, and I applaud that effort. However, by doing this, the city is reducing/eliminating its ability to make large, long term investments to make Kirkland an even better place to live. A recent example is the vote to build the aquatic center. The number of high-income folks in Kirkland who are willing and able to take on even larger tax burdens, is becoming a smaller and smaller portion of the Kirkland population. Likewise, the portion of the city that’s “just getting by” is becoming a larger and larger portion of the population (and we’re doing this on purpose, right?). Asking these folks to willingly increase their tax burden for big projects is absurd. Pressing this agenda means the city will no longer be able to get a majority of citizens to support these huge (expensive) projects.

Thank you for your time and thank you for the work you do for our wonderful community.

Reject transit corridors

Mon 8/19/2024 11:49 PM

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

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To the members of the Kirkland Planning Commission,

Thank you to the Commission and City Staff, who are working hard on this comprehensive plan. I appreciate your efforts.

I have lived with my wife and children for 15 years in Kirkland. I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed. I appreciate that the City Staff has included a new framework for transit corridors in the recent draft of the Land Use Element. The framework, however, is vague and the fundamental issues with the transit corridors remain.

I am also concerned that this plan update eliminates “Residential” land use designations. Changing all these areas to “Residential Mixed Use” is a significant change for Kirkland neighborhoods. Residential Mixed-Use allows small-scale commercial, institutional, and semi-public uses in residential neighborhoods. The plan does not specify what other features of Residential zones would be lost, such as setbacks and buffers between residential and commercial zones.

The city is already enabling for-profit developers to build high ROI mix-use buildings in Kirkland. We have empty apartments in Vela, which charge up to $9k/mo in rent. Urban is empty on the upper floors for retail. Urban 2 is empty. The mixed-use buildings below Vela (old Hector's) are empty. The old PCC building is losing money each month. Why do we think that we can trust developers to not maximize ROI? Why can't the city enforce developers to lower vacancies or fine owners? Also, these people that rent these expensive apts drive cars, not walk or bike. The city allowed Google to move here and that pushed up living prices, and now the only people that are buying new homes are investors that rent on Airbnb for profit. The city can't enforce short term renters; why do we think that developers will have nothing but profits in mind?

I strongly urge the Planning Commission to propose an amendment to the Land Use Element removing transit corridors and Policy LU-2.4 from the 2044 Comprehensive Plan.

Kind regards,

Kirkland Resident

Land Use - Transit Corridors comments

Mon 8/19/2024 6:24 PM

To:Planning Commissioners <planningcommissioners@kirklandwa.gov>
Cc:City Council <CityCouncil@kirklandwa.gov>

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

Hello,

I, a longtime resident of Kirkland along with my husband and 2 young children, am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed. I appreciate that the City Staff has included a new framework for transit corridors in the recent draft of the Land Use Element. The framework, however, is vague and the fundamental issues with the transit corridors remain.

I am also concerned that this plan update eliminates “Residential” land use designations. Changing all these areas to “Residential Mixed Use” is a significant change for Kirkland neighborhoods. Residential Mixed-Use allows small-scale commercial, institutional, and semi-public uses in residential neighborhoods. The plan does not specify what other features of Residential zones would be lost, such as setbacks and buffers between residential and commercial zones.

I strongly urge the Planning Commission to propose an amendment to the Land Use Element removing transit corridors and Policy LU-2.4 from the 2044 Comprehensive Plan.

Kind regards,

Kirkland Resident

19 August 2024

Kirkland City Council
Kirkland Planning Commission

RE: 1. Road modification of Market Street & 106th Ave NE
2. 4 to 6 Story Buildings in RS7200

Members:

Both of these ideas are poor at best. I will explain.

1. Road width increase will not help the neighborhoods, only encourage drivers of populated areas to the north onto Kirkland roads for access. This issue was discussed in about 1992 while I was on the Planning Commission on a transportation committee. Drivers from areas to the north wanted 4 lanes of travel to speed through Kirkland because the freeway was backed up. The backup will always occur during rush hours. Increasing the width of the road will only bring more traffic.

2. Four to Six story buildings as apartments or condominiums may sound like an easy way to solve housing problems, but it comes with many unintended consequences.
The choice of ¼ mile as many assumptions. Also, the choice of using transit corridors has many assumptions. Such as, that people will abandon their cars and walk. People living in Kirkland are mostly moderately affluent; they will own cars.

   I understand that Bothell, Kenmore, and Redmond have all chosen to put the apartment growth in their core, near services.

   Unintended consequences are many:
   1. If you use 5 story 60-foot building for an example; the house to the north will live in a shadow 6 months of the year.
   2. The 25-foot building code for single family residences is no longer enforceable. Kirkland will lose that battle in court.
   3. The suggestion of one or fewer parking spaces will lead to an overflow of on-street parking. This occurred after the development of a condominium project on 124th Ave NE north of NE 90th Street in the late 1980s. My son moved in the early 2000's with wife. She used the parking space, and he parked in front houses (along with many others) on the neighboring street. Neighbors were not happy.
   4. With this 5-story building up to ¼ mile from the road, you will have many more vehicle trips on side streets. While on the Planning Commission, we were informed that each occupancy unit has a minimum of 10 trips a day. If more than one car, maybe more trips. With the smaller side streets, the danger of

pedestrian and bicycle injuries is greater. If this occurs, there will probably be liability for the City of Kirkland.

5. By placing these buildings away services, the occupants will have to drive to the store, etc. to acquire the item they suddenly needed.
6. The assumption that the bus service will satisfy all travel is incorrect. The 255 bus was removed from direct downtown to the "U" district. Metro wants you to transfer, people want direct service. I used to ride the 255 to Seattle, but not now. Metro has its own priorities, not Kirkland's.
7. Kirkland cannot solve the area housing problem. The big Gorilla in the room is Seattle, and they have built no affordable low-income housing with over 100 million dollars of development fees. Kirkland construction is not affordable. A 3-unit cottage project near me will probably sell for $3 million each.
8. Finally, worst case scenario: Six story 72 foot 30 unit apartment about ¼ mile from Market with no parking required and 30 cars or more parked in the neighborhood driving the streets with 300 trips a day. When you pass rules, you must imagine all the variables.

Please proceed with the initial plan for building the core areas. Also note that placing tall buildings downtown has one major problem; it is a flood zone. Different rules and it did flood in December of 2006. Hopefully, I have the date correct.

Thank you for your review and not placing 4 to 6 story buildings in neighborhoods.

Sincerely,

Kirkland, WA 98033

Comments for the 8/22 meeting

Mon 8/19/2024 4:20 PM

To:Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

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

Dear Planning Commissioners:

Updating a Comprehensive Plan is difficult work, thank you for devoting so much of your time to this complicated subject.

I'm writing in support of land use policies that allow increased density near high frequency transit routes. It seems to me that a Comprehensive Plan, of all things, should be designed with the future in mind. Plans should be expected to have policies that seem uncomfortable for some now, but that clearly support future goals.

Because of this, Plans always come under fire from those who feel that things were better in the past or that are afraid their current interests won't be met in the future. It's understandable, but it's not a good basis for planning.

Over the past few years, I've noticed that there are a lot more people on the causeway at Juanita Bay Park. Sometimes I think, "Gee, I wish I was the only one out here like in the good old days". But I also think "Well, there are more people here enjoying the Park and it's really not hurting me, and after all, what do you expect, this is a great place." I think this second kind of thought is the type of thinking on which the plan should be built. It's not necessarily natural or easy, but it makes the most sense given what should be accomplished with a Comprehensive Plan.

Thanks for seeking input and dealing with all these tough issues.

Sincerely,

Kirkland, WA 98034

Against the inclusion of the transit corridors in the 2044 Comprehensive Plan

Mon 8/19/2024 8:28 PM

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

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To the members of the Kirkland Planning Commission,

Thank you to the Commission and City Staff, who are working hard on this comprehensive plan. I appreciate your efforts.

I, along with my husband and children, are residents of Kirkland. I am firmly against the inclusion of the transit corridors in the 2044 Comprehensive Plan. As such, I ask for all of Policy LU-2.4 and associated items to be removed. I appreciate that the City Staff has included a new framework for transit corridors in the recent draft of the Land Use Element. The framework, however, is vague and the fundamental issues with the transit corridors remain.

I am also concerned that this plan update eliminates "Residential" land use designations. Changing all these areas to "Residential Mixed Use" is a significant change for Kirkland neighborhoods. Residential Mixed-Use allows small-scale commercial, institutional, and semi-public uses in residential neighborhoods. The plan does not specify what other features of Residential zones would be lost, such as setbacks and buffers between residential and commercial zones.

I strongly urge the Planning Commission to propose an amendment to the Land Use Element removing transit corridors and Policy LU-2.4 from the 2044 Comprehensive Plan.

Kind regards,

Kirkland Resident

LU2.4

Mon 8/19/2024 9:27 PM

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

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Dear Planning Commission,

Apparently this Thursday's meeting is going to get a lot of open comment. In the interest of sparing you yet another two minutes, I beg you to not adopt LU2.4 as proposed. It shows ALL of Houghton as a transit corridor for consideration of higher density zoning. This is madness: we only have two lanes into our neighborhood and two lanes out (LW Blvd and 108th) and those lanes are already so densely utilized that it's easier for residents of our neighborhood to get to groceries and soccer practices held in Bellevue. Increasing the density of our neighborhood will further alienate residents down here from the city of Kirkland, so you need to take the inane LU2.4 proposal off the table.

If LU2.4 is adopted as proposed, then I am very confident there will be well organized challengers from our neighborhood running for every available city council seat, next cycle.

Sent from my iPhone

Market Street Corridor Plan

Mon 8/19/2024 5:53 PM

To:Planning Commissioners <planningcommissioners@kirklandwa.gov>

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Dear Commissioners. I am writing today to strongly object to the proposed Market Street Corridor Plan. Why?

I understand that our amazing city is growing and is one of the most desirable places in the Seattle area to live. I also know that planning needs to happen, but the size and scope of the proposed Market Street plan works directly against the very character and livability that makes Kirkland such a desirable place to live and work!

Keeping current zoning heights is better plan. I also believe that the proposed plan will turn Market Street into a literal highway instead of the valuable, walkable area of the city it could still be.

Thank you,

, resident of Norkirk for 30 years

Sent from my iPhone

I support studying increased density

Sun 8/18/2024 10:17 PM

To:Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

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I live in Kirkland (in the NE85th St Station Area), work in Kirkland, and am on the board for Highlands Neighborhood Association (speaking here in my personal capacity.) I support the proposal to study increased density within 1/4 mile of transit stations.

We are in housing and housing affordability crisis, and we need to consider all possible tools to let the benefits of living in the wonderful place that is Kirkland extend to as many people as possible.

I support a "transit corridor" land use designation

Sun 8/18/2024 4:55 PM

To:Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

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Please approve the "transit corridor" land use designation. We need more housing and more transit. It makes sense to cluster housing along transit corridors.

108th NE density & Houghton Village

Sun 8/18/2024 6:01 PM

To:City Council <citycouncil@kirklandwa.gov>;centralhoughton@gmail.com <centralhoughton@gmail.com>;Planning Commissioners <planningcommissioners@kirklandwa.gov>
Cc:Rodney Rutherford <rrutherford@kirklandwa.gov>;Bria Heiser <bheiser@kirklandwa.gov>;Scott Reusser <sreusser@kirklandwa.gov>;Angela Rozmyn <arozmyn@kirklandwa.gov>;Aaron Jacobson <ajacobson@kirklandwa.gov>;Katya Allen <kallen@kirklandwa.gov>;Gina Madeya <gmadeya@kirklandwa.gov>

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Higher Density Along 108th

- The City's 6th Street Corridor Study completed in December 2017 shows that the corridor has significant congestion and transportation safety issues without extensive new development. Now the City wants to add more development traffic in addition to that proposed for the Houghton Village (Old PCC) site?
- Higher density would be allowed 1/4 mile east and west of 108th, noting that people can access transit, such as the future K-line. Metro's Rapid Ride (K-line) proposes stops every 1/2 mile. If you live 1/4 mile east or west of 108th Ave NE midway between two stops, as a minimum you must walk 1/2 mile to access transit. Of course, you probably have to walk further since you have to get to a street that connects to 108th first. People may drive and park on side streets near 108th, like they did when the South Kirkland P & R lot was being redeveloped. That was a real mess with people parking too close to the intersections at NE 60th and NE 62nd, as well as encroaching on driveways.
- The higher density plan generally calls for limited on-site parking, resulting in more on-street parking and possible conflicts with pedestrians and bicyclists.

Transit Service

- There has been no discussion of any transit service along 108th Avenue NE except for K-line. Will there be any access for people that can't walk as far as a ½ mile to access a bus stop?
- The transit queue jump lanes, as identified in the 6th Street Corridor Study are for northbound transit at NE 60th and NE 68th Street. That was the most that could be accomplished without widening 108th Ave to five lanes. It sounds like Metro would like full lanes from NE 53rd Street to NE 68th Street in both directions. If that is the case, why wasn't that noted in the Corridor Study – seems like bait and switch. Widening 108th to five lanes, including north and southbound transit only lanes would be very costly, will greatly change the character of the main street serving Houghton, and wasn't ever part of the City's Transportation, Neighborhood, or Comprehensive Plan processes. The wider street also will increase crossing distances for pedestrians and will encourage higher traffic speeds, thereby impacting safety.

Houghton Village

- Again, a study, paid for by the City taxpayers, identified the types and level of land uses (and traffic generated) with redevelopment of the Houghton Village. The City Council didn't like the results when they adopted that plan, so they decide, maybe we should buy it and start over and hell with the people that participated in that process (including the Planning Commission and neighborhood groups). We bought it, now we should figure out what to do with it – instead of, here is what we heard from the community and working toward solutions to help make that happen, with a lot less than $14 million and another almost $1 million to renovate the PCC building for an interim use for Studio East. Oops, did that even come across your collective minds? Spend and then decide – kind of like the Houghton Park and Ride – we'll build a pool and community complex (but the voters said NO, what shall we do?)

- Let’s look at things that will serve the broader community, instead of serving as a Neighborhood Commercial Center focused on providing goods and services within walking distance of the surrounding neighborhoods.
- We are now talking about bringing in more traffic for people throughout the city and surrounding communities than even envisioned in the HENC plan. For what purpose? The adjacent neighborhoods need to get in their cars to access reasonably priced groceries, go to a restaurant that serves more than sub sandwiches, teriyaki or other take-out. How is that consistent with city policies to reduce transportation, Of course we could all ride the K-line, afer walking as far as we should be able to in our own neighborhood.

Support for 2044 Comprehensive Plan & Neighborhood Densification

Sun 8/18/2024 12:23 PM

To:City Council <CityCouncil@kirklandwa.gov>;Planning Commissioners <PlanningCommissioners@kirklandwa.gov>;Adam Weinstein <aweinstein@kirklandwa.gov>;2044 Comprehensive Plan <2044comprehensiveplan@kirklandwa.gov>

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To Whom It May Concern:

I'm writing in support of the 2044 Comprehensive Plan (K2044) & Kirkland Neighborhood Densification. As someone who owns a home in the Norkirk neighborhood of Kirkland and works in Kirkland, I believe that we need to dramatically increase the housing supply in Kirkland, and provide more housing units of all types - including missing middle housing. More housing units means less competition for housing of all sizes and types, which in turn means we can slow down the insane increases in the price of housing.

More reasonably-priced housing means more of my colleagues can also both live and work in Kirkland. They can then enjoy the benefits I currently have, like the ability to walk, bike, or easily bus to work. Every person who can both live and work in Kirkland is one more person we're keeping off the already horribly clogged highways.

While in a heavily populated area like Kirkland there is never an ideal place to add density, the transit zones identified in the K2044 plan (which includes my street near Market St.) are reasonable places to zone for greater density and height.

However, I do ask that the city work with other stakeholders like PSE, Metro, and the county to ensure that all our essential infrastructure (e.g. electricity, water, sewer, road capacity, parks, bus route coverage, parking etc) are appropriately scaled as part of this plan to ensure there is no degradation of services. For example, please ensure that new town homes, duplexes, triplexes, and/or small apartment buildings are required to include underground parking. As a practical matter, the plan should also consider requiring developers to compensate existing homeowners when new construction directly impacts their property values (e.g. when building a 4-story apartment impedes a lake view).

Finally, I'm sure that City Council and the Planning Commission are getting an earful from the Neighborhood NIMBYs right now. Do not bow to their pressure. Keep up the good fight for 10-minute neighborhoods, affordable housing, and mixed-use housing knowing that you have my support.

,

Kirkland, WA

New LU-2.4, regressions and improvements

Fri 8/16/2024 2:31 PM

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

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Hello,

I've been going over the updated draft for LU-2.4 in the Comp Plan. I feel that the updated policy has some strong regressions (and a few improvements):

Regression: Planning is predicated on the Station Area Plan. While we all have high hopes for the Station Area Plan the fact remains that we have no guarantee when those hopes will be realized or if they'll have sufficient impact when they are. In the meantime our housing situation may continue to deteriorate. Can we not walk and chew gum at the same time? If we believe that adding density to transit corridors is a good idea why does it need to wait until after the Station Area to even be studied?

Regression: Planning criteria is not clear for the average community member. What does "a number of residential units with vested permits equal to the affordable housing pioneer provision" mean? This passage is in sharp contrast from the rest of the Comprehensive Plan which takes a high level view of where the city would like to be in 20 years. This wording is, instead, both very specific and very unclear. This is a document meant for the average person, not city staff. Please make it easy to understand and more general in language.

Improvement: Specifying that transit corridors will be considered individually. This addresses a key concern that we've heard from the community without compromising the goal of this policy.

Improvement: Specifying transit corridor priority. While perhaps redundant with common sense I think this is a reasonable addition to make clear where we anticipate the most benefit from this policy.

Regression: Specifying public process and decision criteria. I appreciate that this is added to refute misinformation that's been spreading in the community about how the Comp Plan process works. However I think it's redundant to print here and creates opportunity for confusion if the city's processes are adjusted before the next update. Our city's high level planning document should not require a primer on public process in exactly one of its policies just because that one happened to bear the brunt of public scrutiny.

I appreciate all the iterations you've put this policy through and I'm glad to see an attempt to address public concerns without sacrificing the city's housing goals. Thank you for all your hard work and hope we'll be able to coalesce on a simpler policy without unnecessary delays to addressing today's housing pain.

Yours,

Amendments to LU-2.4

Fri 8/16/2024 10:04 AM

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

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

Hello,

I appreciate the additional context that has been added via the new framework section of LU-2.4 in the latest draft of the Land Use Element for next week's Planning Commission packet. It's helpful to have all of the context in one place regarding how the city will implement this policy, even if it's re-iterating existing city procedures. However, I'm quite disappointed by the changes to the first paragraph of the policy.

The policy now calls for the city to explore increased density "once the NE 85th St Station Area residential development has achieved a number of residential units with vested permits equal to the affordable housing pioneer provision". I support the notion that any work to study density and update zoning along transit corridors should not come at the expense of the Station Area Plan. However, I think this requirement is too specific. Because the comprehensive plan is such a long range planning document, I don't think it's a good idea to restrict the city's options at this time. I got the impression that the majority of the council was also thinking along these lines. There was discussion about clarity, prioritization and timing, but I also heard desire to avoid locking things down. Also, I think this requirement has a lot of technical terms that a general reader won't understand, which is in stark contrast to the clarity offered by the text added later in the policy.

The next part of the policy reads "and ensure development regulations enable diverse housing options and small-scale retail and commercial opportunities." This feels like a separate topic to the core issue of "study more housing density near transit corridors", so it makes the policy less streamlined. I think this would fit in better in the "decisional criteria" at the end of the policy.

The new draft does a great job outlining the city's intent and process. Please don't limit our options now. I believe the planning work program process and the study itself should inform how and when we more forward with implementing zoning changes in these areas.

Thank you for your time and I look forward to discussing this matter further.

August 19, 2024

To City Council

As a proud resident of Houghton for 48 years I was very disappointed and dismayed to learn just recently that the city I always trusted wanted to rezone our beautiful single family Houghton neighborhood into one which would allow 4-6 story buildings, which to the best of my knowledge currently only exist in downtown Kirkland.

After thinking about it, I would suggest a compromise for the Planning Commissions consideration. If they are forced to do this then it would much more palatable and would have far less impact on the Houghton residential neighborhood to reduce the 1/2 mile setback for the rezone area on the west side of 108th Ave NE that is to be approved for 4-6 story buildings to instead be limited to the area between 106th Ave NE and 108th Ave NE (between 53rd street and 68th street). A similar setback distance would also be better on the East side of 108th Ave NE.

This would put the unsightly and undesirable tall buildings that no one wants to be next to mostly on 108th Ave NE with some on 106th Ave NE where they are much better suited and would greatly reduce the impact on the single family homes with views that could and would otherwise be blocked by implementing the larger 1/2 mile rezone criteria.

I think this would provide more than enough area for high density buildings for many years to come and would be even more accessible to the bus transit corridor.

I would be interested in your response to this proposal

Updated LU-2.4 Policy

Fri 8/16/2024 5:32 PM

To:Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

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

Hello,

I'm writing to express some frustration with the updated LU-2.4 policy in the packet for the meeting on Thursday.

Adding "*once the NE 85th St Station Area residential development has achieved a number of residential units with vested permits equal to the affordable housing pioneer provision*" to the policy seems misguided. If I'm someone whose workplace lies along the 255 route and would benefit most from finding housing that allows me a 1-seat ride to/from work, this updated policy seems to indicate that I'm less likely to see the housing I most need get built (or even considered?) until all this housing is built somewhere else that doesn't meet my needs.

Why would we hamstring our ability to meet the needs of our community like that?

Thank you,

From:
Sent: Thursday, August 15, 2024 12:01 PM
To: Planning Commissioners; Janice Swenson; Allison Zike
Subject: Support for Housing Strategies in Kirkland's Comprehensive Plan Update

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

Dear Members of the Kirkland Planning Commission,

My name is and I am writing to express my strong support for bold, transit-oriented housing strategies in Kirkland's Comprehensive Plan update. As a long-standing business in Kirkland, where we have had an office for over a decade our focus has been on developing both market-rate and affordable housing across the region.

Through our work, we have witnessed firsthand the significant challenges our region faces due to the housing crisis. The scarcity of affordable housing is a growing concern, not only for those in need but for the entire community's economic and social well-being. Housing near transit routes is especially critical, as it allows residents to access jobs, education, and services without the burden of long commutes.

I encourage the Commission to embrace a growth strategy that does not limit housing capacity, particularly around transit hubs. This is a unique opportunity for Kirkland to set a progressive example for the region, ensuring that our city remains inclusive and welcoming to people from all backgrounds.

Please consider the urgency of this issue and the positive impact that increased housing capacity will have on the community. It takes approximately 5 years for new affordable units to be delivered to the market, so getting a start on this now is key. It's also important to recognize the necessary funding that will be required to deliver these income restricted units to the market. Without the funding, the free market will not be able to deliver the desired targets. I urge you to support robust residential growth and affordable housing initiatives in the Comprehensive Plan update.

Thank you for your consideration.

August 14, 2024

Dear City Council members of Kirkland,

I am a telecommunication engineer and have over 23 years of experience with modeling and planning of cellular networks in major wireless carriers. I started as the junior engineer who created such plans and modeling and now moved up to a more senior position who reviews and validates such plans. One of my current key roles is to take a top-down view of the plans and make sure they pass the ‘smell test’ and review the supporting data as needed. Although I am not a city planner, I have a good guess about the steps that go into it. Like any other industry, city planners should be using proprietary modeling tools which is an industry standard. Such modeling tools create mathematical modeling to a set of input data. The accuracy of the results are HIGHLY dependent on such input data. Throughout my career, I have frequently requested revisions of plans because the planners initially used “Wishful input datasets” instead of ‘Reasonable input datasets’.
As a Kirkland resident I drive in Market St every single day. This single lane road is already fairly loaded and it appears to reach its capacity with current zoning with current rate of additions of the ADU and ongoing subdivisions. The idea that this street can support the additional road traffic from multi-unit developments doesn’t pass my 'smell test'.
• I would like to respectfully request your close attention to the ‘rideship’ assumptions in these modelings as a small miscalculation of this parameter can create a huge swing in our road calculation results. I understand this is a very tricky parameter and it's very hard to agree on one. Based on my professional experience, I recommend that city planners provide the city council three sets of study based on three different ridership values. This will help us understand what will happen if we miss our ridership targets.
o Current Ridership
o Midpoint between current and target Ridership
o Target Ridership

• I would also ask the city council to pay close attention to the percentage of the developed lot. The staff may have ‘up-zoned’ the neighborhood but assumed only a low percentage of the properties would develop. This is something that could skew the results. As you all know there is a large financial interest for investing in the area and large developers are already calling me and my neighbors multiple times a day. We have to make sure these targets are properly factored in.

Thanks for all your diligent attention to our beautiful city. You have led the city on the right path and I have full confidence in you that you continue to do the same in future. I would love to hear back from you to know you read my email and will have these under your watchful eyes.

Thanks,

August 13, 2024

To City Council:

Just today I became aware of the proposed HDHP part of the TOC I am very strongly opposed to the absolutely insane proposal suggested by the Kirkland planning commission to allow 4-6 story units 1/4 mile into the single family residential neighborhoods on each side of 108th street between 53rd and 68th streets. We live at 105th in a single family neighborhood and we like many of our neighbors have a fantastic view of the lake and the mountains. The absolutely last thing I want in the world is to have some developer build a 4-6 story apartment building right in front of us. This would also completely change the nature of the neighborhood and create more traffic and parking. Right now everyone has garages and there is no need to park in the street. Not the case with a 4-6 story apartment with no parking. This idea put forth by the planning commission is insane. I am surprised they would even propose such a stupid idea. As I understand it there is not even a vote on this issue. I certainly won't be voting for Sweet, Arnold or Black who are up for election in November and are for this crazy proposal. You can be sure everyone in our neighborhood will be voting the same way as soon as they find out what a ridiculous proposal this is. Hopefully you receive enough negative feedback that the planning commission will revise this crazy rezoning of a single family residential neighborhood.
>
>
>
> Kirkland Wa 98033

August 13, 2024

To City Council,

Please note my strong opposition to the plan to permit 4-6 stories, up to 6 units on a single, standard lot in the TOC. I am also opposed to the revision to 108th Avenue NE. While I recognize that growth is inevitable and needs to be accommodated this is the wrong way to go about it. There is a current plan in place already adopted after much study and discussion so let's stick with it.

August 13, 2024

To City Council,

Re: Houghton Village site

I want to just let the city council know that there are residents of Kirkland that appreciate new housing and development. As a resident of Central Houghton I attended the city meeting around the determination of the city's plan for this lot. It was dominated by older residents complaining about potential housing and traffic. It's unfortunate that this kind of community input is often skewed towards those who have the time and means to attend.

I want to say I appreciate the city's efforts at expanding housing opportunities to allow more people to live in this great city. Even if this lot does not become housing please do not let a loud minority of residents block changes and growth in the city. I'm seeing petitions from this same group of residents to block any housing in my neighborhood. I would enjoy more people in my neighborhood and it's a shame that the nature of home ownership means that residents are financially incentivized to block new supply of housing. However, as the city leadership you can help to build and allow for growth and improvements in the city. Property values can rise with the addition of amenities, density, and public investment.

By easing zoning restrictions, streamlining permitting processes, and improving city transit we can continue to grow well into the future. Additional housing will ease housing supply constraints, grow our tax base (to help fund city wide improvements), and allow Kirkland to welcome all of the people who want to enjoy the city.

If there is more opportunity as a resident/citizen to advocate for these kinds of improvements please let me know I would love to participate more in helping shape our city for future growth.

From: Kelli Curtis
To: Amy Bolen
Subject: Fwd: Comprehensive Plan Update
Date: Saturday, August 10, 2024 8:27:09 PM

Begin forwarded message:

From:
Date: August 10, 2024 at 6:45:00 PM PDT
To: Kelli Curtis <KCurtis@kirklandwa.gov>
Subject: Comprehensive Plan Update

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

Dear Councilmember,

As a resident of the West of Market neighborhood, I have some significant questions and concerns regarding what appears to be the current proposed update to the Comprehensive Plan. I first moved to Kirkland from 1977-1984 and have witnessed the growth.

You are elected to represent and serve the residents of the city of Kirkland, which of course includes some planning of how to accommodate future growth without destroying our existing neighborhoods.

I understand the requirements of the Comp Plan updates, including the need to find responsible ways to plan for future growth and to hopefully find a way to accommodate some level of 'affordable' housing.

I do not believe the current proposed plan achieves those goals and sincerely hope that you will reconsider the current proposal and make positive changes to the plan that first and foremost serve your current residents, who

elected you to represent them and serve their best interests.

As such, please address the following issues and respond with detailed information.

Have you considered, and if so, what went into the decision not to integrate any of these options into the plan?

<!--[if !supportLists]-->1. <!--[endif]--> Only upzoning for properties directly fronting on Market? And upzoning only adjacent to existing commercial and current multi-family, which would have less impact on what is now a single family neighbohood? And upzoning only along the major thoroughfares-market, 116th, 124th, Central, Lk Wash. Blvd, etc.

<!--[if !supportLists]-->2. <!--[endif]-->Staged upzoning— with no additional upzoning until all high density is built out? Then staged in small increments vs a major community so that it does not destroy whole single family neighborhoods? This could push the negative impact on the neighborhoods into the next 20-year cycle, which would allow a significant majority of the properties to turn over and have a lesser impact on current homeowners?

4. What other options were considered and why rejected? Please provide details, and who within the city government/developer community were proponents of the current proposal?

5. What has been the coordination/ commitment by METRO to provide frequent, flexible transit for future residents since it is being called a transit corridor? The current transit service along Market Street is sketchy at best, and any significant increase in residents who would be expected to use

transit instead of single family cars, would need to be assured of frequent, flexible, 7-day-a-week transportation options that would enable them to reach their employment bases and essential services (groceries, health care, schools, etc.,in communities throughout the greater Kirkland/Eastside/Seattle area. Is METRO willing to provide that service? Have they considered how to accommodate safe transit/crossing of Market Street for the students who need to cross to get to their schools? If the transit and parking/traffic issues have not been addressed, it is time to do so BEFORE the city is locked into a plan that does not have an answer to these issues.

6. What is the plan for mitigating parking and traffic issues that would affect our streets and traffic patterns (such as lights to get out, parking requirements for any Multifamily? As it stands now, with the cottage housing that is increasing throughout the neighborhood, the streets are essentially one-car width, and our garbage service and other traffic has challenges navigating the streets. How much increased traffic/parking etc. is in the plan? How does the city plan to ensure the least impact so that the quality of life and safety of our children and families is protected?

I understand the need for increasing density. There is no requirement that we immediately add 34% to the required density for the current Comp Plan cycle.

It appears that the city is attempting to 'put one over' on residents as it states on the papers distributed at the Market Neighborhood meeting that the plan is NOT proposing increased density. It is clear that is exactly what the Comp Plan is proposing – and it is simply semantics that it is 'not' proposing the upzoning – but it is definitely the plan, just not the current paperwork activity. It was clearly stated that the upzoning would be part of the next process in reworking the zoning codes as soon as the comp plan is approved.

It is very disrespectful to your tax payers and Kirkland

residents to try to implement a plan without directly reaching out to every household/property owner in the affected areas.

I hope that you will reconsider the current proposal and direct the planning department to return to the drawing board and come up with a viable proposal that respects your citizens, our neighborhoods, thoughtful growth and the fact that you were elected to serve us

I look forward to your response.

Thank you.

1. Only upzoning in properties directly fronting on Market? And upzoning only adjacent to existing commercial? And upzoning along the major thoroughfares-market, 116th, etc? The City is pushing for as much density as possible deep into the existing neighborhoods. This is the only plan we've seen so far. We are trying hard to push back on this and one option could be that they only focus on one parcel off the streets.

2. Staged upzoning— with no additional upzoning until all high density is built out? Then staged in small increments vs major community so that it does not destroy whole single family neighborhoods? I haven't heard this.

2. Is there a specific reason for the 2044 date? Is that a legal county/state requirement? Yes, each city has to submit a Comprehensive Plan spanning 20 years every so often.

Kirkland's next comprehensive plan is due by the end of this year (hence the 2044 end date). You can see the existing comprehensive plan on their website.

3. Is the 2044 when it would take effect or a target date for built up? The new comprehensive plan would take effect immediately and zoning could be changed ASAP to meet whatever standards the comprehensive plan sets out. 2044 is just the end period for this particular round.

4. What other options were considered and why rejected? This is the only option we've seen but the council and planning commission could instruct the city staff to change the proposals.

5. What has been the coordination/ commitment by METRO to provide frequent, flexible transit for future residents since it is being called a transit corridor? There isn't any. Kirkland is mathematically very low priority for METRO and Sound Transit. There are no plans to radically improve or change Kirkland's transit and our city doesn't have any real ability to sway these entities to do so.

6. What is the plan for mitigating parking and traffic issues that would affect our streets and traffic patterns (such as lights to get out, parking requirements for any Multifamily? I haven't seen anything from the city really addressing this concern. That is one of our biggest issues with this entire proposal.

August 12, 2024

Dear City Council members:

I write in opposition to proposed higher density in my own neighborhood, the Market neighborhood. Please put an immediate halt to the proposed zoning changes in the Comprehensive Plan for 2044.

Safety, privacy, peace and quiet continue to be my top priority and some of the biggest reasons I choose Kirkland as my home.

I have listened to many concerned citizens speaking in opposition to the proposed changes. I agree completely with all their points.

Conduct your hearings in plain English language that the public can understand.

Please act in accordance with the wishes of your constituents, and not some grand plan to leave a mark during your tenure as an elected official.

Thank you for your time and concern for Kirkland.

Market Street Property owners

August 8, 2024

Dear City Council members:

1. Please put an immediate halt to the proposed zoning changes in the Comprehensive Plan for 2044. I write in opposition to proposed higher density in my own neighborhood, the Market neighborhood. I hesitate to add to the “not in my backyard” (literally) rhetoric, but safety, privacy, peace and quiet continue to be my top priority and some of the biggest reasons I choose Kirkland as my home. On Wednesday evening August 7, I listened to many concerned citizens speaking in opposition to the proposed changes. I agree completely with all their points.
2. Please re-negotiate housing issues with King County.
3. Please enable public discourse on planning issues by communicating in plain English. Send notices of public hearings in plain English. And conduct those hearings in plain English language that the public can understand, not the mind-numbing city planning slogan babble/double speak I heard on August 7. The City Planner, employed by Kirkland, presented 12 slides in 10 minutes, the content of which I could neither follow nor understand.

Thank you for your time and concern for Kirkland.

Market Street condo owner

From:
Sent: Sunday, August 11, 2024 8:26 PM
To: City Council
Cc: Planning Commissioners; Adam Weinstein; 2044 Comprehensive Plan
Subject: High Density Development

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I do not support any council member who votes yes on high density housing units in SFR locations.

Norkirk Resident

August 8, 2024

To City Council

Hello,
I am writing to express my concerns regarding the proposed residential densification plan for Kirkland, specifically the allowance of four to six-story buildings in residential neighborhoods as outlined in the Kirkland City Council Comprehensive Plan 2044. As a concerned resident of Kirkland, I believe it is essential to address the impacts this plan will have on our community.
While I understand the need for increased housing in urban areas, I have observed significant issues resulting from existing high-density developments, such as the Slater 116 Apartments. During my observations, I noted considerable traffic congestion on Slater Avenue, making it difficult for residents to access their driveways. The planned expansion into residential neighborhoods poses several concerns including traffic congestion, a strain on our existing infrastructure, and a huge impact on our sense of community as residents of Kirkland. I urge you to carefully consider these concerns and explore alternative solutions that balance the need for housing with the preservation of our neighborhood’s quality of life. It is crucial to engage with residents and seek feedback on how to address these issues effectively while planning for future growth.
Thank you for your attention to this matter. I appreciate your commitment to representing our community's interests and look forward to your response.

August 7, 2024

Dear Councilmembers,

I am writing in response to the Transit Corridor briefing scheduled for 8/7/2024.

The manner in which the planning department is engaging with the public regarding the 2044 Comprehensive Plan has left me frustrated and angry. I'm shocked at the level of intentional confusion and obfuscation that is coming from them. I am here because I want to engage in an honest, open dialogue about the future of Kirkland. I wish the city would stop pretending that what is being proposed is not actually being proposed or considered at this time. It does a disservice to the goals of the city and to its residents.

Even after meeting with a group of over 100 residents (I was unable to attend because they didn't have room), Planning Department creates a briefing that, while factually correct, provides misleading information.

While the city, at this moment, is not proposing zoning changes, if this draft policy is approved, it will require zoning changes. Obviously, this is what residents are responding to and concerned about.

It is clear, from review of the Draft SEIS, pg 35 3.2.1, significant zoning changes will be required (and are being actively considered) to meet Draft Policy LU-2.4. The fact that the Planning Department is hiding behind the fact that the exact detail of the zoning changes aren't being made now, is disingenuous and insulting to those of us that want to engage in a good faith effort to build future Kirkland.

For instance, from the Draft SEIS, pg 35, section: (see image attached)

'3.2.1 Land Use The Growth Alternative would shift future growth to areas along transit corridors and in selected commercial or business centers. This alternative would include higher-density residential zoning along key transit corridors in Kirkland, including Central Way/NE 85th Street, Market Street/98th Avenue NE, Lakeview Drive, 108th Avenue NE, NE 70th Street, and 132nd Avenue NE.'

'in Table 3.2-1. A density of 50 units per acre was used to estimate likely growth in the Growth Alternative, but density allowances along transit corridors could be up to 100 units per acre and would shift more future housing growth to transit corridors, which could result in additional beneficial land use effects. The Growth Alternative would include additional development capacity to encourage growth in targeted areas and help address community goals for multimodal transportation and housing affordability. Proposed areas with zoning changes proposed in the Growth Alternative are shown in Figure 3.2-1. Development capacity based on zoning amendments in the Growth Alternative exceeds the City's 2044 growth targets. Expanded residential and employment capacity with zoning changes in the Growth Alternative is summarized by neighborhood in Table 3.2-1. Higher-density allowances for multi-unit and mixed-use development along transit corridors would further expand capacity for future housing development in Kirkland'

In closing, I love Kirkland, and I'm really disappointed and saddened by the way the city is treating its current residents in this process. Please do better.

Kindly,

From:
Sent: Wednesday, August 7, 2024 1:25 PM
To: planningcommisioners@kirklandwa.gov <planningcommisioners@kirklandwa.gov>
Subject: Policy LU-2.4

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

Hello -

I attended the Market Neighborhood meeting on Monday night, August 4th, and had some additional questions/comments. I live in the Norkirk neighborhood, so not as hot-headed as the Market Street group:)

1. Apartment Complexes:
    a. I am concerned about the increase in apartment complexes, only because I'm not convinced it will make things more affordable. I have a son who has been renting at various apartment complexes in Kirkland for several years. I say various, because they have had to move each year because the rent goes so high after the first year lease is up. They have found affordable units multiple times, but after the first year the rent is jacked up sometimes as much as 30%. That is not affordable!
    b. Standard of Maintenance - all the apartment complexes my son has lived in have been either corporate owned or investment group owned. They do not maintain the apartments. My son has lived with leaky toilets, improperly vented clothes dryers, currently super moldy windows. He is convinced the managers think he is a pain in the butt, because he does bring it all to their attention. Very difficult to get anything resolved.
    c. If we are going to bring in more apartment complexes, they need to be monitored for price jacking and maintenance. Corporations and investors don't give a damn about renters.

2. I have been studying the diagram/map for the proposed Comprehensive Plan and need clarification on what
    a. Center Mixed Use means?
    b. Community Mixed use means?
    c. Residential Mixed use means?
    d. What does grey cross hatching mean?
    e. I'd also like to point out that the map is hard to follow. For instance, 6th street goes north/south across 85th, through Houghton all the way to the south Kirkland Park & Ride. On your map, it just disappears part way south of 85th. It seems to reappear further south. Why is your proposed map not overlaying what actually exists so we can see what will change? And yes, I

understand it is reflecting a future view, but are you saying 85th will just drop out partway south, then reappear??

Thank you,

August 7, 2024

Dear Council Members,

I attended the town hall-style meeting Monday night, August 5, 2024. When I and several other attendees who had RSVP'ed arrived, we were told the city had not received our RSVP's nor anticipated such a large turnout, and we could not enter because the hall was at capacity per the fire marshall. Cities can also reach capacity, but as you know, many of the new developments do not meet fire code requirements for safety but were permitted anyway. Why were these developments allowed to violate fire safety when some of the citizens were not allowed to enter Monday's meeting for the same reason?

This is my take-away from Monday's meeting.

None of the citizens expressed a desire for increased density. In fact, everyone who spoke strongly opposed the comprehensive plan to increase density. No one expressed concern about the lack of transportation, yet much of the council's response to citizens' concerns focused on transit corridors. Attempts to redirect council's attention consumed precious time and largely appeared to fall on deaf ears. I would like to know what the council's take-away was from hearing the community members' comments and concerns and how our comments and concerns will influence your actions and decisions going forward. Is the summary and interpretation of Monday night's meeting on the city's website? If not, please respond to this email directly.

In summary, this is what really matters to most of the citizens of Kirkland:

People want to move to Kirkland because of it its charm and unique character. Allowing the density that is proposed in the comprehensive plan would destroy the very reasons they want to move here in the first place. Kirkland grew into being organically over the course of many years and lifetimes by people of goodwill, people who actually lived here. For this reason, once is it destroyed, it can never be re-created. It is still a livable and desirable place to live, but it is fragile and would be forever destroyed if this comprehensive plan were to move forward. Perhaps you have heard the lyrics, "They paved paradise to put up a parking lot." Once maximum density is achieved and the charm and character are gone, then what? Will the housing problem be permanently solved? We repeatedly heard Monday night that "people have spoken, and they want more affordable housing." No one defined who "people" are, nor does the plan provide for meaningful and sufficient affordable housing. The desires and interests of "people" who already live here ought to take precedence over the desires of the City Council and the desires of people who simply want to live here but do not.

I look forward to introducing myself at the meeting this coming Friday, August 9th. I hope to meet all of you there.

Sincerely,

Kirkland, WA 98034

August 7, 2024

To City Council

As you know, there has been a lot of discussion about policy LU-2.4 in the draft Land Use Element of the 2044 Comprehensive Plan. It has been suggested that the city could defer adding additional development capacity near transit corridors until after projects like STRIDE and RapidRide K are completed. I urge the council to maintain the existing draft language for LU-2.4, and the draft transit corridor overlay.

As Staff points out in the memo for tomorrow's council meeting, LU-2.4 does not change the city's development regulations. Any changes would be implemented in 2025-2026 at the earliest, and subject to public review. Development projects take years to materialize, so I would argue that having regulation updates in place by 2026 would be the minimum needed for projects to "come online" in time for STRIDE service in 2028 and RapidRide K service in 2030. Having increased transit service coincide with increased density would be best for the city, especially when the transit projects are already in progress. Additionally, there are several transit corridors proposed that would not receive STRIDE or RapidRide K service, so these corridors should not wait.

Staff has done a great job summarizing the importance of this policy in the memo for tomorrow's council meeting. Housing near transit allows for residents to take fewer car trips, and justifies future transit service. Denser housing projects are more efficient in terms of construction costs, infrastructure costs, and energy efficiency. Increasing density will affect demand for city services and facilities, but the city already has policies governing how to manage concurrency.

This Land Use Policy is just the first step in the city's evaluation of increasing capacity near transit corridors. We must leave all options on the table so that the implementation program can study them and determine what the best route forward is to meet all of the city's goals.

Sincerely,

From:
Sent: Wednesday, August 7, 2024 8:33 AM
To:
Subject: Comp Plan 2044 and your agenda for 8/7/24 - comments

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

To City Council and Planning Staff:

My apologies for the last-minute comments before your meeting, and I hope you will still consider this input before your conversation regarding the Transit Corridors and the Comprehensive Plan update.

I also recognize that this agenda item is looking for your feedback and not a decision, but we also know that your direction and head-nods are a key factor for the next steps for our staff and the Planning Commission, and so your thoughts on this important topic are significant.

As I pointed out in my earlier email, I am not a part of any organized group supporting or opposing the proposed changes. Actually, Cherish Kirkland actually blocked me from their Facebook group, possibly because of some other postings I've made in support of Livable Kirkland. If I have any hat on at all, it's for the hopes and concerns I have for our City as a whole. My personal wishlist for outcomes includes a significant increase in affordable housing city-wide for all of the reasons you are already aware of, much more consistent and frequent transit services for work and services, less dependency on personal vehicles, and the ability to walk to more goods and services city-wide including "corner stores", etc.

I've had a long and interesting career and I've learned a lot. As part of my career, I've spent a fair amount of time as an expert witness in courtroom and settlement venues, and something I observed very early when doing that kind of work is simply this: Never, ever assume facts not in evidence. If you do, not only will the parties not get to a fair result, you will lose all credibility in the courtroom. And no one will ever hire you again. I've seen people make fools out of themselves by opining without corroborative probative evidence.

Similarly, I've attended and testified at many hearings in Olympia related to tax legislation, and I've seen people beg and plead to enact some provisions because of the causes that would be supported, irrespective of the credibility or feasibility of the legislation itself. I feel awful for the people who are desperate for things such as increased child care, but if the legislation is flawed as to how it would operate, that has to be dealt with before considering enactment.

So how is that experience as an expert witness or Olympia testimony relevant here? Very much so. As I watch all of the PC meetings and as I look at the current drafts, I have serious concerns about where and how the process is going. First of all, I fear that it is assuming facts not in evidence, and therefore my confidence level is low as to our City actually getting the desired outcomes . And while the outcomes that people genuinely want are critically important, we've not given consideration to the likelihood of unintended consequences. I've heard tangentially that some of you have said you are prepared to "go bold" but without having actual corroborative data, going

bold could be successful – or not – and it could be harmful. And in this case, we aren't looking at a pilot program, we are looking at potential zoning changes from which there is no path back if there are negative unintended consequences from building to the capacity under discussion or having it out there in the Comp Plan as a looming overlay possibility even if not enacted in the KZC at the get-go.

Like many or all of you, I took my college economics classes and learned a great deal. But I'm not an economics expert. I suspect that's true of you as well, you are well informed but not an accredited expert in economics. And I hate spending money on consultants, but if you are going to support what is before you, it would be irresponsible to do otherwise. I'm posing a few questions here, for which I don't have answers, just to get you thinking. And you don't have to answer these questions either, I just want you to consider them as a sample.

Just as examples –

Question 1

The transit corridor concept and related intensity of as much as 200 units per acre would purportedly create many more units of supply and therefore costs for consumers would decrease. OK, so far that make sense, we learned this much in the supply/demand functions in Econ 101. However, we are also hearing, and offered up to help calm people's concerns (and as noted toward the bottom of page 3 and continuing to the top of page 4 of the packet data) capacity just means the development could happen and just because we allow for more capacity, does not mean that more growth will happen, just that there will be more opportunities for it to happen.

Huh? Which is it? That we'll have more supply to the extent of the overlay, or we could have it but don't be afraid because it likely won't?

We have had many new projects in Kirkland already, and prices remain high, so in order to actually decrease pricing using basic economic principles, it would require a critical mass of increased supply. But then we are told not to be too concerned because we are only looking at what could happen. So what happens if we don't get a meaningful increase in housing supply? Do we actually get affordable housing supply, or do we just compound what we already have, i.e. more housing at expensive price points, no increases in transit services and more intensity with negative impacts to traffic and the environment?

Question 2

Let's say that we do get enough critical mass of new housing such that prices actually decrease. Those prices would not just decrease for the new housing, in fact, it would also decrease for the existing stock of housing. Actually, the newer properties would likely be more desirable than existing stock, so existing stock would likely see greater decreases in pricing than the new stock. How does that impact current property owners who depend on those assets for their retirement, either as a resource of retirement liquidity or for income from rental properties? I am greatly concerned about our owners of smaller properties (houses, ADUs, smaller multi-unit properties, etc.) who depend on at least inflation-based increases to support those properties and have retirement income. Not all landlords are big corporations, many are small and indeed, these

properties are their retirement income security for many owners. How do we be sure we are being fair to them as well if the supply increases as much as it could?

Question 3

Upzoning increases the value of properties in the upzoned areas. I heard from a long-time homeowner in Kirkland, they don't have a view property, just an older home in neighborhood that is seeing redevelopment. Their cumulative investment is less than $100K, but they have multiple unsolicited offers from developers in the mid $2M range as a teardown, with intent of creating cottage housing of 6 units. At that price point, the cottage housing will not be affordable, with the land cost alone at about $400K per unit. You've seen the signs around the city that say "we buy homes" and so what I'm describing is not an isolated situation.

And now, their home is within one of the proposed transit corridors. That means more upzoning and the value would increase even more. Any savvy property owner is going to take this into account before selling their property for development, further increasing the land costs and making it even more difficult to build affordable housing.

Related question, the proposed designations of possible upzoning would mean that some owners will have an instant increase in value, while their neighbors across the street (i.e. outside of the designated transit corridor) will not have an increase in value, solely by the serendipity of being across the street. In fact, that other owner's property will decrease in value by virtue of being across the street from a more intense allowed use. How is that fair?

Question 4

How much is automobile ownership actually decreasing? I think that it is, but I don't know the data, the actual extent, and the impact. I've had the ability to walk to so much of what I need, which I absolutely love, but I would not be able to be without a vehicle. For example, I can walk to some medical services, but I needed a car to take my husband to the Hutch or UW, often several times a week. I need a car to go to my dentist and recently to the oral surgeon (ouch.) And I can only carry so much in the way of groceries.

And while we lived through 4 years of in-home care for my husband, we had multiple health providers and deliveries of medical equipment that came to our home each and every day, each of which had to come by car so as to provide services to multiple patients throughout the day. And of course, equipment could not come to us by foot or bicycle. As things became more tenuous such that I couldn't transfer him in and out of our car, we had cabulances coming to our home on a regular basis. Lest you think this is a one-off, eventually life becomes real for everyone. The more we seek to sustain aging in place, or house those with disabilities irrespective of age, the more this (in-home services and needs to get to care outside of one's home) becomes a factor for actually being able to age in place or live with dignity in general.

I'd also point out that the more units per acre, the more likely that there are people with these needs and there's only so much street capacity, i.e. building more units does not increase the on-street capacity.

Bottom line, reliance on transit requires far better service than we have, and we can't count on people relying on transit for everything. It also stands to reason that all cities are working on their comprehensive plans and making plans to accommodate growth, and they will all be competing for more reliable transit services – we cannot assume that our proposed increases in capacity will compel Sound Transit or Metro to implement more service for Kirkland vs the other cities vying for those services.

Question 5

Would you live there? Yes, you, personally along with the rest of your household, including your family and your pets. Would you choose to live in each and every one of these transit corridors with the 200 unit per acre intensity, reduced parking, i.e. the full meal deal? No excuses – if you say that you would but your spouse would not - or you would except for the needs of your family or pets - or because of the programs your kids are in – or because you have too much stuff, or make too much noise – or for any reason whatsoever – if you wouldn't personally live there, then we don't have it right. This housing is not for "others", it should be for everyone. So, would you? To be fair, this isn't so much an economics question, it's a reality check. Because if you wouldn't live there, neither would many others, in which case, the feasibility fails and so to that extent, it is an economics question.

Question 6

Although not before you in tonight's packet, the Planning Commission is focusing heavily on reducing the costs of building housing and you'll hear more about this in the near future if you haven't already. I'm noting it though, because it's relevant to the economics. While the costs of building housing are a factor in the affordability for the end user, they are not the only factor. In practice, reduced costs of building housing could primarily increase the profitability for the creator of the housing with little or no benefit to the user. And some of the elements they are looking at are not bonafide costs, instead they are increases in capacity for profit, such as decreasing setbacks. I'm not convinced, because we don't have independent data, that the economics really pay off here and instead could create less desirable housing. I've long been frustrated with the eye-candy that I see in new housing to lure renters and buyers, while some builders take shortcuts to reduce costs, to the detriment of the owners that are then left with increased costs for maintenance, repair or replacement.

I'm sure that if we were to talk, we'd probably come up with even more questions, the above are just those that have been rolling around in my head. As I noted above, I strongly dislike spending money on consultants, but if you are going to fully support what is before you, it would be irresponsible to do otherwise. I'm not talking about a hired gun who will tell you what you want to hear, but a bonafide independent consultant who can advise you about supply and demand and what the impacts would be for housing supply should you do this, and the impacts on existing property owners such as I've noted above. You cannot assume facts that are not in evidence, nor can you support a hoped-for outcome without considering all possible unintended consequences.

Finally, in my earlier email, I commented a bit about the process itself and the excellence of your staff. I want to reiterate that here. There have, though, been some very concerning moments during

the process thus far and I'd prefer to only share those observations with you offline at your convenience.

Again, my apologies for the last minute missive and I will understand if you can't plow through all of this, but I hope it's at least thought-provoking for you. Feel free to email or to call me at 206-947-0473.

With appreciation and kindest regards for all,

Kirkland
Since 1997! Wow!

From:
To: City Council
Cc: Jon Pascal;

Subject: Comments on Kirkland 2044 Comprehensive Plan Update
Date: Tuesday, August 6, 2024 1:22:09 PM

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

Dear Kirkland City Council Members,
Family plans will keep me from attending tomorrow nights session regarding the 2044 Kirkland Comprehensive Plan update review and public comment session.
I would like to offer the following comments for your full consideration:
1. The 2044 Comp Plan update is a very important document that will provide the blueprint for the next 20 years of City growth and development.
2. What is also important is what the 2044 Comp Plan should not do; and that is to irrevocably alter and change the quality and character of our City for present and future generations.
3. I feel strongly that Draft Policy LU-2.4 that is being proposed by the Kirkland Planning Department, which would create additional capacity for "higher-intensity" residential uses along numerous transit corridors city-wide, is an action that the City Council should jettison from consideration as part of the 2044 Comprehensive Plan Update.
4. The City has already provided the direction on growth by approving land use actions and identifying places across the City where higher density housing and major mixed use development would be appropriate. This is clearly evident in development and growth of urban village nodes in several locations around our community, including Totem Lake, Juanita Village, Downtown Kirkland, Houghton Commercial Area, and the Bridal Trails Commercial Area. The last several years has seen tremendous growth and higher density housing in these areas, with more to come based on current zoning.
These areas should be the focus for higher density growth and the provision of related transit services that link these population centers to other parts of the city, each other, and areas outside of Kirkland.
We do NOT need to designate large swaths of rezoned corridors across the city which are proposed to be 1/4 mile each side in width and would impact many of our established communities including east and west of Market Street, east and west of 100th Ave, and other locations.
5. The City Planning Department has already identified that Kirkland, through its existing approved zoning can meet the required 2044 growth targets of some 13,000 new residential units over the next 20 years. In fact, the City has stated that there actually is an

additional 6,000 some units that
could be built over and above the growth management requirements based on current zoning.
Therefore there is NO NEED to create additional housing capacity within Kirkland to meet our mandated
growth requirements.
The addition of more that 13,000 residential units over 20 years results in a 34% increase
in the population of the City. That fact is sobering enough as one thinks of the host of community
services from parks and recreation to public works, social services, fire and police protection and
other City functions that will be required to serve our growing population.
We do not need to exacerbate this fact with a self-inflicted proposal to add even greater densities
along linear corridors throughout the City.
6. Kirkland's vision for the future should include a healthy mix of housing of all types, and existing
single family neighborhoods, which are cherished by thousands of our residents and a key reason
that many of us moved here in the first place, should be allowed to continue and flourish.
Whether it's Kingsgate, Finn Hill, east and west of Market, Rose Hill, Houghton
or Bridal Trails and others, our neighborhoods throughout our City are a major key to our strength as a community and
should not be threatened with wholesale development changes that will greatly permanently alter the character of
our community for years to come.
7. Let's jettison this notion of the transit corridor zoning changes and focus instead on what additional
uses might be appropriate in already established areas of our community which have already been
the focus of higher density growth. It only makes sense that transit use will connect our existing and
growing higher density areas of the City without having to promote hyper-development along entire
sections of the City.
8. With all of that said, some minor tweaks in City plans are warranted and could be incorporated in the 2044 plan update.
Examples could include:
A. Allowing some flexibility in residential building height where pitched roofs vs. flat roofs would
help site drainage and structure appearance. That would assist to reduce the "box" appearance of
many new residential structures being constructed across the City over that past number of years
where developers seek to maximize the square footage of the building footprint and come right up to the

height limit. This is particularly true on smaller lots.

B. Attention to parking requirements of ADU's and general new construction. We are not Manhattan, or even Belltown for that matter. While increased use of public transportation is encouraged for City residents, private vehicles are still needed to shop at Costco or Fred Meyer and travel within and outside the City where transit use is not practical or available. We are witnessing increased use of hybrid and electric vehicles which over time will reduce the City's carbon footprint. Individual vehicles equate to freedom of movement and convenience. Transit services can augment, but will not replace, the need to maintain streets and roads for private resident vehicles, mail service, and neighborhood deliveries.

C. The City should endeavor to create additional parks and open space areas to serve its growing population, and strive to preserve our important tree canopy, which provides shade and reduced temperatures during summer heat events, reduces carbon dioxide, aids wildlife habitat, and enhances quality of life.

D. The City Planning staff and Planning Commission should look at existing strip malls across the City for opportunities to promote mixed use development with housing above retail. Some of this housing could include market rate, and moderate income housing as a component combined with incentives which would lead to re-purposed existing one-story strip malls and opportunities to employ other elements that enhance community character and streetscape.

In summary, if we are to maintain our collective community character and quality of life, we need sensible and regulated growth and development, along with a renewed commitment and dedication to provide parks and open space, various community services and a quality built environment that helps preserve our cherished quality of life across our community.

Do the right thing, and reject this notion of increasing density, growth and development that exceeds our growth management targets. Torpedo draft policy LU-2.4 before it gets a chance to germinate.

Thanks for listening,

33-year resident
Finn Hill, Kirkland

From:
Sent: Monday, August 5, 2024 2:56 PM
To: City Council
Cc: Planning Commissioners; Adam Weinstein; 2044 Comprehensive Plan
Subject: Don't ruin Kirkland please

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

To Whom it May Concern,

We are writing to express our strong opposition to the proposed high-density growth plans for Kirkland. As long-time 30 year residents, we are deeply concerned about the potential negative impacts these changes will have on our community.

Kirkland is a unique and cherished city, known for its friendly neighborhoods, green spaces, and vibrant local businesses. The current proposals for high-density development threaten to undermine these very qualities that make our city so special. While I understand the need for growth and development, it is essential to consider the balance between progress and preservation.

It is important to note that the growth targets for our city have already been met. Continuing to push for additional high-density development seems unnecessary and counterproductive. Instead of pursuing these changes, we should focus on maintaining and enhancing the character of our existing neighborhoods - or maybe constructing a few much needed sidewalks so we can walk safely in our neighborhoods.

High-density growth often brings with it increased traffic congestion, strain on public infrastructure, and a loss of green spaces. These issues can significantly diminish the quality of life for current residents and make Kirkland a less attractive place to live.

I urge you to reconsider these high-density growth plans and explore alternative approaches that align with the community's values and preserve the unique character of Kirkland. Let us work together to ensure that our city remains a place where families can thrive, businesses can flourish, and natural beauty is preserved.

Thank you for your attention to this important matter.

Sincerely,

Kirkland WA 98033

August 5, 2024

Dear Council Members, We live within a quarter mile of 116th by Mcaulife Park, and we are Firmly Opposed to the idea of having a 6 story condo built next to us (with inadequate parking requirements) or anywhere else in our neighborhood.

The Totem Lake area has experienced massive growth already in the last 5 years, and is continuing to grow with the huge apartment complexes and senior living developments already in the works.

I understand the city of Kirkland is already at 70% + capacity of its growth requirement. We believe the growth needs to stay in areas that are already zoned commercial and has the infrastructure to support it.

It's also completely unrealistic to think if parking isn't provided, everyone is going to take the bus. They are just going to park their cars on every available inch of our sidewalks.

This new plan EXCEEDS the required amount of growth, and planners in other neighboring cities agree.
Please consider our statement.

Sincerely,

From: Allison Zike
Sent: Wednesday, August 7, 2024 6:46 AM
To: Scott Guter
Cc: LeAndra Baker-Lewis; Adam Weinstein
Subject: Fw: Public comments - Housing Element of the Comprehensive Plan
Attachments: Kirkland 2044 Comp Plan Comments to PC - Housing Element.pdf

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From
Sent: Sunday, August 4, 2024 1:48 AM
To: planningcommissioners@kirkland.wa.gov <planningcommissioners@kirkland.wa.gov>
Cc: LeAndra Baker-Lewis <llewis@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>
Subject: Public comments - Housing Element of the Comprehensive Plan

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

Dear Planning Commissioners,

I submit to you for consideration my comments for the Housing Element of the City of Kirkland Comprehensive Plan.

I listened to the July 25, 2024 Planning Commission meeting and appreciate the time you took during the deliberation to consider the public outreach efforts of City staff to disseminate the information for the Neighborhood Element of the Comprehensive Plan amendment. I experienced first hand how confusing and difficult it is to access the complete staff reports and supporting documents that staff has provided you. For context, I myself am a city planner and have managed outreach efforts for local and federal jurisdictions. I empathize with City staff as I'm usually on their side of the fence. I have prepared staff reports to Development Commissions, Design Review Boards and City Councils. Therefore, I'd expected the same level of organization and completeness in the staff reports available to the public in the PC's webpage. Sadly, that wasn't the case and staff told me I need to make a public records request to access all the information that I needed to make an informed evaluation of the various staff recommendations to you. As you are already aware, there are neighbors who are displeased with the proposed increased in heights and densities of the

Goodwill site and the Michael's site in Juanita. Out of curiosity, I looked up the staff reports for the Community Initiated Amendment Requests (CARs) for these 2 properties and the ParMac site to better understand what is being proposed and there was no staff analysis provided to support the staff recommendations. Maybe I don't understand the two-step PC/Council adoption of CARs so that should have also been explained to the public.

Before I get the standard response of "We'll deal with the details during the Zoning Amendment", I can assure you I understand and know how zoning code amendments work. Waiting for the zoning code amendments to do your due diligence will be too late if the City Council ended up adopting bad policies. I was actually surprised how very little discussion the PC undertook to consider whether the three CARs were viable and consistent with the Comprehensive Plan guiding principles. I appreciated how Commissioner Heiser raised the question of public benefits of the CARs. I was not sure why the PC did not think this was worth discussing when every discretionary land use and zoning decision I've brought to city councils had to have clear public benefits to justify staff's recommendations and city council approvals. I also didn't hear any concerns about infrastructure capacity to support these potential upzonings. Since I only have limited understanding of the CAR process, I hope I'm not way off for bringing up my concerns.

I also found out after the July 25, 2024 PC meeting that some of our neighbors submitted written comments for the Neighborhood element but they were not included in the staff report made available online. I would like to request that moving forward, comments from the public are included in the Planning Commission packet and made available online.

If you wish to discuss with me any of the points above, or the comments for the Housing element of the Comprehensive Plan Amendment, feel free to give me a call at (425) 979-0979.

Thank you for your consideration.

Get Outlook for iOS

Memo to: City of Kirkland Planning Commission

Memo from:

CC: LeAndra Baker-Lewis, Senior Planner, llewis@kirkland.wa.gov

Allison Zike, Deputy Planning and Building Director, azike@kirkland.wa.gov

Date: August 4, 2024

RE: **Housing Element of the 2044 Comprehensive Plan**

TRANSMITTED VIA EMAIL: planningcommissioners@kirklandwa.gov

I am submitting the following comments for Planning Commission and City Council consideration for the 2044 Comprehensive Plan Update, Housing Element:

1. The Affordable Housing policies in the proposed Comprehensive Plan amendments are not innovative and bold enough. If we claim that our major push for increasing density in the neighborhoods is to address the affordable housing crisis, our Neighborhood Plans, Land Use and Housing policies should show a clear nexus for the strategies that will help us meet the affordable housing goals. I find that the affordable housing policies embedded in the neighborhood plans are weak and inconsistent. For example, we require one affordable unit to be provided by infill middle housing developments of 4 units or greater but I did not see a similar policy or polices applied to the upzoning of the ParMac property, which would have a more realistic chance of producing affordable units due to the large site and the higher densities. I recommend the following policies to be added in the Housing Element of the Comprehensive Plan:
    a. All Community Initiated Amendment Requests that seek an increase in residential unit density, floor area or height of structures on sites that are not constrained by environmentally critical areas will include a proportionate number of affordable housing.
    b. In parts of the City where inclusionary zoning is already in place, Community Initiated Amendments Requests that seek an increase in residential unit density, floor area, or height of structures will provide at least an additional 10% of affordable housing units.

2. Consistent with the Vision Statement, the Housing and Land Use Elements of the Comprehensive Plan should reflect innovative policies that employ public private partnerships to develop affordable housing in City-owned properties and other publicly-owned facilities like the Kingsgate Park & Ride. There is a disconnect with the regional focus on encouraging private developments to produce affordable housing by granting increased densities while capital improvements by public agencies are stuck in the one land use, one-level sprawl development paradigm. Why do we not expect publicly-owned land to be developed at the same intensity as private development? I recommend adding the following policies to the Housing Element:
    a. The City of Kirkland will include affordable housing units in the development of new capital facilities such as city administrative offices, community centers, swimming pools and other recreation centers, the Houghton Park & Ride redevelopment and police stations. Furthermore, the City will work with Sound Transit to redevelop the Kingsgate

Park & Ride as a mixed use transit center hub with affordable housing up to the density allowed for the property by the zoning code.
Precedents and examples:

- Montgomery County, MD supports the development of mixed-income housing on county-owned land since the 1980s.

- In 2007, the City of Alexandria partnered with the developer of Potomac Yard to develop affordable housing units above a new 3-bay fire station. https://www.housingalexandria.org/properties/the-station/

- Sound Transit, in partnership with ARCH, the City of Redmond, and King County Housing Authority, developed a 308-unit apartment complex with a transit center in 2005. https://t.archhousing.org/resources/project-portfolio-overlake.html

3. The City should work with residential developers to increase the supply of workforce housing for households earning between 80% to 120% of the King County median income. This demographic is the subset of working families and individuals whose incomes disqualify them from the federally-established and county-specific qualifying income limits and who cannot afford the median price of homes in Kirkland. People who fall in this demographic includes healthcare workers, public sector professionals (including planners), teachers, public safety personnel, and even some retirees.

4. I appreciate one of the policies in the Neighborhood Plans that acknowledge the importance of distributing affordable housing in all the neighborhoods. Consistent with the draft Comprehensive Plan Vision statement “Neighborhoods have diverse housing to accommodate residents in every stage of life.”, each neighborhood should accommodate its proportionate share of affordable housing units. Currently, new affordable housing developments are concentrated in the Totem Lake neighborhood. We should be careful not to inadvertently create an economic caste system based on one’s zip code.

August 1, 2024

Kirkland Planning Commission
Kirkland City Hall
123 5th Avenue
Kirkland, WA 98033

To: Kirkland Planning Commission

Subject: Response to Letter sent to the Planning Commission

I have enclosed a letter that I previously sent to the Kirkland Planning Commission that included a number of questions I had as a Kirkland resident. I actually expected a response to my questions, either from Planning staff or from the Planning Commission. I have highlighted the questions that I asked in my previously sent letter.

The City of Kirkland, particularly the CMO's office, doesn't feel that it is necessary to respond to citizen inquiries. This is not representative government where the local government communicates and responds to citizen inquiries.

Sincerely,

Kirkland, WA 98033

June 10. 2024

Kirkland Planning Commission
Kirkland City Hall
123 5th Avenue
Kirkland WA 98033

Dear Kirkland Planning Commission,

I am a 65 year long resident of Kirkland. My parents lived in Kirkland since 1948. My wife and I raised our children in Kirkland and over four decades, we have owned four single-family residences in Kirkland. I am a former Kirkland Park Board member and I started the Norkirk Neighborhood Association back in the late 1990's.

A recent experience I had prompted me to write this letter to the Planning Commission. Recently, I was looking at apartments on behalf of my son who is moving back to the area from Arizona and I took a tour of The Pine Apartments, located on 10930 116th Aven NE located off Forbes Creek Drive. These are new apartments. I inquired about parking stall allocation and they have a total of 71 parking spots for 140 units. I asked the property manager on site and asked where people who had more than one vehicle at The Pines would park their vehicles, and she said, "I don't know". Since there is a dedicated bike lane running in front of the Pines on Forbes Creek, with no available parking, I see this as an issue. Tenants will park in front of single-family homes to the north, blocking their mail boxes and eliminating on street parking for these property owners. So, I inquired with the Planning Department staff and the parking plan for The Pines was approved by the city, and the developer was given credit for providing space for e-bikes and bicycles. Are you kidding me? As Kirkland attempts to dissuade people from driving cars through social engineering, the reality is that many people drive their cars and will continue to drive because Metro Transit simply does not take them to their place of employment, or to the grocery story, or to their doctor or dentist or other places they want to go. I took a Metro bus for 15 years as a commuter and I can tell you from my experience that you wouldn't carry bags of groceries on a bus. Or if you are a senior citizen, you wouldn't likely take a bus to an appointment without anticipating long walks to get to where you want. It's simple irresponsible to local neighbors of The Pines to allow builders/developers and the city to permit and approve construction of multi-family housing without adequate on-site parking. Stop trying to social engineer behavior in a car centric world.

How is this allowed?

I also question many of the decisions previously made by Kirkland Planning Commission with concurrence of the City Council. Let's start with a few observations and questions for the Planning Commission.

- Has city staff, the City Council or the Planning Commission calculated how many decades or centuries it will take to build a comprehensive sidewalk program when the city is relying almost exclusively on new development to pay for sidewalks? Throughout my neighborhood (West of Market), we have many individual and unconnected short segments of sidewalks that lead to nowhere. Is this a plan? Is this a safe and comprehensive way of building a connecting residential sidewalk program? It's laughable to see short sidewalks that connect to nowhere, knowing that it will take decades for every property to get redeveloped.

Over

- The Public Works and Planning staff require tree protection programs during demolition and construction of new homes and buildings. Do you know what happens once the final inspection is completed and the occupancy permit is approved? 90% plus of the trees in the "protected" areas are removed almost immediately after the inspection process is completed. This is a charade and unless there is real "protection of trees" the city shouldn't even bother with the requirement to have a tree protection program.
- The City is currently contemplating approval of a 300-unit apartment complex with 4,000-4,500 square feet of retail and the corner of NE 116th Street and Juanita Drive. Maybe no one on the Planning Commission drives through this area regularly, but it's already gridlock in the morning and evening. How does the city propose getting another 600 cars out on to the roadway when the traffic is already backed up in all directions.
- Speaking of traffic, my dad asked the city to consider a light on Market Street 35 years ago, so residents that live west of Market could get out of their own neighborhood and he was told it was too expensive to install a signal and that it would impede traffic. After an extended period of living in other parts of Kirkland, I have lived in the West of Market neighborhood for the last 12 years, and sometimes over 200 cars will go by on Market Street without a break in the traffic. Here's a suggestion for the city and the Planning Commission. Put in a round-about at 7th and Market to give people a change to get on to Market. With uncontrolled development that has occurred in Kirkland, encouraged and allowed by the Planning Commission and the City Council, traffic is becoming not only unsafe but has degraded out community to the point of making it unlivable. Most of the traffic is cut-through traffic on Market during commuting hours, so if it inconveniences them as drivers, so what.
- The City of Kirkland, with the blessing of the Kirkland Planning Commission has weaponized the Growth Management Act against residents of Kirkland. We have seen explosive growth of multi-family units without roadway improvements, we are seeing approval to build three or four houses in single family neighborhoods, where there was previously one house and the result is higher density with gridlock traffic everywhere you go in Kirkland. The accessory dwellings being built-in single-family neighborhoods don't have garages and so we will see more and more cars parked on the streets, making two lane roads in to a single lane road. Welcome to Seattle.
- The City of Kirkland, along with the Planning Commission's approval has provided low-income housing through acquisition of older hotels (La Quinta) and provided a cornucopia of high-end apartments for Google staff (Kirkland Urban), but has done absolutely nothing for the "middle class" in Kirkland in respect to housing. My own adult children cannot afford to live in Kirkland due to high rents and even high property values. The reality is that middle class are being squeezed out of Kirkland because of high property taxes and high utility costs. I am not sure that the Council or the City Manager actually care, as they continue to cater to and provide for wealth tech workers throughout Kirkland.

Every action and decision the Planning Commission approves has an impact on the livability of Kirkland. Stop and think what you are doing. Think about how the quality of life will be impacted by your decision making. Don't continue the degradation of Kirkland that I have seen over many years.

Kirkland, WA 98033

Architect - Planner - Specifier

Registered: WA, OR, & ID
Certificates: CDT CCS & NCARB
Emeritus Member: AIA, CSI, A4LE

Kirkland, WA 98033-4927

2024 July 31

City of Kirkland – Planning Commission
123 5th Ave.
Kirkland, WA 98033
Allison Zike, AICP
Deputy Planning & Building Director
425-587-3259
azike@kirklandwa.gov

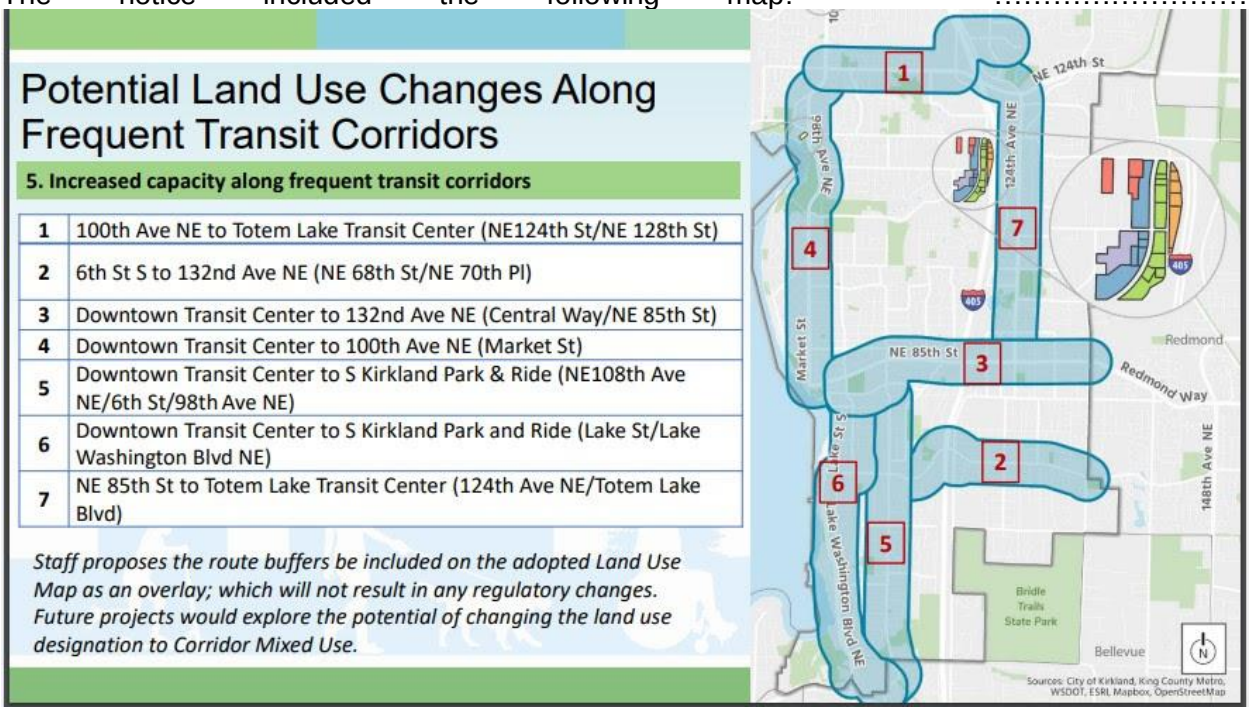
Dear City of Kirkland Planning Commission,

Re: City of Kirkland Comp Plan Update – Transit Corridor 4

Today, I was made aware of this upcoming meeting:

West of Market Neighborhood Association special meeting to provide information and have a Q & A with City staff.
Monday, August 5th; 7:00 pm
Kirkland Congregational Church; Fellowship Room (downstairs)
106 - 5th Ave (north of City Hall)
Special Guests from City Hall:
Adam Weinstein, Director of Planning and Building; Allison Zike, Deputy Planning Director; Kim Scrivner, Transportation Planner

The notice included the following map: …….



From 1997 to 2007, I served on the Kirkland Planning Commission, including as chair for about 1.5 years. During this time several of these Transit Corridors were looked for Comprehensive Plan update, 85th Street Corridor (3), Totem Lake Neighborhood Update (1 & 7) and the change to Market-Norkirk Plan changed to dividing line on Market Street (4). While serving, the Commission looked extensively at density, building heights and views rights along Market Street. Now 17 years since leaving the Commission, I am just seeing the fruits of that work the City Council adopted. New development is finally starting to happen at a faster pace with older one story buildings taking advantage of development allowances such at town homes east and west of Market Street and new two story commercial buildings that fit well the single family neighborhoods.

Having moved to Kirkland in 1979, I am familiar with the city having lived next to Franklin E S 13 years and Kirkland M S 32 years. I also had an architectural office on Kirkland Way by PCC Market for 14 years and in Totem Lake near Olive Garden for 12 years. As a regular user of Transit Corridor 4, a thrice daily a dog walker nearby, and a former commuter from my offices to my Norkirk home, I feel the narrow two-lane Market Street portion of Transit Corridor 4 is failing more and more every day. I come to this conclusion because:

1. It is the only north-south collector west of the freeway.
2. It is often so congested that traffic delays cause vehicles to use 3rd Street north bound reconnecting at 19th Avenue.
3. It has parking that restricts turning at cross streets.
4. It has center islands with some turn lanes, but those are often too short so the que is backed up into the thru lane.
5. Some intersections like 19th Ave lack a south bound left turn lane, so buses and services vehicles to Kirkland Middle School and well as cars often que back into the thru lane (I have waited for up to 40 cars to pass in order to make the left turn).
6. It lacks stop signs and traffic signals to allow vehicles to cross over from on neighborhood to the next. (To get to my dentist west of Market Street, sometimes go south on 3rd, to north on Market Street and then get in a left turn lane to go east.
7. City activities such as the Kirland Way all-way pedestrian crossing construction, the 4th of July parade, the summer Car show, and even some marathons have closed part of Market Street causing the transit corridor to shift to 3rd Street.
8. Only in a couple of cases are there lighted pedestrian signals so the rest of the crossings have pedestrian held flags to depend on drivers seeing them to cross the street.
9. There is a choke point at the south end where Corridor 4 turns and connects at Corridor 3.
10. There is a choke point southbound north of the fire station where two lanes converge to one lane.
11. The parking lane and bike lane are narrow impacting sage movements.
12. The speed limit is seldom enforced.
13. Kirkland Middle School has an addition under construction and enrollment is increasing from the Mark Twain area.
    a. The 18th Ave. entrance cannot handle all the parent car pickup and drop-offs.
    b. !9th Ave. is now being used for those purposes as well.

Transit Corridor 4 is not properly shown on the map as 3rd Street has frequent use. Only Bus Route 255 goes full length. Routes 230 and 231 turn off Market Street and use 18th Avenue and 3rd Street. The transit using this corridor is affected by the items above. Often a trip home from an afternoon event in Seattle has the longest portion occur when in Kirkland traffic. Transit is affected by the failing Transit route in these ways:

1. Bus schedules cannot be maintained due to congestion at peak hours.
2. Buses cannot get to their stops due to turning or parked cars tight to the stops, hence the load and unload in the traffic lane.
3. Buses which turn at 18th Avenue do not have a traffic signal to assist their movements.
4. Cars often sit illegally in an intersection while stuck in traffic that restricts bus access to turns or signed stops,

Now I read that the Comp Plan is proposed to increase density on Transit Corridor 4. I am opposed because of the conditions above and for these reasons:

1. Current Comp Plan allowance for density increase is not yet close to being fulfilled.
2. The historical area density design at 7th Street should be kept.

3. Property owners should not get a free increase in value because of a new density increase as it impacts the neighbors tax assessments.
4. There are plenty of one story or under maintained homes that could have a two-story addition, an ADU, or a redevelopment that would increase density.
5. Many of the new homes are increasing density by including a basement and there was even a newer house on 18th that added basement afterward through the garage slab.
6. The Market and Norkirk neighborhoods have room for diversity of housing that was worked out while I was on Planning Commission. Within four blocks of my home there are about 40 units under construction that I am aware of:
    a. 19th and Market – 4 townhomes.
    b. 3rd between 18th and 19th – two new homes.
    c. 4th between 18th and 19th – a duplex and a triplex.
    d. 18th between 3rd and 4th - two new homes.
    e. 6th north of 19th – two new homes.
    f. 20th north between 4th and 5th – Orcas Moon cottage home development.
    g. 19th between 4th and 5th – an attached ADU to new house and an unattached ADU.

In summary, I am not in favor of the additional land use density in transit Corridor 4 because of the failing ROW for vehicles and the currently allowed increase of density that has not being met.

Sincerely,

Cc:
Shirley Cloney, Pres, Kirkland Main Street; sheilacloney@gmail.com
Jane Ainbinder & Huan Zou
Co-chairs Norkirk Neighborhood Association
norkirk.na@gmail.com
https://www.norkirk.org

John Tymczyszyn
johnt@johntlaw.com

July 29, 2024

Dear Mayor Curtis, Deputy Mayor Arnold and Council Members Black, Falcone, Pascal, Sweet & Tymczyszyn,

My late wife (Alice Dobry) and I moved to Kirkland in 1996, drawn by its unique blend of a vibrant downtown business core and surrounding neighborhoods that offer single-family residences and small apartment buildings. Having come from the suburban sprawl of Northern Virginia, we sought a distinct suburban experience close to Lake Washington, with businesses, parks, sidewalks, and a village feel all within walking distance.

Over the past 28 years, I have witnessed Kirkland's growth managed responsibly, with taller mixed-use buildings confined to core urban centers such as downtown Kirkland and Totem Lake. The addition of ADUs and Cottage Home developments has further increased housing, though not necessarily affordable housing, in our area.

However, the percentage of low-cost or "affordable" units required in new projects is quite small, and the benefit does not justify the negative impact of permitting 5-7 story buildings in established neighborhoods. The cost of these "affordable" units remains high, making them inaccessible to families earning less than $100K annually. Most new units will cater to high-income tech workers, not to families with more modest incomes.

As a semi-retired tech worker, when my late wife and I looked to purchase a property in the Norkirk neighborhood, we couldn't afford a newly built home. Instead, we purchased an older property and found economical ways to improve it. We built an ADU into our home, sacrificing storage and bonus room space to provide additional living space in Kirkland. Recognizing the high cost of living here, we offered our ADU at below market rates without raising the rent, allowing younger people the opportunity to live in Kirkland without fear of rent increases. This model has worked well for us.

.

Thank you for considering this alternative, which preserves the character of our neighborhoods while promoting responsible growth.

Kind regards,

From:
Sent: Friday, July 26, 2024 8:02 AM
To: Planning Commissioners; Scott Guter; Allison Zike; Adam Weinstein
Subject: ParMac
Attachments: IMG_6290.jpg

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

Dear Planning Commissioners, Planning Directors, and Project Manager Guter,

I attended and spoke at last night's planning committee meeting where you passed the Totem Lake Subarea plan, which includes the ParMac CAR. I've attached the image that I showed you of the view of The Pine from our backyard.

When asked which businesses are currently located in ParMac during the meeting, not a single one of you could correctly name a business that would be impacted - a quick Google search would have revealed several of them:

Decorus: a woman/immigrant owned staging company (Decorus Home Staging - Home Staging Refined)
Airefco: a wholesale HVAC supplier (Airefco HVAC Products | HVAC Solutions & Support | Airefco)
Relief Factor: a vitamin and supplement distributor (Relief Factor Co. Celebrating 10 Years of 100% Drug-Free Wellness)
Woodman Construction (Home - Woodman Construction)
Coolanyp: a heat transfer technology solutions provider Coolanyp – Cooling With Any Possibility
Integrated Door Systems (Integrated Door-Total Door System Design, Sales, and Service (integrated-door.com)
Maintco General Contracting (MAINTCO, General Contracting Services. (maintcogc.com)
Leon Green Co. Fine Woodworking (Leon Green Company (leoncompany.com)

And, I believe, offices for Hopelink and Garlic Crush Mediterranean (also an immigrant owned business).

The Seattle Badminton Club, Eastside Tennis Center, and Shoot 360 are located immediately behind the ParMac property and would be negatively impacted by the potential construction - as would other surrounding businesses.

The public notice sign about the ParMac CAR is placed behind the warehouse for Decorus and is not clearly visible unless you drive up Forbes Creek Drive, which is not the main entrance to ParMac off of 112th St. When I reached out to Decorus in May, they were not aware of the CAR and did not think they would be impacted, but after looking at the proposed site plan, every single building in which the above businesses are located would be torn down and replaced with mixed-use residential towers. To my knowledge, the owner of ParMac (Tom Schafer) has not communicated with any of these businesses about his intentions (just as he has not communicated with any neighboring homeowners) since filing the application in December 2022. I have attempted to reach out to all of the businesses to let them know, but if my message was not received, they will be blindsided by this news. While my home and those of my neighbors will certainly continue to be negatively impacted by allowing housing on ParMac, these businesses will also be forced to relocate and there simply aren't many suitable places in Kirkland left for them to go. From what I understand, the ParMac CAR is just the first step in allowing for mixed use residential in this area, but in another source I saw considerations for another 4000+ units in this subarea along the CKC - essentially driving out all of the businesses in this area.

I appreciate Commissioner Madeya's objection and vote against adopting the plan and Commissioner Heiser's request for alternatives proposals. At least they seemed open to addressing my concerns.

Best regards,



July 26, 2024

Dear Council Members,

We live in the West of Market Neighborhood. My wife, Tricia, and I moved to Kirkland in 2021 because it matched “the feel” we were hoping for in (ideally) our final home. We wanted a walkable community with great parks, wide streets, ability to “walk to coffee”/retail/restaurants. Kirkland has been a great fit, and we are thrilled we chose to move here.

In connection with the Comprehensive Plan update, I urge you to reconsider proposed density increases in neighborhoods that already have infrastructure and traffic safety challenges. Market Street is already a parking lot in the morning and afternoon. We hope the City Council can slow down prior to causing irreversible damage to quality of life for its current residents. Kirkland is a unique city, and it would be a shame to become just another city filled with “5 over 1” apartment buildings, ridiculous traffic while being served with deficient infrastructure.

We are against the proposed Transit Corridor and accompanying density increases along Market Street.

Sincerely,

Service Request 36811

Record Info

Request ID:	36811	**Request Type:**	Contact City Council
Priority:	1	**Entered By:**	abolen
Date Submitted:	7/25/2024 2:37:00 PM	**Cross Street:**	
Address:	11184 Champagne Point Rd NE Kirkland		
District:			
Comments:	Dear Commissioners, Attached please find brief comments from the Finn Hill Neighborhood Alliance (FHNA) concerning proposed updates to the Finn Hill neighborhood plan. Please note as well that one of FHNA's board members, James Kumin, has separately submitted to Planning Department staff several corrections to the historical section of the Finn Hill neighborhood plan. These proposed corrections are not referenced in the attached letter, however. Regards, Scott Morris Finn Hill Neighborhood Alliance - President Finnhill.org | 206-972-9493 PO Box 682, Kirkland WA 98083		
Private Notes:			
Subject:	Finn Hill Neighborhood Alliance comments on draft update to FHN Plan		

Submitter Info

Name:	Morris, Scott	**Email:**	scott@finnhillalliance.org
Address:	11184 Champagne Point Road NE Kirkland, WA 98034		
Phone #:	206-972-9493	**Extension:**	
Alt. Phone #:	**Extension:**		
Notify:	☑		

Activity List

Date:	7/25/2024 2:37:00 PM
User:	abolen
Comments:	Service Request Open - ID 36811 Routed To: abolen, afalcone, DWolbrecht, jarnold, jlopez, jpascal, kcurtis, KTriplett, nblack, PSweet Comments: Dear Commissioners, Attached please find brief comments from the Finn Hill Neighborhood Alliance (FHNA) concerning proposed updates to the Finn Hill neighborhood plan. Please note as well that one of FHNA's board members, James Kumin, has separately

July 25, 2024

Via email

Planning Commission
City of Kirkland
123 Fifth Avenue
Kirkland WA 98033

Finn Hill Neighborhood Plan Update

Dear Commissioners,

The Finn Hill Neighborhood Alliance (FHNA) appreciates the opportunity to submit its observations about proposed edits to the Finn Hill Neighborhood Plan chapter of Kirkland's Comprehensive Plan.

We have no significant objections to the proposed revisions of the Finn Hill Neighborhood Plan (the Plan) – taken as a whole. We believe we understand and recognize the legitimacy of the factors that prompted most of the editorial modifications.

That said, we are troubled by the removal of nearly all of the language that appears in Policy FH-4.6 of the Plan, which concerns the risks posed by development on steep slopes. We surmise that this language was excised because, subsequent to the Plan's adoption by the City, Zoning Code Chapter 85 (Critical Areas: Geologically Hazardous Areas) was substantially rewritten, ostensibly addressing the concerns listed in FH-4.6. The 2044 Comprehensive Plan draft may also capture these concerns in its Land Use Element. Nevertheless, Finn Hill is unique among Kirkland's neighborhoods in the prevalence of steep slopes and the extent of area that represents significant risk of landslides and erosion. Also, Finn Hill has numerous streams and wetlands that are in peril of degradation from slides and runoff from impervious surfaces, even if development on slopes complies with the standards set out in Chapter 85. Thus, Finn Hill's exposure to the detrimental impact of development on slopes is a defining characteristic of our neighborhood. We feel that this should be recognized in the Plan and that the excised language should be reinstated.

Our other observation is that the proposed revisions to the Plan, reasonable though they may be, tend to homogenize Finn Hill with Kirkland generally, masking some of the characteristics and concerns that are of particular significance to our neighborhood. (The proposed changes to FH – 4.6 are the most notable example). As noted above, we think we understand the rationales for these revisions. It would, however, have been helpful to have had some dialog with the staff about the changes and the thinking behind those changes, as opposed to reacting to those edits at the tail end of the drafting process.

We raise this general point because the 2044 Comprehensive Plan update reflects an important shift in thinking behind land use planning. Efforts to address the region's affordable housing problem, dictated to a large degree by HB 1110, have hollowed out the fundamental principles of residential zoning. Thus, it's unclear what single-family residential zones such as RSA 4 still mean in terms of development capacity, and the introduction of terms such as "low intensity" or "moderate intensity" zoning in the Plan leave us uncertain as to what the Plan really portends for residential construction on Finn Hill.

More broadly, this ambiguity is a problem for all neighborhoods. While the City has attempted to reach out to citizens to solicit comment on the Comprehensive Plan update, our sense is that few of Kirkland's residents comprehend (or are even aware of) the critical changes that are being introduced into the Comprehensive Plan. Many citizens feel that policies now being adopted will result in the fragmentation of established neighborhoods and an overall loss of the characteristics of Kirkland that so many residents treasure.

More dialog – actively fostered by the City working with local organizations (like FHNA) – would enhance understanding and may lead to better policymaking and more support for the changes that are incorporated into the Comprehensive Plan update. At this late stage in the update adoption process, we recognize that a complete restart is not an option. However, community engagement and community education, particularly when basic land use tenets are being questioned, are always timely. Energetic outreach to Kirkland's neighborhoods in the next four months may help to refine or redirect the concepts that have been introduced in the draft Comprehensive Plan update. It may well be that ideas presented in the current update warrant revision in 2025, based on civic discussion that begins now. FHNA would welcome the opportunity to promote more community debate on the future of Finn Hill and of Kirkland as a whole.

Thank you for considering these comments.

Respectfully submitted,



Scott Morris
President, Board of Directors
Finn Hill Neighborhood Alliance

Cc: Adam Weinstein
Allison Zike
Janice Swenson
Kurt Triplett
City Council
FHNA Board of Directors

Service Request 36800

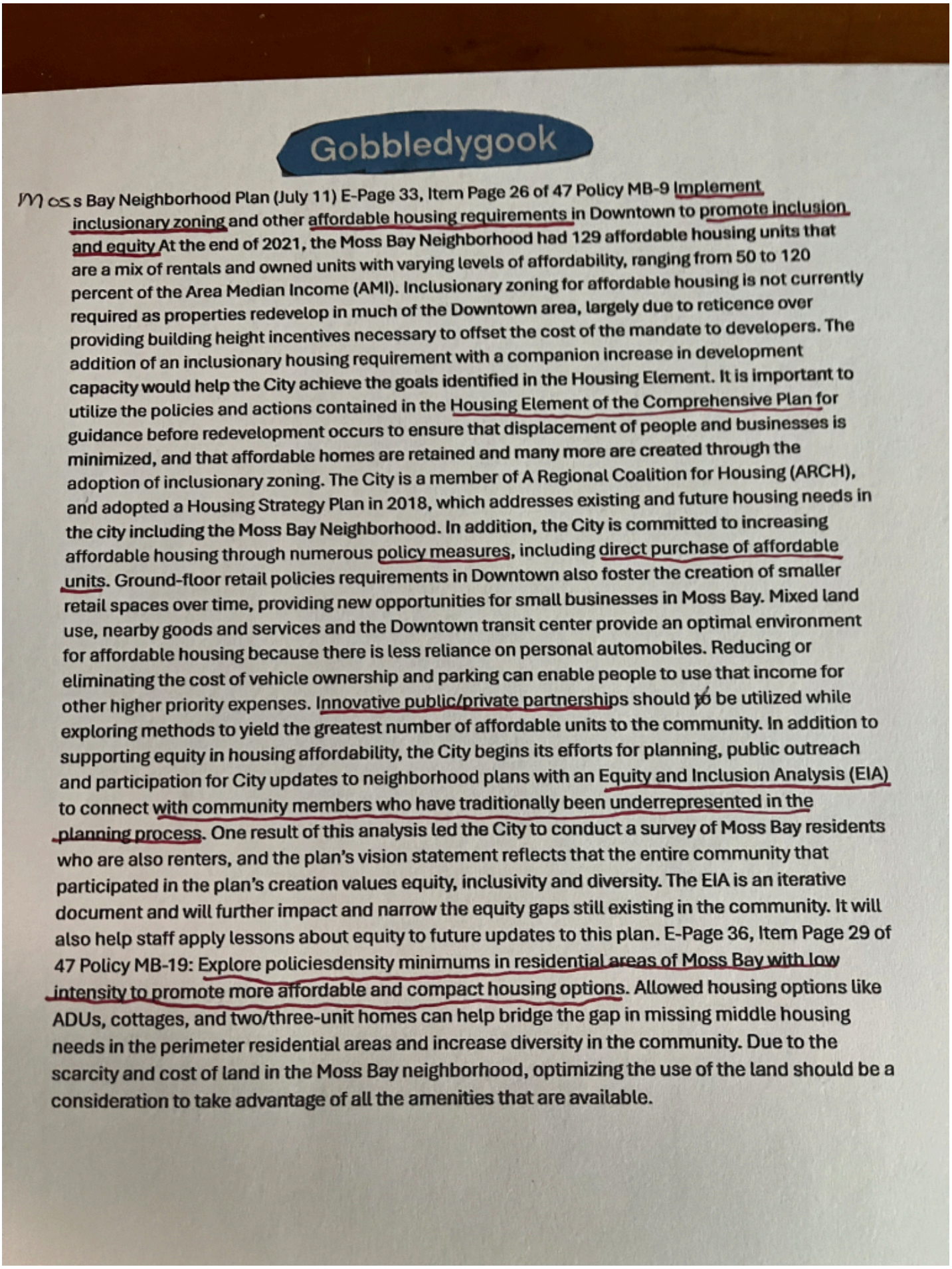
Record Info

Request ID:	36800	**Request Type:**	Contact City Council
Priority:	1	**Entered By:**	abolen
Date Submitted:	7/25/2024 7:55:00 AM	**Cross Street:**	
Address:	Kirkland		
District:			
Comments:	Hello, I am attaching the Moss Bay section in the current Comp Plan-with my underlines. I don't know how to say this nicely but the wording in this document is almost unintelligible to us citizens. Staff needs to write so the average citizen has an idea of what you are talking about and proposing. Suggest you do a re-write of this before approving.		
Private Notes:			
Subject:	Comp Plan re-write		

Submitter Info

Name:		**Email:**	
Address:	Kirkland, WA 98033		
Phone #:		**Extension:**	
Alt. Phone #:		**Extension:**	
Notify:	☑		

Attachments



Gobbledygook

Moss Bay Neighborhood Plan (July 11) E-Page 33, Item Page 26 of 47 Policy MB-9 Implement inclusionary zoning and other affordable housing requirements in Downtown to promote inclusion and equity At the end of 2021, the Moss Bay Neighborhood had 129 affordable housing units that are a mix of rentals and owned units with varying levels of affordability, ranging from 50 to 120 percent of the Area Median Income (AMI). Inclusionary zoning for affordable housing is not currently required as properties redevelop in much of the Downtown area, largely due to reticence over providing building height incentives necessary to offset the cost of the mandate to developers. The addition of an inclusionary housing requirement with a companion increase in development capacity would help the City achieve the goals identified in the Housing Element. It is important to utilize the policies and actions contained in the Housing Element of the Comprehensive Plan for guidance before redevelopment occurs to ensure that displacement of people and businesses is minimized, and that affordable homes are retained and many more are created through the adoption of inclusionary zoning. The City is a member of A Regional Coalition for Housing (ARCH), and adopted a Housing Strategy Plan in 2018, which addresses existing and future housing needs in the city including the Moss Bay Neighborhood. In addition, the City is committed to increasing affordable housing through numerous policy measures, including direct purchase of affordable units. Ground-floor retail policies requirements in Downtown also foster the creation of smaller retail spaces over time, providing new opportunities for small businesses in Moss Bay. Mixed land use, nearby goods and services and the Downtown transit center provide an optimal environment for affordable housing because there is less reliance on personal automobiles. Reducing or eliminating the cost of vehicle ownership and parking can enable people to use that income for other higher priority expenses. Innovative public/private partnerships should to be utilized while exploring methods to yield the greatest number of affordable units to the community. In addition to supporting equity in housing affordability, the City begins its efforts for planning, public outreach and participation for City updates to neighborhood plans with an Equity and Inclusion Analysis (EIA) to connect with community members who have traditionally been underrepresented in the planning process. One result of this analysis led the City to conduct a survey of Moss Bay residents who are also renters, and the plan's vision statement reflects that the entire community that participated in the plan's creation values equity, inclusivity and diversity. The EIA is an iterative document and will further impact and narrow the equity gaps still existing in the community. It will also help staff apply lessons about equity to future updates to this plan. E-Page 36, Item Page 29 of 47 Policy MB-19: Explore policiesdensity minimums in residential areas of Moss Bay with low intensity to promote more affordable and compact housing options. Allowed housing options like ADUs, cottages, and two/three-unit homes can help bridge the gap in missing middle housing needs in the perimeter residential areas and increase diversity in the community. Due to the scarcity and cost of land in the Moss Bay neighborhood, optimizing the use of the land should be a consideration to take advantage of all the amenities that are available.

Uploaded On: Thursday, July 25, 2024 7:54 AM

Fw: Public Comment Rose Hill Churchome

Allison Zike <AZike@kirklandwa.gov>

Thu 7/25/2024 2:16 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

public comment

From:
Sent: Thursday, July 25, 2024 11:50 AM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Public Comment Rose Hill Churchome

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

Churchome is privately owned. From the policies cited below, it looks like the state wants to tell the church how to use its land and property. There is a separation between church and state and this is deeply disturbing. The state has no business telling a church how it should be using its land and property.

Local governments can't impose land use or zoning restrictions on churches that significantly burden their ability to worship, operate, or meet unless they can demonstrate a compelling interest and that the restriction is the least restrictive way to achieve that interest. This is known as the Religious Land Use and Integrity Protection Act (RLUIPA), which also requires governments to treat religious and secular institutions equally.

Policy RH 53: Foster a future church expansion or redevelopment of the site that is integrated well with the surrounding residential community.

Policy RH 54: Provide public review of redevelopment or expansion of the church. Mitigate impacts from the proposed expansion and, where feasible, the existing use. Correct parking lot design and landscaping deficiencies.

Policy RH 55: Encourage housing with an emphasis on affordable housing, as a part of any future church redevelopment at this site.

FW: Bridle Trails and Rose Hill Neighborhood Plans - Corrections and Suggested Changes

Janice Swenson <JSwenson@kirklandwa.gov>

Thu 7/25/2024 9:35 AM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

Janice Swenson, Senior Planner|City of Kirkland Planning and Building Department
jswenson@kirklandwa.gov, 425-587-3257
City of Kirkland website: www.kirklandwa.gov

Want to learn more about the Comprehensive Plan update and how to get involved? Visit Kirklandwa.gov/K2044 or ask me for more info!



From:
Sent: Thursday, July 25, 2024 9:20 AM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>; Rodney Rutherford <rrutherford@kirklandwa.gov>; Bria Heiser <bheiser@kirklandwa.gov>; Scott Reusser <sreusser@kirklandwa.gov>; Angela Rozmyn <arozmyn@kirklandwa.gov>; Aaron Jacobson <ajacobson@kirklandwa.gov>; Katya Allen <kallen@kirklandwa.gov>; Gina Madeya <gmadeya@kirklandwa.gov>
Cc: City Council <CityCouncil@kirklandwa.gov>; Adam Weinstein <AWeinstein@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>; Janice Swenson <JSwenson@kirklandwa.gov>
Subject: Bridle Trails and Rose Hill Neighborhood Plans - Corrections and Suggested Changes

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

Planning Commissioners, City Council, and Staff,
I would like to submit corrections and changes to the Bridle Trails and Rose Hill Neighborhood Plans. If you have any questions, please feel free to email me, or to call or text me at 206-696-2666.
Thanks,
Deirdre

Bridle Trails

Page 4 Vision Statement Paragraph 2 CORRECTION: ADD - and serves as a popular and highly utilized pop-up dog park.
Nearby Snyder's Corner provides a visual open space amenity for the nearby mixed-use neighborhood center and **serves as a popular and highly utilized pop-up dog park**.

Page 4 Vision Statement Paragraph 3 CORRECTION: REMOVE reference to the Houghton Park & Ride for providing transit access.
The Houghton Park and Ride and its close proximity to the I-405 NE 70th Street interchange provides residents people with easy transit access to numerous destinations throughout the region.

Page 9 Policy BT 1: RETAIN "Accommodating" and REMOVE "encouraging". Retaining equestrian character is a priority! ADD BACK IN "where consistent with equestrian uses." If you don't consider equestrian uses, the equestrian community will vanish and that would be a tragedy for Kirkland.
~~*Retain and preserve the low-density*~~ *Ensure that everyone has access to the residential and equestrian character benefits and features of the neighborhood* ~~*while*~~ *by* ~~*accommodating*~~ *encouraging compact new housing opportunities* ~~*where consistent with equestrian uses*~~*.*

Page 9 Policy BT 2: DELETE "while also encouraging infill housing to increase sustainability and decrease the cost of building housing." Kirkland cannot provide any proof that infill housing decreases the cost of building housing and increases sustainability. The current Kirkland housing market proves that Missing Middle housing is actually much more expensive than traditional housing per foot and building more units per lot is drastically driving up the price of housing in Kirkland.
Generally south of NE 65th Street surrounding Bridle Trails State Park and east of 132nd Ave NE, ~~*maintain lower density, larger lots at one dwelling unit per acre*~~ *encourage facilities capable of keeping horses while also encouraging infill housing to increase sustainability and decrease the cost of building housing.*

Page 9 Policy BT 2: P2 REMOVE "Policies encouraging facilities for keeping large animals should also incentivize housing that is more affordable and sustainable." Kirkland cannot control the affordability of housing. PUT BACK IN: "The Zoning Code has minimum requirements for keeping large animals (such as outdoor paddock size)." because the Zoning Code still does have these minimum requirements. Leave this in. It has not been removed.
The Zoning Code has minimum requirements for keeping large animals (such as outdoor paddock size). Where shared paddocks or other outdoor requirements for large animals can be met, allow compact housing and/or accessory dwelling units to be incorporated into the property.
A key goal of the Bridle Trails neighborhood is to preserve residents' ability ~~*a portion of larger lots as open space in order*~~ *to keep horses and other large animals and maintain the equestrian nature of the area. Policies encouraging facilities for keeping large animals should also incentivize housing that is more affordable and sustainable.* ~~*The Zoning Code has minimum requirements for keeping large animals (such as outdoor paddock size). Where shared paddocks or other outdoor requirements for large animals can be met, allow compact housing and/or accessory dwelling units to be incorporated into the property.*~~

Page 9 Policy BT 4: ADD BACK IN: "where consistent with keeping horses and there is adequate sewer infrastructure". This is very important to retaining horses and horse properties in Bridle Trails. If you lose this, you will lose horses in the City.
Incorporate accessory dwelling units (ADUs), cottage development, and other affordable housing strategies into new and existing development in ~~*single-family*~~ *all residential areas of the neighborhoods* ~~*where consistent with keeping horses and there is adequate sewer infrastructure, to expand the supply of affordable-by-design housing.*~~

Page 10 Policy BT 5: DELETE "Urban". "Bridle Trails" is not an urban area. Horses can't live in an urban environment. RETAIN "Protecting" and DELETE "ensuring" as protecting is stronger. RETAIN "equestrian character" and DELETE "equestrian function" because there is a whole lot more to equestrian lifestyle than just function. Character is a much more appropriate term to describe the neighborhood. Allow and preserve equestrian access and horsekeeping.

Incentivize compact housing (i.e., multi-unit or clustered housing types ~~compatible in scale with single-family homes~~ that help meet the growing demand for walkable urban living)~~ within areas with low residential intensity predominately single-family neighborhoods~~ that are in close proximity to the Bridle Trails Shopping Center to reduce the cost of building housing and increase sustainability while ~~protecting~~ ensuring the area's equestrian ~~character~~ function is recognized.

Page 12 Policy BT 8: CORRECTION: Remove reference to TOD. There no longer is a Houghton Park and Ride and there is no transit there, other than one infrequent bus. TOD is now inconsistent with City's plans.
At the Houghton Park and Ride, encourage future transit-oriented development (TOD) that includes pedestrian connections within the site and to adjacent streets.

Page 19 Policy BT 13: ADD "Preserve and maintain a buffer of equestrian and wildlife-accommodating properties around the state park which serve as a bridge between the wild space and the surrounding area. Protect existing tree canopy, the rural nature of the streets, allow non-traditional sidewalks for equestrian access, and maintain the equestrian zoning code requirements for horsekeeping areas."
Support Bridle Trails State Park as a local and regional open space, park and equestrian facility. Maintain and enhance public access easements to ensure connections to the Park. Provide directional signs to the Park and use park iconography to establish a sense of place in the Bridle Trails neighborhood. **"Preserve and maintain a buffer of equestrian and wildlife-accommodating properties around the state park which serve as a bridge between the wild space and the surrounding areas. Protect the existing tree canopy, preserve the rural nature of the streets, allow non-traditional sidewalks for equestrian access, and maintain the equestrian zoning code requirements for horsekeeping areas."**

Page 25 Figure BT-7: Bridle Trails Bicycle System Figure BT-7 Bridle Trail Bicycle System Map CORRECTION NEEDED: The map shows 116th Ave NE as an "existing bike/shared use lane" for its entire stretch from 70th down to the Bellevue line. That is not true south of NE. 60th ST so the map needs to be corrected.

Page 26 Policy BT 20: REMOVE "a sidewalk". In keeping with the idea of a wildlife buffer and equestrian access; a multimodal path (with a stabilized gravel component for horses) would be more appropriate.
Develop bike lanes, a sidewalk, and/or multimodal ~~use~~ path along 116th Ave NE, between NE 60th ST and the Bellevue city boundary in order to provide access to future light rail.

Also Page 26 Policy BT20: ADDITIONAL WORDING REQUIRED. PLEASE ADD: The lack of bike lanes on 116th Ave NE south of NE 60th ST that connect to the established bike lanes in Bellevue is a substantial gap in the bicycle network.
Develop bike lanes, a sidewalk, and/or multimodal use path along 116th Ave NE, between NE 60th ST and the Bellevue city boundary in order to provide access to future light rail. The lack of bike lanes on 116th Ave NE south of NE 60th ST that connect to the established bike lanes in Bellevue is a substantial gap in the bicycle network.

Rose Hill

Page 4 2. - Vision Statement Para. 2 **DELETE "for all life stages" as all cottages and duplexes are two-story with the sleeping area upstairs and not suitable for elderly or disabled.** New housing does

not include one-level cottages, flats or duplexes on Rose Hill. The promised "Granny Flats" cannot accommodate Granny.
Innovative housing for all life stages – including backyard cottages, flats over garages, and duplexes – is integrated with traditional detached styles in ~~lower density~~ the residential areas ~~in~~ of North and South Rose Hill.

Page 10 Policy RH 3: KEEP "Retain the residential character of the neighborhood while accommodating" because residential character of the neighborhood is very important and dear to neighborhood residents . Compact housing has shown not to increase affordable housing, but rather, this intense in-fill development is raising the cost of housing dramatically because builders can make more money.
~~Retain the residential character of the neighborhood while accommodating~~ Encourage new and innovative compact housing opportunities in all new and existing residential development to serve a diverse population.

Page 11 Policy RH 3: DELETE "promote" housing supply, and retain "support" housing supply. Delete "opportunities within" and retain "character of" . "Character" is very important to Rose Hill residents! Infill development without proper infrastructure is stressing Rose Hill.
Promote innovative housing typologies that promote ~~support~~ housing supply objectives ~~achieve density while reflecting the~~ and advance residential ~~character of~~ opportunities within the neighborhood.

Page 11 - Deleted former Policy RH4 Thank you for deleting this!!! ADUs do not expand affordable housing!!! Keep this out.
~~*Policy RH 4: Encourage ADUs in all new and existing single-family development to expand the supply of affordable-by-design*~~
~~*housing.*~~

Page 11, New Policy RH 4: REPLACE "Incentivize" with "Accommodate", and replace "urban living" with "suburban living".
Incentivize ACCOMMODATE *compact housing within areas that are in close proximity to neighborhood centers (i.e., multi-unit or*
clustered housing types ~~compatible in scale with single-family homes~~ that help meet the growing demand for
walkable, accessible urban SUBURBAN *living).*

Page 12, Policy RH5: PLEASE TAKE OUT: "encourage greenspace with new development" and PUT BACK IN "compatibility with existing neighborhood character."
New development is devastating and eliminating greenspace, with each lot being clearcut of all trees and significant landscaping. Our tree canopy is being destroyed. Kirkland needs a Tree Ambassador program.
Incorporate building height and scale transitions and vegetative buffers between ~~multifamily and detached single-family homes~~ different residential intensities to ensure cohesive design across the neighborhood and encourage greenspace with new development. ~~compatibility with existing neighborhood character.~~

Page 12, Policy RH5 USE "Dense" when referring to increased density; intensity does not have the same meaning as density. Seems like an attempt to hide the
"D Word" - "density". **Also - REPLACE "integration" with "compatibility". They are not synonymous terms. Y**ou can integrate a non-compatible building without regard to how it will fit in and whether it will be able to coexist without conflict.

~~*Multifamily standard*~~*s Standards for more intensive DENSE multiunit building location and design will* ~~*help*~~ *address:*
building placement on the site, clustering, open space preservation, building scale in proportion with the lot and with
the surrounding neighborhood, preservation and protection of existing vegetation, wetlands and streams, the cost of
building housing, sustainability, and integration COMPATIBILITY *with* ~~*more traditional detached single-family homes*~~ *adjacent uses.*

Page 14 Policy RH 9: KEEP "density" and DELETE "intensity". Intensity sounds like you are trying to whitewash/hide changes in density - the D word.
Provide seamless transitions between commercial districts and lower ~~*density*~~ *intensity areas in Rose Hill, by promoting a hierarchy of commercial uses from larger footprint regional uses, closer to the freeway interchanges, to more local serving neighborhood services near the residential core.*

Page 24 Policy RH41 CORRECTION: "Policy RH41" should not be overstruck. ADD "but retain compatibility with the surrounding residences."
~~*Policy RH 41 Maintain low-density residential housing as the primary land use in the single-family areas surrounding the Rose Hill Business District and promote new lower scale affordable-by-design low-density housing types nearby.*~~
Northern Periphery of Bridle Trails Neighborhood Center
The northwest corner of NE 70th Street and 132nd Avenue NE contains a small-scale neighborhood commercial
development across the street from the Bridle Trails Neighborhood Center. Residential ~~*densitie*~~*s intensities in this*
area should be supportive of high-quality retail uses in the shopping center, but retain compatibility with the surrounding residences.

Page 24 Policy RH 43: ADD BACK IN: "be substantially buffered from nearby low-density" due to neighborhood concerns and importance.
~~*Attractive neighborhood*~~ *Neighborhood-oriented shops and services should* ~~*be substantially buffered from nearby*~~
~~*low-density*~~ *support and harmonize with residential uses,* ~~*while*~~ *and allow*~~*ing*~~ *for good pedestrian connections.*

Page 26 Policy RH 53: ADD BACK IN "compatible" because it means much more and is more positive than being "integrated." Integration has nothing to do with compatibility. Compatible means able to coexist without conflict; integrate does not consider conflict.
~~*Ensure that*~~ *Foster a*~~*ny*~~ *future church expansion or redevelopment of the site that is*
~~*compatible*~~ *integrated well with the surrounding residential community.*

Page 27 5. Natual Environment ADD "and must be protected from development". Too many developers are clear cutting our trees and vegetation.
The significant stands of native trees and native vegetation on hillsides, along stream banks and in wetland areas in Rose Hill provide opportunities for wildlife corridors~~*, and*~~ *will help meet the City's urban forest goal to provide an overall 40% tree canopy coverage,* and must be protected from development.

Page 34 Policy RH 57: Protect notable trees and groves of trees. SUGGESTED WORDING CHANGE BELOW because tree preservation is a huge neighborhood priority and neighborhood efforts to get a Tree Ambassador Program started keeps running into roadblocks:

While a municipal heritage or notable tree program is not currently in place, the neighborhood supports voluntary efforts to encourage preservation of heritage trees and significant groves. Heritage trees are set apart from other trees by specific criteria such as outstanding age, size, and unique species, being one of a kind or very rare, an association with or contribution to a historical structure or district, or association with a noted person or historical event.
Add:
All efforts should be made to protect and retain significant heritage and landmark trees as well as groves of trees. In order to maintain Rose Hill's rapidly decreasing tree canopy, the tree ordinance should be strictly enforced, with increased fines for illegal tree falling. A developer with multiple infractions at one or several sites should be barred from doing business in Kirkland and construction stopped. To help prevent illegal tree cutting, Kirkland Code Enforcement should have someone on call or have an answering service that is available 24/7. Most illegal tree cutting activity happens on the weekend or in the evening when calls are not answered. When replacement trees are planted on a development, the city should follow up to see that the trees actually remain alive and have them replace if they don't.

Page 36 Policy RH 65: ADD WORDING: "providing they do not create spillover traffic on smaller residential streets."
Minimize multiple driveways on NE 70th Street, NE 85th Street, 124th Avenue NE, and 132nd Avenue NE when properties redevelop and encourage properties along these streets to consolidate their existing driveways and provide reciprocal shared vehicular access easements, providing they do not create spillover traffic onto smaller residential streets.

Page 36 Policy RH 66: ADD: " including synchronized signals at exits from I-405 when the freeway traffic backs up and the jump-off bypass traffic is most severe."
Place neighborhood traffic control devices at appropriate locations, to discourage bypass traffic through the residential neighborhoods north and south of the NE 85th Street corridor, including synchronized signals at exits from I-405 when the freeway traffic backs up and the jump-off bypass traffic is most severe.

Page 40 Policy RH 67: CORRECTION: "Park and Ride" to "Park and PLAY"
116th Avenue NE: • Install a sidewalk along the east side of 116th Avenue NE connecting the Houghton Park and ~~Ride~~ Play with the Lake Washington high school to increase safety.

Page 41 Policy RH 72: CHANGE "active" to "multimodal". Active does not denote all the motorized e-bikes, e-motorcycles and motorized scooters being ridden by kids going to school. They do not pedal and there is nothing "active" in their mode of transportation.
Encourage the use of ~~nonmotorized~~ active MULTIMODAL *transportation by providing appropriate facilities and infrastructure for ~~pedestrians and bicyclists~~ walking, biking and rolling throughout the Rose Hill Neighborhood either when private development occurs or in some instances with public funding:*

Thank you.

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, August 6, 2024 5:13 PM
To: Scott Guter
Subject: Update for Service Request #36777 (Contact City Council) -

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

Service request ID 36777 has been re-routed to a new user or group.

Re-Route Details	
Date/Time	8/6/2024 5:13 PM
User	Allison Zike
Routed to	Scott Guter
Comments	Service Request rerouted to SGuter

Service Request Details	
ID	36777
Date/Time	7/24/2024 8:16 AM
Type	Contact City Council
Address	11617 NE 111th St, Kirkland
Comments	SEE ATTACHED PDF FOR FULL TEXT Dear Members of Kirkland City Council: I am writing to express my concerns about the ParMac CAR, which is in phase two of review by the planning committee and is up for public hearing at this week's planning meeting. I am sending you the concerns that I have expressed through public comment at recent planning committee meetings. We live on NE 111th Street, directly adjacent to the ParMac Business Park. We first found out

about the potential project when the city's planning review signs went up in early May. After communicating with the owner of the staging company located one of the ParMac warehouses behind our house, it seems that the current tenants of the ParMac business park have not been notified of this potential development, which would displace them. In the case of the staging company Decorus, it is a woman-owned/immigrant-owned business.

We are adamantly opposed to the development of the ParMac site into mixed use towers so close to our home. There is no precedent that I can find on the Eastside for this type of development in such close proximity to single family homes. Most mixed use projects in our area are around 7 stories - the proposed height of the tiered towers in the Parmac Project is up to 185 ft (18 stories) and is completely unprecedented - the new Swyft project in Totem Lake building will be 160 ft in a commercial mixed use area. Based on the meeting agenda, it looks like the planning committee will recommend creating a new Housing Incentive Area (HIA) that includes the ParMac site so that the ParMac CAR can proceed "in a timely manner" with rezoning in 2025. If this is approved, how soon, at the earliest, could we expect construction on the ParMac site to begin?

We just went through 2+ years of construction on the Pine apartment building on Forbes Creek Dr/116th Ave. As you can see in the attached photos, we now look out of our back windows onto 6 stories of windows and balconies and can see the people who have moved in pretty clearly. The proposed project would put a 4 story building 60 feet behind from our house - that is much too close. We have gotten estimates to put in tall privacy trees and it will cost around $10,000 to plant tall trees with the potential to provide us with additional privacy and hopefully protect our home value. From the site plan it is unclear whether the existing trees on the Parmac site next to our house would be cut down - we hope that they would not be and, if they are, that they would be replaced with landscaping or a barrier that would protect our privacy. During construction of the Pine, our house noticeably shook as they dug down to build the parking garage. This resulted in additional settling of our house that we recently repaired. The scope and

proximity of the proposed project would likely cause further damage to our home with settlement issues - who would be responsible for this damage? The construction also blocked our street so often that waste management stopped picking up our trash on our street and we now have to take our bins to the main road. The disturbance to local neighbors can be expected to be much worse for a project with 1200 units compared to the 140 units at the Pine.

Apart from our personal concerns about the project literally being right behind our backyard - the roads and infrastructure in our area cannot support a mass influx of people into the proposed area. It isn't just the 1200 units being considered on the ParMac site, but over 4000 more in the other current commercial areas around the CKC.

Will the single family homes in our neighborhood - not just those adjacent to ParMac - be properly considered in determining whether to proceed with the proposed development?

We recently listed our home for sale in an attempt to relocate back to the East Coast. Due to the view of the apartments from the backyard, our home received zero offers due to the view of the apartments despite most buyers

View in QAlert

From:
Sent: Saturday, July 13, 2024 5:10 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>
Cc:
Subject: Public Hearing on Land Use Element of 2044 Comprehensive Plan

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

Dear Ms. Zike and Planning Commissioners,

First, I want to thank you for hearing the community's concerns about notice, transparency, and opportunity to be heard regarding the Land Use element of the 2044 Comprehensive Plan and reopening spoken comment and continuing the public hearing on that element to August 22, 2024.

At this past meeting, Ms. Zike advised that you are required to provide 2 weeks' notice for the public hearing and that the notice would be communicated in the standard manner - on the City's website, via email to those subscribed for Planning updates, and through the City's social media accounts. There is *broad community agreement that there has been insufficient notice* not just about when public hearings would be had on the various elements of the 2044 Comprehensive Plan and when comments would be accepted either in writing or by spoken testimony, but also with respect to what changes are being proposed and what neighborhoods and properties would be affected by the changes. As such, I propose that providing only the minimum required notice will continue to be insufficient. You should ***provide 4 weeks' notice***, ***including via direct USPS mailing to all residents and businesses*** that are within the proposed transit corridors and/or are otherwise potentially impacted by the proposals included in the Land Use element of the 2044 Comprehensive Plan. In addition to the date, time, and location of the public hearing, notices should include an explanation of 1) the planned transit corridors (their locations, boundaries, etc.) and 2) the proposed density and intensity changes for the corridors with information about where and how to access the full Land Use element, and how and when to submit written and oral comments.

Since the Land Use element only talks about providing for increased density/intensity along frequent transit corridors without specifying the level of density or intensity being considered by City staff, the PC, and City Council, it is important that the notice provided to Kirkland residents tells them staff, PC, and City Council are contemplating that the changes would allow for 50, 100, and up to 200 housing units per acre within the designated transit corridors (see for example the discussion beginning at approximately 2 hours 25 minutes in the recording of the 6/27/2024 PC meeting https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Planning-Commission/Planning-Commission-Video-Recordings). I understand that the actual decisions about densities, intensities, and height limits along the transit corridors will be addressed in the zoning amendments that flow from the updates to the Comprehensive Plan, and failing to notify residents that this is what is being contemplated would not be consistent with full transparency and disclosure to allow appropriate public comment.

Additionally, the full packet for the 8/22 meeting and public hearing should be made available ***at least 2 weeks prior*** to the meeting so that the public has sufficient time to read through the entire packet and be prepared to offer meaningful written and/or spoken comment on it

before/during the hearing.

Thank you for your time and consideration.

Sincerely,

From:
To: City Council; Kelli Curtis; Jay Arnold; Neal Black; Amy Falcone; Jon Pascal; Penny Sweet; John Tymczyszyn
Subject: Concerns RE: ParMac CAR Public Hearing
Date: Tuesday, July 23, 2024 10:37:04 PM
Attachments: Car Site Plan.png

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

Dear Members of Kirkland City Council:

I am writing to express my concerns about the ParMac CAR, which is in phase two of review by the planning committee and is up for public hearing at this week's planning meeting.

I am sending you the concerns that I have expressed through public comment at recent planning committee meetings.

We live on NE 111th Street, directly adjacent to the ParMac Business Park. We first found out about the potential project when the city's planning review signs went up in early May. After communicating with the owner of the staging company located one of the ParMac warehouses behind our house, it seems that the current tenants of the ParMac business park have not been notified of this potential development, which would displace them. In the case of the staging company Decorus, it is a woman-owned/immigrant-owned business.

We are adamantly opposed to the development of the ParMac site into mixed use towers so close to our home. There is no precedent that I can find on the Eastside for this type of development in such close proximity to single family homes. Most mixed use projects in our area are around 7 stories - the proposed height of the tiered towers in the Parmac Project is up to 185 ft (18 stories) and is completely unprecedented - the new Swyft project in Totem Lake building will be 160 ft in a commercial mixed use area. Based on the meeting agenda, it looks like the planning committee will recommend creating a new Housing Incentive Area (HIA) that includes the ParMac site so that the ParMac CAR can proceed "in a timely manner" with rezoning in 2025. If this is approved, how soon, at the earliest, could we expect construction on the ParMac site to begin?

We just went through 2+ years of construction on the Pine apartment building on Forbes Creek Dr/116th Ave. As you can see in the attached photos, we now look out of our back windows onto 6 stories of windows and balconies and can see the people who have moved in pretty clearly. The proposed project would put a 4 story building 60 feet behind from our house - that is much too close. We have gotten estimates to put in tall privacy trees and it will cost around $10,000 to plant tall trees with the potential to provide us with additional privacy and hopefully protect our home value. From the site plan it is unclear whether the existing trees on the Parmac site next to our house would be cut down - we hope that they would not be and, if they are, that they would be replaced with landscaping or a barrier that would protect our privacy. During construction of the Pine, our house noticeably shook as they dug down to build the parking garage. This resulted in additional settling of our house that we recently repaired. The scope and proximity of the proposed project would likely cause further damage to our home with settlement issues - who would be responsible for this damage? The construction also blocked our street so often that waste management stopped picking up our trash on our street and we now have to take our bins to the main road. The disturbance to local

neighbors can be expected to be much worse for a project with 1200 units compared to the 140 units at the Pine.

Apart from our personal concerns about the project literally being right behind our backyard - the roads and infrastructure in our area cannot support a mass influx of people into the proposed area. It isn't just the 1200 units being considered on the ParMac site, but over 4000 more in the other current commercial areas around the CKC.

Will the single family homes in our neighborhood - not just those adjacent to ParMac - be properly considered in determining whether to proceed with the proposed development?

We recently listed our home for sale in an attempt to relocate back to the East Coast. Due to the view of the apartments from the backyard, our home received zero offers due to the view of the apartments despite most buyers loving the actual house. No one was willing to make an offer because of the apartments behind us. As far as I know, our street is the first in Kirkland to have apartments of this scale in a direct line of view, but this is what is now being proposed throughout all of Kirkland with changes to the comprehensive plan. Based on our experience trying to sell, this will negatively impact the value of homes that look out on these kinds of housing developments.

Kirkland is already to projected to meet and exceed its housing growth targets. Allow other cities to pick up some of the growth rather than putting density directly next to single family homes and further straining our already maxed out infrastructure. Think about Kirkland's current taxpayers - your employers - rather than prioritizing theoretical future residents.

Thank you!

THE PROJECT | CAR SITE PLAN






DECORUS

From:
Sent: Wednesday, July 24, 2024 12:28 PM
To: Planning Commissioners
Cc: Adam Weinstein; 2044 Comprehensive Plan; City Council
Subject: Transit Corridor proposal - too aggressive

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

Planning Commissioners,

I am a lifelong Washington State resident and have lived in Spokane, Seattle, Bellevue, Issaquah, Sammamish and now Kirkland. I have witnessed the growth and expect to see more. I remember when people move to the Plateau for affordable housing and Sammamish did not exist. Now people go elsewhere to find something affordable. Last year, my husband and I moved to Kirkland to enjoy the walkable areas and enjoy the beautiful views of Lake Washington, Seattle, and the Olympic mountains. We do not have a view from our townhouse but can easily walk to an area that does.

I am opposed to the aggressive plans for the new transit corridors. I understand a growth plan is required by the State, but what the Planning Commission is proposing misses the mark. Allowing high density in too many neighborhoods without the infrastructure of road capacity and mass transit will create more gridlock and frustration. Allowing 50-200 units per acre will take away the trees, day light and views from the current residents of Kirkland.

Be respectful of the existing neighborhoods and create density targets that does not detract from them. Keep high density close to I-405 where there are more bus options.

Market Street is already a highway and difficult to turn left onto or walk across even while holding a crossing flag (thank you for these!). Adding increased density to any of the roads far from I-405 will create additional safety hazards.

We are expecting older homes in our area to be redeveloped but with existing height limits. We would lose our view of the sky if heights were increased both along Market and ¼ mile into the neighborhood and decrease our property value.

Respectfully,
Kris Broenneke

FHNA requested change to Finn Hill Plan, Sec 3 Historical Context

James Kumin <james@finnhill.org>

Wed 7/24/2024 3:55 PM

To:LeAndra Baker-Lewis <Llewis@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>
Cc:Scott Morris <scott@finnhill.org>;Kali Oswald <kali@finnhill.org>

3 attachments (5 MB)

Granddaughter of Reinikainen family -- DorisSnow - FinnFest UW 1999.pdf; Attachment A and B - Finn Hill Historical Context - for Comp Plan 2044 Update.docx; USGS Land Classification Sheet March 1900 - UW maps_533_extralarge.jpg;

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

Thanks to each of you for your work on behalf of the City.

As we (Finn Hill Neighborhood Alliance) reviewed the proposed changes to the Finn Hill Neighborhood Plan, I noticed a number of factual inaccuracies in Section 3, the “Historical Context” section (*on p.326 of the July 25 packet; for some of its errors, see 'Appendix B', below and attached*). We ask the Planning Commission to substitute the language found in 'Appendix A' (*below and attached*) in place of the current 'Section 3: Historical Context', within the Finn Hill Neighborhood Plan.

Since moving to Kirkland in 2012, I have taken care to get to know this place both as it is now and also its history. Over the years I’ve read oral histories of early Finn Hill residents, followed up with memories of current residents, made use of Historical Kirkland resources, consulted maps, and have even browsed old aerial photos.

Respectfully, Finn Hill Neighborhood Alliance requests that contents of the attached Amendment A be substituted for the current Section 3 of the Finn Hill Neighborhood plan.

Thanks in advance,
James Kumin
Board Member, FHNA

Attachments (both below and via Word doc)

Attachment A: Preferred Text

3. Historical Context

See the Kirkland Historic Narrative included in Appendix # for a discussion of citywide historic context, inclusive of all previous inhabitants of the area (pre-and post-white/European settlement) especially along the culturally rich Lake Washington shoreline.

In the 1870’s through 1890’s, the old-growth cedar and Douglas fir on Finn Hill was almost entirely logged off. Drawn by the newly inexpensive land, the first permanent European residents on central and south Finn Hill were nearly all immigrants from Finland. The Reinikainen family was first to arrive, having sailed from Helsinki in December 1903, they arrived in Ballard in early 1905, and then in 1906 bought 10 acres of logged-off land on Finn Hill and began the hard work of clearing stumps and beginning to farm. Other Finns and Estonians soon joined them, including the Wierlo, Mielonen, Peltonen, Lindquist, Jarvi, Salmonson, Haapa, and other families. By all accounts it was a tight-knit community; people knew each other well and looked out for each other.

Farms on Finn Hill produced fruits, vegetables, turkeys, chicken, and eggs, and “everyone had a cow or two,” according to memory. The children headed down the hill each day to Juanita Elementary School. The community counted at least 29 saunas – the one from the Wierlo home can be found at the Nordic Heritage Museum in Seattle. Naukkari’s gas station and grocery was established soon after World War 1 on the northeast corner of 122nd Place and Juanita Drive (still a gas station today). From 1919 until

the second one burned down in 1958, the community maintained a 'Finn Hall' for dances, plays, sports, and many other social get-togethers, which drew Finns from all over King County.

But by the mid-1950's the small farms were beginning to be subdivided, fueling a rapid expansion in housing on and around Finn Hill. New elementary schools were built (Arrowhead and Moorlands in what is now Kenmore; Sandburg and Thoreau in what is now Kirkland) and were quickly filled. In 1960 the Inglewood Presbyterian Church moved from meeting at Arrowhead Elementary (in Kenmore's Inglewood neighborhood) to its new building on 141st Street, and for the first time the Inglewood name sometimes would appear in the top area of Finn Hill. Rapid population growth continued into the 1960's.

Still, horses were still a common sight on the roads, and trails through the woods were part of everyday life. Photos from the 1960's show the forested areas become steadily more mature, with many faster-growing cottonwood, alder, and maple, but also now including plenty of maturing second-growth maple, Douglas fir and some redcedar.

In the midst of this growth, residents deeply valued their access to the woodlands and open spaces. Community advocacy led King County to include $249,000 in the 1968 "Forward Thrust" bond initiative to create the 220-acre Big Finn Hill Park. Similarly, in 2001 when a County budget crisis threatened to close Denny Park, Finn Hill residents launched a political campaign and voted to tax themselves to preserve it. A local vote formed the Finn Hill Park and Recreation District, which managed O.O. Denny for the city of Seattle and preserved the park for all future generations. When Finn Hill was annexed by the City of Kirkland in 2011, Kirkland also took over management of O.O. Denny Park. Again in 2014 Finn Hill residents successfully preserved the 40-acre Juanita Woodlands Park, both through organized advocacy and raising more than $500,000 in donations from the local community.

Appendix B

Some inaccuracies in the present Section 3, with documentation referenced:

- The first Finnish family settled Finn Hill in 1906, not 1896. (*See oral history, attached.*)
- The Finns did not clear the trees "as elsewhere in Kirkland". Rather, as evidenced by maps in the UW collection, the area was thoroughly logged during the 1870s through 1890's. The Finnish immigrants, being relatively poor, chose Finn Hill precisely because it was cheap, already-logged land. (*See USGS Land Classification Sheet, March 1900, attached.*)
- There was not a time with three Finn Halls. The first one burned down in the early 1920's, replaced in 1923 by a second (which itself burned in 1958). There are passing references to a third social hall on Lake Washington (closer to Juanita Beach), and others recall Finns sometimes coming to events there, but the oral histories of the Finnish community make no mention of it. Hence, really, there was only one "Finn Hall" at a time. (*See attached oral history.*)
- The Finnish "bathhouses" really should, more properly, be referred to as "saunas".
- While the Woodin Logging company may have had a tramway up the eastern slope of Finn Hill, we have found no record of that outside of this Section 3. Until that fact can be verified, we would ask that it be left off official documents like the comprehensive plan.
- The Inglewood neighborhood platted by L.A. Wold in 1888 was the Inglewood area near Lake Sammamish, not the area of present-day Kenmore, and certainly not the top area of Finn Hill. There is no record of anything at the top of Finn Hill until 1960 when Inglewood Presbyterian Church, taking its name from its first neighborhood at Arrowhead Elementary School, moved to 141st Street at the top of the Hill. Only after that point do other businesses and organizations begin to refer to the present-day Kirkland portions of Finn Hill as "Inglewood". (See https://www.historylink.org/File/8091).
- The growth of Finn Hill accelerated immediately after World War 2, well before the opening of the Evergreen Point Bridge. The bridge played a role, but the wording is misleading.

In addition to the various factual errors, the present Section 3 is very chronologically choppy, jumping from the Finns in 1906, back to logging, further backwards to 1888, forward to the 1970's, then back to OO Denny in the 1890's, then forward again to 1962, before jumping yet again to 2011.

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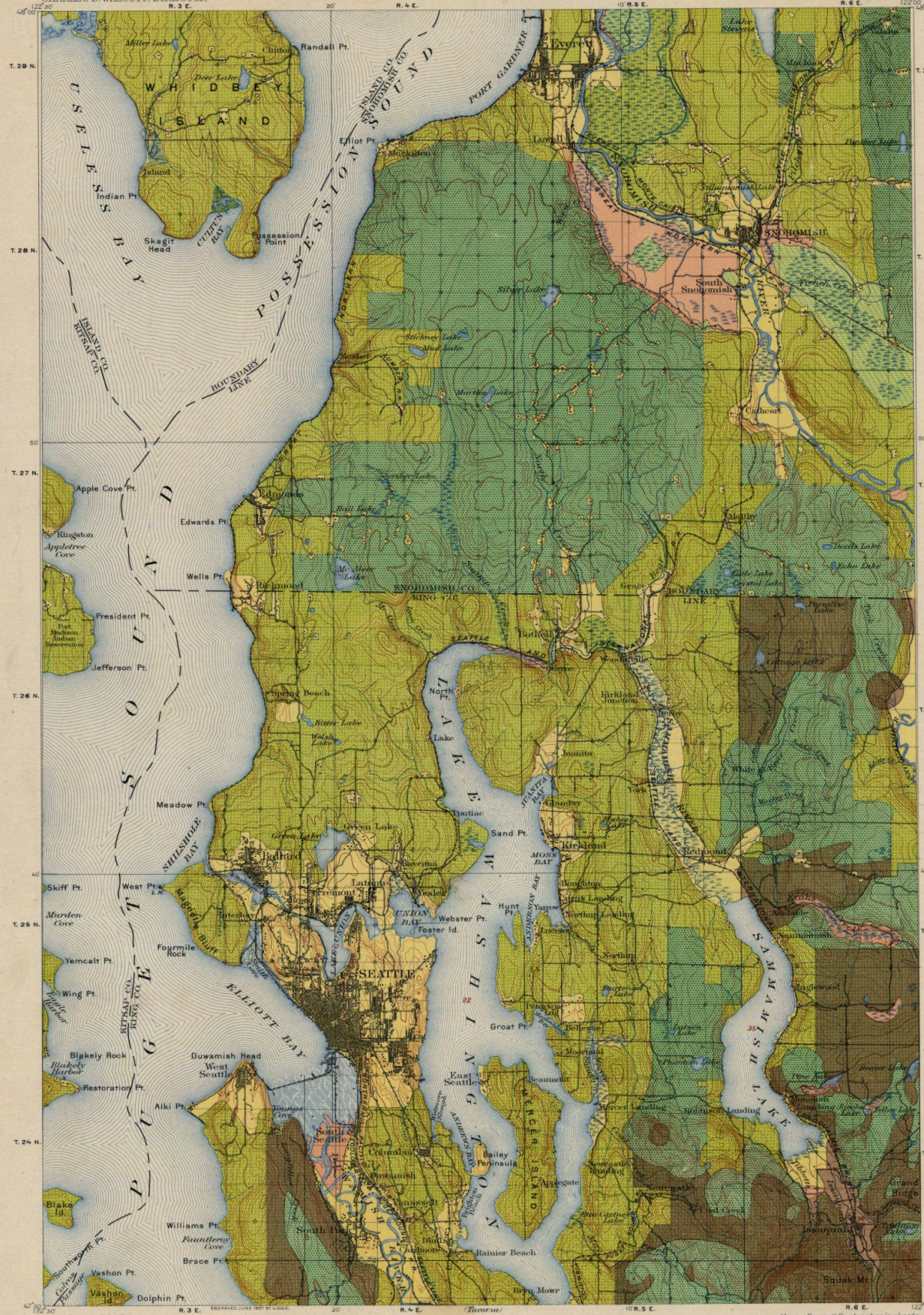
3 9352 05441048 5

U.S. GEOLOGICAL SURVEY
CHARLES D. WALCOTT, DIRECTOR

LAND CLASSIFICATION SHEET

WASHINGTON
SEATTLE QUADRANGLE



LEGEND

TIMBERLESS AREAS

- Naturally timberless
- Cut areas not restocking
- Burnt areas not restocking

FOREST AREAS

- Virgin timber (not merchantable)
- Merchantable forests
- Cut areas restocking
- Burnt areas restocking

MAP COLLECTION
SUZZALLO LIBRARY FM-25
UNIVERSITY OF WASHINGTON

HISTORIC
NON-CIRCULATING

Henry Gannett, Chief Topographer.
R.U.Goode, Geographer in charge.
Control by W.T.Griswold and R.H.Mc.Kee.
Topography by G.E.Hyde and R.H.Mc.Kee.
Surveyed in 1893-94-95.

ENGRAVED JUNE 1897 BY U.S.G.S.

Hyde
Mc Kee

Scale 125000

3 0 1 2 3 4 5 Miles

1 0 1 2 3 4 5 Kilometers

Contour interval 50 feet.
Datum is mean sea level.
Edition of Mar. 1900.

Henry Gannett, Geographer in charge.
Land classification by J.W.Rankine and G.H.Plummer.
Surveyed in 1897.

Seattle
Snohomish

PRESENTED AT FINNFEST, USA U of W 1999

Tervetuloa - Welcome

I'm Doris Snow and I live on Finn Hill on my parents' former property which is located about 17 miles NE of Seattle near Kirkland.

I'd like to give you a little background regarding how my parents came to Finn Hill from Finland.

My paternal grandparents, Ben and Hilma Reinikainen left Helsinki for America by ship on 12/17/03 with their 4 small boys ranging in age from 4 years to 7 months. They lived in the Ballard area of Seattle for 3 years where my grandfather worked in a sawmill. When land became available for purchase on a hill overlooking Lake Washington, they bought 10 acres for $300. Although they weren't the first family to buy land, they were the first family to build on what is now called Finn Hill.

My maternal grandparents, Matti and Tilda Syrja, came from Jokisalo near Vaasa. My mother, Aune, was 4 when she and her mother left Finland in 1909 to join my grandfather, who had left Finland earlier for the gold fields of Telluride, Colorado. From Telluride they moved to Vancouver, B.C. and then lived in Sointula, B.C. until my grandfather passed away at the age of 32 from complications of pneumonia. My grandmother and three of her children moved to Finn Hill where my grandmother was a caretaker for a 5-acre farm. My mother came to this area a short time later.

My paternal grandparents' original home consisted of two rooms with two rooms above. Even with that limited space, they had a boarder or two and eventually, they had 3 more children for a total of 7 children. This house burned around 1929 and it was replaced by a larger one. They farmed this land and raised chickens the rest of their lives.

The first FinnHall on the hill was built near the Reinikainen property before 1919. Then in 1923, a larger hall was built several blocks away by some of the local Finnish carpenters. (It burned in 1958)

One of the first events held at this hall was the wedding reception for Tom and Anne Raine in July, 1923, They were my father and mother. Their last name had been changed from Reinikainen to Raine.

The Finn Hall was the center of entertainment on the hill. Besides dances, plays and get-togethers, they had a Finn Hill Athletic Club comprized of many of the young men on the hill. They performed not only at the hall but in Seattle too.

The big dance of the year was what we called the "strawberry dance". Everyone brought their biggest berries and you could have a giant strawberry shortcake with plenty of whipped cream.

One of the older Finns, Bill Kangas, took on the job of teaching us kids to dance. We'd have to meet in the corner of the hall by the big wood furnace. Then before you knew it, we'd be out on the floor dancing too.

It was really fun when they had the broom dance. You didn't want to be stuck holding the broom so you would switch partners in a hurry whenever someone slammed down the broom.

My mother had a good singing voice and she would sing for weddings and sometimes funerals. During WW II, she sang with the accordion band my sister and I were in, at Victory Square in Seattle to help sell War Bonds.

There were approximately 50 Finnish households located on the main section of the hill, a few Estonians and only one family who was what we called "the English people".

The Finns had 5 and 10 acres of land. They raised turkeys, chickens, sold eggs and strawberries, blackcaps, grapes and had fruit trees. Everyone had a cow or two.

They would take their produce, eggs and whatever to Seattle via the ferry and in later years, when the roads were more accessible, people would come to the farms from Seattle.

Most of the men were loggers, miners and carpenters and several had large chicken farms. We had Naukkari's gas station and grocery and his daughter, Tauna, was our local author of a book entitled "On the Shores of Lake Ladoga".

When Paavo Nurmi. "The Flying Finn" was winning races for Finland, it spurred the local young men on the hill to begin cross country running.

My dad, Tom, won several medals including the 10-mile marathon, where he took first place running a course on the streets of Seattle.

In 1928, my Aunt Alyce was the Washington State Women's Archery Champion. She took lessons from an Indian Chief named Shelton.

The WPA had a class once a week at the hall to help teach English and many of the Finns took advantage of that.

When my parents bought their property in 1924, they bought 5 acres for $500. My grandparents thought that was a terrible investment because a good part of the land was a steep slope and certainly couldn't be ~~used~~ used for farming. My mother was a stubborn Finn, however, and she said she wants that property. Well, you should see the view that they had! From their house, they had a commanding view of Mt. Rainier, the Cascades and Lake Washington and now, fortunately, my husband and I can enoy it too.

(5)

It was lots of hard work but my dad borrowed his parents horses to build a road 1/2 mile to their property. Most of the first growth timber had been cut but there were plenty of big stumps and my dad would have to dig around the roots and try to burn them out. If you could afford it, a stick of dynamite would loosen things up.

My mother could handle her end of a 6ft crosscut saw. I remember trying to help her cut a log when I was around 13. I had a terrible time "getting the rhythm" as she called it.

In order to get electricity to our property, they had to buy 2 electric meters and an electric range. My mother thought the range was a big waste of money as she had her trusty wood stove. We even used to turn off our refrigerator in the winter because we had a cooler.

My mother used to raise turkeys and flowers - especially lilacs. My dad would transport them to the wholesale florist in Seattle. At one time, she had over 100 lilac bushes. She always said, "At least the flowers pay for the property taxes".

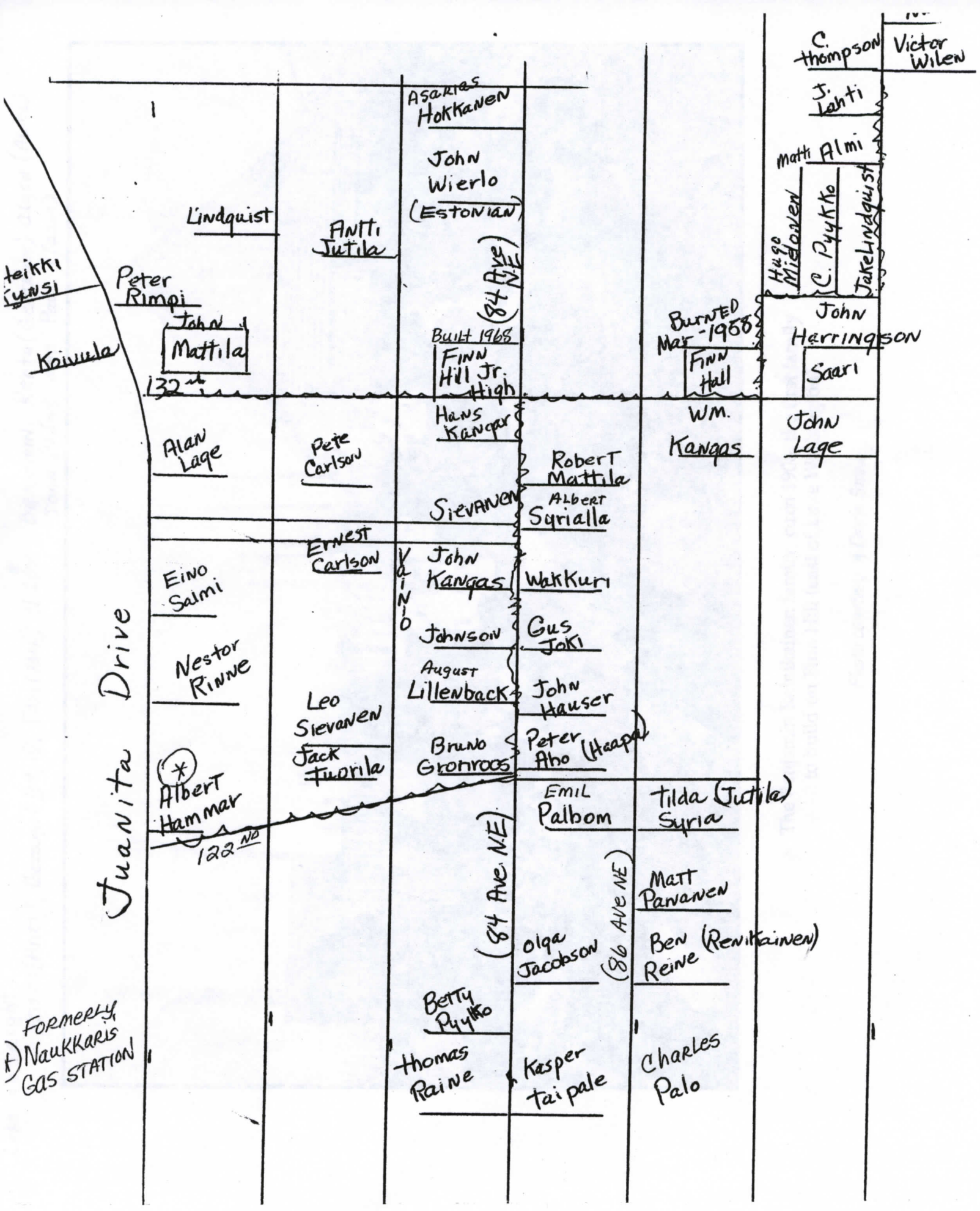
In the early years, my dad worked at the logging camps near Buckley and then he became a landscape gardener until he went to work at the shipyards.

Thinking back, I didn't even realize at the time what a unique place I had in which to grow up. We always had chores to do but in the summer, my mother would take us swimming at Denny Park. We saw lots of Finns there.

Everyone knew each other, worked hard but had many good times too. They would help each other anyway that they could. Now, there are only 4 Finnish decendents left on the hill and many different nationalities. What a change!

Before I close, I must tell you about a true story which my dad used to enjoy telling. This really portrays Finnish sisu! There was a boarder staying at my grandparents' place named Hakeliini. One evening at a dance in Seattle, my dad noticed Hakeliini standing next to the big pot-bellied furnace at the hall and he was soaken wet, shaking water off himself and he had his suit on. My dad asked him, "What happened?" "Well, he said, I missed the ferry to Seattle so I had to swim across the lake". Now, it used to take the ferry about 20 minutes to cross from Kirkland to Seattle so that was one tough Finn!

Thank you for letting me tell a little about the life on Finn Hill. If I can answer any questions, I'd be glad to do so.



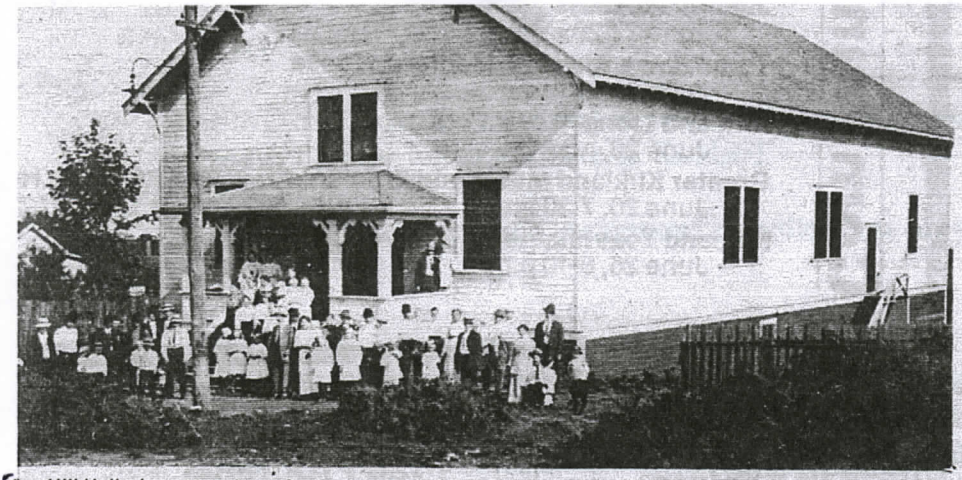
COMPILED BY Dorothy & Chet WILEN
(MAIN PART OF FINN HILL)

LEFT TO RIGHT:
OTTO(AHTI), GEORGE(YRJO), TOM(TOIVI) HILMA, BENJAMIN, KERTU(GERTRUDE) ALYSA(ALICE)
JOHN(UUNO) AND PAUL(PAAVO)



The Benjamin Reinikainen family, circa 1908, the first family to build on Finn Hill (east of Lake Washington).

Photo courtesy of Doris Snow



Finn Hill Hall where strawberry festivals were held every summer. Photo Courtesy of Ruth Matilla

Finn Hill Aptly Named for Early Settlers

by Allana Peveler

When I first moved to the Juanita area, I wandered for three hours one night on streets that seemed to be going around in circles while trying to find my way home. Totally unfamiliar with the Locale, I didn't realize then that I was on Finn Hill, long known to area residents as the heart of the Finnish community that settled Juanita the early part of this century.

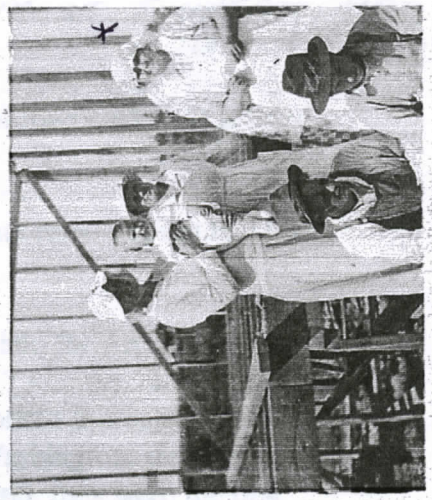
Now Finn Hill is a maze of housing developments, but in 1915 it was an area of farms. One of the Finnish families that came down from Vancouver Island to populate this area was the Matillas. Mrs. Ruth Matilla, wife of the recently deceased Elmer Matilla, tells stories of the active community life on Finn Hill during those years.

"Finns from all over King County would congregate at the Finn Hall up there for a strawberry festival every summer. There was even a band at the hall, and Elmer's father played the coronet. It was quite a lively time."

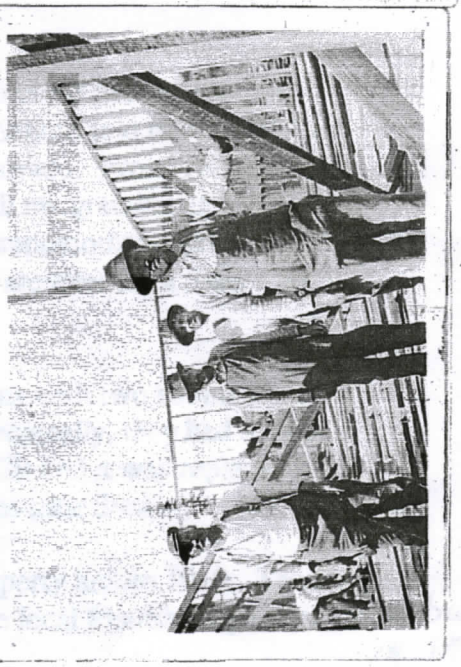
Elmer Matilla, whose nickname was "Cotton" due to his pale, blond, naturally wavy hair, worked as a young man in logging camps around the state, but eventually returned to Finn Hill to help his father raise chickens. Mrs. Matilla fondly remembers the many stories he had of those days.

"There was still a ferry then from Kirkland across the lake to Madison Park, where the rich folks lived. Elmer and his father would load up the wagon with fresh eggs, vegetables, cream and butter, ride the ferry to Madison Park, and peddle door-to-door in the rich folks' neighborhood."

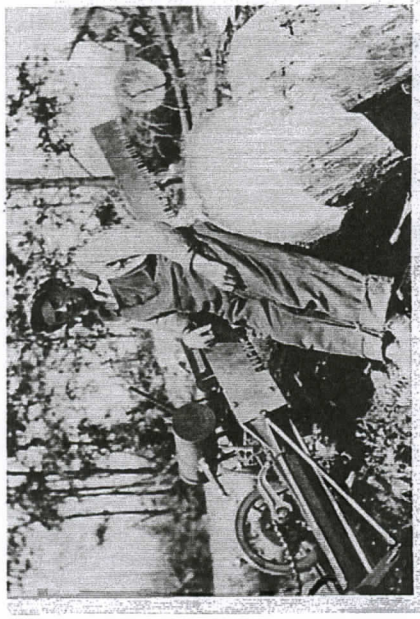
Elmer later had a house built for his folks from the proceeds of the successful chicken farm, a house that still stands on Finn Hill, but don't ask me to tell you where. I'd probably have us both lost.



Building the Finn Hall, 1
Juanita - Kirkland
* Hilma Renkainen



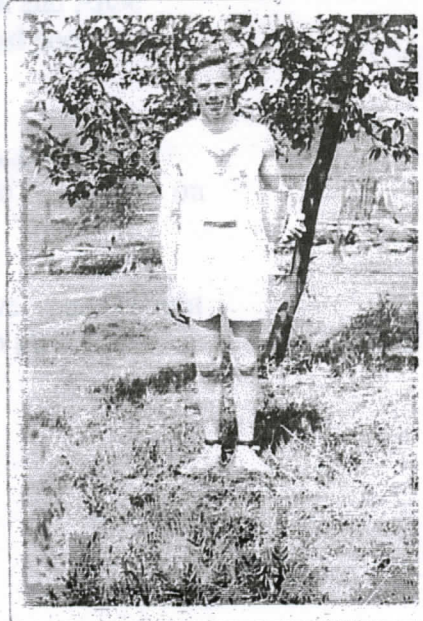
Building the Finn Hall, 1923
Juanita - Kirkland



Tom Raine and his drag saw
Finn Hill, Juanita - Kirkland



The Tom Raine property, 1924
on 8327 N.E. 117th St.



Isä, Tom Raine, winner
10 mile marathon. Seattle
* Isä is Father in Finnish

Memo to: City of Kirkland Planning Commission

Memo from:

Date: July 24, 2024

CC: LeAndra Baker-Lewis, Senior Planner, llewis@kirkland.wa.gov

Allison Zike, Deputy Planning and Building Director, azike@kirkland.wa.gov

TRANSMITTED VIA EMAIL

I am a resident of Kingsgate and have lived and worked in the eastside for 20 years. I am submitting the following comments for Planning Commission and City Council consideration for the 2044 Comprehensive Plan Update:

1. Consistent with the draft Comprehensive Plan Vision statement "Neighborhoods have diverse housing to accommodate residents in every stage of life.", each neighborhood should accommodate its proportionate share of affordable housing units. Currently, new affordable housing developments are concentrated in the Totem Lake neighborhood. We should be careful not to inadvertently create an economic caste system based on one's zip code.
2. Reconsider Policy TL-21.2 that states "Encourage private development to help build the overall character community design elements of the Totem Lake Business District." I don't have a historical context of why the Planning Commission and City staff has singled out the Totem Lake Business District for private development-driven planning for growth. You cannot leave the design character of a neighborhood, much less a commercial district that will receive the largest and greatest density of new development to the private sector. While the Totem Lake Business District does not have the same established neighborhoods as Houghton or Bridle Trails, it will eventually be home to active, diverse, inclusive and civic-minded residents just like in our more established residential neighborhoods. We can all agree the Village of Totem Lake shopping center has been a resounding success in terms of economic revitalization and urban design. However, this developer is more of the exception than the rule in terms of the commitment to creating a high quality mixed use project with a richly enhanced public realm. The resulting public realm design was in fact due to the input and guidance of the City of Kirkland Design Review Board and City staff. If you leave it to private development to determine the character of the Totem Lake Business District, you will get a downtown Redmond or an Overlake/Bel-Red urban character. The City of Bellevue recently conducted a retail study and one of the public sentiment from the survey was that shoppers and retailers looked to the Village of Totem Lake as the type of shopping center they want in their city. No one identified downtown Redmond or the Overlake/Bel-Red subarea as an exemplary commercial district. If you sincerely want a sustainable city that celebrates and preserves the unique character of Kirkland, you cannot leave it to the private sector to dictate the scale and design of buildings, land use mix, public amenities, pedestrian-friendly design of the public realm and infrastructure improvements.
3. 85th Street Station Area Plan – I support the proposed policies for the 85th Street Station Area. I particularly like the concept of subareas, which encourage and concentrate certain types of land uses based on the physical and historical context of the subarea. I agree with the need to break

up the superblocks along the NE 8th Street Corridor to create more pedestrian-friendly mixed use and transit-oriented development. I also agree with the use of form-based code to allow for a variety of land uses without compromising the quality of the built environment. The following are additional items I hope you will consider:

a. Consider pedestrian-bike connections to further break up large blocks. There may be limitations to requiring a road through a superblock but it should not preclude redevelopment of the site into a walkable and pedestrian-friendly community asset.
b. Add a composite multimodal transportation network and active uses map that illustrates what the Station Area will look like if policies related to a finer grained street network is to be implemented. Identify priority areas for active uses to better guide development. Not all streets can support active uses but we can encourage and require them where the development density are highest and where they are viable locations for businesses. Where it does not make sense to locate active uses, consider requiring live-work units and residential units with stoops and front doors along the street.
c. In the Maker District, allow live-work spaces.
d. If any of the grocery store or anchor business sites are to be redeveloped, ensure that the grocery store use can be accommodated in the new development through a combination of incentives, flexibilities and zoning requirements.
e. Rose Hill Gateway District – it is not clear what the intended character of this gateway district is. We have an opportunity to define the character of the corridor through the design of buildings, not just the landscaping and hardscape at the ground plane. Further study of the urban design for this Gateway District should be conducted.
f. Create a hierarchy of public realm designs based on the type of street or transportation facility. For example, along NE 85th Street, a major arterial, require wider sidewalks with generous landscape and street trees to buffer pedestrians from the high volume and higher speed automobile traffic. Where the existing grade of the redevelopmentt site is significantly lower than NE 85th Street, require new development to build up to the sidewalk grade for the floor of the main building entries and active uses.
g. Accommodate food trucks and kiosks near the entrance of the BRT station. Ensure that the BRT Station is surrounded by informal survellance at all times by requiring active uses on ground floors of mixed use buildings across the station entrances.
h. Any new City capital facilities such as a fire station, community center, aquatic center, etc. should be leveraged by developing affordable housing above the community spaces on site.
i. Figure 13 – provide a north arrow or street names for orientation

From
Sent: Saturday, July 20, 2024 1:11 AM
To: LeAndra Baker-Lewis <llewis@kirklandwa.gov>; Planning Commissioners <planningcommissioners@kirklandwa.gov>; City Council <citycouncil@kirklandwa.gov>
Subject: Project K2044 - The Densification of Kirkland

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

Re: K2044 Comprehensive Plan - Densification of Kirkland along Major Corridors

LeAndra Baker-Lewis
Kirkland Planning Commissioners
Kirkland City Council

We are writing to express our concerns about the enormous changes proposed on the K2044 Densification Plan for Kirkland – the densification of Kirkland's major transit corridors, +/- 1/4mile - **which includes a majority of Kirkland**. We have just recently become aware of this project from a neighbor. We realize there many downsides to it, especially for the residents affected.

We are especially disappointed learning of the Project so late as we don't regularly read the Kirkland Government websites and you have made no attempt (to my knowledge) to publicly post this information – SHAME ON YOU!. There are MANY ways you could have publicly informed us about this in time for us to respond – which you chose not to do.

We are current residents of Kirkland who will be negatively affected by your K2044 Comprehensive Plan, specifically the plan to densify the Market Street Corridor.

k2044-intro-landuse_pc-hearing_06-13-2024_presentation.pdf (kirklandwa.gov).

Our beautiful lake views will disappear, traffic and noise will increase, available parking spaces will decrease. There are physical and mental health implications of stress from reduced living space, less green space, increased traffic congestion and concentration of air pollution in densely populated areas, loss of access to public amenities (crowded public spaces), increased land and housing prices in selected areas, increased lack of privacy, increased exposure to noise as well as negative environmental impacts

arising from increased energy demand, changes to microclimates and reduced green spaces and unsealed surfaces to name a few.

Please avail yourselves of the study and research bibliography of densification provided at the end of this letter.

I hope you will reconsider this project and reject the recommendations.

Sincerely,

A Few Densification related studies

Nature and Mental Health in Urban Texas: A NatureScore-Based Study

IJERPH | Free Full-Text | Nature and Mental Health in Urban Texas: A NatureScore-Based Study (mdpi.com)

Effects of Densification on Urban Microclimate—A Case Study for the City of Vienna

Atmosphere | Free Full-Text | Effects of Densification on Urban Microclimate—A Case Study for the City of Vienna (mdpi.com)

Negative effects of densification are overlooked in urban planning

Negative effects of densification are overlooked in urban planning (chalmers.se)

Challenges and strategies for urban green-space planning in cities undergoing densification: A review

Challenges and strategies for urban green-space planning in cities undergoing densification: A review - ScienceDirect

From:
Sent: Friday, July 19, 2024 7:24 AM
To: Janice Swenson; City Council; Planning Commissioners
Subject: K2044 Draft SEIS Comments

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

I have heard about city council's plans for increased density in Kirkland along transit corridors and I just wanted to say that I am in favour of this. We need increased density to help bring property prices down and to give more people an opportunity to enjoy all that is wonderful about Kirkland.

Contrary to some naysayers, increased density will reduce traffic compared to sprawl.

I hope that the city continues to invest in or lobby for increased transit (dedicated bus lanes?) and bike lanes so that these extra people can move efficiently without depending entirely on single-occupancy vehicles.

Reducing setbacks and parking requirements is essential to improving housing affordability.

Go for it.

From:
Sent: Thursday, July 18, 2024 10:27 AM
To: 2044 Comprehensive Plan
Subject: Transportation Element Draft Feedback

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

I hope my feedback isn't too late! And thank you for taking community feedback so seriously; I think our city has a lot of potential, and I'm excited to see it realized.

Section 2.2 – Approach

- For the proposed hierarchy, maybe consider adding another category, so it looks like this:

    1. Walking
    2. Bicycling and rolling
    3. Transit
    4. Commercial Driving (deliveries, tradespeople, utilities, etc.)
    5. Personal Driving

Since some jobs/services must be done by car, I'd place that above personal transportation.

- Glad to see Kirkland committing to Vision Zero, though it'll be interesting to see how this affects the future built environment, and if the city will remain determined in the face of residents who will almost certainly complain about the necessary reductions to speed limits, etc. necessary to achieve Vision Zero. I hope you can stick to it!

Curb Space Management

- I am asking the city to reconsider the Downtown Employee Parking Program. We should be discouraging commuting by car and instead encouraging alternative means of transit (does the city provide employees with unlimited ORCA cards?). If the city is serious about their goals, they should be able to start in-house.
- Glad to hear Kirkland is going to take a serious look into how the city is managing the use of curb space. The subsidized storage of personal property (cars) is usually a terrible use of such valuable space. Protected (not just buffered) bike lanes, bike parking, loading zones, curb bump-outs, road chicanes to allow for mid-road pedestrian islands, additional greenery, wider sidewalks, etc. are usually much better, and far more communal uses.

Goal T-1

- I don't see anywhere in these goals/policies the plan to upgrade the existing transportation networks to the new design standards or best practices mentioned in Policy T-1.2. Having new, modern design standards are great, but they won't apply to 90+% of the city's roads. In order for this effort to be effective, the new standards need to be retroactively applied to our existing infrastructure, which will require extensive modification/modernization. Is the city prepared for and planning to do that?
- A lot of the bullet items in these policies leans heavily towards education/culture. That's the least effective approach within the hierarchy of controls. Instead, if you want to achieve a safe transit environment, you need to BUILD it. Simply setting lower speed limits, without modifying the design of the road itself, has mixed results.

Goal T-2

- Policy T-2.2: Maybe strike the bit about using design guides from AASHTO; they're pretty outdated at this point, especially when it comes to bicycle infrastructure. NACTO is better in that regard. Or the Dutch CROW manual.

Goal T-3

- Policy T-3.4: Maybe mention Totem Lake as another prime candidate for TOD. The Totem Lake Freeway Station, and the Kingsgate Park and Ride, are ripe for some redevelopment.
- Policy T-3.6: Can we just go ahead and add 'Pave the CKC' at this point? Maybe something like 'Increase appeal and accessibility of the CKC by paving it, and the connections to it."
- Policy T-3.7: I think a focus on education is misplaced. Until the transit options offer, at minimum, parity with driving, and ideally a superior experience, it won't matter how many people are aware of said options. Lack of education is unlikely to be a significant factor/cause of low utilization.

Goal T-4

- Maybe in the intro mention the city's awareness of the Downs-Thomson Paradox, and will make transit decisions with it in mind.
- I didn't see any mention of congestion pricing. That should definitely be considered now, before it becomes 'necessary'. The funds from such a system could go to walking, biking, and public transit improvements., or other general maintenance/upkeep items.

Goal T-5

- Policy T-5.2: It's not worth mentioning autonomous vehicles, as they're likely to remain a pipe dream for a long, long time. Honestly, this entire policy could be removed.

Goal T-6

- Policy T-6.1: I like the mention of the more efficient bike lane sweeper. Something like that could also enable more protected (rather than just buffered) bike lanes.

- Side note: the more you can get people to replace their car trips with walking/bike trips, the longer the roads will last, since wear and tear by micro-mobility is negligible.

Goal T-7

- Policy T-7.1: I hope that the CKC is considered an equity priority area, as it's currently pretty hostile to many users; not only the gravel trail itself, but also its access points, are suboptimal for people using strollers, wheelchairs, assistive walkers, and most bicycles.

Goal T-8

- The Mode-Share Goals in Table 9 are pathetic. That's the goal for cycling, just 2%?! With the CKC winding through a huge portion of the entire city, directly linking Totem Lake to NE 85th St. to South Kirkland (and Bellevue beyond that), it should be much closer to 10%.
- If the city is serious about reducing GHG emissions (not to mention the particulate pollution caused by brake dust and rubber tires), it should aim much, much higher.
- I don't see noise pollution mentioned anywhere in this element draft; I would consider it a significant environmental impact. If not in this section, then somewhere.

Goal T-10

- I hope this goal includes working with groups like the Cascade Bike Club, Move Redmond, and Eastrail Partners.
- Policy T-10.8: I'd be wary about asking local businesses what their transit needs are; 9 times out of 10 they're going to say, "More parking!" But that couldn't be further from the truth.

Level of Service Standards

- Maybe here you could mention working/coordinating with groups like People for Bikes? They could share info on their methodology, which the city could then use the help evaluate program effectiveness, and then have another metric for success beyond the LOS targets.

20-Year Transportation Capital Projects

- SAP_COK_4 (124th Ave NE Widening (NE 85th St to NE 90th St)
    1. Expanding those lanes on 124th Ave from 3 to 5 is hardly in alignment with that area's transit-oriented development goals. The goals should be reducing the number of lanes, making lanes narrower, and expanding pedestrian and bicycle facilities.
    2. This expansion project is in direct conflict with the intro to Goal T-4: "Kirkland has long recognized that attempts to build the City's roadway network out of congestion does not align with the City's overall vision for the built environment."
    3. 30-40 million dollars?! I read a ton of the comments about how the community would like to improve their city, and this project doesn't align with those demands.

- How is paving the Cross Kirkland Corridor not on here? Should only cost ~$6 million ($1 million per mile).
- Overall, I hope this list is still very much a draft.
- It would be awesome if the city could share their parameters and processes they used in the BKR travel demand model. I'm curious about their assumptions and the software's outputs. Doesn't sound like Synchro is the best platform for modeling bike and pedestrian travel patterns, only how those groups 'conflict' with vehicles. I mention this because so much of our 'transit engineering' in this country has focused almost exclusively on cars, and how best to move them around, with little consideration for any other road/sidewalk user. Not sure I want our small 'walkable, bikeable' city to be designed according to the Highway Capacity Manual…

Transportation Projects Projected Funding and Financing Plan

- Seems like a lot of funding for programs, and honestly not that much for projects. Our built environment is just that, built. Shouldn't that be where the emphasis is?

Cheers,

From:
Sent: Wednesday, July 17, 2024 8:09 AM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; City Council <CityCouncil@kirklandwa.gov>
Subject: Building more housing

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

I am a Kirkland renter and a voter, and I support efforts to build more housing.

Regards,

Fw: Kirkland Market Street Corridor (Proposed Changes to the Kirkland Comprehensive Plan)

LeAndra Baker-Lewis <llewis@kirklandwa.gov>

Wed 7/24/2024 3:18 PM

To:Allison Zike <AZike@kirklandwa.gov>

Sincerely,

LeAndra Baker-Lewis | *Senior Planner*
City of Kirkland Planning & Building Department
123 5th Ave, Kirkland WA 98033
Phone: (425) 587-3265
llewis@kirklandwa.gov | Kirkland Planning & Building

From:
Sent: Tuesday, July 16, 2024 6:54 PM
To: LeAndra Baker-Lewis <llewis@kirklandwa.gov>; Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Re: Kirkland Market Street Corridor (Proposed Changes to the Kirkland Comprehensive Plan)

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

Dear Ms. Baker-Lewis,

I'd like to share further comments and points about why I feel adding significant housing density along Market Street is not a good idea at this time.

The proposal to increase housing density in the Market Street Corridor by constructing 4+ story buildings raises several significant concerns. These concerns encompass traffic congestion, safety, street parking, the existing infrastructure's capacity to support such developments, and the compatibility of the proposed structures with the existing neighborhood character.

1. Traffic Congestion: The Market Street Corridor is already experiencing substantial traffic congestion. Increasing housing density would exacerbate this issue by adding more vehicles to the roads. The additional residents would mean more cars, which would lead to longer commute times, increased frustration for drivers, and greater wear and tear on the roads. The current traffic infrastructure is not equipped to handle the influx of vehicles that would accompany high-density housing, resulting in gridlock and further deterioration of traffic conditions.

2. Safety Concerns: Higher housing density often correlates with increased pedestrian and vehicle interactions, raising safety concerns. The current road design and traffic control measures might not be sufficient to manage the increased traffic flow safely. This could lead to a higher incidence of traffic accidents and pose a risk to pedestrians, especially in areas where foot traffic is high. Additionally, emergency services might face delays navigating through more congested streets, potentially compromising response times during critical situations.

3. Street Parking Issues: Street parking in the Market Street Corridor is already limited, and the addition of high-density housing would further strain this resource. Residents of the new buildings would likely own cars, and without adequate off-street parking facilities, they would compete for the already scarce street parking spaces. This would inconvenience current residents, visitors, and local businesses, leading to increased parking violations and potential conflicts among residents over parking spaces. Moreover, the bike lane along Market Street is already dangerous, with a few fatalities occurring each year. The increased number of cars from high-density structures would only heighten the risk of serious bike accidents, potentially leading to more fatalities. This raises significant safety concerns for cyclists, who already navigate perilous conditions on Market Street.

4. Inadequate Infrastructure for Tall Buildings: The infrastructure in the Market Street Corridor is not designed to support the demands of 4+ story buildings. Higher buildings require more robust utility systems, including water, sewage, and electrical services. The existing infrastructure may not be capable of handling the increased load, leading to potential service disruptions and the need for costly upgrades. Additionally, taller buildings would impact the aesthetic and character of the neighborhood, potentially overshadowing smaller, historic structures and altering the community's identity.

5. Impact on Community Character and Livability: The character of the Market Street Corridor is defined by its current scale and density. Introducing taller, high-density buildings would significantly alter the visual and social fabric of the area. This could lead to a loss of community identity and cohesion, as well as potential displacement of long-term residents who might be priced out of the neighborhood.

The increase in population density could also strain local amenities and public spaces, reducing the overall quality of life for existing and new residents alike.

6. Incompatibility with Existing Structures: The proposed 4+ story buildings are out of character with the existing structures in the Market Street Corridor. Most buildings in the area are of a smaller scale, and the introduction of such large structures would disrupt the architectural harmony of the neighborhood. The downtown Kirkland core area is a more appropriate location for these size structures, as it is already developed to accommodate higher density and taller buildings. Concentrating taller buildings in the downtown core would preserve the Market Street Corridor's unique character and prevent the negative impacts associated with disproportionate development.

7. Limited Affordability: In practice, only a small percentage of the units in the proposed higher density structures are likely to be affordable. Given the desirable location, the majority of the units will be very expensive, accessible only to higher-income individuals and families. Sacrificing the character of the Market Street Corridor for a few "more affordable" units is not a reasonable trade-off. The potential benefits of a minor increase in affordable housing do not outweigh the substantial negative impacts on the community's character, infrastructure, and overall livability.

In conclusion, while there is a need for more housing, the proposed increase in housing density in the Market Street Corridor presents numerous challenges that could negatively impact traffic, safety, parking, infrastructure, and the community's character. It is essential to consider these factors carefully and explore alternative solutions that balance the need for housing with the preservation of the corridor's livability and functionality. The downtown Kirkland core area is better suited for high-density developments, ensuring that the Market Street Corridor retains its distinct identity and remains a vibrant, livable community.

I would like to learn more about the problem the Planning Commission is really trying to solve and perhaps I could be of assistance with a more workable solution.

Sincerely,

On Thu, Jul 11, 2024 at 4:58 PM wrote:

> Dear Ms. Baker-Lewis,
>
> I recently learned that the City Planning Department is considering changes to the Kirkland Comprehensive Plan affecting the Market Street Corridor and will be making recommendations to the Kirkland City Council.
>
> I have been a Kirkland property-tax paying resident for the past 26 years. I own two properties: one at the corner of 1st Street and 15th Avenue, and the other on 1st Street between 19th and 20th Avenues, both of which will be impacted by any proposed changes. I cherish our neighborhood, which is walkable, safe, and features a mix of historic and architecturally consistent low-rise residential and commercial buildings. I am concerned that the proposed plan removes existing restrictions on the height and maximum occupancy of buildings along the corridor (proposed deletion of MS-8) and eliminates requirements for taller buildings to have setbacks or architectural features that complement lower height or historic buildings (proposed deletion of MS-14).
>
> The Market Street corridor is already a heavily used arterial for residents in the Juanita neighborhood. With only one lane in each direction, the current planning documents do not propose widening the road, which is impractical due to the need to preserve trees and sidewalks. During the afternoon and evening, Market Street often experiences heavy congestion with stop-and-go traffic stretching from at least 9th Avenue to downtown Juanita. Many drivers try to avoid this congestion by speeding up 1st Street. A significant increase in occupancy along the Market Corridor would add hundreds or even thousands of new residents, worsening traffic congestion. Consequently, more drivers might use the adjacent north-south side streets to bypass the traffic. These side streets are in residential areas with young children, and speeding motorists pose a serious safety risk. I have witnessed several near-misses involving speeding cars and pedestrians, including children, near the Tot Lot on 9th Avenue. The Norkirk neighborhood is already experiencing a lot of overflow traffic due to the Market Street congestion, and the proposed changes will further impact student safety as not all streets have sidewalks ensuring safety.
>
> Downtown Kirkland is the appropriate location for taller buildings, not the transition corridor between downtown Kirkland and the Juanita areas. The downtown core already has the infrastructure to support higher density with its broader roads, better public transportation options, and existing taller buildings that create a more urban atmosphere. The Market Street corridor serves as a transitional area, and introducing high-rise buildings here would disrupt the gradual change from the urban center to the more residential Juanita neighborhood. Keeping taller buildings within the downtown core preserves the unique character of each area and maintains a balanced urban development.
>
> Proposed changes of this magnitude need to be communicated to all impacted property owners, as their property values and enjoyment of their homes are likely to be negatively impacted. I found out about this through "word of mouth" on July 11th, 2024.
>
> Furthermore, many families, including myself, treasure the single-family residential feel of our neighborhood. The partial views of Lake Washington enjoyed by many homes would be obstructed by buildings taller than 25 feet above the property mid-line, diminishing property values. Increasing maximum occupancy without adequate on-site parking would lead to more cars parked on the streets, which could obstruct access for emergency vehicles or residential deliveries such as mail.
>
> We respectfully request that these considerations be taken into account as part of your deliberations.
>
> Thank you.
>
> Sincerely,

Fw: Changes to Market Density Codes

LeAndra Baker-Lewis <llewis@kirklandwa.gov>
Wed 7/24/2024 3:18 PM
To:Allison Zike <AZike@kirklandwa.gov>

Sincerely,

LeAndra Baker-Lewis | *Senior Planner*
City of Kirkland Planning & Building Department
123 5th Ave, Kirkland WA 98033
Phone: (425) 587-3265
llewis@kirklandwa.gov | Kirkland Planning & Building

From
Sent: Tuesday, July 16, 2024 3:00 PM
To: LeAndra Baker-Lewis <llewis@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Changes to Market Density Codes

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

We are just learning about this (neighborhood plan updates) and are absolutely horrified that this is even being considered in this part of the city. We absolutely love Kirkland in general and our neighborhood in particular. We also love living in the neighborhood, supporting local schools and are fortunate to have built out business, employing nearly 200 people in the area.

It's therefore not a surprise that we would be absolutely horrified to learn about the potential zoning changes to the market neighborhood. The impact to traffic, children walking to school, degradation of property values (and associated tax revenue), views & livability of existing homes, and on and on would permanently erase all that is cherished by so many in this neighborhood. Driving down 16th right now is a small taste into what chaos this will cause. Cars, randomly parked on the roads, and I have sadly personally witnessed children nearly being hit by drivers swerving to clear the road due ot the newly introduced lack of visibility with the congested street.

I urge you to please reconsider this horrendous plan. The impact and associated backlash to this community must be avoided at all costs.

Hopefully,

July 15, 2024

To City Council

My spouse and I have been homeowners in the Norkirk neighborhood since 1988. We raised our two children here, and plan to remain Kirkland residents for the rest of our lives. .

We are appalled by the ill-advised, senseless, headlong movement towards increased density and increased building heights along Market Street. The plan goes far beyond any mandated growth management plan in recent decades. The entire proposal to allow up to six story apartments along Market Street is a horrible idea, and only serves the interests of people trying to maximize the own financial gains at the expense of our neighborhood's livability.

The plan would *further* turn Kirkland into a corridor for yet more heavy traffic passing through the center of our lovely town, and would create major congestion in every way. Are we as a community just "giving up" on keeping traffic and congestion in check, and turning Kirkland into Lake City Way?

We join many of our neighbors in speaking strongly against the new plan, and urge you to reconsider.

Sincerely,

Kirkland, WA 98033

From:
Sent: Monday, July 15, 2024 9:44 AM
To: Planning Commissioners
Cc: Adam Weinstein; Janice Swenson
Subject: increase density, current zoning is not sufficient

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I have lived in Bridle Trails, Kirkland, in a single-family home, for over 25 years. While I have seen some changes, I think my single-family neighborhood needs to change more and faster, and I think now is the time. I believe that Kirkland, as part of the inner core of King County, should have much more density, especially in my neighborhood, to preserve the outlying rural environments that are being pushed into developing into more suburban areas to absorb the population needs. More density is an absolute requirement in controlling housing cost. And more density here is better overall for the environment. We have had a very wonderful situation here for many years, where we are close and have easy access to the city amenities, and yet have a luscious tree canopy, plentiful green space, and expansive infrastructure based on car-travel. We have had more than our fair share and have borne less than our fair share of the cost.

Our bus service was cut because people here used 245, and to an extent 255, infrequently. Me included. Except in very specific circumstances, the busses were mostly empty (and in fact 245 continues to be mostly empty for much of the time) and therefore were cut. Metro can't use precious resources on routes that aren't used efficiently. With increased density, especially the new apartments at Bridle Trails Shopping Center, there is a possibility that increased ridership could work to maintain our routes, which would make them more reliable and useful, which would increase ridership, in a virtuous cycle. Metro busses can not be a boutique service that I only use when I feel like it and expect it to be there waiting for me.

Homelessness needs to be addressed at EVERY level, not to have any level (federal, state, county, city, neighborhood, or individual) insist that they can act without regard to the impact and insist it is some other level's problem. That is how we got here. It is everyone's problem, as we all have seen with our children as they grow to adulthood unable to afford to live in our neighborhood, and our neighborhood not having the variety of housing options that would work for everyone. Apartment living can actually be much more appropriate as we age, as newer construction includes elevators and ADA amenities, and we don't have to struggle with lawn care, and this would allow more of the large homes to come on the market for larger families.

Apartment buildings in what were previously single-family zones is one way to do achieve our goals. Allowing ADUs, etc, is clearly not meeting the need - it is a lot to ask a home owner to undergo a big construction project and then become a landlord - this has been allowed in Kirkland for a while and seen very little uptake. Depending on the current zoning allowances is not going to meet the need, even if the "capacity" is there. Drastic change needs to be boldly sought.

Safe Parking Coordinator
Lake Washington United Methodist Church

July 12, 2024

To City Council

We have been homeowners in the Norkirk neighborhood since 1984.

We raised our two daughters here. We became involved in Kirkland American Little League and helped bring the Little League Junior Softball World Series to this City.

We have been absolutely appalled by the senseless, headlong movement towards increased density far beyond any mandated growth management plan in recent decades. We fought the movement to allow increased density in Norkirk for years while Eric Shields was head of Kirkland Planning. We opposed the City's movement to dilute minimum lot sizes tooth and nail.

This latest proposal to allow up to six story apartments along Market Street is the last straw. This is madness. You are turning this city into a Bellevue or worse, Seattle.

That is not at all where we chose to live. We are ashamed of what the City of Kirkland council and commission are doing to ruin this once lovely city.

We have made the decision to sell our home and move away from the City we once loved and to which we devoted so much energy.

Most sincerely,

Kirkland, WA

July 12, 2024

To City Council

While I believe that Kirkland and other municipalities need to evolve, the proposed zoning changes around current transit corridors require much more study and public debate.

If enacted, the changes will affect thousands of current Kirkland citizens, impacting property values, traffic patterns, view corridors, and livability.

The Planning Commission has an obligation to the citizens of Kirkland to fully communicate the expected impact of the zoning changes, and I don't believe the Commission or the City has done this. The outcry you are hearing right now is proof that the communication of the proposed changes has been inadequate.

I ask the Planning Commission to slow down, better communicate the options and alternatives, derive more feedback from the citizenry, and not bow to the demands of developers who want a quick buck.

Lifelong Kirkland Resident

Opposition to high density Market Street

Fri 7/12/2024 4:17 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

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I am writing to voice strong opposition to higher density along market street.
As resident of Kirkland for 42 years, I have seen Kirkland grow to a wonderful vibrant community, keeping its small town charm.
We must protect our residential corridors from further increased traffic, congestion and loss of its appeal
Please take note of groundswell opposition to this change.
Thank you

Kirkland resident

From:
To: City Council
Subject: COMMENT 2024-2044 COMPREHENSIVE PLAN (BRIDLE TRAILS NEIGHBORHOOD PLAN) (BTNP)
Date: Friday, July 12, 2024 2:24:47 PM

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COMMENT 2024-2044 COMPREHENSIVE PLAN (BRIDLE TRAILS NEIGHBORHOOD PLAN) (BTNP)

The Bridle Trails neighborhood is adjacent to Bridle Trails State Park, "considered to be one of the top equestrian parks west of the Mississippi, according to the Washington State Parks website. The neighborhood is a vital part of the ecosystem that supports Park uses and provides transitional habitat between more conventional residential areas and the Park's woodlands.

In my opinion, the draft revisions to the existing BTNP chip away at the unique, dare I say "character" of the neighborhood, threaten its tree canopy, and its attributes benefit the physical health and mental well-being of Kirkland residents.

Please make the following changes to the draft Plan, in accordance with the above points.

Density

Mandated zoning changes require land use changes in our City. But the equestrian zoning must be retained. Indeed, I believe the Equestrian Overlay Zone is a legal agreement in force until review and scrutiny of the agreement renders it moot under new laws. Please make the following changes to staff's or Planning Commission's revisions to the draft BTNP:**–retain wording requiring redevelopment be "consistent with the equestrian character of the neighborhood.**" Throughout the Plan, equestrian character should be encouraged.

"Continuing equestrian history while accommodating future regional growth –the two goals contradict one another.
Strike any language that waters down the equestrian character, such as ***allow*** replacing ***encourage*** equestrian use.

Retain wording "**where consistent with equestrian uses"** wherever it appears in the current Plan.
Do not require septic to be replaced with sewer.
Retain "**compatible in scale with …[existing homes]".**
The three "typology" illustrations of residences do not allow for equestrian character with their small lot setbacks, and maximum lot coverage. Remove this illustration.

Do not “allow up five-story” structures. Such height should be encouraged in commercial centers or on N.E. 85th, where transportation structure will soon exist. Indeed there is ample provision for accommodating growth in the current citywide Plan.

Commercial Area

The BT commercial “village” is described as “[supporting **high quality retail establishments.**”
“High quality” is a subjective term, and is in conflict with the stated goal of providing services to a diverse community. Removed this sentence from the draft.Current tenants of the BT Shopping Center include a Grocery Outlet franchise and a Dollar Tree, both well patronized. Turning the commercial area into an Eastside University Village neither serves the residents of affordable units the City aims to attract, and it is too “squishy” a term to quantify. One requirement I would like to see written into Plan implementation is that businesses be required to provide and maintain trash receptacles outside their doors. Currently, well-meaning shopkeepers or customers set up de-facto trash receptacles, including shopping carts or paper bags set out on the sidewalk, a meager attempt to corral litter.

Indeed, I lament the loss of older strip malls around the Eastside due to relentless development pressure. These malls are crucial as incubators for small businesses, often operated by immigrants. For example, the Crescent Lighting site housed an immigrant-owned dry cleaning establishment. Other such malls are occupied by ethnic restaurants and grocers, I truly miss the appliance parts store that offered not only parts but advice, relocated to Tukwila from Bellevue’s Spring District.

Remove reference to “**vibrant**” neighborhood centers, commercial and office use south of 70th in the vicinity of the Bridle Trails Shopping Center. First, strike “vibrant” which is defined as “full of energy and enthusiasm” or “pulsating”. Also, this sounds like sprawl to me.

Getting Around

“The Houghton Park and Ride provides “people” with **easy transit access** to numerous destinations.” Remove this sentence. This Park & Ride no longer exists.

Remove reference[s] to “**walkable urban living**”. Urban living is not desired here, and walkability exists on trails, public pathways, and soft-shouldered streets which all protect the equestrian character. Such walkways are also less expensive to construct, and will contribute to affordability.

Kudos

I am pleased to read that on p. 27 of the BTNP draft, to see mention of minimizing noise impacts with sound walls along I-405. Sound carries uphill, and my property is affected by such noise.

Thank you for the opportunity to comment.

REJECT Market Street Corridor Extension

Thu 7/11/2024 3:00 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>

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LeAndra and the planning commissioners,

I'm writing to express my extreme concern to many of the changes proposed in the Market Street Corridor Plan. First Street is an integral part of the community - it is where everyone comes to walk for far-reaching lake views and to enjoy the Tot Lot and views from this park. Increasing the building height and density allowed in this neighborhood, as well as extending mixed-use buildings to First Street would cause irrevocable harm to what makes this neighbor unique.

Additionally, reducing parking requirements for high density buildings in this neighborhood is a safety and congestion risk. There is no evidence yet that there will be reliable and frequent enough bus service that would entice future residents to give up cars. We should not allow this irresponsible building prior to changes in both Sound Transit funding and demonstration of changes in residents' transit behaviors.

Specifically, I urge the planning commission to reject the following proposed changes in the Market Street Corridor Plan:

1. Reject extension of the Market Street Corridor to 1st St and to the west of Market Street.

2. Retain current zoning of 12-units/acre, and limit current exceptions east of Market to 24 units/acre.

3. RETAIN POLICY MS-8, which limits the height of buildings along Market St. to 2- 3 stories.

4. Retain Policy MS-14, commercial buildings should complement rather than dominate residential homes.

5. Reject proposed changes to Policy MS-15, which will cause adverse impacts on adjacent lower intensity residential neighborhoods.

Resident Feedback

Thu 7/11/2024 7:54 AM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Adam Weinstein <aweinstein@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>;Janice Swenson <jswenson@kirklandwa.gov>

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Hello,

I am a resident of Kirkland, Market street corridor, and am strongly against the changes to the zoning increasing the density near single family housing.

I do not want to see multiple story buildings with the discussed increased density.

Kirkland, WA 98033

Thank you

Public comment submission for July 11th Planning Commission hearing

Thu 7/11/2024 1:02 AM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>
Cc:Adam Weinstein <aweinstein@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>;Kelli Curtis <KCurtis@kirklandwa.gov>

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Good evening Planning Commission,

I may not be able to attend the meeting tomorrow due to a prior commitment. So I am writing you now to insure that my opposition to the "Plan" you're imposing is recorded and submitted.

In May 2024, more than 50 residents of Juanita and Finn Hill came to the Planning Commission meeting to voice our opposition to your proposed zoning changes for the Goodwill and Michaels, intended hyperdensity, and general assault to quite literally remove the word 'neighborhood' from our city. Speakers in opposition outnumbered those speaking in favor of your proposals ten to one (that's 10:1). You may have noticed this stark contrast to your usual audience once word spread outside of some small groups that many planning commission members are tied to.

Those speaking in favor of the proposals don't live in our neighborhoods, and didn't even make compelling arguments in favor of destroying places that they don't live in. They already live their dream of being packed into apartments that they never seem to leave. That choice doea not entitle them to dictate how the rest of us live. Their own comments proved the failure of the '10 minute city' as they all proclaimed that they have to leave their dense little areas to run even the simplest errands. How? On bicycles... in the summer. Or by car, which they, and some of you, seem intent on removing our ability to use; limiting our freedom of movement. What about the nine months of every year where inclement weather makes biking impractical? What about the elderly or injured who can't bike or afford ride share or walk half a mile up hill to a bus stop in the rain and cold? Have you ever tried taking a week's worth of groceries for a family of 4 on a bus ride home? Have you tried that in the rain? I suspect not.

It seems that many members of your commission persist in these fanciful ideals because of membership in well funded groups like Strong Towns, and Livable Kirkland. Membership in those groups indicates bias and dedication to agenda, not the needs or wants of the majority of residents of the City of Kirkland. That is the very definition of a conflict of interest. Those members of the Planning Commission who I have interacted with publicly have clearly indicated that they are loyal to the goals of those groups, and not the overwhelming majority of resident who, when given proper notice about that agenda, turn out in droves to oppose that agenda.

Despite overwhelming opposition to your proposals in May, you ignored that and trudged ahead with voting as a group to allow the destruction of our neighborhood. The sole member of your planning commission who lives in Finn Hill, and is rumored to have immediate family members who are property developers (another definite conflict of interest if true), went so far as to openly dismiss the traffic concerns expressed by the majority of residents in Finn Hill and Juanita and push for greater density. That is disgraceful.

The common trope some members of the Planning Commission publicly employ is 'if we have more apartments, rents and house prices will come down!'. That is a fallacy. If it were true, Totem Lake would not have starting rents at nearly $2500 per month because the thousands of units built there would have lowered prices years ago. The economic boom is over. Prices aren't coming down now, or ever. Apartment complex owners aren't charity organizations and they will never lower rents.

Need more proof of the long term faiure of this idealistic chant? Is Ballard cheaper to live than it was 20 years ago after adding thousands of apartments? Ask the head of the Planning Commission if his old neighborhood in Seattle is less expensive since they added thousands of new units after he moved to Kirkland. The answer of course, is No. The same failure has played out in Kirkland Urban, Juanita Village, Downtown Kirkland, Downtown Redmond, Bellevue, Olympia, Vancouver, Bellingham, Bremerton, and every city in WA. Any member unwilling to face the overwhelming evidence of failure in the hyperdensity approach, and have another look at the real causes of high rents in Washington, should abstain from voting on the plan.

The Planning Commission also seems to be a warpath to eradicate all forms of industrial and light industrial in Kirkland. The current Plan you're proposing is 100% reliant on Tech jobs with high wages and work from home employees. Remote workers are being recalled to the office. Tech layoffs are increasing dramatically this year in our region. Ai is slated to replace 30% of the remaining tech jobs by 2030. The types of jobs you're forcing density to accomodate are going to continue to decrease, not increase. We will need those areas of industry to act as incubation centers for whatever the post-tech economy looks like in 10 years. If we don't have those areas we also lose a critical part of our diverse tax base. As well the local outlets that handle care and maintenance for all of the dense buildings that you propose. A lack if services will drive up.costs of rents and homes, not magically make them come down. Save the industrial areas. We'll need them. Empty office buildings and high rent boutique storefronts underneath apartment buildings will not suffice for these purposes.

The development around Evergreen Hospital also needs to be curtailed. Important health care buildings are being replaced by apartments. That is not sustainable. More residents means more need for helathcare services, not less. By allowing so much density around the hospital you.are forcing all of the testing, diagnostic, some surgical, and specialist groups to leave. We need those things. How many 10 minute cities away will your Dermatologist be in 2030? Do you think they'll want to examine you after you've been cycling for an hour to get there? Consider changing the zoning around Evergreen to insure that healthcare, and parking (because nobody takes the bus to the hospital) are the only type of buildings that can be raised in that area.

In closing, I leave you with this challenge: You are appointed to act in the best interests of the majority of residents, not a tiny group who insist that an unsustainable lifestyle of a '10 minute city', is a good fit for everyone. The majority of us moved here because of what Kirkland is, not what a few people wrongly think it should be. Throw aside your bias and act on behalf of the majority to preserve our neighborhoods. If you cannot, please abstain from participating in the Planning Commission's recommendation process, or consider stepping aside so impartial voices can be heard.

Fw: Request to Reject Proposed Changes to Market St Neighborhood Plan

Allison Zike <AZike@kirklandwa.gov>

Thu 7/11/2024 6:29 AM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

Public comment

From:
Sent: Thursday, July 11, 2024 12:22 AM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Request to Reject Proposed Changes to Market St Neighborhood Plan

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

Dear Kirkland planning commissioners.

I hope this message finds you well. I am writing to express my concerns regarding the proposed changes to the Market St Neighborhood plan that would increase building heights and density.

Firstly, one of the most cherished aspects of our neighborhood is the beautiful lakeview visible while walking on 1st St. The proposed changes would obstruct this view, significantly diminishing the unique charm and appeal of our area.

Additionally, I am deeply concerned about the traffic implications. Reducing parking requirements under the assumption that everyone will use buses is unrealistic and could exacerbate traffic congestion. Lack of adequate street parking may also lead to safety issues as residents and visitors struggle to find safe and convenient parking options.

Moreover, high-density commercial apartment buildings do not offer a pathway to homeownership, which is crucial for fostering long-term community stability and investment. It is essential that any development plan consider opportunities for residents to own their homes and build equity, rather than solely focusing on rental units.

Given these significant concerns, I urge you to reject the proposed changes to the Market St Neighborhood plan. Preserving the character, safety, and long-term sustainability of our community should be our top priority.

Thank you for your attention to this important matter.

Sincerely,

Reject extension of the Market Street Corridor to 1st St and to the west of Market Street

Thu 7/11/2024 7:58 AM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>

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LeAndra and the planning commissioners,

I'm writing to express my extreme concern to many of the changes proposed in the Market Street Corridor Plan. First Street is an integral part of the community - it is where everyone comes to walk for far-reaching lake views and to enjoy the Tot Lot and views from this park. Increasing the building height and density allowed in this neighborhood, as well as extending mixed-use buildings to First Street would cause irrevocable harm to what makes this neighbor unique.

Additionally, reducing parking requirements for high density buildings in this neighborhood is a safety and congestion risk. There is no evidence yet that there will be reliable and frequent enough bus service that would entice future residents to give up cars. We should not allow this irresponsible building prior to changes in both Sound Transit funding and demonstration of changes in residents' transit behaviors.

Specifically, I urge the planning commission to reject the following proposed changes in the Market Street Corridor Plan:

1. Reject extension of the Market Street Corridor to 1st St and to the west of Market Street.
2. Retain current zoning of 12-units/acre, and limit current exceptions east of Market to 24 units/acre.
3. RETAIN POLICY MS-8, which limits the height of buildings along Market St. to 2-3 stories.
4. Retain Policy MS-14, commercial buildings should complement rather than dominate residential homes.
5. Reject proposed changes to Policy MS-15, which will cause adverse impacts on adjacent lower intensity residential neighborhoods.

From:
Sent: Thursday, July 11, 2024 9:57 AM
To: 2044 Comprehensive Plan
Subject: KCP 2044 Feedback

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

Hello!

I know I'm late to the party on this but wanted to share my feedback and hope it's at least briefly considered. Thanks!

Land Use:

1. Draft Proposed Kirkland 2044 Land Use Map
    a. Shouldn't the areas identified as Frequent Transit Corridors (shows as grey hatching on the Use Map) be re-zoned as Corridor Mixed Use?
    b. The Cross Kirkland Corridor, and a buffer of at least .25 miles either side of it, should be re-zoned as Corridor Mixed Use. It's basically a micro-mobility highway that runs from one end of the city to the other, passing through the two biggest areas slated for future development (Totem Lake and 85th St.) Let's empower it! People could live and work along it, and never need a car to meet all their needs.
    c. I think the areas immediately surrounding schools and parks should be re-zoned as Community Mixed Use (within a quarter- to half-mile radius, for example). This will lead to all-encompassing mixed-use neighborhoods, with housing, education, commerce, and entertainment/recreation all within the same areas, and the schools/parks acting as the anchors.
2. Happy to see the 'default' become residential mixed use! Would this type of zoning include restaurants and cafes, too? Because it should.
3. Great to see the push towards reducing or eliminating parking minimums!
4. Great to see an effort to reduce minimum lot sizes! I'm assuming this would come with a revaluation of things like setbacks, floor-area ratios, etc? That might be too much detail for these policies.
5. Policy LU-8.2

    a. I urge caution when it comes to 'protecting' neighborhoods; I think that's often a guise used by NIMBYs who don't want any kind of change.
6. Maybe add some language about specifically preserving existing, mature trees? It's covered fairly well in the Sustainability, Climate, and Environment element, but I thought it might be worth including here, too.

Cheers,

From:
Sent: Thursday, July 11, 2024 10:31 AM
To: 2044 Comprehensive Plan
Subject: KCP 2044 Transit Element Part 1

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

Hello!

Hopefully I'm not too late on this subject, as this is one of them I'm most passionate about. Below is my feedback/thoughts:

This is feedback/comments for the Staff Report: Transportation Strategic Plan (2024-06-26)

1. Key Questions for the Transportation Commission – TSP Additional Components and Emerging Topics
    a. I didn't see anything in the TSP that specifically mentioned Kirkland adopting updated standards/best practices for transit/road design. I think that's going to be a key element; if we just stick to WSDOT standards, we're going to fall short of our walkability, bike-ability, etc. goals. There's the CROW Manual, from the Netherlands, or the design guides from the National Associate of City Transportation Officials, for example. Maybe that's too specific for the TSP? Just want to make sure that's being considered. (I now see that this is mentioned in the Transportation Element Draft).
2. Maybe for the Measures and Levels of Service, we can specifically include Walk Score or People for Bikes ratings? For example, the current performance measure for Bicycle is LOS to 80% of the planned bicycle network. But if that network primarily consists of painted bike lanes, I'd hardly call that a success.

This is feedback/comments for the Transportation Element Draft (2024-06-21).

1. I'm still reviewing this, but so far it's looking great!

And as always, thanks for the work you do to help make our little city great!

Cheers,

Kirkland Market Street Corridor (Feedback to Proposed Changes to the Kirkland Comprehensive Plan)

Thu 7/11/2024 4:04 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>
Cc:Yu Jia <yuki.yujia@gmail.com>

1 attachments (2 MB)

Attachment 6_Draft Market Street Corridor Plan (updated).pdf;

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

Dear Ms. Baker-Lewis,

My wife and I just became aware today of the fact that the City Planning Department is considering changes to the Kirkland Comprehensive Plan concerning the Market Street Corridor and will be making recommendations to the Kirkland City Council this evening.

My wife and I, along with three kids have been residents of Kirkland for many years and we truly love the quiet family friendly neighborhood and its vibe. That is why we are very concerned about the proposed changes to:

1. existing restrictions on the height and maximum occupancy of buildings along the corridor (MS-8)
2. existing requirements that higher buildings have setbacks or architectural features that provide aesthetic complements to lower height or historic buildings (MS-14)

This will not only make the concurrency situation even worse (with an already congested Market Street during current everyday rush hours), but it will have significant negative impact to the general appeal of the neighborhood and potentially property value as well (as lake views will be obstructed and higher density dwellings will alter the quiet family friendly single family neighborhood nature).

With that, we would like to respectfully submit our concerns for your considerations and would appreciate it if they could be taken into account as part of your deliberation.

Thank you.

From:
Sent: Thursday, July 11, 2024 4:30 PM
To: Janice Swenson
Subject: Public Opinion regarding Zoning Change along Market St

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

Hello Commissioners and Janice

I am writing to share my concern about changing the zoning requirement along the Market Street for its transit corridor. I understand the goal of zoning change is to allow more housing density along Market Street because it has an existing bus line and there are business along the street, making it a logical location. Since I am already an active transit user in this particular area, I can share my transit experiences and my concerns of city's ability to build affordable housing in this particular Market St area.

1. My experience of a transit user – Market St is served by Bus 255. I am two blocks away so I am an active user of 255 ran by King County Metro– four times a week for commuting to Seattle for work. There is no direct bus in Kirkland would take me to Seattle downtown. I have to change the bus 545 in either Evergreen Point or Yarrow Pointe Freeway station.
    a. Waiting for these two buses can take more than 30 minutes (worse for 255 because its less frequent than 545 ran by Sound Transit), longer than the time of two bus rides combined.
    b. Often, I am discouraged by the inconsistency of the bus service during the rush hour so I become a car user along Market St) to make sure I arrive in the office on time.
    c. I would not consider one bus line (15 minute interval during the day, longer during the nights) as a Key Transit line. A key transit is a lightrail station or a major Park and Ride.
    d. Building houses along already crowded Market Street will only force more intended bus user to be drivers on the road, causing further bus delays.
2. As the City is fully aware, houses along Market Street are selling $2.0MM or more. One acre parcel would probably cost more than $7 million. East of Market Street has steep slopes, limiting the buildable/rentable space. With the development cost plus land acquisition probably will drive each unit close to $1MM. In order to pencil out the economics, the rent of each unit would be so high and it would be out of most renter's budget. The development cost is so high that the developer would require more units and ideally small units to breakeven. The rent per square of smaller units is higher than two or three bedrooms. Kirkland is a community for families so the small and expensive units will not attract families but single occupant with higher income. Eventually, the rents will be too high and the City will end up in the same place – Kirkland does not have enough affordable housing.
3. As mentioned above, the transit line along Market Street is expensive and transit service is not reliable. Instead of using transit as a guideline, how about using other metrics such as building cost or acquisition cost to financially bringing cost down for the developers and renters?

Respectfully yours,

REJECT Market Street Corridor Extension

Thu 7/11/2024 3:07 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>

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LeAndra and the planning commissioners,

I'm writing to express my extreme concern to many of the changes proposed in the Market Street Corridor Plan. First Street is an integral part of the community - it is where everyone comes to walk for far-reaching lake views and to enjoy the Tot Lot and views from this park. Increasing the building height and density allowed in this neighborhood, as well as extending mixed-use buildings to First Street would cause irrevocable harm to what makes this neighbor unique.

Additionally, reducing parking requirements for high density buildings in this neighborhood is a safety and congestion risk. There is no evidence yet that there will be reliable and frequent enough bus service that would entice future residents to give up cars. We should not allow this irresponsible building prior to changes in both Sound Transit funding and demonstration of changes in residents' transit behaviors.

Specifically, I urge the planning commission to reject the following proposed changes in the Market Street Corridor Plan:

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REJECT Market Street Corridor Extension

Thu 7/11/2024 3:10 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>

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> I'm writing to express my extreme concern to many of the changes proposed in the Market Street Corridor Plan. First Street is an integral part of the community - it is where everyone comes to walk for far-reaching lake views and to enjoy the Tot Lot and views from this park. Increasing the building height and density allowed in this neighborhood, as well as extending mixed-use buildings to First Street would cause irrevocable harm to what makes this neighbor unique.
>
> Additionally, reducing parking requirements for high density buildings in this neighborhood is a safety and congestion risk. There is no evidence yet that there will be reliable and frequent enough bus service that would entice future residents to give up cars. We should not allow this irresponsible building prior to changes in both Sound Transit funding and demonstration of changes in residents' transit behaviors.
>
> Specifically, I urge the planning commission to reject the following proposed changes in the Market Street Corridor Plan:
>
> 1. Reject extension of the Market Street Corridor to 1st St and to the west of Market Street.
>
> 2. Retain current zoning of 12-units/acre, and limit current exceptions east of Market to 24 units/acre.
>
> 3. RETAIN POLICY MS-8, which limits the height of buildings along Market St. to 2- 3 stories.
>
> 4. Retain Policy MS-14, commercial buildings should complement rather than dominate residential homes.
>
> 5. Reject proposed changes to Policy MS-15, which will cause adverse impacts on adjacent lower intensity residential neighborhoods.

Fwd: Request to Reject Proposed Changes to Market St Neighborhood Plan

Thu 7/11/2024 9:24 AM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

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

Dear LeAndra Baker-Lewis,

I live on 3rd street in NorKirk and noticed the proposal for a new Market St Neighborhood plan that would increase building heights and density all the way up to 2nd street.
When we moved to this area 5 years ago, one of the reasons we decided to live in Kirkland was the neighborhood feel of single family homes and the view of the lake when walking down the hill to Waverly beach or downtown Kirkland. We love this aspect of our neighborhood: our kids feel safe to bike the streets, walk themselves to school and visit friends in the neighborhood. As both Peter Kirk Elementary and Kirkland Middle school are at the heart of our neighborhood, most of the residents are families who appreciate the same lifestyle as we do.

The proposed plan includes removing the 2-3 story building height limitation and allowing up to 200 units per acre would significantly shift the character and stability of our community from family-oriented neighborhood to high-density commercial apartment buildings sparse with families.
Moreover, we are deeply concerned about street safety and traffic and parking congestion: enabling this plan while not having a good plan for parking facilities and assuming that all the new residents in those 50-200 units will be using buses is completely unrealistic and needs to be reconsidered and surveyed.
Finally, obstruction to the view of the lake will significantly diminish the unique charm and appeal of our neighborhood.

I hope you would reject the proposed changes to the Market st. Neighborhood plan.

Thank you for your attention to this important matter.

Sincerely,

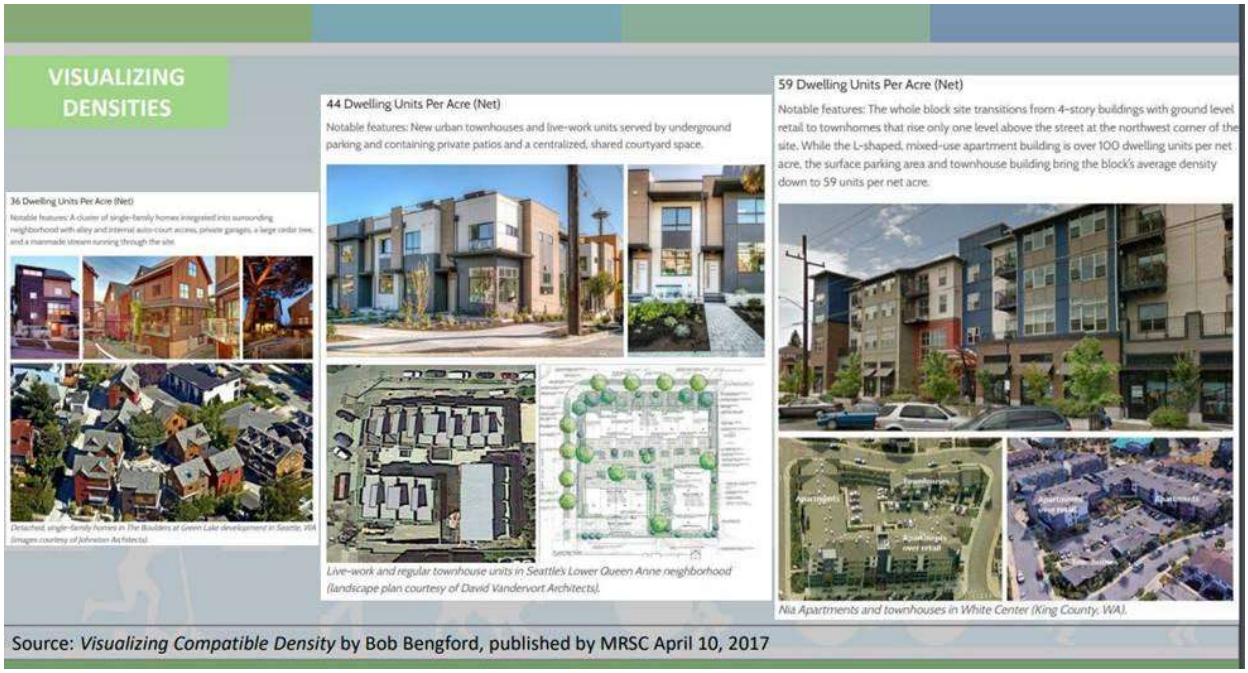
From:
To: Planning Commissioners; LeAndra Baker-Lewis
Cc: City Council
Subject: Market Street Corridor and proposed changes to the Comprehensive Plan
Date: Thursday, July 11, 2024 3:59:00 PM

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

Dear Ms. Baker Lewis and Planning Commissioners,

It was brought to my attention yesterday that the City Planning Department is considering changes to the Kirkland Comprehensive Plan concerning the Market Street Corridor and will be making recommendations to the Kirkland City council.

I've lived in Kirkland for over 20 years and own a home abutting the Market Street Corridor. In the interest of understanding what is actually being proposed, I looked at examples provided in the Land Use Policy Briefing #2, slide 16. See image below:



https://www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/kirkland-2044-comp-plan/k2044-people/land-use/pdfs/k2044_lu_pc-presentationmar28-2024.pdf

Two of these examples cited are from the King County area. I've included links to the sites and encourage you to look at the satellite views of these structures. Note that the environment and surroundings at the sites bare no similarity to the Market Street Corridor and abutting properties. These examples aren't 18 feet from low density housing; I measured the alley between my house and the commercial property adjacent to me and the distance is approximately 18 feet. What is being conceived of in these plans makes absolutely no sense.

Valley street (44 Dwelling Units Per Acre)
https://www.redfin.com/WA/Seattle/173-Valley-St-98109/home/180083786
https://maps.app.goo.gl/fFxPNs1bvrEBq5ec6

Nia Apartments (59 Dwelling Units Per Acre)
https://maps.app.goo.gl/amd6GmivXSdwaM497
https://www.apartments.com/nia-apartments-seattle-wa/6hty5jt/

As someone who supports density, I suggest two alternative approaches:

1. **Tiered Density**: Change the zoning for properties adjacent to frequent transit corridors to allow for high-density development with elevated height restrictions. This would create a gradual transition zone, with density decreasing as you move away from the corridor. *This model is actually reflected in the density examples cited in the presentation.*
   OR
2. **Retain Current Zoning**: Maintain the existing 12-units/acre zoning and Policy MS-8, which limits building heights to 2-3 stories in the Market Street Corridor.

I hope you will consider my concerns and suggestions. I look forward to your response and engaging further on the 2044 Kirkland Comprehensive Plan.

Kindly,

Market Street Corridor Plan concerns

Thu 7/11/2024 3:42 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Planning Commissioners <planningcommissioners@Kirklandwa.gov>

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

Dear Ms. Lewis and Planning Commissioners,

We're writing to express our serious concerns to the many changes proposed in the Market Street Corridor Plan. We live in a duplex on 1st St and 3rd Ave. First Street is an integral part of the community. We, and many other members of our community, come to walk as a gateway to down town and to walk up for views and access to the tot lot and pea patch. We have been gardening in the Pea Patch for the past 6 years and enjoy the views and vistas we see as we stroll up and down 1st St.. as well as when we walk our dogs.

Increasing the building height and density allowed in this neighborhood, as well as extending mixed-use buildings to First Street, would cause irrevocable harm to what makes this neighborhood unique. As the gateway from lower density to higher density that currently exists provides a beautiful transition allowing Heritage Park to not feel overcrowded by buildings and give equal access to all to enjoy the views.

Additionally, reducing parking requirements for high density buildings in this neighborhood is a safety and congestion risk. We'd like to see plans that show how bus service and public transportation and safe cycling routes will be manifested before this plan is adopted.

Specifically, We urge the planning commission to reject the following proposed changes in the Market Street Cooridor Plan:

- Reject extension of the Market Street Corridor to 1st St and to the west of Market Street.
- Retain policy MS-8, which limits the height of buildings along Market Street. To 2-3 stories.
- Retain current zoning of 12-units/acre, and limit current exceptions east of Market to 24 units/acre.
- Retain policy MS-14, commercial buildings should complement rather than dominate residential homes.
- Reject proposed changes to Policy MS-15, which will cause adverse impacts on adjacent lower intensity residential neighborhoods.

Thank you for your consideration,

Fw: Changes to the Neighborhood Plan in Houghton

Allison Zike <AZike@kirklandwa.gov>
Thu 7/11/2024 12:57 PM
To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>
public comment

From:
Sent: Thursday, July 11, 2024 8:23 AM
To:
Cc: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Re: Changes to the Neighborhood Plan in Houghton

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

To all concerned parties,

Put quite simply, the 108th and 68th corridors can not support the added pressure of the proposed 5 story buildings. These streets cannot be widened for the expansion being considered .Is the city's strategy to make traveling in the area so difficult that we will avoid going to this area?

40 Year Resident

On Thu, Jul 11, 2024 at 8:11 AM Chelle Nelson <cnelson@windermere.com> wrote:

> Originally sent to wrong email address. Please see attached letter regarding the neighborhood plan changes proposed for Houghton.
>
> ---
>
> **From:**
> **Sent:** Thursday, July 11, 2024 8:03 AM
> **To:** planningcommissioners@gmail.com <planningcommissioners@gmail.com>
> **Cc:** rrutherford@kirklandwa.gov <rrutherford@kirklandwa.gov>; bheiser@kirklandwa.gov <bheiser@kirklandwa.gov>; sreusser@kirklandwa.gov <sreusser@kirklandwa.gov>; arozmyn@kirklandwa.gov <arozmyn@kirklandwa.gov>; ajacobson@kirklandwa.gov <ajacobson@kirklandwa.gov>; kallen@kirklandwa.gov <kallen@kirklandwa.gov>; gmadeya@kirklandwa.gov <gmadeya@kirklandwa.gov>; Central Houghton Neighborhood Association <centralhoughton@gmail.com>
> **Subject:** Changes to the Neighborhood Plan in Houghton
>
> Please read attached letter regarding the changes to the neighborhood comprehensive plan you are discussing this evening.
>
> Thank you!

Displeasure with Market Street Corridor Plan

Thu 7/11/2024 3:03 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>

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

LeAndra and the planning commissioners

I'm writing to express my extreme concern to many of the proposed changes in the Market Street Corridor Plan. First St. is an integral part of the community - it is where everyone comes to walk for far-reaching lake views and to enjoy the TOT Lot and views from this park. Increasing the building height and density allowed in the neighborhood, as well as extending mixed-use buildings to First Street would cause irrevocable harm to what makes this neighborhood unique. It would also destroy the value or properties East of Market.

Additionally, reducing parking requirements for high density buildings in this neighborhood is a safety and congestion risk. There is no evidence yet that there will be a reliable and frequent enough bus service that would entice future residents to give up cars. We should not allow this irresponsible building prior to changes in both Sound Transit funding and demonstration of changes in residents' transit behaviors. Where will all these future residents park?

Specifically I urge the planning commission to reject the following proposed changes in the Market Street Corridor Plan:

1. Reject extension of the Market Street Corridor to 1st St and to the west of Market street.
2. Retain current zoning of 12-units/acre, and limit current exceptions east of market to 24units/acre.
3. Retain Policy MS-8, which limits the height of buildings along Market St. To 2-3 stories.
4. Retain Policy MS-14; commercial buildings should complement rather than dominate residential homes.
5. Reject proposed changes to Policy MS-15, which will cause adverse impacts on adjacent lower intensity residential neighborhoods.

Best Regards

From:
Sent: Thursday, July 11, 2024 7:54 AM
To: LeAndra Baker-Lewis; Adam Weinstein; Planning Commissioners; Janice Swenson
Subject: Resident Feedback

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

Hello,

I am a resident of Kirkland, Market street corridor, and am strongly against the changes to the zoning increasing the density near single family housing.

I do not want to see multiple story buildings with the discussed increased density.

Kirkland, WA 98033

Thank you

Market Street Corridor Plan

Thu 7/11/2024 4:33 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>

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

I am writing to express my concerns to the many changes proposed in the Market Street Corridor Plan. This not only affects the residents on First Street but the entire NorKirk neighborhood.

First Street is an integral part of our community. Increasing the building height and density allowed in this neighborhood as well as extending mixed-use buildings to First Street would cause irrevocable harm to what makes this neighborhood unique.

Please reject the extension of the Market Street Corridor plan to 1st street and to the west of Market Street.

Retain current zoning of 12-units/acre and limit current exceptions east of Market to 24 units/acre

Retain Policy MS-8 which limits the height of buildings along Market St. to 2-3 stories.

Retain Policy MS-14, commercial buildings should complement rather than dominate residential homes.

Reject proposed changes to Policy MS-15, which will cause adverse impacts on adjacent lower intensity residential neighborhoods.

Thank you

Re: Please Reject Market Street Corridor Plan Proposal - Kirkland resident and investor input

Thu 7/11/2024 5:18 PM

To:Planning Commissioners <planningcommissioners@kirklandwa.gov>;LeAndra Baker-Lewis <llewis@kirklandwa.gov>

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

Our Communities Key Ask: Please reject the following proposed changes...

1. **Reject Market Street Corridor extension** to 1st St and west of Market
2. **Retain policy MS-8,** which limits building height on Market to 2-3 stories
3. **Retain Policy MS-14, for commercial buildings to complement residential** homes
4. **Reject proposed changes to Policy MS-15, which will cause adverse impacts on adjacent lower intensity residential neighborhoods.**

Thank you,
Shane

On Thu, Jul 11, 2024 at 5:09 PM Shane Wilson <shanebwilson@gmail.com> wrote:

> Dear LeAndra and Kirkland Planning Commission,
>
> As a Kirkland resident, home owner, head of household to a family of 5, community member and regional investor, I am writing to you to share concerns and ask you to reject the proposed Market Street Corridor Plan, especially the potential for allowing buildings up to five stories high on Market
>
> The proposed changes that include extending the building height limitations and building unit count, have significant impact on my current investments and willingness to put money into Kirkland. They also are negative for the city at large, and its future valuation and attractiveness.
>
> The reason most in Kirkland have moved here and made it a home, is because of the community, character and long-term value. All these will be significantly degraded by this proposal. Increasing the height limit on Market Street and downtown to five stories would be such a wart on the community. All of the current charm and heritage of what makes Kirkland great will be removed, and the stark contrast of long-term established residential neighborhoods to an over 3-story row up Market would be a total embarrassment for the city and ruin the neighborhood.
>
> I do understand the interest to increase density, and this is much better served by updating Kirkland's plot regulations to allow for slightly smaller lots, subdiving, ADU's, etc. This allows for density without ruining the character, neighborhood, and investments. As residents, we are deeply invested in maintaining what makes Market Street and its surrounding areas so distinctive. While we understand the need for growth and development, we believe it can be achieved in a manner that respects and preserves the character of our neighborhood.
>
> For current and future Kirkland city residents, the traffic conditions would become significantly worse and more dangerous -- not just from the construction, but from the daily volume increase that the infrastructure has no ability to flex to. In particular, the stress this would put into both the downtown Kirkland and Juanita hubs would be a total disaster that changes the landscape for both Kirkland and Juanita in irreversible ways. The pedestrian nature and ability would be far less appealing.
>
> There are so many buildings along Market Street with historical significance and contribute to the area's unique charm. Allowing taller, denser developments would without question lead to these being eliminated and creating a less safe city. The value of land and investments around Market will become a wasteland, and will force current residents out who have spent decades building and developing with intent for families.
>
> I urge the Planning Commission to reconsider the proposed changes and explore alternative solutions that would allow for thoughtful development without compromising the unique charm and livability of Market Street. I know that with careful planning, Kirkland can continue to grow while preserving the qualities that make our neighborhood a wonderful place to live.
>
> Thank you for considering my concerns. I am happy to discuss this further with the City Council and the Planning Commission, and look forward to participating in future discussions.
>
> Best,

(No subject)

S. L. Simmons <sls_trader@hotmail.com>

Thu 7/11/2024 1:23 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>
Cc:Planning Commissioners <planningcommissioners@kirklandwa.gov>

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

Leandra and Planning Commissioners,

I've just learned of the changes proposed in the market Street corridor plan. These last-minute changes concern me greatly! It is outrageous that this was not better communicated to the community. My specific concerns are the building height increase, increased housing density and reduced parking requirements.

I urge you to please reject the proposed changes in the Market Street Corridor Plan that extend the corridor to first Street into the west of Market Street. I request that you please retain the current zoning limits in policy MS – 8 which limits the height of buildings to 2 or 3 stories, and retain Policy MS-14 regarding commercial buildings.

Samuel L Simmons
22 year Kirkland Resident.

Regards,

Sam

REJECT CHANGES TO MARKET STREET CORRIDOR

Thu 7/11/2024 1:57 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>

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

Hello

I am writing as a concerned resident of the Market Street Corridor. I am very concerned about making changes to the density of the area. Changing the height and density of the neighborhood would cause harm that makes this neighborhood unique. Adding more residents on already crowed roads, with limited parking would cause a safety issues for pedestrians, runners, biker riders, and children. There is not reliable public transit that would entice anyone to give up there vehicles.

I urge the planning commission to reject the following changes being proposed.

1. Reject extension of the Market Street Corridor to 1st street and West of Market
2. Retain current zoning of 12 units per acre, and limit current exceptions east of Market to 24 units
3. Retain Policy MS-8 which limits the height of buildings along Market Street to 2-3 stories
4. Retain Policy MS-14, commercial buildings should compliment rather that Dominate residential homes
5. Reject proposed changes to Policy MS-15, which would cause adverse impacts on adjacent lower intensity residential neighborhoods

Kirkland is a small lake town, it is one of the finest places to live anywhere on the West Coast. I hope the commission will reject these proposed changes and keep Kirkland the Jewell it is.

Sincerely,

Kirkland WA 98033

Market Street Corridor Plan

Thu 7/11/2024 3:30 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>;

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

Dear LeAndra,

We are writing to echo the concerns already submitted by many residents of the market street area against the planned zoning and use changes being proposed. As long time Market Street area residents (we live on 1st) the proposed changes, particularly the allowance of higher buildings directly across the street obstructing our view and destroying property values are unacceptable. We would strongly urge the planning commission to re-consider any such proposal and respect the community in which this is being proposed.

Thank you for your review and action on this matter.

Best,

Please reject the rezoning changes to Market street

Thu 7/11/2024 1:59 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Planning Commissioners <planningCommissioners@kirklandwa.gov>

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

Dear LeAndra and Kikrland planning commissioners

My name is Paria Noorkami and I have lived in Kirkland for 25 years.

I love Kikrland because it has a community feel and is not like a big city with tall buildings. **The proposed changes to zoning and parking are really to the extreme, and will kill the character and the family oriented community here**. The roads cannot handle the traffic with proposed changes. This has disaster written all over it, our house is close to Market street and my kids walk around the area all the time. The changes will create too much traffic and put the safety of kids and the community at risk.

I urge you to reject the proposed changes to Market street rezoning and parking, specifically the changes that allow building higher than 2-3 stories, and allow high density buildings with such minimum parking requirements. Please keep the current zoning. These changes have *disaster* written all over it.

Please don't let this happen and change what is great about downtown kirkland!

Thanks,

Market St - Re-zone.

Thu 7/11/2024 1:21 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>
Cc:Planning Commissioners <planningcommissioners@kirklandwa.gov>

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

As a resident of Kirkland for over 15 yrs and a Nor-Kirk resident since 2020 (2nd St)..

I am writing to express my extreme concern to many of the changes proposed in the Market Street Corridor Plan. First Street is an integral part of the community - it is where everyone comes to walk for far-reaching lake views and to enjoy the Tot Lot and views from this park. Increasing the building height and density allowed in this neighborhood, as well as extending mixed-use buildings to First Street would cause irrevocable harm to what makes this neighbor unique.

I would like to see other changes considered that actually increase home ownership instead of relying on large apartment buildings owned by corporations. For example, this neighborhood is serviced by alleyways, which lend themselves to facilitating DADUs and cottages. To entice SFR owners to increase the number of dwellings, we should consider incentives to make this happen:
1/ Allow FAR and land use exceptions to enable two- and three-bedroom cottages;
2/ Simplify / reduce costs for making these properties condominiums; and
3/ In return for allowing these zoning exceptions, we should require DADU/Cottages to be occupied by a household separate from other dwellings on the lot. This would address the issue of property owners creating an ADU/DADU/Cottage to expand their square footage for the same household's use, while at the same time allowing families like mine to provide housing for their adult children.

Additionally, reducing parking requirements for high density buildings in this neighborhood is a safety and congestion risk. There is no evidence yet that there will be reliable and frequent enough bus service that would entice future residents to give up cars. We should not allow this irresponsible building prior to changes in both Sound Transit funding and demonstration of changes in residents' transit behaviors.

Specifically, I urge the planning commision to reject the following proposed changes in the Market Street Corridor Plan:

1/ Reject extension of the Market Street Corridor to 1st St and to the west of Market Street.
2/ Retain current zoning of 12-units/acre, and limit current exceptions east of Market to 24 units/acre.
3/ RETAIN POLICY MS-8!!!
4/ Policy MS-10: Reject proposed changes.
5/ Retain Policy MS-14
6/ Reject changes to Policy MS-15

Thank you,

Regarding the Market Street Corridor Plan

Thu 7/11/2024 12:50 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>

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

Hi LeAndra and the planning commission -

I have lived in the Norkirk community for the past 15 years, and I recently became aware of the changes being proposed in the Market Street Corridor Plan that impact housing density, transportation, and zoning requirements for building height (this has been a big conversation for many of my neighbors as well).

While I am a strong believer in affordable housing, I believe the current plans would actively harm current residents of the Norkirk community, many of whom purchased their properties because of the character of the community. Specifically, extending the market street corridor to 1st and west of Market street would fundamentally ruin the views from the parks and houses of many in this community (DRASTICALLY impacting the primary reason many of us purchased homes in this community) and would increase traffic density in a way that our current infrastructure cannot support, especially given how frequently Kirland is overlooked by WSDOT public transit projects.

I would like to ask that the planning commission reject the following proposed changes in the Market Street Corridor Plan:

1. Reject (for now) the extension of the Market Street Corridor to 1st street and to the west of market street - such large changes to zoning policy are fundamentally in conflict with the interests of many in this community (who still want to achieve many of the same outcomes you do)
2. Retain policy MS-8, which limits heights of buildings along market street to be on-par with surrounding properties (currently 2-3 stories)
3. Retain Policy MS-14, so that commerical buildings don't substantially alter the feel and aesthetic of this largely residential community
4. Consider rejecting MS-15 due to its impact on the current residential neighborhoods and their residents

I believe there is room to increase density of housing in our community, and for change in our community, but not at the expense of turning this part of Kirkland into another Redmond with high rise buildings and transferring property value away from current residents to instead line the pockets of builders. We can find a way to improve affordable housing without hurting current residents.

Thank you so much for all you do for our community, and for taking the time to read this mail!

Nathan Halstead

concerns on the proposed changes to market street

Thu 7/11/2024 3:43 PM

To:Planning Commissioners <planningcommissioners@kirklandwa.gov>;LeAndra Baker-Lewis <llewis@kirklandwa.gov>

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

Hello, dear LeAndra and the planning commissioners,

I am writing to express my extreme concern to many of the changes proposed in the Market Street Corridor Plan. Me and my family are residents on the First Street of the Norkirk community. First Street is an integral part of the community- it is where everyone, especially families, with kids and pets, comes to walk for far-reaching lake views and to enjoy the many nice things of this neighborhood. Increasing the building height and density, as well as extending mixed-used buildings to First Street would cause irrevocable harm to what makes this neighbor unique, and our home.

Additionally, reducing parking requirements for high density buildings in this neighborhood increases the safety and congestion risks. There is no evidence yet that there will be reliable and frequent enough bus service that would entice future residents to give up cars. We should not allow this irresponsible building prior to changes in both Sound Transit funding and demonstration of changes in residents' transit behaviors.

Specifically, I and our family urge the planning commission to reject the following proposed changes in the Market Street Corridor Plan:

1. **Reject** extension of the Market Street Corridor to 1st St and to the west of Market Street;
2. **Retain** current zoning of 12-units/acre, and limit current exceptions east of Market to 24 units/acre.
3. **Retain** Policy MS-8, which limits the height of buildings along Market Street to 2-3 stories.
4. **Retain** Policy MS-14, commercial buildings should complement rather than dominate residential homes.
5. **Reject** proposed changes to Policy MS-15, which will cause adverse impacts on adjacent lower intensity residential neighborhoods.

Thank you for your time and consideration.

Sincerely,

Kirkland Market Street Corridor (Proposed Changes to the Kirkland Comprehensive Plan)

Thu 7/11/2024 9:50 AM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>

1 attachments (2 MB)

Attachment 6_Draft Market Street Corridor Plan (updated).pdf;

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Dear Ms. Baker-Lewis,

It was brought to my attention yesterday that the City Planning Department is considering changes to the Kirkland Comprehensive Plan concerning the Market Street Corridor and will be making recommendations to the Kirkland City council.

My wife and I are residents of Kirkland and own a home on the corner of 1st Street and 9th Avenue that will be affected by any proposed Plan changes. We both love and appreciate the neighborhood community in which we live. The neighborhood is walkable, safe and has a blend of historic and architecturally consistent low-rise residential and commercial buildings. We are concerned that the proposed plan being considered deletes existing restrictions on the height and maximum occupancy of buildings along the corridor (proposed deletion of MS-8) and deletes existing requirements that higher buildings have setbacks or architectural features that provide aesthetic complements to lower height or historic buildings (proposed deletion of MS-14).

The Market Street corridor is already a heavily used arterial for residents in the Juanita neighborhood. There is only one lane in each the north and south directions and existing planning documents do not include a widening of the arterial. Indeed, the need for preservation of trees and sidewalks suggests that widening would not be feasible or possible. During afternoon and evening hours, Market Street is regularly congested with stop and go traffic extending from at least 9th Avenue to downtown Juanita. Many motorists attempt to bypass the congestion by speeding up 1st Street. A three- or four-fold increase in the occupancy along the Market Corridor would eventually add hundreds or thousands of additional residents and only increase congestion. In turn, this could result in more motorists using adjacent north-south side streets to by-pass stopped or slow traffic. The side-streets are in residential neighborhoods with young children and inattentive, speeding motorists represent a significant safety concern. Indeed, on several occasions we have observed speeding motorists nearly hit pedestrians (children) coming to/from the Tot Lot on 9th Avenue.

Additionally, we and many other families appreciate the existing single-family residential character of our neighborhood. Many of the houses have partial views of Lake Washington that would be obscured by buildings that are higher than 25 feet above the property mid-line. The residents' property values would be significantly adversely affected by the proposed changes. Changes in the maximum occupancy without sufficient on-site parking would result in on-street parking, potentially affecting access by emergency vehicles or residential deliveries such as mail.

In addition to safety, the aesthetic character of Kirkland is important to us as residents. We have seen the explosion of 7-story block tenement apartments in Redmond that arguably has destroyed its downtown character and creates a canyon-like feel. The proposed changes to the Comprehensive Plan do not adequately ensure that such massive mid-rise development will be rejected in the future by building planners.

We respectfully request that these considerations be taken into account as part of your deliberations.

Thank you.

Proposed changes to height limit and density on Market street Kirkland

Thu 7/11/2024 12:53 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

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

Dear LeAndrea,

I hope this message finds you well. My name is Mike Moghaddas, and I am a resident of Kirkland. I am writing to express my strong opposition to the proposed changes to height limits and density in our neighborhood.

Market Street is not just a thoroughfare but a community that I have called home for last 20 years. Its unique blend of small businesses, local charm, and pedestrian-friendly environment are what drew me to live here, and I am deeply concerned that altering these aspects could irreversibly impact our neighborhood's character and livability.

Here are the specific reasons for my opposition:

1. Preservation of Neighborhood Character: Increasing height limits risks altering the skyline and aesthetic appeal of Market Street. It is crucial to maintain the current scale that contributes to our neighborhood's charm and identity.
2. Traffic and Parking: Higher density developments often lead to increased traffic congestion and parking challenges. As someone who navigates these streets daily, I am concerned about how these changes will affect our ability to move freely and safely.
3. Community Engagement: I believe that meaningful community engagement is essential in shaping the future of our neighborhood. Residents like myself should have a voice and be actively involved in decisions that impact our community's future.

In conclusion, I respectfully urge you to reconsider the proposed changes to height limits and density on Market Street. As a resident who opposes these changes, I hope that you will prioritize preserving the character and livability of our neighborhood while planning for its future growth.

Thank you for considering my concerns. I look forward to hearing the outcomes of your discussions and decisions regarding the future of Market Street.

Warm regards,

Changes to Neighborhood Zoning

Thu 7/11/2024 2:19 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

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While I believe that Kirkland and other municipalities need to evolve, the proposed zoning changes around current transit corridors require much more study and public debate.

If enacted, the changes will affect thousands of current Kirkland citizens, impacting property values, traffic patterns, view corridors, and livability.

The Planning Commission has an obligation to the citizens of Kirkland to fully communicate the expected impact of the zoning changes, and I don't believe the Commission or the City has done this. The outcry you are hearing right now is proof that the communication of the proposed changes has been inadequate.

I ask the Planning Commission to slow down, better communicate the options and alternatives, derive more feedback from the citizenry, and not bow to the demands of developers who want a quick buck.

Lifelong Kirkland Resident

Market Street Corridor Proposal

Thu 7/11/2024 3:32 PM

To:LeAndra Baker-Lewis <LIewis@kirkIandwa.gov>

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

Dear LeAndra and planning commissioners,

First Street has been an important walking and biking corridor for many decades. As a 30+ year resident, people have often told me that they walk and bike on First Street to avoid the congestion on Market Street when traveling across the Norkirk/Moss Bay neighborhoods from North to South or the reverse.

Encouraging increased development along First Street will eliminate that pedestrian/bike friendly corridor.

The suggestion that mass transportation will increase is somewhat doubtful to me. I used to be a regular bus commuter to Seattle, but the rerouting thru the UW to get onto Light Rail has tripled the commute time for local residents.

I also urge you to maintain the current height restriction on Market Street. This limitation keeps the neighborhood maintains the characteristics of the neighborhood that is beloved.

Sincerely,

Please reject the proposed changes to Market street rezoning and parking

Thu 7/11/2024 1:50 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Planning Commissioners <planningCommissioners@kirklandwa.gov>

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

Dear LeAndra and Kikrland planning commissioners

My name is Mehan Azimi, resident of Kirkland. I have lived in Kirkland for over 20 years with my family, raising my two kids here. We love this city and it's community. Kirkland is our home ❤️‍🩹

I go for a run every morning in Market street. My kids use Market street to go to downtown parks and pools, or to the beaches in the summer. **The proposed changes to zoning and parking are really to the extreme, and will kill the character and the family oriented community here**. The roads cannot handle the traffic with proposed changes. This has disaster written all over it, my kids and myself will not feel safe to use Market street as we do today because of traffic it bring. It's so unbelievable to assume future resident will just rely on public transit there.

I urge you to reject the proposed changes to Market street rezoning and parking, specifically the changes that allow building higher than 2-3 stories, and allows high density buildings with such minimum parking requirement. Please keep the current zoning. These changes have *disaster* written all over it.

Please don't ruin our city spirit and character with these changes.

Thanks

Concerns wrt Market street corridor plan

Thu 7/11/2024 9:56 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>

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LeAdra and the planning commissioners,

I am writing to express my extreme concern to many of the changes proposed in the Market Street Corridor Plan. First Street is an integral part of the community – it is where everyone comes to walk for far-reaching lake views and to enjoy the Tot Lot and views from the part. Increasing the building height and density allowed in this neighborhood, as well as extending mixed-se buildings to First Street would cause irrevocable harm to what makes this neighborhood unique.

Additionally, reducing parking requirements for high density buildings in this neighborhood is a safety and congestion risk. There is no evidence yet that there will be reliable and frequent enough bus service that would entice future residents to give up cars. We should not allow this irresponsible building prior to changes in both Sound transit funding and demonstration of changes in residents transit behaviors.

Specifically, I urge the planning commission to reject the following proposed changes in the Market Street Corridor plan:

1. Reject extension of the Market Street Corridor to 1st Ste and to the west of Market Street.
2. Retain current zoning of 12-units/ acre and limit current exceptions east of market to 24 units/acre.
3. RETAIN POLICY MS-8, which limits the height of building along Market St. to 2-3 stories
4. Retain policy MS-14, commercial buildings should complement rather than dominate residential homes.
5. Reject proposed changes to Policy MS-15, which will cause adverse impacts on adjacent lower intensity residential neighborhoods.

Thank you,

Kirkland, WA 98033

Market Street Development Proposal

Fri 7/12/2024 1:16 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Adam Weinstein <aweinstein@kirklandwa.gov>

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

Dear Public Servants of our Community,

The purpose of this letter is to state, in the strongest terms, my objection to lining Market Street with 6 story buildings running a quarter of a mile deep on either side.

This described development would ruin the lovely feel of Kirkland, block view planes for homeowners and pedestrians and dramatically increase the heavy traffic use that Market Street already experiences.

My husband and I have been homeowners in Kirkland for over 30 years. Our fabulous view plane was blocked by two thoughtlessly built homes, in spite of the efforts of neighbors to work with the city and the builders.

One by one we've seen almost every charming, smaller home give way to large new homes. Over the past 3 decades numerous apartment homes and condominiums have been built all around the city. The downtown feel of Kirkland changed with the enormous Kirkland Urban development.
Traffic has gotten worse and worse over the years. The traffic noise on Market Street already causes us to close our windows to manage the din.

Let the record show that I, another Kirkland resident, oppose this development proposal. Do not let this happen on your watch. Do not leave this as your legacy. Do not permit the further crowding of our city. You have an opportunity to be heros in this community by stopping this proposal.

Thank you for reading my letter.

Sincerely,

Urgent Market Street Corridor Plan - objection!

Thu 7/11/2024 4:38 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>

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

I'm writing to express my extreme concern to many of the changes proposed in the Market Street Corridor Plan. I live at 327 8th Ave. Kirkland, 98033

First Street is an integral part of the community - it is
where everyone comes to walk for far-reaching lake views and to enjoy the Tot Lot and views from this park. Increasing the building height and density allowed in this neighborhood, as well as extending mixed-use buildings to First Street would cause
irrevocable harm to what makes this neighbor unique.

Additionally, reducing parking requirements for high density buildings in this neighborhood is a safety and congestion risk. There is no evidence yet that there will be reliable and frequent enough bus service that would entice future residents to give up
cars. We should not allow this irresponsible building prior to changes in both Sound Transit funding and demonstration of changes in residents' transit behaviors.

Specifically, I urge the planning commission to reject the following proposed changes in
the Market Street Corridor Plan:

1. Reject extension of the Market Street Corridor to 1st St and to the west of Market Street. Retain current zoning of 12-units/acre, and limit current exceptions east of Market to 24 units/acre.

RETAIN POLICY MS-8, which limits the height of buildings along Market St. to 2-3 stories

4. Retain Policy MS-14, commercial buildings should complement rather than dominate residential homes.

5. Reject proposed changes to Policy MS-15, which will cause adverse impacts on adjacent lower intensity residential neighborhoods.

Kirkland Market Street Corridor (Proposed Changes to the Kirkland Comprehensive Plan)

Thu 7/11/2024 12:18 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>
Cc:Planning Commissioners <planningcommissioners@kirklandwa.gov>;

1 attachments (2 MB)

Attachment 6_Draft Market Street Corridor Plan (updated).pdf;

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

Dear Ms. Baker-Lewis,

It was brought to my attention today that the City Planning Department is considering changes to the Kirkland Comprehensive Plan concerning the Market Street Corridor and will be making recommendations to the Kirkland City council.

My wife and I just closed on a couple months back and will be greatly affected by any proposed Plan changes. We both love and appreciate the neighborhood community in which we live. The neighborhood is walkable, safe and has a blend of historic and architecturally consistent low-rise residential and commercial buildings. We are concerned that the proposed plan being considered deletes existing restrictions on the height and maximum occupancy of buildings along the corridor (proposed deletion of MS-8) and deletes existing requirements that higher buildings have setbacks or architectural features that provide aesthetic complements to lower height or historic buildings (proposed deletion of MS-14).

We took great care and comfort in knowing the property we just heavily invested in had height restrictions to protect our investment. Had this not been in place we would have not purchased this home!!!

The Market Street corridor is already a heavily used arterial for residents in the Juanita neighborhood. There is only one lane in each the north and south directions and existing planning documents do not include a widening of the arterial. Indeed, the need for preservation of trees and sidewalks suggests that widening would not be feasible or possible. During afternoon and evening hours, Market Street is regularly congested with stop and go traffic extending from at least 9th Avenue to downtown Juanita. Many motorists attempt to bypass the congestion by speeding up 1st Street. A three- or four-fold increase in the occupancy along the Market Corridor would eventually add hundreds or thousands of additional residents and only increase congestion. In turn, this could result in more motorists using adjacent north-south side streets to by-pass stopped or slow traffic. The side-streets are in residential neighborhoods with young children and inattentive, speeding motorists represent a significant safety concern. Indeed, on several occasions we have

observed speeding motorists nearly hit pedestrians (children) coming to/from the Tot Lot on 9th Avenue.

Additionally, we and many other families appreciate the existing single-family residential character of our neighborhood. Many of the houses have partial views of Lake Washington that would be obscured by buildings that are higher than 25 feet above the property mid-line. The residents' property values would be significantly adversely affected by the proposed changes. Changes in the maximum occupancy without sufficient on-site parking would result in on-street parking, potentially affecting access by emergency vehicles or residential deliveries such as mail.

In addition to safety, the aesthetic character of Kirkland is important to us as residents. We have seen the explosion of 7-story block tenement apartments in Redmond that arguably has destroyed its downtown character and creates a canyon-like feel. The proposed changes to the Comprehensive Plan do not adequately ensure that such massive mid-rise development will be rejected in the future by building planners.

We respectfully request that these considerations be taken into account as part of your deliberations.

Thank you.

Support for more housing

Thu 7/11/2024 3:38 PM

To:Planning Commissioners <PlanningCommissioners@kirklandwa.gov>;LeAndra Baker-Lewis <llewis@kirklandwa.gov>

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

Dear Planning Commissioners and Staff,

Housing costs are continuing to rise in Kirkland. Even as we're making good progress with gently increasing our city's density we're still trying to make up for decades of limiting housing supply. Until we (and the other cities in our area) catch up to where we should be we'll continue to have a Kirkland where only the rich can afford to live. I'm in support of more housing supply throughout our city but especially along transit corridors and in places where residents would have easy, car-free access to the amenities they need like grocery stores and schools. Please remember that capacity is not the same as development. Only a few lots at a time will be redeveloping to take advantage of newly allowed density so it's crucial that we maximize what we can get from this redevelopment.

I know a lot of my fellow neighbors are concerned about the transportation implications from allowing multifamily units near single family housing. That's why it's so important that new housing is well placed so that new Kirkland residents aren't forced into the same car-reliance as our suburbs currently dictate. At the end of the day this is a value question: do we care more about people and giving them an affordable place to live, or do we care about cars and making sure drivers are never inconvenienced? As we grow as a city this question of how we handle our most space-inefficient transit mode will become more and more poignant. Cars are an important tool but they shouldn't be the only viable option in our city.

Thank you for your work on these important issues and consideration of all who live, work, and play in Kirkland, both present and future,

KCP 2044 Neighborhood Plans

Thu 7/11/2024 10:04 AM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

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

Hi LeAndra,

I know this feedback is rather delayed, and if I have to wait for the new neighborhood development standards rolling out in 2025, that's fine. Wanted to toss it your way, regardless.

1. It's encouraging to see the comments in support of the increased height and density for both the Michael's and Goodwill sites!

All these comments are specifically for the Finn Hill Neighborhood Plan, where I live:

2. Vision Statement
    a. Mostly looks good. I think it's a little optimistic when it comes to transit; we're still a long way away from the density needed to justify more lines/routes in the area. A better solution would be to improve cycling routes/safety so people didn't feel the need to rely so heavily on cars. The roads are already there, but if they're unsafe (from the perspective of most people), what's the point? I like the focus on existing 'mixed-use' areas; they are both due for a refresh. I think Finn Hill Park could be considered another anchor point to focus additional development; with the park itself being a large attractor, and so many schools nearby, it makes sense to also focus development intensity here.
3. Guiding Neighborhood Values
    a. I like that a lot of the text favoring low-density has been removed. There's no reason we can't have both higher-density AND green spaces. Maybe add some more details in here about specifically preserving exiting tree canopy? It's a shame when a development cuts down a ton of trees, and then plants tiny baby ones to replace them, like that's good enough (the new Woodland Reserve is a prime example of this). Note: Looks like this covered fairly well in Section 4: Natural Environment.
    b. Maybe remove or lesson some of the language regarding the concerns around congestion? I fear that becoming a boogeyman used to justify opposition to development.
    c. This is more of an aside, but I wonder how much of Juanita Drive's traffic is comprised of Finn Hill residents, versus Kenmore residents using it as a 'shortcut'. Maybe we should consider options that cater specifically to Finn Hill residents, and discourage through-traffic.
4. Natural Environment
    a. Love seeing all the comments about protecting existing trees! Let's keep that energy!
5. Land Use
    a. Finn Hill Neighborhood Commercial Center
        1. I think 5 stories should be considered the minimum we aim for, rather than the maximum building height. A 7- or 8-story building would place the top floors near the tops of the surrounding trees, making for incredible views.
        2. And if we want this to become one of the focal points in the neighborhood, it'll need enough people/businesses there to reach critical mass, and that's very difficult to do without the accompanying density. And since we want to minimize the environmental impact of all this, I think up is the only way to go!

    b. Holmes Point Residential Market
        1. Why is 3 stories the appropriate building height? The area is small; if we want to actually make it something of an independent hub, while adhering to our other goals of tree preservation, etc., we need to build up. Would a cluster of 5-story buildings really be so out of place there?

Cheers!

Land Use Changes Along Frequent Transit Corridors

Thu 7/11/2024 4:14 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

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

To Whom It May Concern,

We have resided at 10046 124th Ave NE in Kirkland since 1978. We have seen many changes starting in 1987 when our property was annexed from King County into the City of Kirkland. The apparent changes now proposed will forever change this neighborhood in a negative manner. The streets at peak traffic are already in excess of capacity. Adding the type of density proposed would be horrendous.

We built our house here because we loved the environment of this neighborhood and this town. We did not make the investment to build a home and raise a family here to live with the thought that the city's view of how the neighborhood should look and feel would eventually be imposed on us.

Sincerely,

Re: Proposed Zoning Change to allow up to 6 story apartments 1/4 mile east and 1/4 mile west of Market Street? Are you insane?

Fri 7/12/2024 9:25 AM

Cc:LeAndra Baker-Lewis <LLewis@kirklandwa.gov>;Allison Zike <azike@kirklandwa.gov>;Adam Weinstein <aweinstein@kirklandwa.gov>;City Council <citycouncil@kirklandwa.gov>

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Thanks Pete. I was not aware. I sent email to all 3. I don't want Kirkland to look like Downtown Redmond. A dark tower of buildings. It's no longer Redmond. Take care
Sent from my iPhone

On Jul 11, 2024, at 10:13 PM, p.a.speer@att.net wrote:

To whom it may concern:

We have been homeowners in the Norkirk neighborhood since 1984.

We raised our two daughters here. We became involved in Kirkland American Little League and helped bring the Little League Junior Softball World Series to this City.

We have been absolutely appalled by the senseless, headlong movement towards increased density far beyond any mandated growth management plan in recent decades. We fought the movement to allow increased density in Norkirk for years while Eric Shields was head of Kirkland Planning. We opposed the City's movement to dilute minimum lot sizes tooth and nail.

This latest proposal to allow up to six story apartments along Market Street is the last straw. This is madness. You are turning this city into a Bellevue or worse, Seattle.

That is not at all where we chose to live. We are ashamed of what the City of Kirkland council and commission are doing to ruin this once lovely city.

We have made the decision to sell our home and move away from the City we once loved and to which we devoted so much energy.

Most sincerely,

Kirkland, WA

Fw: Neighborhood Plans Public Comment - Process

Allison Zike <AZike@kirklandwa.gov>

Sat 7/13/2024 1:56 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

public comment

From:
Sent: Thursday, July 11, 2024 1:09 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Neighborhood Plans Public Comment - Process

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

Hello,

I'm broadly in favor of all the changes to neighborhood plans, and moving them into the comprehensive plan to ensure they are actually updated regularly. On a surface level, it looks like a lot has changed, but really it's mostly language and organizational changes. As you know, the comp plan is only the first step of change happening, and I don't think the neighborhood plans specifically call for much to change.

However, I've seen a lot of concern among neighborhood associations (including my own) about the process change, and also concerns about a lot of the language updates. Again, I think the neighborhood plans really haven't changed much so I don't agree with them, but I think it's worth directly addressing some of their concerns so they feel like they aren't being cut out.

I live in Bridle Trails, and I've reviewed the plans for Bridle Trails, Rose Hill, and Houghton in detail, and skimmed the others.

Thanks for your hard work!

Fw: Opposition to Proposal Allowing Greatly Increased Density To E & W of Market

LeAndra Baker-Lewis <llewis@kirklandwa.gov>

Wed 7/24/2024 3:17 PM

To:Allison Zike <AZike@kirklandwa.gov>

Sincerely,

LeAndra Baker-Lewis | *Senior Planner*
City of Kirkland Planning & Building Department
123 5th Ave, Kirkland WA 98033
Phone: (425) 587-3265
llewis@kirklandwa.gov | Kirkland Planning & Building

From:
Sent: Friday, July 12, 2024 11:34 AM
To: LeAndra Baker-Lewis <llewis@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>
Subject: Opposition to Proposal Allowing Greatly Increased Density To E & W of Market

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

To whom it may concern,

We want to register our absolute opposition to the proposal to allow greatly increased housing density and up to 6-story apartment/condo buildings within a quarter mile east and west of Market Street.

My wife Melissa and I have been Kirkland residents for 40 years, and have raised our two kids here.
I am a research advisor and adjunct professor of engineering at UW.
Melissa retired from teaching in Lake Washington School District in 2019.
Our home is in the Norkirk neighborhood on 3rd Street, and we plan to remain here indefinitely.

We recognize the long-term economic and social and environmental land-use benefits of concentrating density of housing and businesses in some zones of the Kirkland-Bellevue urban area.
We supported the redevelopment of Totem Lake, and the Kirkland Urban complex.
We have also supported redevelopment along 85th between I-405 and 132nd , where many properties are clearly not engaged to their "best and highest use" (e.g. Rose Hill Plaza).
But these are areas where density and re-development makes obvious sense---areas along existing major multi-lane traffic arteries with easy entrances and exits to I-405, areas that are not primarily suburban single-family residential neighborhoods.

The proposal to allow large multi-story apartments and significantly increased density east and west of Market does not make sense and approaches the level of "insanity".
Rapid development over the past 10 years, even in those focused zones such as Totem Lake, has still come at a cost; significantly increasing noise and traffic congestion in the downtown area, and decreasing the livability of neighborhoods a considerable distance away.
The increased traffic on Market during commuting hours has already become problematic, and increased density on side-streets blocks away will only make this worse. Increased overflow of traffic onto 3rd Street (including busses and some heavy vehicles) has already become a notable deterrent to use of our front yard, or walking and biking at some times of the day.
We can only imagine that zoning changes which would encourage a large swath of increased density northward between the Lake Washington shore and 3rd Street, into currently single-family neighborhoods, will make things considerably worse.

It seems reasonable to allow limited density increase and taller apartments (3 to 4-story ?) within a block of Market, especially in a few areas to the west, as a more realistic natural progression of "progress".

This is also the likely maximum strain that could be placed on Market and Norkirk neighborhoods and infrastructure without destroying the character of the historic areas on lower Market and the Marina Park/ north downtown area.

We, and many other people who were attracted to Kirkland as a great place to live and work, were specifically trying to avoid the level of density that this proposal clearly encourages.
In order to maintain the historic and suburban neighborhood character that drew many to live and work in Kirkland over the past 50 years, the City of Kirkland needs to strike a balance between economic development, housing density, transportation, and maintaining the unique "Kirkland feel". The proposed re-zone to allow multi-family, multi-story housing through a wide swath between the lake and 3rd street is clearly not a balanced development approach at all, and will open the door to the final "Bellevuization" of this once very livable "oasis" community.

Thank you for your attention.

Kirkland

From: Allison Zike
Sent: Tuesday, July 23, 2024 7:40 AM
To: Janice Swenson
Subject: Fw: Proposed Zoning Changes

From:
Sent: Friday, July 12, 2024 8:57 AM
To: Allison Zike <azike@kirklandwa.gov>
Subject: Proposed Zoning Changes

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

Ms Zike,

I just became aware of a proposal to allow up to 6 story apartment/Condo buildings in the Norkirk Neighborhood. To let you know, I WAS SHOCKED. How could the planning commission want to destroy our neighborhood. Its so sad that Kirkland is so quickly going away as a quiet, nice and safe community to live in and raise a family. But now, its corporate greed from City planners and builders to jam as many people in a small space as could be. My wife and I have live in our house on 2nd and 15th since 1980, and raised our kids here. It was a close knit neighborhood where you knew your neighbor and we shared so much. Now, they are tearing down a house and shoving 3, 4 or 5 little houses. When we remodeled in the past, we took down an old dying tree, but the city required us to replace it with 3 trees. Now, we see lots with trees and shrubs just torn up so you can put more housing up. Guess, climate change with tearing down greenery is not in your vision.

Please, don't destroy Norkirk. Once you crowd so much in, there is no turning back. I want to cry every time I drive through downtown Redmond and see all of those VERY TALL 6 STORY BUILDINGS. It looks like a dark tunnel. No sun, no view of the sky and no view of Beautiful downtown Redmond. If that is progress, then I want to get back into a Time Machine.

I know there is always need for housing and space is limited, but no need to destroy what many Kirkland citizens build up in the past. Appreciate you considering my concerns.

Thank you

Kirkland, WA

Fw: Proposed Zoning Change to allow up to 6 story apartments 1/4 mile east and 1/4 mile west of Market Street

LeAndra Baker-Lewis <llewis@kirklandwa.gov>
Wed 7/24/2024 3:17 PM
To:Allison Zike <AZike@kirklandwa.gov>

Sincerely,

LeAndra Baker-Lewis | *Senior Planner*
City of Kirkland Planning & Building Department
123 5th Ave, Kirkland WA 98033
Phone: (425) 587-3265
llewis@kirklandwa.gov | Kirkland Planning & Building

From:
Sent: Friday, July 12, 2024 4:58 PM
To: LeAndra Baker-Lewis <llewis@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>; Adam Weinstein <aweinstein@kirklandwa.gov>; City Council <CityCouncil@kirklandwa.gov>
Subject: Proposed Zoning Change to allow up to 6 story apartments 1/4 mile east and 1/4 mile west of Market Street

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

To:
LeAndra Baker-Lewis, Senior Planner, llewis@kirklandwa.gov
Allison Zike, AICP, Deputy Planning and Building Director, azike@kirklandwa.gov
Adam Weinstein, AICP, Planning and Building Director, aweinstein@kirklandwa.gov
Kirkland City Council

Dear Kirkland city planners and City Council.

My spouse and I have been homeowners in the Norkirk neighborhood since 1988. We raised our two children here, and plan to remain Kirkland residents for the rest of our lives. .

We are appalled by the ill-advised, senseless, headlong movement towards increased density and increased building heights along Market Street. The plan goes far beyond any mandated growth management plan in recent decades. The entire proposal to allow up to six story apartments along Market Street is a horrible idea, and only serves the interests of people trying to maximize the own financial gains at the expense of our neighborhood's livability.

The plan would *further* turn Kirkland into a corridor for yet more heavy traffic passing through the center of our lovely town, and would create major congestion in every way. Are we as a community just "giving up" on keeping traffic and congestion in check, and turning Kirkland into Lake City Way?

We join many of our neighbors in speaking strongly against the new plan, and urge you to reconsider.

Sincerely,

Kirkland, WA 98033

Market Street Corridor Plan

Thu 7/11/2024 9:45 AM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>

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

LeAndra and the planning commissioners, I'm writing to express my extreme concern to many of the changes proposed in the Market Street Corridor Plan. First Street is an integral part of the community - it is where everyone comes to walk for far-reaching lake views and to enjoy the Tot Lot and views from this park. Increasing the building height and density allowed in this neighborhood, as well as extending mixed-use buildings to First Street would cause irrevocable harm to what makes this neighbor unique. Additionally, reducing parking requirements for high density buildings in this neighborhood is a safety and congestion risk. There is no evidence yet that there will be reliable and frequent enough bus service that would entice future residents to give up cars. We should not allow this irresponsible building prior to changes in both Sound Transit funding and demonstration of changes in residents' transit behaviors. Specifically, I urge the planning commission to reject the following proposed changes in the Market Street Corridor Plan: 1. Reject extension of the Market Street Corridor to 1st St and to the west of Market Street. 2. Retain current zoning of 12-units/acre, and limit current exceptions east of Market to 24 units/acre. 3. RETAIN POLICY MS-8, which limits the height of buildings along Market St. to 2-3 stories. 4. Retain Policy MS-14, commercial buildings should complement rather than dominate residential homes. 5. Reject proposed changes to Policy MS-15, which will cause adverse impacts on adjacent lower intensity residential neighborhoods.

Kirkland, WA 98033

Fw: Kirkland Planning Changes

LeAndra Baker-Lewis <llewis@kirklandwa.gov>
Wed 7/24/2024 3:17 PM
To:Allison Zike <AZike@kirklandwa.gov>

Sincerely,

LeAndra Baker-Lewis | *Senior Planner*
City of Kirkland Planning & Building Department
123 5th Ave, Kirkland WA 98033
Phone: (425) 587-3265
llewis@kirklandwa.gov | Kirkland Planning & Building

From: Allison Zike <AZike@kirklandwa.gov>
Sent: Friday, July 12, 2024 7:09 AM
To: LeAndra Baker-Lewis <llewis@kirklandwa.gov>
Subject: Fw: Kirkland Planning Changes

public comment

From:
Sent: Thursday, July 11, 2024 8:47 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Kirkland Planning Changes

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

Hello,
As a Kirkland resident and homeowner, I want to express my strong support for changes to allow for much more density and much more rapid growth with a focus on decreasing car dependency. This included proposed changes along market street which I believe represent a bare minimum.

Kirkland should increase height caps, increase units per acre, remove all minimum parking requirements city wide.

Thank you,

High Concerns For Potential Land Use Changes

Thu 7/11/2024 3:28 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

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

Afternoon,

It was recently brought to my attention that Kirkland City Council is intending to backdoor a significant zoning change, allowing up to 5 story, high density buildings on residential streets, including areas that are already extremely congested. Frankly, this feels like Kirkland City Council is getting kick backs from developers to harm our city for their own financial gain.

While I believe that Kirkland and other municipalities need to evolve, the proposed zoning changes around current transit corridors do not follow the planning and building departments guiding principles:

- Implement programs to provide housing to community members of all income levels and abilities.
    - Does Kirkland City Coucil think waterfront units with views are going to be for incomes of all levels? These will be expensive units that harm the residents around them.
- Ensure the quality and safety of the built environment;
    - How does this impact residents who have already built and paid to improve Kirkland during their home construction who will now have views blocked by 5 story buildings?
- Protect and enhance our community's natural resources;
    - Allowing 5 story high density buildings will do nothing but block views and increase traffic in already congested areas.

If enacted, the changes will negatively affect thousands of current Kirkland citizens, impacting property values, traffic patterns, view corridors, and livability.

The Planning Commission has an obligation to the citizens of Kirkland to fully communicate the expected impact of the zoning changes, and I don't believe the Commission or the City has done this. The outcry you are hearing right now is proof that the communication of the proposed changes has been inadequate.

I ask the Planning Commission to slow down, better communicate the options and alternatives, derive more feedback from the citizenry, and place this on a ballot for a vote of the people.

Kirkland resident since 2019

Market Street Corridor Plan

Thu 7/11/2024 8:02 AM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>

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

LeAndra and the planning commission-

I'm writing to express my extreme concern to many of the changes proposed in the Market Street Corridor Plan. First Street is an integral part of the community - it is where everyone comes to walk for far-reaching lake views and to enjoy the Tot Lot and views from this park. Increasing the building height and density allowed in this neighborhood, as well as extending mixed-use buildings to First Street would cause irrevocable harm to what makes this neighbor unique.

Additionally, reducing parking requirements for high density buildings in this neighborhood is a safety and congestion risk. There is no evidence yet that there will be reliable and frequent enough bus service that would entice future residents to give up cars. We should not allow this irresponsible building prior to changes in both Sound Transit funding and demonstration of changes in residents' transit behaviors.

Specifically, I urge the planning commission to reject the following proposed changes in the Market Street Corridor Plan:

1. Reject extension of the Market Street Corridor to 1st St and to the west of Market Street.
2. Retain current zoning of 12-units/acre, and limit current exceptions east of Market to 24 units/acre.
3. RETAIN POLICY MS-8, which limits the height of buildings along Market St. to 2-3 stories.
4. Retain Policy MS-14, commercial buildings should complement rather than dominate residential homes.
5. Reject proposed changes to Policy MS-15, which will cause adverse impacts on adjacent lower intensity residential neighborhoods.

Sincerely,

Transit corridor feedback

.

Thu 7/11/2024 4:14 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

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

Hi,
Providing my input on the transit corridor proposals.

While I support the need for growth, I do not believe the city should be doing anything beyond trying to meet the growth requirements as laid out by king county and the state. These changes will have a huge negative impact on traffic, and the quality and feel of this town. You should honor existing limitations near the lake (ie not allowing taller than existing limits at the Michaels site).

Additionally, I would love to see a study that shows residents in expensive Suburbs like Kirkland will use buses, when they can clearly afford cars and their time is more valuable to them than taking long circuitous trips on a bus, requiring transfers. It makes no sense to me.

Thank you,

Finn hill resident
Get Outlook for iOS

I support the creation of higher density zoning along transit corridors

Thu 7/11/2024 2:35 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

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

Hello,

I support relaxing zoning restrictions to allow for high density housing and taller buildings along transit corridors. We need more affordable housing in Kirkland and it is clear that higher density housing - apartments, condos, row houses, etc - are the proven way to achieve this. Allowing more density along existing transit corridors can drives the positive spiral of higher population density supporting more frequent buses that can then attract additional development of higher density housing.

Changes like this to our city can be scary, but doing nothing is not going to stop change. I appreciate the careful, data-driven work being done by our city on the 2044 plan to allow Kirkland to change into a bit denser city where middle income people can still afford to live rather than 'pulling up the drawbridge' and just becoming another enclave that only multi-millionaires or lucky inheritors can live in.

Regards,

Kirkland, WA 98033

Fw: Houghton Neighborhood Plan Feedback

Allison Zike <AZike@kirklandwa.gov>

Sat 7/13/2024 1:56 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

public comment

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

From:
Sent: Thursday, July 11, 2024 1:25 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Houghton Neighborhood Plan Feedback

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

> Hello,
> The process doesn't represent the voice of the people. Clearly the city planners and most on the city council do not want to hear from their constituents and want density- severe consequences be damned. You as the planning commissioners owe the real tax payers a process that includes their voices and wants. This process mostly cuts us out of our own neighborhood planning process and policies. The traffic and infrastructure in Houghton is already maxed out with the current density. Just drive on 108th Ave or Lake Washington Blvd going North at 5 PM. Adding to the density without massive infrastructure overhaul is irresponsible and dangerous.
> Please listen to your fellow neighbors and bring a common sense perspective to the city council & staff's out of touch requests.
> Thank you for listening
>

July 11, 2024

Dear Council Members,

I live in the Norkirk Neighborhood for almost 15 years with my wife and three young kids. We have seen how growth has changed Kirkland over the years, and am especially worried about traffic safety with our kids. There are frequent accidents on 1st street and 7th Ave, and many folks race up 1st street to avoid bottlenecks on 405 and market street. It is becoming less safe with the volume of folks in this corridor. We don't have the parking to handle more capacity of people as well.

In connection with the Comprehensive Plan update, I urge you to reconsider proposed density increases in neighborhoods that already have infrastructure and traffic safety challenges. I am against the proposed Transit Corridors and accompanying density increases.

Sincerely,

Reject market street expansion.

Thu 7/11/2024 1:21 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Kelli Curtis <kcurtis@kirklandwa.gov>;Neal Black <nblack@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>;Jon Pascal <jpascal@kirklandwa.gov>;Penny Sweet <psweet@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>;Katie Kapoor <kkapoor@kirklandwa.gov>;Kurt Triplett <ktriplett@kirklandwa.gov>;Amy Bolen <abolen@kirklandwa.gov>

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

To the planning commission, city of Kirkland, city council and anyone else who have lost their minds with this plan,

I am writing to let you know how disgusting and disappointed I am hearing about the market st expansion and how against I am about it. I live on 2nd st and am sick to my stomach that you would want to steal our quiet and tranquil neighborhood. I call my home our sanctuary. My kids are 5th generation of Kirkland growing up in a home that had housed 3 generations. This puts me in tears. Do you care? Do you acknowledge what this will do to families who call Norkirk home?

What the hell are you thinking? Your plan goes way beyond the scope of the 2044 master plan. It is greedy and selfish on the city. We pay to live in a sanctuary called Norkirk. There is a reason why these homes go for 3m plus. We get to live in Kirkland and have a home with space that is safe and calm. You will take away me walking with my children, going to parks safely, enjoying the view that we pay taxes for etc.

I do not want Seattle in Norkirk.
I do not want downtown Redmond in Norkirk.
I do not want Bellevue in Norkirk.
I do not want apartments in Norkirk.
I do not want to live on or in market st neighborhood
I want to live in quiet Norkirk.

This will cause irrevocable damage to this neighborhood for the benefit of greed with the city and its developers.

I wholeheartedly agree with my neighbor so I am attaching her words to my email as another vote to reject this gross plan.

Specifically, I urge the planning commission to reject the following proposed changes in the Market Street Corridor Plan:

1/ Reject extension of the Market Street Corridor to 1st St and to the west of Market Street.
2/ Retain current zoning of 12-units/acre, and limit current exceptions east of Market to 24 units/acre.
3/ RETAIN POLICY MS-8!!!
4/ Policy MS-10: Reject proposed changes.
5/ Retain Policy MS-14
6/ Reject changes to Policy MS-15

Concerns on updates to the planning of Market Street Corridor

Thu 7/11/2024 3:43 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>

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

LeAndra and the planning commissioners,

I am writing to express my extreme concern to many of the changes proposed in the Market Street Corridor Plan. I am a new resident here. It is the current planning that attracted my family to move here. In my opinion the current setup is what makes Kirkland stand out in neighboring cities. Changing the current planning will have a tremendous impact on all of the residents west of 405.

Me and my family are residents on the First Street of the Norkirk community. First Street is an integral part of the community- it is where everyone, especially families, with kids and pets, comes to walk for far-reaching lake views and to enjoy the many nice things of this neighborhood. Increasing the building height and density, as well as extending mixed-used buildings to First Street would cause irrevocable harm to what makes this neighbor unique, and our home.

Additionally, reducing parking requirements for high density buildings in this neighborhood increases the safety and congestion risks. There is no evidence yet that there will be reliable and frequent enough bus service that would entice future residents to give up cars. We should not allow this irresponsible building prior to changes in both Sound Transit funding and demonstration of changes in residents' transit behaviors.

Specifically, I and our family urge the planning commission to reject the following proposed changes in the Market Street Corridor Plan:

1. Reject extension of the Market Street Corridor to 1st St and to the west of Market Street;
2. Retain current zoning of 12-units/acre, and limit current exceptions east of Market to 24 units/acre.
3. RETAIN POLICY MS-8, which limits the height of buildings along Market Street to 2-3 stories.
4. Retain Policy MS-14, commercial buildings should complement rather than dominate residential homes.
5. Reject proposed changes to Policy MS-15, which will cause adverse impacts on adjacent lower intensity residential neighborhoods.

Thank you for your time and consideration,

Sincerely,

Please Reconsider Market Street Corridor Plan Changes

Thu 7/11/2024 9:32 AM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>

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

Hello, our Kirkland household is concerned about the proposed changes to the Market St Neighborhood plan to increase building heights and density without adequate infrastructure including but not limited to parking requirements. People in this area do not and cannot rely on Sound Transit -- that is just the nature of the majority of the Eastside.

We would love to see Kirkland look to the future as "people first" rather than allowing for large corporate-interest apartment buildings that do not serve the community and to provide people with home ownership opportunities.

Instead, like others in the Kirkland community have proposed, we should aim to reduce the barriers starting with incentivizing our neighbors as follows:
1/ Allow FAR and land use exceptions to enable two- and three-bedroom cottages
2/ Simplify / reduce costs for making these properties condominiums; and
3/ In return for allowing these zoning exceptions, we should require DADU/Cottages to be occupied by a household separate from other dwellings on the lot.

Please reconsider the following proposed changes in the Market Street Corridor Plan:
1/ Reject extension of the Market Street Corridor to 1st St and to the west of Market Street.
2/ Retain current zoning of 12-units/acre, and limit current exceptions east of Market to 24 units/acre.
3/ RETAIN POLICY MS-8!!!
4/ Policy MS-10: Reject proposed changes.
5/ Retain Policy MS-14
6/ Reject changes to Policy MS-15

Thank you,

Land Use Changes Along Frequent Tran sit Corridors

Thu 7/11/2024 4:24 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

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

To Wh

om It May Concern,

We have resided at in Kirkland since 1978. We have seen many changes starting in 1987 when our property was annexed from King County into the City of Kirkland. The apparent changes now proposed will forever change this neighborhood in a negative manner. The streets at peak traffic are already in excess of capacity. Adding the type of density proposed would be horrendous.

We built our house here because we loved the environment of this neighborhood and this town. We did not make the investment to build a home and raise a family here to live with the thought that the city's view of how the neighborhood should look and feel would eventually be imposed on us.

Sincerely,

Proposed changes to Market St Corridor

Thu 7/11/2024 1:25 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

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

We were alarmed to learn of the proposed changes to this beloved area where we have lived for the past 35 years. To allow increased building height and density changes to what has been a welcome place to live, to enjoy Beautiful Lake Washington and to be able to walk safely
is frightening to consider.

There are traditions that will disappear. We bought our house from a man who was born more than 100 years ago in the house that still stands next door to us. My husband, who is ill, finds it comforting to sit in the front of the house and gaze at the lake.

In addition, traffic in Kirkland increases yearly. This change will eventually allow Kirkland to be another traffic nightmare.

I wish to add our voices to those who are imploring the planning commission to reject these proposed changes:

1. Reject the extension of the Market Street Corridor to First St and to the west of Market Street.
2. Retain the current zoning of 12-units per acre, and limit current exceptions east of Market to 24 units per acre.
3. Retain Policy MS-8, which limits the height of buildings along Market Street to 2 stories.
4. Reject the proposed changes to Policy MS-15, which will cause adverse impacts on adjacent lower intensity residential neighborhoods.
5. Retain Policy MS-14, which states that commercial buildings should complement, rather than dominate residential homes.

Sincerely,

Kirkland, WA 98033

Transportation Corridor Zoning Changes

Thu 7/11/2024 1:06 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Adam Weinstein <aweinstein@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>
Cc:Kelli Curtis <kcurtis@kirklandwa.gov>;citycouncil@kirkland.gov <citycouncil@kirkland.gov>

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

Planning Team,

I'm writing to register my strong opposition to the changes being proposed to increase zoning density and loosen height restrictions along the Market Street and Lake Washington BLVD transportation corridors.
These proposed changes impact single family neighborhoods, block views, increase congestion and are far outside of the scale and scope desired for Kirkland. Furthermore, not providing for adequate parking, pressures the entire surrounding neighborhoods that will become inundated with cars from these developments.

Your vision of an urban village of 4-7 story condos and rentals infiltrating formerly single family neighborhoods close to downtown is NOT SHARED by the majority of individuals in Kirkland. Furthermore, your lack of concern for view connections to the lake and olympics shows a blatant disregard for one of the unique elements that have brought so many families and visitors to the city. Density can be achieved in other parts of the city, especially those areas like Totem Lake, upper Rose Hill, Kingsgate, North Juanita, Bridal Trails commercial area and the Finn Hill QFC development, where they are in keeping with the surrounding zoning and don't require massive character shifts in the zoning to accomplish.

Please note that my objection is not for the entirety of the plan, just those streets that are closer to the lake and/or block views and erect a giant visual "visor" on our town. Keep the growth to the areas that can accept it, without negatively changing the character of the town.

Also please note that my comments are not of a NIMBY. These changes do not impact my personal views from my residence in any way, but rather from an individual who does not think that Redmond, Bellevue or South Lake Union should be the model moving forward for Kirkland to emulate. Please maintain the smaller town character that brought us all to Kirkland, and be more purposeful and creative in your implementation of growth.

Thanks for your consideration,

Market Street Corridor Proposal

Thu 7/11/2024 2:18 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>

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LeAndra and the planning commissioners,

I am writing to express my extreme concern to many of the changes proposed in the Market Street Corridor Plan. First Street is an integral part of the community - it is where everyone comes to walk for far-reaching lake views and to enjoy the Tot Lot and views from the park. Increasing the building height and density allowed in this neighborhood as well as extending mixed-use buildings to First Street would cause irrevocable harm to what makes this neighborhood unique.

Specifically, I urge the planning commission to REJECT the following proposed changes in the Market Street Corridor Plan:

1. REJECT extension of the Market Street Corridor to 1st St. and to the west of Market St.
2. Retain current zoning of 12-units/acre, and limit current exceptions east of Market to 24 units/acre.
3. RETAIN POLICY MS-8, which limits the height of buildings along Market St. to 2-3 stories.
4. Retain Policy MS-14, commercial buildings should complement rather than dominate residential homes.
5. REJECT proposed changes to Policy MS-15, which will cause adverse impacts on adjacent lower intensity residential neighborhoods.

Thank you for keeping our city more livable.

From:
Sent: Thursday, July 11, 2024 5:20 PM
To: 2044 Comprehensive Plan
Subject: Zoning

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

While I believe that Kirkland and other municipalities need to evolve, the proposed zoning changes around current transit corridors require much more study and public debate.

If enacted, the changes will affect thousands of current Kirkland citizens, impacting property values, traffic patterns, view corridors, and livability.

The Planning Commission has an obligation to the citizens of Kirkland to fully communicate the expected impact of the zoning changes, and I don't believe the Commission or the City has done this. The outcry you are hearing right now is proof that the communication of the proposed changes has been inadequate.

I ask the Planning Commission to slow down, better communicate the options and alternatives, derive more feedback from the citizenry, and not bow to the demands of developers who want a quick buck.

Lifelong Kirkland Resident

Fw: Houghton Neighborhood Plan update

Allison Zike <AZike@kirklandwa.gov>

Thu 7/11/2024 11:24 AM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

public comment

From: Houghton Neighborhood Association <centralhoughton@gmail.com>
Sent: Thursday, July 11, 2024 10:46 AM
To:
Cc: Rodney Rutherford <rrutherford@kirklandwa.gov>; Bria Heiser <bheiser@kirklandwa.gov>; Scott Reusser <sreusser@kirklandwa.gov>; Angela Rozmyn <arozmyn@kirklandwa.gov>; Aaron Jacobson <ajacobson@kirklandwa.gov>; Katya Allen <kallen@kirklandwa.gov>; Gina Madeya <gmadeya@kirklandwa.gov>; Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Re: Houghton Neighborhood Plan update

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

Correcting the email address

On Thu, Jul 11, 2024 at 1:42 PM Haris Husain <haris.razi.husain@gmail.com> wrote:

> Hello Planning Commissioners
>
> I have had a chance to read through your proposed changes to the Houghton Neighborhood plan, and have several concerns.
>
> The way I am reading the proposal - it talks an alarming amount about density (and renames it intensity for some reason), tries to separate out traffic concerns to a different plan and also tries to remove mention of character. It also tries to redefine the vision for Houghton and its character without perceivably any discussion with Houghton residents / their representatives.
>
> I'll start with what neighborhood character means to me: I have been a resident of Houghton for about 10 years, in the same home. We moved here for what made it unique: It is a lower-density residential neighborhood with manageable traffic, beautiful streets, lots of history with neighbors who have been here 30+ years, great schools, and a within neighborhood commercial area (also low-density) with grocery stores, laundry, eye doctor, bank, etc. Easy access down the hill to the lake. My daughters walked to school (safely) to Lakeview and Community School, and we have loved it. When we need a mall, we go to bellevue or totem lake. When we need other services, we drive the requisite 10-15m. I believe this character is also reflected in the values of the houses in Houghton.
>
> Density and traffic concerns are intertwined in my mind - we only have 68th and 108 as major thoroughfares, and both are single lane roads. I have seen no clear answer for "if you are increasing density in Houghton for residential and commercial areas, how will the additional traffic be served?". We've heard discussion on adding bus bypasses, but that presumes there's enough bus frequency and connectivity to where we want to go to make this a viable option, AND no one has actually asked residents if they indeed use the public transport. We have three major schools in the area - Community, International Community and Lakeview, and traffic is already jammed when these schools start / let off. Adding more traffic is actually fueling concerns around can kids still walk safely to school?
>
> Therefore I want to understand the following, OR want next steps for this to be explicit in the plan:
> 1. How are residents to be included in defining the character and vision of Houghton?
> 2. How are we clearly connecting density discussions with accommodating ensuing increasing traffic flow? What are specific measures to enable an increased number of cars on our main roads?
>
> Thanks

July 11, 2024

City Council Members,

We assume as you are our trusted and elected City Council, you will keep our community in the best interest. We are writing to express our complete disapproval of the ridiculous 2044 Comprehensive Plan. It truly would destroy the fabric of our community. Please stop this plan.

Sincerely,

Proposed changes to Market Street Corridor

Thu 7/11/2024 1:43 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;planningcommisioners@kirklandwa.gov <planningcommisioners@kirklandwa.gov>

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LeAndra and the planning commissioners,
I'm writing to express my extreme concern to many of the changes proposed in the Market Street Corridor Plan. First Street is an integral part of the community - it is where everyone comes to walk for far-reaching lake views and to enjoy the Tot Lot and views from this park. Increasing the building height and density allowed in this neighborhood, as well as extending mixed-use buildings to First Street would cause irrevocable harm to what makes this neighbor unique.
Additionally, reducing parking requirements for high density buildings in this neighborhood is a safety and congestion risk. There is no evidence yet that there will be reliable and frequent enough bus service that would entice future residents to give up cars. We should not allow this irresponsible building prior to changes in both Sound Transit funding and demonstration of changes in residents' transit behaviors.
Specifically, I urge the planning commission to reject the following proposed changes in the Market Street Corridor Plan:

1. Reject extension of the Market Street Corridor to 1st St and to the west of Market Street.
2. Retain current zoning of 12-units/acre, and limit current exceptions east of Market to 24 units/acre.
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4. Retain Policy MS-14, commercial buildings should complement rather than dominate residential homes.
5. Reject proposed changes to Policy MS-15, which will cause adverse impacts adjacent residential neighborhoods.

Kirkland, WA. 98033

Concerns on Kirkland Market Street regulatory changes

Thu 7/11/2024 4:41 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>

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

Dear Ms. Baker-Lewis -

I am a resident on the 1st Street of Kirkland and recently learnt about the Market street corridor changes Kirkland city planning Department is considering.

I am concerned about the proposed changes, especially the relaxing of the building height restriction with a motivation to develop mid-rise buildings on Market street. For the homes on the first street, including ours, adjacent to Market street , the height restrictions help in enabling what little sunlight we receive. Obviously, the views are a major factor why we and other residents love this area. Relaxing the height limit will significantly reduce the amount of natural light and views that the neighboring residents currently enjoy. I and our neighbors in the community worry about the loss of openness, enclosed feeling, and potentially lower property values for our residences.

With the increased sense of enclosure comes reduced privacy that taller buildings can bring to our homes. We feel that our personal spaces are overlooked and their backyards/windows are more exposed to the neighboring buildings.

The Market street corridor is as-is very busy. Converting a largely residential neighborhood to a mixed business-residential setting, along with high-density buildings will make already problematic traffic and parking worse. We worry about worsening congestion, noise, and demand for limited parking spaces - negatively impacting our residential areas.

I request that the city planning department carefully weigh the potential benefits of increased development against the impacts on the quality of life for residents who love this area and have made this our home for decades.

thanks

FW: Neighborhood Plans Concerns

Janice Swenson <jswenson@kirklandwa.gov>
Thu 7/11/2024 3:21 PM
To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

Janice Swenson, Senior Planner|City of Kirkland Planning and Building Department
jswenson@kirklandwa.gov, 425-587-3257
City of Kirkland website: www.kirklandwa.gov

Want to learn more about the Comprehensive Plan update and how to get involved? Visit Kirklandwa.gov/K2044 or ask me for more info!



From:
Sent: Thursday, July 11, 2024 3:07 PM
To: Janice Swenson <jswenson@kirklandwa.gov>; Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Fwd: Neighborhood Plans Concerns

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With the upcoming July 11 vote on neighborhood plans vote coming up, I wanted to add a few thoughts. I am truly concerned; the lack of clear process and genuine community involvement in the development of these plans has been disheartening. Two commission meetings and a city council in a row the engagement with the actual comments from the community have been negligent at best. I don't think a board notice that is put up ***after*** the meeting deciding itself was held (as is the case for the Juanita plan for Michaels and Goodwill) is genuine outreach and engagement. The way this is playing out seems very much like the plan is set and nothing much will change. I am not even sure what help this comment will do but am sending it in to voice my concerns with this process.

The staff doesn't even seem to actually know the neighborhoods. One example of just how little seems to actually know a neighborhood is when a staff planner said during a commission meeting in May that Juanita Village is predominantly 7 stories. This is just not true. The village builds up from single story by Juanita Beach and 3 to 4 story along 98th Ave to 5-6 stories further in.

The development that has happened at totem lake and downtown are ones that took many iterations to land. Currently the City of Kirkland seems to be rushing development now with little thought or engagement with its residents. Housing diversity needs to consider more than just tech workforce needs: building studio, 1, and a

small number of 2 bedroom units or huge multi million dollar homes. Housing diversity and housing security and housing affordability all go hand in hand and much of what I see proposed lately, particularly in one offs (I.e. the Goodwill site zoning exemption getting stuffed into a neighborhood plan), don't reflect any real interest in addressing housing thoughtfully. Let's just throw another luxury apartment building for tech bros up with no consideration of what would make sense long term to foster community - from the physical plans to the closed door feel of it all, I am not confident that Kirkland and its neighborhood's future are being built collaboratively.

I would like to see the whole process slowed down, the neighborhoods actually engaged in a meaningful fashion. Otherwise this whole process is one that is disingenuous, driven by developers and special intrest groups like Kirkland Strong.

Kirkland resident since 2012

Market Street Corridor Plan

Thu 7/11/2024 2:51 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>
Cc:Scott Husband Schwisow <sschwisow63@gmail.com>

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LeAndra and the planning commissioners,

I'm writing to express my extreme concern to many of the changes proposed in the Market Street Corridor Plan. First Street is an integral part of the community - it is where everyone comes to walk for far-reaching lake views and to enjoy the Tot Lot and views from this park. Increasing the building height and density allowed in this neighborhood, as well as extending mixed-use buildings to First Street would cause irrevocable harm to what makes this neighbor unique.
Additionally, reducing parking requirements for high density buildings in this neighborhood is a safety and congestion risk. There is no evidence yet that there will be reliable and frequent enough bus service that would entice future residents to give up cars. We should not allow this irresponsible building prior to changes in both Sound Transit funding and demonstration of changes in residents' transit behaviors.
Specifically, I urge the planning commission to reject the following proposed changes in the Market Street Corridor Plan:

1. Reject extension of the Market Street Corridor to 1st St and to the west of Market Street.
2. Retain current zoning of 12-units/acre, and limit current exceptions east of Market to 24 units/acre.
3. RETAIN POLICY MS-8, which limits the height of buildings along Market St. to 2-3 stories.
4. Retain Policy MS-14, commercial buildings should complement rather than dominate residential homes.
5. Reject proposed changes to Policy MS-15, which will cause adverse impacts on adjacent lower intensity residential neighborhoods.

Thank you for your time and consideration.

Best,

From:
Sent: Thursday, July 11, 2024 4:25 PM
To: planningcommissioners@gmail.com; Rodney Rutherford; Bria Heiser; Scott Reusser; Angela Rozmyn; Aaron Jacobson; Katya Allen; Gina Madeya; Adam Weinstein; Allison Zike; Janice Swenson
Subject: RE: Comp Plan - N.E. 70th Street Designation as a Transit Corridor - METRO TRANSIT IS UNRELIABLE

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Dear Planning Commission and City Planning Staff:

METRO TRANSIT SERVICE IS BAD AND GETTING WORSE!!!

I know this from lived experience as being a resident of South Rose Hill/Bridle Trails for over 40 years. And over those 40 years, transit has diminished greatly - until it is now down to one route along N.E. 70th ST which is dependent upon high school kids as riders to keep it going. My neighborhood has lost route after route, year after year. Every time we would turn to the City of Kirkland for help - and they were HELPLESS. We just lost a beloved park & ride lot, which all fans of Transit should agree, is a tragedy. But Metro cut our busses and then the State said the park & ride was underutilized. DUH! The Neighborhood asked for new routes, like one to South Lake Union, but nothing transpired.

So why is the City of Kirkland willing to "bet the farm" on increasing density "near transit" when we all know transit in Kirkland is diminishing, unpredictable, and unreliable, even on Route 255! Housing goals will be met without upzoning.

In South Rose Hill/Bridle Trails, N.E. 70th has one bus route, the 245, that will predictably go away because of better connectivity to light rail via other routes. We have seen neighborhood routes in the past reduced to only operating to serve the high school students - before school and after school, and not running during the summer. The expectation that the 245 is going to start running later into the evening, and more frequently on weekends, to support dense housing is plain silly. You can bet the K Line will not being running up and down 70th. Kirkland can have all their "Robust Conversations" with Metro but Kirkland is a small player in a big game with bigger players.

When the SRH/BT Neighborhood Association had Metro representatives on our neighborhood association meeting, I mentioned that to get to my dentist, I would have to transfer two or three times, and asked how many times did they think was a reasonable amount of transfers to expect a person to take. METRO said they don't consider transfers.

Speaking from personal experience, the transit service in South Rose Hill/Bridle Trails is so poor and unpredictable, you really do need to have a car. Over half our bus stops have been removed. Designating N.E.70th Street east of the former park & ride as a "transit corridor" is a big mistake. It may have made sense

when there was a park & ride lot and bus routes, but now, in actuality, it will never work. Metro has other priorities based on equity.

Thank you,

Fw: 2044 Comp Plan Amendments

Allison Zike <AZike@kirklandwa.gov>
Sat 7/13/2024 1:55 PM
To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>
public comment

From:
Sent: Thursday, July 11, 2024 2:29 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: 2044 Comp Plan Amendments

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To all,

I have lived in Kirkland for the last 4 years. I moved in February 2020 prior to COVID and I live not too far from Kirkland Urban.

In watching to Be Neighborly Kirkland Facebook page, I would say around once to twice a week, people are looking for rentals and typically are limited by their budgets as to what they can afford in the City. I think about how often people are either stretched to afford rent here or how many end up having to travel long distances from an area they can afford and sitting in the vehicle every day through the 405 traffic grind on a regular basis.

It is why I am in support of allowing higher residential densities along frequent transit corridors. It is a way to preserve single-family housing while allowing more people to live in Kirkland near frequent transit corridors and support transit usage. The way to affordability is by allowing more residential units. I'm concerned that we have more jobs allocated for the area than we do housing units. Many cities throughout the world and the United States have allowed for more housing and have seen their average rents decline and in many cases you see rent incentives for signing a lease. We do not see that right now but I believe when we offer more options in housing and encourage housing next to existing transit and non-motorized facilities, we can achieve affordability.

Thank You for your time.

Market Street Corridor proposal NO on zoning changes and policies

Thu 7/11/2024 4:24 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

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

Dear LeAndra and Planning Commissioners,

The proposed changes in zoning and parking requirements on the Market Street Corridor would take away city character and create more traffic problems in the area. Please don't ruin the city for those who already live here, or hope to move here because they love it as it is. You can't appreciate the scenery if there's a wall of multi-story buildings everywhere. (It wouldn't be affordable housing, anyway, just more luxury condos and apartments.)

Allowing greater height and occupancy, plus taking away requirements for parking for multi-story buildings, will simply shove parking problems into other neighborhoods. This is easily seen where Seattle has done this. It will not force residents in the new buildings to abandon their cars, just create conflict with neighbors and stress for everyone. Only the developers benefit from this.

More density equals more traffic. Market Street is already a cut through corridor, with perpendicular streets being used as well. Increasing density will create congestion and accidents.

We don't have the infrastructure to keep adding density anywhere and everywhere in Kirkland, especially older Kirkland.

1. Please REJECT the extension of the Market Street Corridor to 1st Street and to the west of Market. Don't expand the multi-story zone.

2. RETAIN current zoning of 12 units per acre, and limit exceptions east of Market to 24 units per acre.

3. RETAIN Policy MS-8, which limits buildings on Market Street to 2-3 stories in height.

4. RETAIN Policy MS-14, which says commercial buildings should compliment, not dominate residential homes.

5. REJECT proposed changes to MS-15, which will adversely affect adjacent lower density residential neighborhoods.

Please quit chipping away at what makes Kirkland a lovely place to live, its history, human scale and scenery. We don't need more density in this lovely area. You've already met the density requirement of the growth plan, elsewhere.

People move here because it's NOT downtown Bellevue, where so much has been up zoned and is being built out.

Please preserve our Kirkland character, don't sell it out to developers.

Thank you,

(Norkirk residents)

Market st corridor plan

Thu 7/11/2024 2:59 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

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I agree with my neighbors (on 1st street) and urge the planning commission to reject the proposed changes in the Market Street Corridor Plan:

1/ Reject extension of the Market Street Corridor to 1st St and to the west of Market Street.
2/ Retain current zoning of 12-units/acre, and limit current exceptions east of Market to 24 units/acre.
3/ RETAIN POLICY MS-8!!!
4/ Policy MS-10: Reject proposed changes.
5/ Retain Policy MS-14
6/ Reject changes to Policy MS-15

To: The Kirkland City Councilmembers and the Planning Commission

RE: Response to the changes proposed to Houghton's Neighborhood Plan.

I have been a resident of Houghton for over 40 years, living in 2 different single family homes that I owned and 1 triplex that I rented in that span of time. I chose to stay in the Houghton area because of its sense of community and the small-town character that it portrayed. Most of all, I chose to live there because of the Houghton Community Council, which aided in keeping it that way, providing a good check and balance to all development proposals. I felt safe in the parks, trails and streets of the community and have enjoyed the beautiful views of Lake Washington, the Olympics and the gorgeous sunsets.

That being said, after the sunset of the HCC, there have been disturbing and dangerous developments proposed by the city and their planning commission. It's disturbing, because the business areas of the Houghton area are quite suitable and have been embraced by the residents and outlying population. It's dangerous, because of the idea that more density would be beneficial and safe for the community, whereas the infrastructure cannot handle such density.

Before making these expansive changes and developments to this small community, stop and take careful consideration of the residents who actually live here. A thorough traffic study needs to be done during times of the most travel by the residents and visitors, such as to and from work and schools (while they are in session). It is easy to see that the existing infrastructure cannot sustain **any** increased volume. To expect that we can walk, bicycle or take public transportation to and from these businesses or schools at all times of the year is not a viable expectation. Once there is more density, there will be more traffic and it would not be safe to walk on the streets of Houghton, as it barely is now.

Additionally, purchasing commercial property with the motive of density and financial gain does not benefit the residents of your city, nor is it the city's purpose of existence.

I ask that you please stop, think of your duties, and listen to the residents that you serve!

Kirkland, WA 98033

Market Street Corridor Plan

Thu 7/11/2024 4:51 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>

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To whom it may concern:
The proposal on the Market Street Corridor Plan did not receive adequate input from surrounding neighbors.
The Planning Commission does not appear to have studied the long term effects of high density units and commercial zoning for the following reasons:

1. Congestion on a major transportation arterial (Market Street) which is already at max capacity
2. Car Pollution (carbon monoxide, noise, dust particles)
3. Pedestrian Safety (Kirkland has always had the reputation as a walking town with its unique geographic location)
4. Adequate arterials (crosswalks, lights)
5. Creates more congestion in surrounding neighborhoods which again adds to pollution, safety concerns, noise
6. The negative effects on the quality of life as we know it here in Kirkland by adding more traffic, noise, pollution, and crime

The quality of life here in Kirkland attracts community-oriented people, professionals, and all members of society. The prior reasons are what will destroy quality community neighborhoods that Kirkland has built over so many years.

Regards,

Kirkland, Wa 98033

COMMENT ON DRAFT COMPREHENSIVE PLAN: PROPOSED N.E. 70TH TRANSIT CORRIDOR

Fri 7/12/2024 2:30 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Allison Zike <azike@kirklandwa.gov>;City Council <citycouncil@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>

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Designation of N.E. 70th Street as a Transit-Oriented /Corridor

Current zoning allows Kirkland to meet most of its objectives for housing growth. There is no need to upzone a huge swath of the Bridle Trails-South Rose Hill neighborhood as a designated transit corridor.

King County Metro holds the purse strings and is the responsible entity for transit planning.
In the past four years, transit service to our neighborhood has deteriorated:

- KC Metro reduced the number of Route 245 bus stops on N.E. 70th in 2020. The rationale given for this service reduction was that busses would move faster alc
- In 2023, after a series of service reductions to the Houghton Park & Ride, King County Metro closed that facility, citing a drop in usage, patently circular reasonin
- In fall of 2023, King County Metro reduced service on Route 255, the workhorse bus route connecting Kirkland to Seattle's University District Light Rail Station. /

Yes, one can take transit to Seattle, but it involves a walk to a stop that is inaccessible and connecting to Light Rail via an escalator often out of service. The Route 245 bus currently runs run at one-hour, 30 minute, or 15 minute intervals, depending on the time of day.

It is folly for Kirkland to designate a transit-oriented corridor without the dependable, frequent, convenient transit service to warrant such a designation, and with no power to create, fund, or plan transit service. In fact KIng County Metro has made it clear that Kirkland's demographics do not warrant increased transit service any time in the foreseeable future.

At the July 11 Planning Commission Public Hearing, many members of the public commented on various land use proposals around town. Several commenters remarked that if this or that multi-unit residence is built, that "hopefully bus service will improve to accommodate the 'intensity'. "
This is wishful thinking. I think it is incumbent on the City to communicate to the community Metro's long-range service plans.

Should Kirkland rezone properties half a mile north and south of N.E 70th to foster increased density, I predict that residents of these new apartments will certainly depend on vehicles. N.E. 70th does not have street parking. It is a busy street now. Currently it is difficult to make a left turn onto 70th from any intersection between 116th and 132nd.

Owners of rezoned properties will lose interest in maintaining their house and yard. Why invest time and money when the house next door will be demolished and you'll be staring at a wall with minimal lot setback?
I see this happening now on my block and the block to the south. Homes that could house a family have sold to builders. For whatever reason, demolition and construction are stalled–in one case for over a year. Yards are overgrown,
The community suffers, no children attend the local school.

"ROLLING"--WHAT IS IT?

The Comprehensive Plan documents use the term "rolling" repeatedly, as a transportation mode that is to be encouraged along with biking and walking. I would appreciate a definition of the term. Does "rolling" include skateboarding? Electric bikes? Electric scooters?

If so, I oppose allowing "rollers" to use bike lanes or pedestrian pathways. There's already a steady stream of reports on nextdoor of electric scooter riders, most of whom are young teens, colliding with vehicles and being discourteous to pedestrians. I don't anticipate we can expect stepped-up enforcement of these riders, many of whom are unlicensed.

Thank you for the opportunity to comment.

Kirkland 98033

Market Street Corridor

Thu 7/11/2024 4:10 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>

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LeAndra and the planning commissioners,

I am writing to express my concern about the many changes proposed in the Market Street Corridor Plan, being addressed in your meeting this evening.

We have lived in the Norkirk neighborhood for over 20 years and chose it as the place to settle and raise a family. We have seen many changes, but the current proposals would have an irreversible negative impact on all that make Kirkland a unique and special place to live and visit.

In addition to this idea not fitting the future vision of people who have chosen Kirkland as their home, there are both safety and congestion concerns with the proposed changes. This is already visible with the recent changes to downtown Kirkland, crime rates in the area, and traffic flows in an out of the city with recent development around Central Way.

Increasing the building height and density allowed in the neighborhood, inviting additional traffic, and extending mixed-use buildings into residential neighborhoods will forever change the character, charm and attractiveness of the area.

I urge the planning commission to reject the following proposed changes in the Market Street Corridor Plan:

1. Reject extension of the Market Street Corridor to 1st Street and to the West of Market Street.
2. Retain current zoning of 12 units/acre and limit current exceptions east of market to 24 units/acre.
3. Retain Policy MS-8, which limits the height of buildings along Market Street to 2-3 stories.
4. Retain Policy MS-14, commercial buildings should complement rather than dominate residential homes.
5. Reject proposed changes to Policy MS-15, which will have adverse impacts on adjacent lower intensity residential neighborhoods.

Thank you for hearing the voice of residents whose homes, safety, families and lifestyles would be severely impacted by these changes.

Sincerely,

Potential Land Use changes

Thu 7/11/2024 2:38 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>
Cc:John Tymczyszyn <JohnT@Kirklandwa.gov>

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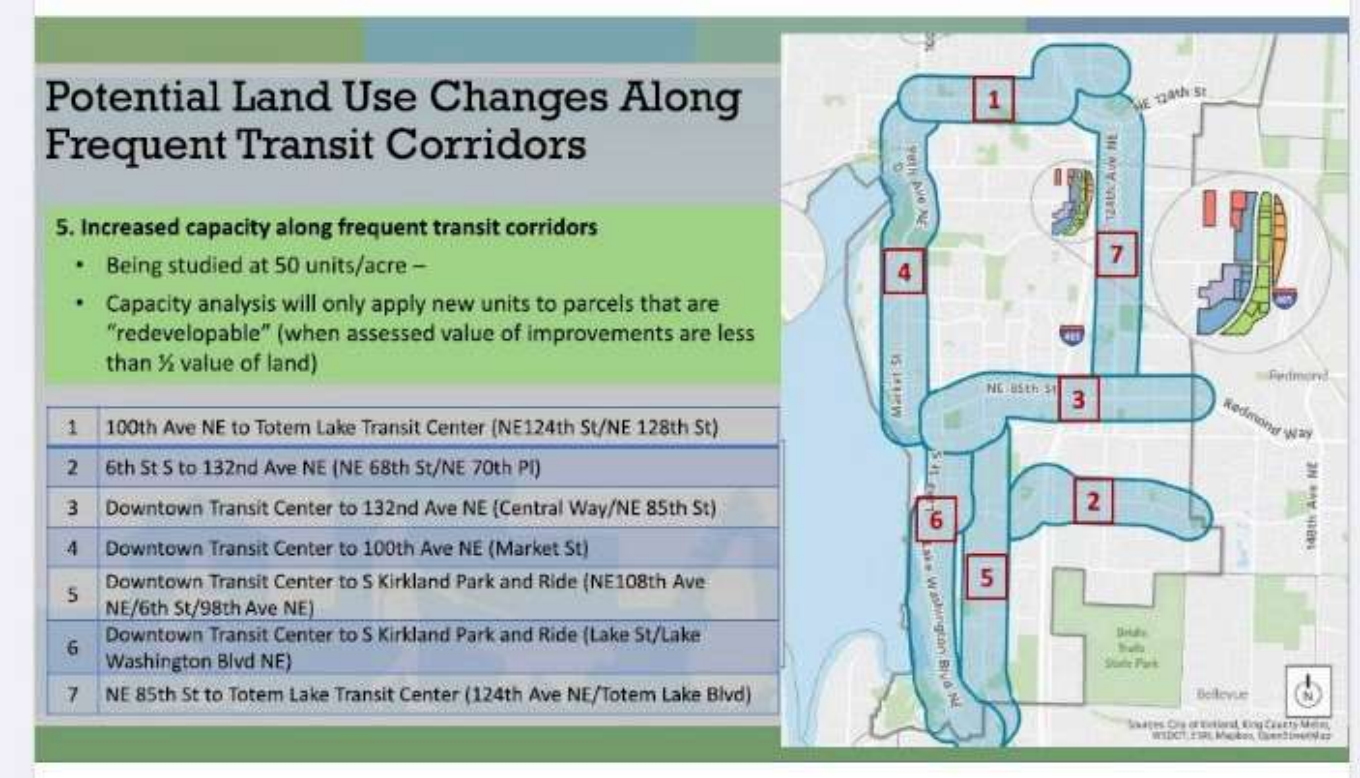
Please see my comments regarding this:



While I believe that Kirkland and other municipalities need to evolve, the proposed zoning changes around current transit corridors require much more study and public debate. Especially the areas of market street and lake washington blvd. Please keep our community from looking like Redomond.

If enacted, the changes will affect thousands of current Kirkland citizens, impacting property values, traffic patterns, view corridors, and livability.

The Planning Commission has an obligation to the citizens of Kirkland to fully communicate the expected impact of the zoning changes, and I don't believe the Commission or the City has done this. The outcry you are hearing right now is proof that the communication of the proposed changes has been inadequate.
I ask the Planning Commission to slow down, better communicate the options and alternatives, derive more feedback from the citizenry, and not bow to the demands of developers.

Highlands Homeowner

Proposed Changes to the Kirkland Comprehensive Plan- Kirkland Market Street Corridor

Thu 7/11/2024 2:17 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>

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Hi Ms. Baker-Lewis and planning committee,

It was brought to my attention yesterday that the City Planning Department is considering changes to the Kirkland Comprehensive Plan concerning the Market Street Corridor and will be making recommendations to the Kirkland City council.

I reside on 1st and 12th avenue and will be affected by this proposal. One of the favorite parts of the neighborhood is that it is walkable, safe and has a blend of historic and architecturally consistent low-rise residential and commercial buildings. I am concerned that the proposed plan being considered deletes existing restrictions on the height and maximum occupancy of buildings along the corridor (proposed deletion of MS-8) and deletes existing requirements that higher buildings have setbacks or architectural features that provide aesthetic complements to lower height or historic buildings (proposed deletion of MS-14).

The Market Street corridor is already a heavily used arterial for residents in the Juanita neighborhood. There is only one lane in each the north and south directions and existing planning documents do not include a widening of the arterial. Indeed, the need for preservation of trees and sidewalks suggests that widening would not be feasible or possible. During afternoon and evening hours, Market Street is regularly congested with stop and go traffic extending from at least 9th Avenue to downtown Juanita. Many motorists attempt to bypass the congestion by speeding up 1st Street. A three- or four-fold increase in the occupancy along the Market Corridor would eventually add hundreds or thousands of additional residents and only increase congestion. In turn, this could result in more motorists using adjacent north-south side streets to by-pass stopped or slow traffic. The side-streets are in residential neighborhoods with young children and inattentive, speeding motorists represent a significant safety concern. Indeed, on several occasions I have observed speeding motorists nearly hit pedestrians (children) coming to/from the Tot Lot on 9th Avenue.

Additionally, I and many other families appreciate the existing single-family residential character of our neighborhood. Many of the houses have partial views of Lake Washington that would be obscured by buildings that are higher than 25 feet above the property mid-line. The residents' property values would be significantly adversely affected by the proposed changes. Changes in the maximum occupancy without sufficient on-site parking would result in on-street parking, potentially affecting access by emergency vehicles or residential deliveries such as mail.

In addition to safety, the aesthetic character of Kirkland is important to us as residents. The proposed changes to the Comprehensive Plan do not adequately ensure that such massive mid-rise development will be rejected in the future by building planners.

I respectfully request that these considerations should be taken into account as part of your deliberations.

Thank you.

Fw: Opposition to Proposed Changes to Height Limits and Density on Market Street

Allison Zike <AZike@kirklandwa.gov>

Wed 7/10/2024 4:42 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

From:
Sent: Wednesday, July 10, 2024 3:45 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Opposition to Proposed Changes to Height Limits and Density on Market Street

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Dear Kirkland City Planning Commission,

I hope this email finds you well. I am writing to you as a resident of the Market Street area to express my concerns regarding the proposed changes to height limits and density around transit corridors, specifically the potential for allowing buildings up to five stories high on Market Street.

Market Street is a beloved part of our neighborhood, cherished for its unique vibe and energy. The current character of our community, with its charming mix of residential and small-scale commercial properties, fosters a sense of place that is both vibrant and intimate. The proposed changes threaten to alter this delicate balance significantly.

Here are a few points I would like to highlight:

1. Neighborhood Character and Vibe:
Market Street's current character is defined by its human-scale buildings and walkable streets. Increasing the height limit to five stories would introduce a scale that feels out of place and could overshadow the existing structures, fundamentally altering the neighborhood's atmosphere.
2. Community Impact:
The proposed increase in density could lead to higher traffic volumes and parking challenges, making the area less pedestrian-friendly and more congested. This would detract from the quality of life that residents currently enjoy and could make the area less appealing to both residents and visitors.
3. Preservation of Heritage:
Many buildings along Market Street have historical significance and contribute to the area's unique charm. Allowing taller, denser developments could lead to the demolition of these structures, erasing important elements of our local heritage.
4. Environmental Considerations:
Higher density and taller buildings often bring increased environmental stress, including greater energy consumption and waste production. Preserving the current scale of development helps maintain a balance with our natural surroundings.

As residents, we are deeply invested in maintaining the special qualities that make Market Street and its surrounding areas so distinctive. While we understand the need for growth and development, we believe it can be achieved in a manner that respects and preserves the character of our neighborhood.

I urge the Planning Commission to reconsider the proposed changes and explore alternative solutions that would allow for thoughtful development without compromising the unique charm and livability of Market Street. We believe that with careful planning, Kirkland can continue to grow while preserving the qualities that make our neighborhood a wonderful place to live.

Thank you for considering my concerns. I would be happy to discuss this matter further and look forward to participating in future community discussions.

Sincerely,

Fw: Proposed changes to the height limits and density along Market Street

Allison Zike <AZike@kirklandwa.gov>

Thu 7/11/2024 6:42 AM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

public comment

From:
Sent: Wednesday, July 10, 2024 8:14 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Proposed changes to the height limits and density along Market Street

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Dear Planning Commissioners,

I hope this message finds you well. My name is and I reside at in Kirkland. I am writing to express my strong opposition to the proposed changes regarding height limits and density in our neighborhood.

Market Street is not just a thoroughfare but a community I have proudly called home for the past 20 years. Its unique blend of small businesses, local charm, and pedestrian-friendly environment are what initially attracted me to live here. I am deeply concerned that these proposed changes could irreversibly impact the character and livability of our neighborhood.

Here are my specific concerns:

1. **Preservation of Neighborhood Character**: Increasing height limits risks altering the skyline and aesthetic appeal of Market Street. Maintaining the current scale is crucial to preserving our neighborhood's charm and identity, which are key to its appeal and desirability.
2. **Traffic and Parking**: Higher-density developments often lead to increased traffic congestion and parking challenges. As someone who navigates these streets daily, I worry about how these changes will affect our ability to move freely and safely, thereby impacting the overall quality of life.
3. **Environmental Impact**: Increased density and construction could lead to more pollution and environmental degradation, affecting local air and water quality, which are vital for the health and well-being of residents.
4. **Infrastructure Strain**: Higher population density could strain existing infrastructure, including water supply, sewage systems, and public services like schools and hospitals, potentially leading to a decline in service quality and increased costs for residents.
5. **Green Spaces**: The development could reduce green spaces and parks, which are essential for the community's well-being and environmental health. Green

spaces contribute to the neighborhood's attractiveness and are a key component of its appeal.

6. **Noise Pollution**: Taller buildings and more residents could lead to increased noise levels, disrupting the peace and quiet of the neighborhood, which is a significant factor in its residential appeal.
7. **Community Engagement**: Residents must have a voice in shaping the future of our neighborhood. Meaningful community engagement should be a priority in decisions that impact our community. Ignoring resident concerns can lead to dissatisfaction and a loss of community cohesion.

In conclusion, I respectfully urge you to reconsider the proposed changes to height limits and density on Market Street. As a concerned resident, I hope that you will prioritize preserving the character and livability of our neighborhood while planning for its future growth. These considerations are crucial for maintaining the desirability and sustainability of our community.

Thank you for considering my concerns. I look forward to hearing the outcomes of your discussions and decisions regarding the future of Market Street.

Warm regards,

Kirkland, WA

Fw: Proposed changes to the height limits and density along Market Street

Allison Zike <AZike@kirklandwa.gov>

Wed 7/10/2024 4:46 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

From:
Sent: Wednesday, July 10, 2024 4:44 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Proposed changes to the height limits and density along Market Street

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Dear Planning Commissioners,
I hope this message finds you well. My name is , and I am a resident of , Kirkland. I am writing to express my strong opposition to the proposed changes to height limits and density in our neighborhood. Market Street is not just a thoroughfare but a community that I have called home for last 20 years. Its unique blend of small businesses, local charm, and pedestrian-friendly environment are what drew me to live here, and I am deeply concerned that altering these aspects could irreversibly impact our neighborhood's character and livability.
Here are the specific reasons for my opposition:

1. Preservation of Neighborhood Character: Increasing height limits risks altering the skyline and aesthetic appeal of Market Street. It is crucial to maintain the current scale that contributes to our neighborhood's charm and identity.
2. Traffic and Parking: Higher density developments often lead to increased traffic congestion and parking challenges. As someone who navigates these streets daily, I am concerned about how these changes will affect our ability to move freely and safely.
3. Community Engagement: I believe that meaningful community engagement is essential in shaping the future of our neighborhood. Residents like myself should have a voice and be actively involved in decisions that impact our community's future.

In conclusion, I respectfully urge you to reconsider the proposed changes to height limits and density on Market Street. As a resident who opposes these changes, I hope that you will prioritize preserving the character and livability of our neighborhood while planning for its future growth.
Thank you for considering my concerns. I look forward to hearing the outcomes of your discussions and decisions regarding the future of Market Street.

Warm regards,

Mike Moghaddas
Broker

Fw: Against height limit increase

Allison Zike <AZike@kirklandwa.gov>

Wed 7/10/2024 4:41 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

From:
Sent: Wednesday, July 10, 2024 3:58 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Against height limit increase

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

Dear Kirkland City Planning Commission,

I hope this email finds you well. I am writing to you as a resident of the Market Street area to express my concerns regarding the proposed changes to height limits and density around transit corridors, specifically the potential for allowing buildings up to five stories high on Market Street.

Market Street is a beloved part of our neighborhood, cherished for its unique vibe and energy. The current character of our community, with its charming mix of residential and small-scale commercial properties, fosters a sense of place that is both vibrant and intimate. The proposed changes threaten to alter this delicate balance significantly.

My children love to ride their bikes along the treelined street on Market. The increased density would decline the ability for families like ours to have a neighborhood touch

Here are a few points I would like to highlight:

1. Neighborhood Character and Vibe:

Market Street's current character is defined by its human-scale buildings and walkable streets. Increasing the height limit to five stories would introduce a scale that feels out of place and could overshadow the existing structures, fundamentally altering the neighborhood's atmosphere.

2. Community Impact:

The proposed increase in density could lead to higher traffic volumes and parking challenges, making the area less pedestrian-friendly and more congested. This would detract from the quality of life that residents currently enjoy and could make the area less appealing to both residents and visitors.

3. Preservation of Heritage:

Many buildings along Market Street have historical significance and contribute to the area's unique charm. Allowing taller, denser developments could lead to the demolition of these structures, erasing important elements of our local heritage.

4. Environmental Considerations:

Higher density and taller buildings often bring increased environmental stress, including greater energy consumption and waste production. Preserving the current scale of development helps maintain a balance with our natural surroundings.

As residents, we are deeply invested in maintaining the special qualities that make Market Street and its surrounding areas so distinctive. While we understand the need for growth and development, we believe it can be achieved in a manner that respects and preserves the character of our neighborhood.

I urge the Planning Commission to reconsider the proposed changes and explore alternative solutions that would allow for thoughtful development without compromising the unique charm and livability of Market Street. We believe that with careful planning, Kirkland can continue to grow while preserving the qualities that make our neighborhood a wonderful place to live.

Thank you for considering my concerns. I would be happy to discuss this matter further and look forward to participating in future community discussions.

Sincerely,

Public Feedback on Proposed Market Street Corridor plan revisions

Wed 7/10/2024 6:13 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Planning Commissioners <PlanningCommissioners@kirklandwa.gov>;City Council <citycouncil@kirklandwa.gov>

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

Dear LeAndra, Planning Commissioners, and Council Members,

We moved to the Norkirk district two years ago and greatly enjoy the peaceful, walkable, residential neighborhood that we chose to live in.

In connection with the **Comprehensive Plan Update**, I was shocked to discover the proposed density increases to several neighborhoods, including the stretch of Norkirk where we live as part of the proposed **Transit Corridor overlay**. Proposed rezoning changes threaten to utterly change the characteristics of the neighborhood and go too far. Potential high density (and raised height) developments will impact the skyline, bring significant construction noise and disturbance, and greatly impact the already congestion-prone Market Street corridor itself. I specifically object to any plans to increase permissible density to 50 dwellings per acre and anything that goes further than the Growth Mandate laws require for 2044.

In connection to the proposed **Market Street Corridor plan** revisions, I am concerned that the proposals will further erode the carefully crafted, human-level neighborhood that the city has cultivated for many years. In particular:

I agree with the Vision Statement bullet that states “Architectural and site design standards ensure buildings are spaced, set back, scaled, and designed to attractively blend seamlessly with the surrounding residential neighborhoods as well as the historic district at the intersection of 7th Avenue and Market Street.”

However, changes to the Land Use and Neighborhood Shopping Area sections endanger this vision:

- Removal of the introductory paragraph is unnecessary and should be reinstated: “Small-scale multifamily uses and office development are also allowed here, but some of the area is at a higher density than the 12 units/acre allowed north of the historic district. On the east side of Market Street, multifamily density can go up to 24 units/acre. This helps the area to make a better transition into the CBD.”
- Striking of policy MS 8 is unwelcome and should be reinstated: “Appropriate building height for the corridor is up to two to three stories – two stories in general, and three stories in the neighborhood shopping and service nodes described in Policy MS-4. Additional height may be allowed as established in the Zoning Code to encourage a variety of roof forms, and as part of the design review process. A range of building heights along the corridor is appropriate as a transition to adjacent lower intensity residential uses, to reflect topographical change in the neighborhood, and to encourage below-grade parking areas.”
- Striking of policy MS 14 is unwelcome and should be reinstated: “Administer development standards and design guidelines that address transitions between primarily residential areas and the commercial and multifamily residential uses along Market Street. The building mass and/or height of higher density structures should complement rather than dominate or overwhelm adjoining lower-intensity uses. Landscape buffers, vertical or horizontal building modulation such as upper story step backs or architectural treatments should be used to soften and separate uses by creating a transition zone. Some of the existing buildings may also need enhanced landscaping in order to prevent commercial structures from having a negative impact on adjoining residential uses.”

I am against the proposed density increases along Market Street and into the Market & Norkirk neighborhoods, and greatly concerned by the implied willingness to permit taller residential structures in this area. Such

structures will impact the uniformity and attractiveness of the overall skyline, add to noise and congestion, and diminish the overall character of the neighborhood.

I hope you reconsider the proposals and review growth opportunities in alternative areas that can better handle density increases.

Regards,

Norkirk Neighborhood Resident

To: Planning Commissioners
Cc: Allison Zike, LeAndra Baker-Lewis
Re: **Market Neighborhood Plan**
2044 Comprehensive Plan, CAM22-00032
From: Liz Hunt, Market Neighborhood Association Chair
Date: July 10, 2024

Commissioners and Staff:

This message contains the following sections concerning the Market Neighborhood Plan:

1. Thank you to Staff
2. Land Use Map is out of Date – Doesn't show key transit corridors
3. Neighborhood Comments Addressed & Resolved (summary)
4. Neighborhood Comments That Are Not Yet Resolved
5. Neighborhood Comments That Are Out of Scope for this Edit Pass
6. Neighborhood Comments Addressed & Resolved (details)

Sections 2 and 4 contains items that need to be addressed.

This email addresses a collection of neighbor's comments on the Market Neighborhood Plan. Some additional comments have been submitted separately by neighbors via email.

Thank you for your attention to this material. Let me know if you have any questions or if I can be of assistance in any way.

1. THANK YOU TO STAFF

First, I want to thank the city planning staff for meeting a couple of weeks ago with leaders from eight of the neighborhoods to discuss the staff edits to our Neighborhood plans. These plans have always been a joint effort and it was great to work together to address this round of changes.

2. LAND USE MAP IS OUT OF DATE – DOESN'T SHOW KEY TRANSIT CORRIDORS

The figures in the plan were not updated for the Public Hearing. Most of the maps won't change much, but the Land Use map (Figure M-3) currently has a big change – the addition of the "key transit corridors".

Many Market neighbors have serious concerns about those proposed corridors. Neighbors are submitting written comments via email.

3. NEIGHBORHOOD COMMENTS ADDRESSED & RESOLVED (SUMMARY)

In the Market Neighborhood Plan, staff incorporated eight of the revisions requested by neighbors. See the list at the end of this email for the details of these changes.

4. NEIGHBORHOOD COMMENTS ON THE PLAN THAT ARE NOT YET RESOLVED

The following comments from neighbors are still outstanding.

Vision Statement: (page 5 of plan in 7/11 packet)

A. Fourth paragraph: Changing "accommodating growth" to "fostering growth" is a significant change.

   Reinstate "accommodating growth".
   At the 6/25 meeting with staff I thought that neighbors could be OK with this staff edit. However, in the swell of comments received since that date, many neighbors are strongly opposed to this wording change.

   Neighbors feel that the neighborhood is already fostering growth with the 2019 missing middle housing zoning changes and the increasing number of properties that are replacing one living unit with 2, 3, 4 or 6 living units. However, neighbors feel that "fostering growth" now means embracing 50-200 units/acre in a transit corridor in the neighborhood, and neighbors are opposed to that proposal and thus state that "fostering" needs to be reverted back to "accommodating".

Policy M-10, page 18:

Policy M-10:

~~*Retain and enhance the residential character of*~~*Foster a wide variety of housing within the Market Neighborhood* ~~*while that accommodating*~~ *accommodates the needs of* ~~*smaller housing options for*~~ *downsizing adults, young families, and single households.*

~~Extensive growth presents challenges to providing a range of housing sizes in the neighborhood.~~ Aging residents, young families, and single households would like to see smaller homes available for moderate prices, but redevelopment ~~growth~~ and increasing market values have caused many of the smaller older homes to be replaced by large homes.

The Market Neighborhood contains an increasing number of ADUs that provide smaller housing options at a more moderate cost. Other smaller housing types, such as duplexes, triplexes, and cottages, are allowed in ~~low-density~~ all lower-density residential areas per the Kirkland Zoning Code. These other housing types, if well designed, could expand housing options in the neighborhood. ~~Designs with features including the following would enable such housing to be compatible with the neighborhood: varied architectural styles and roof angles, proportional building mass to allow for substantial light and privacy between structures, tree retention, generous setbacks from the street, well maintained landscaping and sufficient off-street parking. New housing development should continue these desired architectural and site plan characteristics.~~

A. First paragraph: Remove "that accommodates the needs of "; replace with "to provide options for".
   a. Reason: We aren't accommodating all of the needs of those populations; we are helping to provide housing options.

B. Second paragraph: Reinstate the first sentence. You can change "Extensive growth" to "redevelopment", if desired, but this is a key aspect of housing in the neighborhood. It is a struggle to retain & provide smaller homes, especially at a reasonable price.

C. Third paragraph: Neighbors want the deletions reinstated. I thought that neighbors would be OK with this deletion because of shorter but similar text that appears in the Urban Design

section. However, the swell of comments received since the 6/25 meeting indicates that neighbors feel strongly about reinstating the deletions.

Policy M-19, page 27:

Policy M-19:

Ensure street safety as the neighborhood continues to grow.

As Kirkland and the Market Neighborhood have grown, vehicle, bicycle, and pedestrian traffic has increased and put pressure on the street network making it more difficult to comfortably accommodate all transportation modes. As the City grows, and streets become more crowded with multiple uses, it will be important to ensure intersections function sufficiently, sight lines are free from obstruction and traffic management is controlled to allow safe turns in multiple directions, with a focus on a safe bike and pedestrian environment and including safety for vehicles. Proactive attention to street safety is warranted.

Three edits are needed:

A. Put a period after "... multiple directions."
B. Remove the inserted text after "... multiple directions."
C. Add the following new sentence after "multiple directions": "In addition to intersection safety, all modes must be able to travel the streets safely, including emergency vehicles." (Retain the existing final sentence.)

Reason: All modes of travel should be safe. Staff changed this paragraph in response to our comment, but the resulting text is awkward.

Section 9, Priorities, page 39:

Excerpt from Section 9:

- First, matters that directly impact public safety on streets, sidewalks, bike lanes, and pedestrian rights-of-way ~~are~~ were a clear priority for the community. The Greenway proposal mentioned in the Transportation section herein is a prime example.

- Second, it ~~is~~ was important to the neighborhood that existing and new regulations ensure that new development is compatible in scale and design with the existing neighborhood fabric.

A. Change back to the present tense. These matters ARE a clear priority, and it IS important to the neighborhood that existing and new regulations ....

5. NEIGHBORHOOD COMMENTS THAT ARE OUT OF SCOPE FOR THIS EDIT PASS

Neighbors raised some comments that should be addressed, but are out of the scope of staff's limited edit pass on the plans for this year.

Transportation, page 26:

A. This section should be updated to include the Stores to Shores Greenway.

B. Update this section to reflect the significant thought and input that neighbors contributed to the Transportation Strategic Plan in 2024, and other changes since the last full update. But we understand that making those changes might be outside the scope of this edit pass on the plan.

Policy M-20:
The route priorities should be updated, but that might be outside the scope of this edit pass on the plan.

6. Comments Addressed & Resolved (Details shared here for the record)

Planning staff addressed the following comments that were submitted by the neighborhood. These items are now resolved.

Resolved Comment 1. Overview: Excerpt shown from the 5/23/24 PC mtg packet:

The Market Neighborhood is bounded by Market Street and the Market Street Corridor on the east, Lake Washington on the south and west, and Juanita Bay on the north. The residential development pattern is characterized by old and new housing stock, with a variety of housing types and styles interspersed throughout the neighborhood. Commercial and ~~multifamily~~ residential uses with higher intensities (densities) are located along the Market Street Corridor south of 18th Avenue West.

Remove the last sentence, which starts with "Commercial and residential uses…"
Replace with: "The adjoining Market Street Corridor contains commercial uses and more-dense residential uses."
Reasons: for clarity; change passive to active voice; remove the awkward phrase "higher intensities (densities)"

- *DONE*

Resolved Comments 2-5. Vision Statement:

A. Second paragraph: "Celebrate" is an odd word. We aren't having parties and patting ourselves on the back. If "maintain" is an unwelcoming word, then change to "support and enhance…".
   - *DONE* - changed to "acknowledge and enhance…"

B. Third paragraph: Reinstate the word "yet". Replacing with "and" changes the meaning. Many mature trees usually means no views. However, in our neighborhood: "Many mature trees have been preserved, yet westerly views abound….".
   - *DONE*

C. Third paragraph: Changing "bicycles and pedestrians" to "active transportation" is technical jargon and is not welcoming or friendly. Perhaps change to "walking and rolling" as discussed in our meeting.
   - *DONE*

D. Fourth paragraph: Changing "walkable streets" to "streets that accommodate all modes of transportation" really changes the feel. Neighbors and lots of visitors from all over Kirkland walk in the Market neighborhood because we strive to keep it very walkable and friendly. But, if "walkable streets" is unacceptable for some reason, we aren't going to die on this hill.
   - NOT CHANGED. Ok.

Resolved Comment 6. Section 5 – Land Use:

The Market Neighborhood is a well established neighborhood that contains a mix of old and new housing stock. There is a diversity of housing styles which contributes to the character of the neighborhood. The homes vary in size, although growth and price increases are causing smaller homes to be replaced by larger homes. A growing number of ~~homes~~ properties have embraced a variety of smaller compact housing options such as accessory dwelling units (ADUs), and there are allowances for cottage-style development, and multi-unit homes that can provide ~~a more compact~~diverse living options. Retail, commercial, office, ~~multifamily~~ residential and mixed uses are located in the Market Street Corridor. For more information about land use in the Market Street Corridor see the Market Street Corridor Plan Chapter of the Comprehensive Plan.

Change the fourth sentence to read: "A growing number of properties have accessory dwelling units (attached and detached) and cottage-style development. Those smaller housing options, along with duplexes and triplexes, provide diverse living options."

Reasons: Streamline for readability (the changes made this sentence very awkward); Remove "embrace" (properties can't embrace).

- *DONE*

Resolved Comment 7. Policy M-16

Policy M-16:

Incorporate measures that will allow for safe pedestrian and bike access to Market Street during heavy traffic periods without disrupting the general flow of traffic.

Initial research indicates that such issues as pedestrian safety, sight distance problems, short acceleration lanes, speeding, lack of gaps for entry traffic, and transition to a 25 mph zone near the downtown all contribute to general traffic flow problems during peak commute hours. Possible solutions to these problems include: adding features to increase safety for bikers, pedestrians and rollers; simplifying intersections; creating gaps in the traffic; and calming or slowing traffic on Market Street. Ongoing observation and study will be necessary to ensure that Market Street will continue to function as a principal arterial while providing efficient, safe access to the Market Neighborhood.

Change the first sentence to read "… allow for safe access to Market Street for all modes of travel during heaving traffic periods…"

Reasons: The edit changed the meaning of the policy. This policy addresses the fact that *vehicles* have trouble entering and exiting Market St., especially during heavy traffic periods (and anytime there is a backup on I-405 that causes drivers to use Market St as an alternate route). It's fine to expand the policy to address all modes, but don't just restrict it to peds and bikes.

- *DONE*

Resolved Comment 8. Policy M-19

A. Reinstate the removed words and modify them to instead say: "vehicle, pedestrian, and non-motorized traffic has increased…". All modes of traffic have increased.
   a. *DONE*

[END of Market Neighborhood Plan for 7/10/24]

Scott Guter

From: Allison Zike
Sent: Thursday, July 11, 2024 6:42 AM
To: Scott Guter
Subject: Fw: Public Comment - 7/11/2024 Public Hearing on 2023-2024 Par Mac – Totem Lake Community-Initiated Amendment Request, File No. CAM22-00873
Attachments: US Census Kirkland QuickFacts Web Page Partial Screen Shot 20240710.JPG

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Scott- please log. This comment is primarily about the ParMac CAR.

From:
Sent: Wednesday, July 10, 2024 9:57 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Public Comment - 7/11/2024 Public Hearing on 2023-2024 Par Mac – Totem Lake Community-Initiated Amendment Request, File No. CAM22-00873

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To the Planning Commission -
Thank you for your time.

Kirkland is shrinking and will continue to shrink

As noted by the community in another public hearing conducted by the Planning Commission, Kirkland's population is actually shrinking.
(See the attached screen shot of part of this web page on the US Census web site for info: https://www.census.gov/quickfacts/kirklandcitywashington#)
This page provides the official US Census information about the population of Kirkland, WA on April 1, 2020 and also on July 1, 2023. It notes that the population shrank by 1.1% during that period (over 3 years). The table below shows the Census information and provides a linear projection of that data through 2044 - the current planning horizon for the City. Note that the table shows that the population of Kirkland is projected to drop to 84,920 by 7/1/2044.

	US Census Facts		Linear Annual Shrinkage Projection to 7/1/2044						
US Census Reporting Period (3 1/4 years) End Date *	4/1/2020	7/1/2023	10/1/2026	1/1/2030	4/1/2033	7/1/2036	10/1/2039	1/1/2043	7/1/2044
Population at the Period End Date	92,164	91,194	90,222	89,251	88,281	87,310	86,339	85,367	84,920
Population shrinkage during the period		-1.1%	-1.1%	-1.1%	-1.1%	-1.1%	-1.1%	-1.1%	-0.5%

* - Note that the final period is shortened to 1 1/2 years to end on 7/1/2044

To be sure, this population projection is at odds with the City of Kirkland's planning approach for 2044. However, the Community is unable to find any basis in fact or any concretely defensible population projection provided by the City of Kirkland or any other of the various government agencies who are participating in the current overall Comprehensive Plan update and file CAM22-00873. Some housing unit target numbers are linked to the 2044 Comprehensive Plan targets, but no firm or convincing basis for these numbers can be found - only wishes, desires, opinions, and conjecture.
It appears that Kirkland's 2044 Comprehensive Plan will include far more housing units than could be ever occupied and space for many many more offices than will ever be used. There is no convincing evidence to the Community that the current housing and jobs targets are appropriate, fair, or reasonable.

Reject the Par Mac Community-Initiated Amendment Request (File No. CAM22-00873)

Unnecessary Request

The Par Mac Community-Initiated Amendment Request (File No. CAM22-00873) begs to be rejected because the underlying assumption that more residential development is required is demonstrably false. Or, put another way, there is no hard evidence that additional multi-family residential development is required. The existing zoning and land use policies allow Kirkland to meet all mandated targets for potential growth in housing and jobs.
Since there is no evidence that the development is required or meets the needs of the community in any way, the Planning Commission is therefore duty-bound to reject it.
In the absence of any sort of clear and rational need, the CAR should be both formally rejected and also excluded from the draft "Totem Lake Business District Plan".

Unsupported by Infrastructure

There is no transit or community services and stores anywhere near this proposed development area. There is no plan to add transit or services and stores anywhere near this proposed development area. Transit improvements will clearly be far more important in other areas of the City. All residents in this areas will therefore be required to have cars. Yet, there is discussion that the developer requires extremely low parking requirements in order for the development to "pencil out". The development parameters make no sense so the development policy changes must be rejected.

This development will not only severely negatively impact the existing surrounding residential area, it will dramatically increase traffic on extremely small existing roadways that can't be expanded and cause huge traffic problems at nearby major intersections such as NE 116th St & NE 120th Ave (and I-405).

Impact on the Neighborhood

People who live in the surrounding areas have testified that this development will essentially destroy their neighborhood. These people are the current residents with sizeable investments in property and their neighborhood. Their environment must be respected rather than simply discarded.

This type of development accelerates the transition of Totem Lake Business District from commercial to residential and forces the City to abandon good-paying family jobs. While there is some understandable frustration in the current Neighborhood Plan concerning the lack of investment in this sub-area, rather than discard it and give up on businesses such as HVAC contractors, warehouses, and parts distribution, Kirkland should work with the business community to foster commercial success and jobs. It's inappropriate for Kirkland to bulldoze small businesses in favor of becoming a City completely dedicated to tech workers and residences. If these working and service businesses are not in Kirkland, they will relocate to places like Kent and Bothell, the workers will end up with longer commutes and trips to job sites, and there will be increased carbon emissions and work time lost.

Obscured Information

Finally, while there is a public hearing scheduled for July 11 2024 (a continuation of the one on May 23, 2024) on the referenced CAR (file CAM22-00873), the Community and the hearing participants cannot find any relevant public material, reports, or analysis of the CAR or file CAM22-00873. A search of kirklandwa.gov for "CAM22-00873" turns up no City documents or useful links. The only material that seems to be publicly available is the original application from Tom Schafer dated 26 December 2022, 11:01AM. This application references various land use policies that seem irrelevant as they are being replaced and/or significantly edited by the in-progress 2044 Comprehensive Plan Update process. The public hearing on this CAR seems to have been treated in an extremely disrespectful and cavalier manner by the City of Kirkland.

This CAR and the associated changes in the draft "Totem Lake Business District Plan" do not survive wise and thoughtful analysis and must therefore be rejected.

Respectfully submitted,

Kirkland city, Washington

QuickFacts provides statistics for all states and counties. Also for cities and towns with a ***population of 5,000 or more***.

Enter state, county, city, town, or zip code | -- Select a fact -- | CLEAR | TABLE | MORE

Table

All Topics	Kirkland city, Washington
Population estimates, July 1, 2023, (V2023)	**91,194**
PEOPLE	
Population	
Population estimates, July 1, 2023, (V2023)	**91,194**
Population estimates base, April 1, 2020, (V2023)	92,164
Population, percent change - April 1, 2020 (estimates base) to July 1, 2023, (V2023)	-1.1%
Population, Census, April 1, 2020	92,175
Population, Census, April 1, 2010	48,787
Age and Sex	
Persons under 5 years, percent	5.8%
Persons under 18 years, percent	20.0%
Persons 65 years and over, percent	14.1%
Female persons, percent	49.6%
Race and Hispanic Origin	
White alone, percent	69.3%
Black or African American alone, percent (a)	1.5%
American Indian and Alaska Native alone, percent (a)	0.6%
Asian alone, percent (a)	17.2%
Native Hawaiian and Other Pacific Islander alone, percent (a)	0.1%
Two or More Races, percent	8.2%
Hispanic or Latino, percent (b)	7.5%
White alone, not Hispanic or Latino, percent	66.7%
Population Characteristics	
Veterans, 2018-2022	3,173
Foreign born persons, percent, 2018-2022	24.3%
Housing	
Housing Units, July 1, 2023, (V2023)	X
Owner-occupied housing unit rate, 2018-2022	62.1%
Median value of owner-occupied housing units, 2018-2022	$937,700
Median selected monthly owner costs -with a mortgage, 2018-2022	$3,259
Median selected monthly owner costs -without a mortgage, 2018-2022	$1,083
Median gross rent, 2018-2022	$2,250
Building Permits, 2023	X
Families & Living Arrangements	

DO NOT Rezone our neighborhood to high density!!!

Wed 7/10/2024 9:33 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

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

Dear LeAndra Baker-Lewis,

I am writing as a 19 year resident of Kirkland, both in Norkirk and West of Market. I am absolutely in shock to hear that the city is planning to rezone our NEIGHBORHOOD … a single family home neighborhood, where kids ride bikes, people walk dogs, go on walks… to high density apartments WITHOUT PARKING. To permanently wreck the wide streets, minimal cars on the streets (which is what makes bike riding safe for kids, and moms with strollers, etc!)

There are so many many things that are baffling to me about this proposal, but I'll just go over a few of them.

- When you allow 4- story buildings next to individual homes, you create massive privacy problems, as the units can see right into your backyards, rendering your private home not private. This is what Zoning is all about – to keep certain types of buildings and structures grouped tougher, to avoid this problem. Usually, you see larger dense units in groupings, and surrounded by land, to avoid this.
- No parking?? The residents of these high density buildings are going to not have a car? I certainly hope that your plan will actively enforce that. All the marketing materials of these buildings should clearly state residents are not allowed to have cars. I just came back from a trip to NYC to visit my sister. She does not have a car. Within 2 blocks of her apartment building, she can walk to literally ***every*** service you can think of. Grocery, pharmacy, ice cream, coffee shop, clothing store, shoe store, bank, phone store, etc. Within 2 blocks. That makes a no-car lifestyle possible. If you are a resident in this new zone somewhere 1/8 mile off market street around 16th… what can you walk to? Well… in 45 minutes you could be at the downtown QFC. In 20 minutes the other way you could be at a pharmacy and the Juanita shopping center. Is this plausible? That someone is going to move in to this, and not have a car, and it's going to be November, raining, and 40 degrees, and they are going to WALK to the QFC? Or wait 15 minutes for a bus? Redmond can do this because again, if you purchase something in their new dense development area, you can again walk within 1-2 blocks to every kind of service imaginable. The WOM/Norkirk /Jaunita corridor does NOT have that. I presume that the city is coming up with a way to enforce this no-car plan. I would like to hear a response from you as to how that will be implemented. In NYC, they have a very developed subway system -- kids get to school on it, and they also go to their sporting events on the subway. I'd like to know how someone living in one of these units will be transporting their children to soccer/baseball matches at Marymoor or 60 Acres? How they are going to play volleyball or basketball at the boys and girls club off 124th or Kamaikan middle school? Without a car? While a no-car lifestyle is a lovely goal, it is naïve and irresponsible to presume that our neighborhood can support it. Our town is not designed like that. As I mentioned earlier, I would like to know how you plan to enforce this no car policy. If you are going to zone for high density and no cars, please ensure it.
- This plan will turn a lovely walkable bike-rideable neighborhood into a traffic congestion nightmare. Market street is 1 lane both directions. It is already at full capacity in the mornings and evenings. It is hard to cross at times. From what I understand, your new

density zoning plan could double or triple the residents. That means that these streets will have 2-3x the traffic they have now. Are you planning to widen Market? Will it be 3 lanes in both directions with dedicated turn lanes and traffic lights? Is this the planning departments vision of our neighborhood? This is not why I bought my property here… I love the quiet streets, the walks, the kids on bikes, the moms and kids walking around. Now, with this plan, getting out of the neighborhood will be an exhausting traffic endeavor. We are landlocked with space. Add density where it is NEAR a major arterial. Rose Hill on 85th… 124th (where all the Totem Lake construction is going on) – these make perfect sense. Redmond, where they have a light rail stop! Adding density in an area that has limited roads, narrow roads, and is far from a freeway doesn't make sense.

- I don't even want to get into the whole school thing. How sad that you are creating a plan that will ruin the whole purpose of living in a neighborhood.. to go to your local school , to meet your neighbors. I am lifelong friends with the people I met at Peter Kirk elementary through my kids. How sad that now people may get bussed to who knows what school.What a loss for Kirkland, for the community. All for what purpose? Is there such a drastic need of density that we should put it in these areas that aren't set up to support it? And, please also let me know which schools you are building, and where, to support these new families.
- All in all, after reading this proposed 2044 Comprehensive Plan, I'm saddened and bemused. Who is behind this? Who thinks this is a good idea for our single family neighborhoods? Again, I'm not against density. Put it where it belongs – my son lived in Totem Lake, he didn't need a car, that new development is great! Keep zoned density projects together in a planned and organized development where it makes sense. Where you can walk to services within 1 block, where you are right off major arterials. Don't forever ruin the town by sticking random density in the middle of single family homes, and creating a zoning plan around a pipe dream of people not owning cars, when they can't walk to anything in less than 15 minutes. This plan benefits someone, but it is definitely not the residents and property owners of this city.

Thank you, I look forward to hearing your response to my concerns.

Zoning changes to Kirkland Transit corridors

Wed 7/10/2024 5:59 AM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Adam Weinstein <aweinstein@kirklandwa.gov>
Cc:Planning Commissioners <PlanningCommissioners@kirklandwa.gov>;2044 Comprehensive Plan <2044comprehensiveplan@kirklandwa.gov>;City Council <CityCouncil@kirklandwa.gov>

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

Hi, I am a resident of the West of Market neighborhood.
First of all thank you all for the amazing work and support of our city.

As I read the details of the 2044 Comprehensive plan and zoning changes proposed for transit corridors, I am extremely concerned with the traffic congestion with no easy ingress and egress for WoM residents given we have the lake on one side of our properties.
The notion that new high density development residents will all take the bus is misguided. I see the transit bus usage around here and we barely consume the existing public transport available as there is no point to point access, most or all use a car. The one lane limited access will create a traffic and congestion nightmare for many of us with the new zoning changes come to fruition.

Can we please revisit the said zoning changes and pause until there is further study and a chance for us residents to have input and address our concerns. Kirkland is a charming and cherished city and lets please work together to find solutions that will alleviate issues not add to them.

Thank you for your consideration

Fw: No to the Market St Corridor Plan!

Allison Zike <AZike@kirklandwa.gov>

Thu 7/11/2024 6:45 AM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

public comment

From:
Sent: Wednesday, July 10, 2024 6:20 PM
To: City Council <citycouncil@kirklandwa.gov>; Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Fwd: No to the Market St Corridor Plan!

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Please consider my feedback sent to Leandra Baker-Lewis .

LeAndra,

I'm writing to express my extreme concern to many of the changes proposed in the Market Street Corridor Plan. First Street is an integral part of the community - it is where everyone comes to walk for far-reaching lake views and to enjoy the Tot Lot and views from this park. Increasing the building height and density allowed in this neighborhood, as well as extending mixed-use buildings to First Street would cause irrevocable harm to what makes this neighbor unique.

I would like to see other changes considered that actually increase home ownership instead of relying on large apartment buildings owned by corporations. For example, this neighborhood is serviced by alleyways, which lend themselves to facilitating DADUs and cottages. To entice SFR owners to increase the number of dwellings, we should consider incentives to make this happen:
1/ Allow FAR and land use exceptions to enable two- and three-bedroom cottages;
2/ Simplify / reduce costs for making these properties condominiums; and
3/ Require DADU/Cottages to be occupied by a household separate from other dwellings on the lot. This would address the issue of property owners creating an ADU/DADU/Cottage to expand their square footage for the same household's use, while at the same time allowing families like mine to provide housing for their adult children.

Additionally, reducing parking requirements for high density buildings in this neighborhood is a safety and congestion risk. There is no evidence yet that there will be reliable and frequent enough bus service that would entice future residents to give up cars. We should not allow this irresponsible building prior to changes in both Sound Transit funding and demonstration of changes in residents' transit behaviors.

Specifically, I urge the planning commision to reject the following proposed changes in the Market Street Corridor Plan:

1/ Reject extension of the Market Street Corridor to 1st St and to the west of Market Street.
2/ Retain current zoning of 12-units/acre, and limit current exceptions east of Market to 24 units/acre.
3/ RETAIN POLICY MS-8!!!
4/ Policy MS-10: Reject proposed changes.
5/ Retain Policy MS-14
6/ Reject changes to Policy MS-15

Thank you,

Fw: Homeowner Concern for Proposed Land Use for High Density Residential buildings on Market Street

Allison Zike <AZike@kirklandwa.gov>

Wed 7/10/2024 4:40 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

From: .
Sent: Wednesday, July 10, 2024 4:32 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Homeowner Concern for Proposed Land Use for High Density Residential buildings on Market Street

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

Dear Kirkland City Planning Commission,

I hope this email finds you well. I am writing to you as a resident of the Market Street area to express my concerns regarding the proposed changes to height limits and density around transit corridors, specifically the potential for allowing buildings up to five stories high on Market Street.

Market Street is a beloved part of our neighborhood, cherished for its unique vibe and energy. The current character of our community, with its charming mix of residential and small-scale commercial properties, fosters a sense of place that is both vibrant and intimate. The proposed changes threaten to alter this delicate balance significantly.

Here are a few points I would like to highlight:

1. Neighborhood Character and Vibe:

Market Street's current character is defined by its human-scale buildings and walkable streets. Increasing the height limit to five stories would introduce a scale that feels out of place and could overshadow the existing structures, fundamentally altering the neighborhood's atmosphere.

2. Community Impact:

The proposed increase in density could lead to higher traffic volumes and parking challenges, making the area less pedestrian-friendly and more congested. This would detract from the quality of life that residents currently enjoy and could make the area less appealing to both residents and visitors.

3. Preservation of Heritage:

Many buildings along Market Street have historical significance and contribute to the area's unique charm. Allowing taller, denser developments could lead to the demolition of these structures, erasing important elements of our local heritage.

4. Environmental Considerations:

Higher density and taller buildings often bring increased environmental stress, including greater energy consumption and waste production. Preserving the current scale of development helps maintain a balance with our natural surroundings.

As residents, we are deeply invested in maintaining the special qualities that make Market Street and its surrounding areas so distinctive. While we understand the need for growth and development, we believe

it can be achieved in a manner that respects and preserves the character of our neighborhood.

I urge the Planning Commission to reconsider the proposed changes and explore alternative solutions that would allow for thoughtful development without compromising the unique charm and livability of Market Street. We believe that with careful planning, Kirkland can continue to grow while preserving the qualities that make our neighborhood a wonderful place to live.

Thank you for considering my concerns. I would be happy to discuss this matter further and look forward to participating in future community discussions.

Sincerely,

Fw: Market Street Height Limits

Allison Zike <AZike@kirklandwa.gov>

Wed 7/10/2024 4:40 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

From:
Sent: Wednesday, July 10, 2024 3:59 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Market Street Height Limits

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

Dear Planning Commission,

I was just made aware you are meeting tomorrow to discuss increasing height limits to the market street area.

Have you considered the impact to the neighborhood, community, heritage and environment of the proposed change? We want Kirkland to grow as well, but is there another way than adding a bunch of five story buildings on Market Street?

Best

2044 Comprehensive Plan, Neighborhood Plan Drafts, and Market Street Corridor Plan Concerns

Wed 7/10/2024 5:00 PM

To:Planning Commissioners <PlanningCommissioners@kirklandwa.gov>;LeAndra Baker-Lewis <llewis@kirklandwa.gov>
Cc:Adam Weinstein <aweinstein@kirklandwa.gov>;2044 Comprehensive Plan <2044comprehensiveplan@kirklandwa.gov>;City Council <CityCouncil@kirklandwa.gov>;mnakirkland@gmail.com <mnakirkland@gmail.com>

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

To the Kirkland Planning Commission and City Council,

My family and I live in the Market Neighborhood, and I have recently become aware of the significant density increases proposed for many of Kirkland's residential neighborhoods, including ours. I am deeply disappointed and concerned by the lack of awareness among most of the impacted residents.

As someone who usually stays well-informed, I am particularly alarmed that this proposal has seen minimal neighborhood engagement. Even more troubling is the fact that Kirkland is projected to meet all growth targets by 2044, with a surplus of 6,234 housing units and 858 jobs, without implementing these drastic changes. This makes the proposal seem irresponsible and unnecessary.

I urge the Commission and Council to leave a different legacy. Rather than pushing density at all costs, let's have an open and respectful dialogue. Acknowledge that the required housing and job growth targets will be met with a significant surplus and stop using the Growth Management Act as a justification for this sweeping approach to density.

I am asking you, along with many of your constituents, to balance these efforts with infrastructure improvements, approved infrastructure budgets, and properly engaging in conversations about retaining Kirkland's unique charm and attractiveness through responsible growth. The proposed drastic height increases within residential neighborhoods will irreversibly change many of Kirkland's neighborhoods and disrupt the visual scale of the neighborhoods. The city's own capacity study proves that substantial growth can be achieved without these drastic height increases.

Additionally, as a resident deeply invested in the future and well-being of our community, I respectfully request the Planning Commission and City Council consider the attached document outlining changes to the Market Neighborhood Plan and the Market Street Corridor Plan.

We can welcome future residents to a more beautiful, equitable, and safe space by taking the time to do this right. We can all do better than this.

Thank you for your time.

Market Neighborhood Resident

Kirkland density plan

Wed 7/10/2024 10:06 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;City Council <CityCouncil@kirklandwa.gov>;Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Cc:Jana Thomas Cooper <Jana.Cooper@halo.com>

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Hello LeAndra and Council members,

My family has lived in Kirkland since 1990, when starting a family of our own, we decided to stay in Kirkland due to the community and small town feel. Since then the population growth has been substantial, traffic has increased and schools filled.
The entire area has seen a lot of growth and that is part of living in a desirable area.
In review of the latest density plans proposed for the Market area it's insane to me to contemplate high density apartment buildings mixed in with single family neighborhoods. The increase in traffic alone will create unsafe conditions for walking and children playing in the area.
It will also completely change the feel of Kirkland. There are existing areas in totem lake and parmac where you could increase the height and FAR if your trying to increase housing.
As you must know there are limited sidewalks in the neighborhoods and many that do not connect up and down the street as they only exist in front of new construction homes. Other than on Market street there are no cross walks within the neighborhoods.
Back to the narrow streets there is no capacity for street parking and with the density proposed there will not be room for onsite parking due to the lot coverage.
In talking to many Kirkland residents and neighbors this increase in density does make sense, it's my personal opinion you should highly consider declining or amending this plan.

Kirkland resident

Fw: Comment on Moss Bay Neighborhood Plan: Support of Policy MB-32

Allison Zike <AZike@kirklandwa.gov>

Thu 7/11/2024 6:43 AM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

public comment

From:
Sent: Wednesday, July 10, 2024 8:04 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; 2044 Comprehensive Plan <2044comprehensiveplan@kirklandwa.gov>
Subject: Comment on Moss Bay Neighborhood Plan: Support of Policy MB-32

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Planning Commissioners and Staff:

I live in Moss Bay and want to submit a brief written comment on the Moss Bay Neighborhood Plan in advance of the July 11 Planning Commission meeting.

I would specifically like to express strong support of Policy MB-32 to *expand and iterate pilot programs to enhance pedestrian-only access along Park Lane.*

I understand there may be opposition to retaining MB-32, which prompted this email.

Thank you.

Kirkland 98033

Neighborhood Plan Comments- Concerns with high density

Wed 7/10/2024 10:51 PM

To:Planning Commissioners <PlanningCommissioners@kirklandwa.gov>;LeAndra Baker-Lewis <llewis@kirklandwa.gov>
Cc:Allison Zike <azike@kirklandwa.gov>;City Council <CityCouncil@kirklandwa.gov>;mnakirkland@gmail.com <mnakirkland@gmail.com>

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To the members of the Kirkland Planning Commission,

Thank you for considering the following comments/feedback.

My family resides in the Market Neighborhood. As a resident who cares about the well-being and future of the Market Neighborhood, I respectfully request that the Planning Commission consider the following adjustments to the Market Neighborhood Plan and the Market Street Corridor Plan:

Market Neighborhood Plan

- **Policy M-10.** The vast majority of the residents in our neighborhood chose to live here because of its residential character. City Staff should recognize this and this policy should read: "Retain and enhance the residential character of the Market Neighborhood while accommodating the needs of downsizing adults, young families, and single households."
- **Land Use Map, Figure M-3, Page 18.** I understand this map will be updated at some point to match the map in the Land Use chapter. I am strongly against the proposed transit corridor on Market Street and the accompanying ¼ mile increased density push into our residential neighborhood (indeed, I am against this increased density for all of the proposed transit corridors). I have canvassed hundreds of my neighbors and none have voiced their support of this proposal. I strongly urge the planning commission to reject a Market Neighborhood map that includes this transit corridor.
- **Policy M-12.** I am against removing the references to "compatible in scale". I understand the city wants to significantly increase the density and building heights within the entire neighborhood to allow for 4-6 story building with minimal setbacks. I am strongly against all language that would allow this change.
- **Section 9 - Priorities.** I (along with many of my neighbors) strongly disagree with the change of "is" to the past-tense "was" in the second bullet. The bullet should read as follows: "It ***IS*** important to the neighborhood that existing and new regulations ensure that new development is compatible in scale and design with the existing neighborhood fabric."

Market Street Corridor Plan

- **Policy MS-8.** I strongly disagree with removing the 2-3 story height limits on Market Street.
- **Policy MS-14**. I strongly disagree with deleting Policy MS-14 and would keep it in its entirety (building mass and height should absolutely complement rather than dominate over adjoining lower intensity uses).

As a general note, I am against changing the word "density" to "intensity" throughout all the neighborhood plans. It is clearly intended to confuse the reader (what is residential intensity?). It feels like the City is attempting to pull the wool over the eyes of its citizens. If Kirkland wants to increase density, the City should clearly state this. There is no need to trick us with meaningless words.

The comprehensive plan does not address how significantly increasing density (or rather *intensity*) inside all of our residential neighborhoods impacts Kirkland's streets. Market Street and the other proposed Transit Corridors are high volume, slow-moving, (mostly) one-lane, residential roads. The plan does not address how the neighborhood streets branding off of Market Street and these proposed corridors can handle more density (e.g., lots more traffic, increased on-street parking; emergency vehicles being blocked on clogged streets, higher cut-through traffic in residential neighborhoods etc.). Market Street is not in walking distance to essential businesses like grocery stores making it difficult to reduce car reliance and accommodate reduced parking requirements.

There are many existing places for high-density urban living both in Kirkland and in nearby cities. Kirkland residents have chosen Kirkland for its scale. The proposed changes to the Comprehensive Plan and the neighborhood plans dramatically change this. The average resident doesn't appear to even be aware of these proposed changes despite the huge impact this will have to homeowners and the city at large.

Thank you for your attention to these matters, and I look forward to further dialogue on how we can collaboratively plan for the future of our special city.

Sincerely,

Market Neighborhood Resident

July 10, 2024

Dear Council Members,

I live in the Market Neighborhood with my husband and 16 month old son. We moved to Kirkland a little over a year ago (from Seattle) to enjoy a more neighborhood feel and less busy environment to raise our son. The vision of him riding his bike through the neighborhood was a big draw to the West of Market area. In connection with the Comprehensive Plan update, I urge you to reconsider proposed density increases in neighborhoods that already have infrastructure and traffic challenges. While growth is expected, this extreme density growth plan is short-sided and ruins the charm of Kirkland. Therefore, I am against the proposed Transit Corridor and accompanying density increased along Market Street.

From:
Sent: Wednesday, July 10, 2024 5:59 AM
To: LeAndra Baker-Lewis; Adam Weinstein
Cc: Planning Commissioners; 2044 Comprehensive Plan; City Council
Subject: Zoning changes to Kirkland Transit corridors

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

Hi, I am a resident of the West of Market neighborhood.
First of all thank you all for the amazing work and support of our city.

As I read the details of the 2044 Comprehensive plan and zoning changes proposed for transit corridors, I am extremely concerned with the traffic congestion with no easy ingress and egress for WoM residents given we have the lake on one side of our properties.
The notion that new high density development residents will all take the bus is misguided. I see the transit bus usage around here and we barely consume the existing public transport available as there is no point to point access, most or all use a car. The one lane limited access will create a traffic and congestion nightmare for many of us with the new zoning changes come to fruition.

Can we please revisit the said zoning changes and pause until there is further study and a chance for us residents to have input and address our concerns. Kirkland is a charming and cherished city and lets please work together to find solutions that will alleviate issues not add to them.

Thank you for your consideration

From: Judy Ford <judy@judyford.com>
Sent: Wednesday, July 10, 2024 7:07 PM
To: LeAndra Baker-Lewis <llewis@kirklandwa.gov>
Cc: Adam Weinstein <aweinstein@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Existing Plan Alternative

I have lived and work in Kirkland for 45 years. I've lived in the same house off of Juanita Drive for 45 years. I love living in my Kirkland neighborhood, love everything about living down the street from Juanita Beach. I am however concerned and do not understand the direction the Planning Commission is taking. High density buildings and more traffic do not fit with with vibrant, thriving neighborhoods. What is happening? And Why?

Attached below is a short visual explanation of my concerns.
Hope you enjoy it. I look forward to your response.

Thank you.

"We say No to what we Don't want
So we can say Yes to what We Do Want".

No! to tALL ugly Bldgs.



Yes Yes 4/0 wide open sky

Existing Plan Alternative & the CURRENT Zoning

Vibrant Neighborhoods where you Know you Belong

"They took all the trees and
put 'em in a tree museum
And they charged the people
a dollar and a half to see them
Don't it always seem to go
That you don't Know what
you got 'til it's gone?
They paved paradise
to put up a parking lot
Hey, now,
they paved paradise
to put up a parking lot"
- Joni Mitchell

Vote for TREES

Side walks
Benches
grass

No! to Trabbic jams

Yes to Buildings that invite you in





July, 2024 JudyFord aka The Deadlest, et cetera

From:
Sent: Wednesday, July 10, 2024 11:21 AM
To: LeAndra Baker-Lewis; Adam Weinstein; Planning Commissioners; 2044 Comprehensive Plan; City Council
Subject: High Density plan for Market neighborhood

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

Hello All,

I just wanted to voice my opinion against the high density plan for the market neighborhood. Particularly with no limits.

I would encourage you all to drive by the new 3 home development on 5th Ave W and notice the impact that it will have on the neighborhood; zero parking for a potential of 6 vehicles. As one of the flat streets this will impact safety for kids and visibility for drivers.

If this is allowed to continue it will turn this part of Kirkland into something closer to Wallingford rather than the best city on the east side.

I'm out of town on the 11th or I would be at the meeting.

Thanks for your time,

July 10, 2024

Dear Council Members,

I live in the Market St Neighborhood. I am sickened by the plan to allow 5 story buildings not only along Market St, but within a .25 mile span. 1st St in particular is a much-loved neighborhood walking street due it's gorgeous lake views that pedestrians can enjoy. Families from across the city come to the Tot Lot park to enjoy the views it offers. This is what makes Norkirk special.

Additionally, we already are challenged by traffic. The density plan with reduced parking plans would make traffic safety worse by having cars fighting for parking spaces.

In connection with the Comprehensive Plan update, I urge you to reconsider proposed density increases in neighborhoods that already have infrastructure and traffic safety challenges. I am against the proposed Transit Corridors and accompanying density increases. We do not want to ruin what makes our neighborhood special and are against plans that would exceed the housing growth requirements for 2044.

Thank you,

From:
Sent: Tuesday, July 9, 2024 10:06 PM
To: LeAndra Baker-Lewis; Planning Commissioners
Cc: Adam Weinstein; 2044 Comprehensive Plan; City Council; mnakirkland@gmail.com
Subject: 2044 Comprehensive Plan, Neighborhood Plan Drafts, and Market Street Corridor Plan Concerns
Attachments: Neighborhood Plan and Transit Corridor_Edit Requests.docx

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To the Kirkland Planning Commission and City Council,

My family and I live in the Market Neighborhood, and I have recently become aware of the significant density increases proposed for many of Kirkland's residential neighborhoods, including ours. I am deeply disappointed and concerned by the lack of awareness among most of the impacted residents.

As someone who usually stays well-informed, I am particularly alarmed that this proposal has seen minimal neighborhood engagement. Even more troubling is the fact that Kirkland is projected to meet all growth targets by 2044, with a surplus of 6,234 housing units and 858 jobs, without implementing these drastic changes. This makes the proposal seem irresponsible and unnecessary.

I urge the Commission and Council to leave a different legacy. Rather than pushing density at all costs, let's have an open and respectful dialogue. Acknowledge that the required housing and job growth targets will be met with a significant surplus and stop using the Growth Management Act as a justification for this sweeping approach to density.

I am asking you, along with many of your constituents, to balance these efforts with infrastructure improvements, approved infrastructure budgets, and properly engaging in conversations about retaining Kirkland’s unique charm and attractiveness through responsible growth. The proposed drastic height increases within residential neighborhoods will irreversibly change many of Kirkland’s neighborhoods and disrupt the visual scale of the neighborhoods. The city’s own capacity study proves that substantial growth can be achieved without these drastic height increases.

Additionally, as a resident deeply invested in the future and well-being of our community, I respectfully request the Planning Commission and City Council consider the attached document outlining changes to the Market Neighborhood Plan and the Market Street Corridor Plan.

We can welcome future residents to a more beautiful, equitable, and safe space by taking the time to do this right. We can all do better than this.

Thank you for your time.

Market Neighborhood Resident

From:
Sent: Wednesday, July 10, 2024 4:53 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Transit corridors - Market Street 5 floor housing plans

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

Dear Planning Commissioners

I have just heard that the city are considering increasing housing in the area to 5 stories.

This is utterly ridiculous and only benefits the greedy. We live on - we are already losing most of our Seattle lake view with the 3 hideous homes being squeezed into the one home plot by our home, which will impact its value.

We completely disagree with this proposal. Don't change this beautiful beach town into a chaotic town with no space for parking, even worse traffic congestion with the current issues surrounding the insane 405 changes and other large housing projects in Kirkland - it's already bulging at the seams.

Sincerely

July 10, 2024

To the City of Kirkland Representatives,

I am writing to express my concern and objection to the proposed density plan! Downtown Kirkland is losing its charm due to constant overbuilding and poor city planning.
If the goal is to destroy Kirkland by 2044, then continuing on the current course will certainly achieve that.
Downtown Kirkland is not Bellevue. It has only three main routes for access, and the resulting traffic congestion is unbearable, negatively impacting local businesses—a problem that has persisted for decades. The area is now filled with plastic surgery centers, hair and nail salons, and massage shops, which speaks volumes about the current culture.
Kirkland used to be a quaint lakeside town with a vibrant restaurant and nightlife scene. Now, it seems the city lacks a clear identity or vision. It appears the City Council is confused as well.
The constant overdevelopment has made living and working in Kirkland increasingly difficult. Kirkland Urban, for example, is a disastrous complex with failed promises. Variances granted to builders have led to overbuilding, as seen with the Wendy's property where Bartell Drugs once stood—another failed promise with more overdevelopment.
How does this improve Kirkland? How is this sustainable?
It seems the only priority is increasing tax revenue by approving these developments. The idea of creating affordable housing is undermined by granting variances that allow for six homes where only one or two would normally fit. This leads to crowded streets and frustrated drivers. These so-called "affordable" homes are then listed for over $1.4 million—what a joke. Careful, the current boom is driven by high paying jobs in technology. If Google goes away (which it could), like Boeing was to Renton, this could cause a considerable problem for Kirkland. Also, technology and the advent of AI will have a significant impact to technology jobs by 2044. I don't feel this is being considered. Sounds like a disaster on many fronts.
If the aim is to make Kirkland desirable and enjoyable, development must be slowed down and then evaluated again, the focus by 2044, should be on providing services that residents truly want and fixing the existing infrastructure.
Consider looking at cities like Bend, Oregon, or Edmonds as more appropriate models, rather than trying to force Kirkland into something it is not.

From:
Sent: Wednesday, July 10, 2024 12:34 PM
To: LeAndra Baker-Lewis; Adam Weinstein; Planning Commissioners; 2044 Comprehensive Plan; City Council
Subject: K2044 Thoughts.

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

To the City of Kirkland Representatives,

I am writing to express my concern and objection to the proposed density plan! Downtown Kirkland is losing its charm due to constant overbuilding and poor city planning.

If the goal is to destroy Kirkland by 2044, then continuing on the current course will certainly achieve that.

Downtown Kirkland is not Bellevue. It has only three main routes for access, and the resulting traffic congestion is unbearable, negatively impacting local businesses—a problem that has persisted for decades. The area is now filled with plastic surgery centers, hair and nail salons, and massage shops, which speaks volumes about the current culture.

Kirkland used to be a quaint lakeside town with a vibrant restaurant and nightlife scene. Now, it seems the city lacks a clear identity or vision. It appears the City Council is confused as well.

The constant overdevelopment has made living and working in Kirkland increasingly difficult. Kirkland Urban, for example, is a disastrous complex with failed promises. Variances granted to builders have led to overbuilding, as seen with the Wendy's property where Bartell Drugs once stood—another failed promise with more overdevelopment.

How does this improve Kirkland?

How is this sustainable?

It seems the only priority is increasing tax revenue by approving these developments. The idea of creating affordable housing is undermined by granting variances that allow for six homes where only one or two would normally fit. This leads to crowded streets and frustrated drivers. These so-called "affordable" homes are then listed for over $1.4 million—what a joke. Careful, the current boom is driven by high paying jobs in technology. If Google goes away (which it could), like Boeing was to Renton, this could cause a considerable problem for Kirkland. Also, technology and the advent of AI will have a significant impact to technology jobs by 2044. I don't feel this is being considered. Sounds like a disaster on many fronts.

If the aim is to make Kirkland desirable and enjoyable, development must be slowed down and then evaluated again, the focus by 2044, should be on providing services that residents truly want and fixing the existing infrastructure.

Consider looking at cities like Bend, Oregon, or Edmonds as more appropriate models, rather than trying to force Kirkland into something it is not.

Best regards,

Proposed zoning changes to Market neighborhood

Tue 7/9/2024 1:36 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>
Cc:Adam Weinstein <aweinstein@kirklandwa.gov>

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Hello,

I have lived in Kirkland since 2009 with my husband and we live in the Market neighborhood. We moved to Kirkland from Seattle because we valued the small community feel and single-family neighborhoods in Kirkland. We have a daughter who is 9 and attends school here. We also own a mixed use building on Market street and a 4-plex rental unit in Juanita.

We are very concerned with the plan to change the zoning ¼ mile off of Market to increase density. This change will negatively impact many single-family neighborhoods. There are many areas in Kirkland that are already zoned for higher density that make more sense for adding units and have more capacity. For example, where our 4-plex is off of 116th, there are already many apartment buildings and we have requested to add height to our building to add more units and have been denied by the city. Also, in Totem lake, there is room in the commercial center to add more high-rise apartments and condos to this area, which would provide many more units than trying to cram more into neighborhoods.

The lots in our neighborhood that have been allowed to increase density, adding 3 units on a lot that previously held one home, have produced "luxury homes" which is not solving the issue of providing lower income, affordable housing for people. Instead, it is destroying the tree canopy and creating more traffic without solving our housing issues.

The charm of Kirkland as a community is in its single-family neighborhoods, parks and greenery. I believe we can maintain this and still provide more housing by adding density in the obvious areas that are already zoned for multi-family units.

Thank you,

From:
Sent: Tuesday, July 9, 2024 12:01 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Public Comment: ParMac CAR

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

Dear Planning Commissioners:

I am writing to comment on the ParMac CAR and let you know how large-scale apartment projects are directly impacting home values of neighboring residents.

Our home directly borders the ParMac site on NE 111th St. Out of our back windows we have a clear view of the new Pine apartments recently completed adjacent to the ParMac site.

We recently listed our home for sale in an attempt to relocate back to the East Coast - the view of apartments from the backyard, as well as our master bedroom, kitchen, and dining room have made the home undesirable to buyers - resulting in zero offers since listing it on the market over two weeks ago. While potential buyers love the actual home - (a 2016 3000+ sq custom Craftsman home), no one is willing to make an offer on the home due to the apartments behind us. The prospect of even more apartments even closer to the house will only further depreciate our home value and that of our neighbors. We are strongly opposed to the ParMac CAR and putting mixed-use apartment towers ranging from 4 to 18 stories in such close proximity to single family homes. Please take the existing homeowners into consideration rather than prioritizing hypothetical future residents and the developer who only stands to rake in millions in rent per month with a project of this scale. This not only applies to this proposal, but any proposal to put apartments in close proximity to single family homes as it negatively impacts home values by making the homes highly undesirable to potential buyers.

Best,

Stop the proposed Comprehensive Plan

Tue 7/9/2024 5:18 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

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

Dear LeAndra,

I lived in Houghton with my family for 24 years. I haven't been pleased with the density changes to the city over the past 10 years. I've seen the real Kirkland slip away. I used to love it here but now it just feels like a congested nightmare. The city is paving paradise and putting up a parking lot.

I'm very upset by the proposed density changes to the Comprehensive Plan. I am against the proposed transit corridors and their density increases. This will not improve Kirkland. It is NOT the desire of the community. We do NOT want to become Seattle.

It is inappropriate to allow this kind of density in quiet, low-rise residential neighborhoods. Allow it in downtown or Totem Lake or on 85th where it is expected and commonplace. But absolutely not in neighborhoods like Rose Hill, Houghton, Bridle Trails, Norkirk and Market.

Further, it would be irresponsible to implement any density changes without making improvements to our infrastructure first. Our city and roads are already bursting at the seams.

I urge the Planning Department to stop these proposed changes.

Thank you,

Fw: Houghton Neighborhood Plan Update

Allison Zike <AZike@kirklandwa.gov>

Tue 7/9/2024 4:38 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

Public comment below. Thanks.

From:
Sent: Tuesday, July 9, 2024 2:30 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>; Rodney Rutherford <rrutherford@kirklandwa.gov>; Bria Heiser <bheiser@kirklandwa.gov>; Scott Reusser <sreusser@kirklandwa.gov>; Angela Rozmyn <arozmyn@kirklandwa.gov>; Aaron Jacobson <ajacobson@kirklandwa.gov>; Katya Allen <kallen@kirklandwa.gov>; Katya Allen <kallen@kirklandwa.gov>; gmadeya@kirkandwa.gov <gmadeya@kirkandwa.gov>
Cc: Central Houghton Neighborhood Association <centralhoughton@gmail.com>
Subject: Houghton Neighborhood Plan Update

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

Planning Commissioners,

I am writing to you to share some remarks about the overall new neighborhood planning process and some specific areas proposed in the Houghton Neighborhood plan by city planners.

I've lived in Kirkland since 1993. I've rented at several places within Moss Bay and Lakeview neighborhoods and am in my second home in the Houghton as an owner. When I was renting, I was younger and early in my career. Sometimes I had roommates for affordability and companionship, sometimes I didn't. I loved Kirkland but really didn't care much to engage on items like a neighborhood plan or an association. Even when I lived in one of the two old apartments in Lakeview, one adjacent to single family homes and high-end condos, there was really no interaction between the two populations, *nor did I desire it*. I always knew I'd be moving at some point. I lived in one old apartment complex in Lakeview owned by a retired Boeing engineer who did all the maintenance and repairs himself for four years. Having **older rental inventory** made it affordable for me to live in a well maintained, safe, part of Kirkland AND save money to be a homeowner someday.

When it was time to buy, Houghton was the place. It was an older, fixer upper home in a location I loved. The peace and quiet compared to the hustle and bustle near LW Boulevard was appealing. Once I owned a home, I started a family. Relationships with neighbors immediately became desired and important. I think this is important for planners and city officials to understand or remember this cycle. Just because you put apartments, condos or townhomes in a single-family neighborhood, doesn't mean there will magically be a changed integrated environment. **It's more about mindset than affordability.** Renters will with little exception know they will be moving on. This is why having too many rental homes in a traditional owner-occupied neighborhood really brings down the relationships. Even our long-time home renter friends who fully engaged in Lakeview Elementary and their neighbors eventually moved back to South Carolina after 5 years. The point is not that one lifestyle is better than another or that it's about affordability, it's just that we all need to be real about what could really be accomplished by mashing all these lifecycle types right on top of each other rather than have a flow where there are different neighborhood options to cater to different

lifestyles and time of life circumstances. I didn't address downsizing seniors on fixed incomes who wish to stay in the neighborhood but, no longer want to own a large family style home.

Houghton to our family is quiet, beautiful views, close to Lake Washington Blvd. but not too close. Easy access to 520 Seattle, 405 and the airport. Easy access to Bellevue & Redmond. Great neighborhood center with grocery and drug store that supports most of what we need and can be walked to, biked to and driven to. More affordable than west Bellevue but access to the same things.

1. Neighborhoods are integrated ecosystems, not segregated, discipline specific work plans. This is why full city engagement with neighborhood leaders and other interested parties has been done the way it was in the past. (and should return to this) A major concern is the unbundling of traffic concerns and infrastructure with density increases. They are tightly related.
2. I don't know how planners who have not engaged with anyone living in the neighborhood can make fundamental changes because they simply can't know the unintended consequences, potential benefits or collateral damage unilateral changes made without resident engagement can make.
3. Taking a neighborhood plan that is already good and making changes just for the sake of making changes is not helpful and a waste of city employees time. I think most neighborhood plans would not have huge iterations cycle to cycle contrary to what was speculated by the planning department when pitching the new system to city councilmembers.

Specific to Houghton:

1. Overview: This section is supposed to be the as-is state of the neighborhood and the city planner appears to be inserting language that they would like it to-be. This is unnecessary and not useful.
2. Vision statement: How can a city planner fully mark-up the neighborhood vision statement to the level that it no longer is a neighborhood vision statement, it is a *city planning department vision statement.* This is a prime example of where engagement with residents is useful. There is not engagement, just random edits.
    a. Inviting versus attractive, Local citizens vs people, striking of the word residents throughout, charm versus character… What is the purpose of this wordsmithing the vision statement that is supposed to be driven from the neighbors? This preferential language substitution is woven throughout. Sometimes it's meaningless (why do it then) other times the substitution *completely changes the intent* that the residents settled on without consent or consultation.
3. History: The language around the effort to maintain, the voting and the campaign to dissolve the Houghton Community Council (HCC) is not reflective of what the history really is. There is a big conflict of interest in having city planners do this in isolation. Please request a rework of the wording with former members of HCC and or the neighborhood association.
4. Land Use Residential #5- strange substitutions from density gradients to "intensity" – please just don't. The main idea here is that the city, county and state have made changes to many land use issues. Houghton is subject to those; this updated draft document is literally putting words in the mouth of residents saying that they want to encourage and promote things they don't even know about and may not want to. **It really makes the documents useless if they no longer are driven by community input and are simply driven by unelected city employees who don't work, live, go to school or play in the areas they are trying to engineer.**
5. 7-1 Houghton Center: Should be safe, attractive, and pedestrian friendly with amenities for bike and walk BUT needs parking for the 10 months of the year that it's dark (sometimes as early as 4 pm) and rainy. Further, this is a key shopping area where CARS with kids, strollers, groceries, people with disabilities, and age-related mobility issues should be able

to come freely and find a place to park. There should be ample ingress and egress points to minimize backups.

6. 11.1 Transportation: Unstrike the descriptive sentence of the current state of 108th, the main boulevard through Houghton. Further, 108th/ Houghton Blvd, being used as a 405-avoidance cut through should be added as should the fact there is active cut through east at 60th and west at 53rd and 60th to avoid the gridlock at the intersection of 68th and 108th/State Street in the morning and evening hours (work and school). The cut through streets are mostly single lane roads with bidirectional traffic.
    a. 11.2 attractiveness was substituted for usability regarding 108th. How about both? Attractive (streets and grounds, foliage, trees) and usable.
7. Open Space and Parks- Watershed Park: The fact city planners took out that future considerations for the park should include engaging the community in the planning process is ironic considering how this new planning process is going.
    a. Houghton would like to have amenities/park or other open space developed with active teens and adults in mind. We have a cherished park for very little children, a park for 5-12 year old kids and the trail system at Watershed but, not a park that targets 13-18 teens with adult sized bodies & activity levels. This park might have obstacle course type features or outdoor fitness pieces.
    b. Please add active invasive vines and species removal ongoing as a goal for Carillon Woods Park/playground vision.
8. Gateways: Could be improved dramatically throughout the city!
    a. In Houghton, we want the medians to have environmentally friendly greenery and trees that are well maintained by the city streets and grounds team. (See Bellevue) Currently we have several medians with no greenery or trees at all- the medians with greenery we have are not well maintained by the city today.
    b. We'd like to rename 108th to Houghton Boulevard- This is a major gateway into Kirkland. The bus stops would reference a Houghton stop(s) which makes more sense and is easier to understand. Sense of place. Houghton is one of the only neighborhoods in the city without a named street, road or drive.
    c. We'd like the plan to reflect that public art and other significant investments like parks and anything else be used as a vehicle *to engage the neighborhood.* Rather than being done in isolation by a board, commission, or other party.

   <u>What is the issue with neighborhood identity?</u> **I** see more removal of this word. Is neighborhood character and identity offensive now? Will the planning commission and city be removing existing components from neighborhoods that already have character and identity components. I ask the planning commission to **Just Say No** to this removal of character and identity. If anything Kirkland would be more inclusive and welcoming if **all neighborhoods added more charm, character and identity components**. If some neighborhood is seen as lacking character and sense of place. Add that! **I** think they would love it over what seems to be a goal of removing any reference or opportunity.

Thank you for reading my concerns about the process and considering my specific plan remarks. I think we can do better than this process! Try it and then go back to the way it was.

Respectfully,

July 9, 2024

Neighborhood Plan and Market Street Corridor Plan Comments – Market Neighborhood

Market Neighborhood Plan – Change Requests:

1. Policy M-10: Most of us chose to live in this neighborhood because of its residential character. City Staff should acknowledge this by revising the policy to state: "Retain and enhance the residential character of the Market Neighborhood while accommodating the needs of downsizing adults, young families, and single households."

2. Land Use Map, Figure M-3, Page 18: While I understand this map will be updated to align with the Land Use chapter, I am strongly opposed to the proposed transit corridor on Market Street and the accompanying increased density within a ¼ mile radius into our residential area. I have spoken with a hundred or more neighbors, and not one has supported this proposal nor felt well-informed on the drastic changes be proposed. I urge the Planning Commission to reject any map that includes this transit corridor.

3. Policy M-12: I oppose removing references to "compatible in scale." The city's intention to increase density and building heights across the neighborhood to allow 4-6 story buildings with minimal setbacks is concerning. I am against any language that would permit this change as are many of my neighbors who live here and are greatly and irreversibly impacted by this proposed change.

4. Section 9 - Priorities: My neighbors and I strongly disagree with changing “is” to “was” in the second bullet point. It should read: "It **IS** important to the neighborhood that existing and new regulations ensure that new development is compatible in scale and design with the existing neighborhood fabric."

Market Street Corridor Plan – Change Requests:

1. Policy MS-8: I strongly disagree with removing the 2-3 story height limits on Market Street.

2. Policy MS-14: I strongly disagree with deleting Policy MS-14 and would retain it in its entirety, as building mass and height should complement, not dominate, adjoining lower-intensity uses.

In general, I oppose changing the term “density” to “intensity” across all neighborhood plans. If Kirkland aims to increase density, it should be stated clearly, without resorting to ambiguous language.

The comprehensive plan does not address the impact of significantly increasing density (or intensity) on Kirkland's streets. Market Street and other proposed transit corridors are high-traffic, slow-moving, mostly one-lane residential roads. The plan fails to consider how neighborhood streets branching off Market Street and these corridors can handle increased density (e.g., more traffic, increased on-street parking, blocked emergency vehicles, higher cut-through traffic in residential areas, etc.). Additionally, Market Street is not within walking distance of essential businesses like grocery stores, making it hard to reduce car reliance and meet reduced parking requirements.

Thank you for considering these matters. I look forward to further discussions on how we can collaboratively plan for the future of our beloved city.

Sincerely,

Market Neighborhood Resident

Fw: Neighborhood Plan Update....

Allison Zike <AZike@kirklandwa.gov>

Tue 7/9/2024 8:29 AM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

Public comment below. thanks.

From:
Sent: Tuesday, July 9, 2024 8:21 AM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Neighborhood Plan Update....

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

Hello Planning Commission members....

I'm writing today to express my concern over a number of proposed changes to the Houghton Neighborhood plan.

I understand the need to project growth, but it appears that many of the proposed changes are being done so with no regard for neighborhood impacts as well as resident engagement and participation.

Examples:

-Throughout the plan, the term "medium density" has been replaced with "higher density". What does this mean? What are the consequences of this proposed change? This seems very ambiguous.

-Why is transportation and infrastructure being moved to a different portion of the plan? This seems to indicate that this is NOT a neighborhood issue. Frankly, these two should be discussed in tandem with one another. Even at current development levels, Houghton is bursting at the seams when it comes to traffic impacts. I have video that I'm happy to share that clearly shows impacts within the Houghton neighborhood center, Lakeview school area and east of 108th up to 405. There seems to be no consideration about how proposed growth and traffic volumes will impact the neighborhood. The best I've heard from the city is that "we'll have experts study it". Well...experts have studied this in the past. I know that in a "perfect world", everyone one will abandon their cars in favor of mass transit. Just isn't going to happen. I don't believe a transit "jump lane" is the answer either. Will just further exacerbate vehicle traffic on 108th.

-Does increased density lead to greater affordability? Would be nice to see examples of where this has occurred. This certainly doesn't appear to be the case....at least in Kirkland.

-References to Houghton's "character" have been replaced with words like "density" and "intensity". What does this language mean? How will it impact Houghton?

-In the current neighborhood plan, there's language pertaining to Northwest University that addresses impacts to surrounding residents. While NWU is a great neighbor, what does the proposed "thoughtful design" verbiage mean? This is very ambiguous.

I understand the need for future planning and the handling of managed growth throughout our city. My concerns revolve around the manner in which neighborhoods appear to be taking a backseat as there's a push for homogenization of Kirkland, with a disregard for the character of the 13 Kirkland neighborhoods, as well as the unique infrastructure (transportation and otherwise) of each.

Thank for the work that you do on behalf of our city and for taking the time to address these concerns.

Houghton Resident

Public Comment on Adoption of Growth Plans

Tue 7/9/2024 2:45 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

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

I am writing to submit my comments for the Neighborhood Plan updates. I really want to try and understand why the planning commission feels that it is necessary to increase current zoned density at both the Michael's and Goodwill sites to such high numbers. I want to see the data on where Kirkland is at in their State growth plan and what more needs to be added. It appears as though a lot of highly dense housing has been and is being added all around the City (Totem Lake, Fred Meyer, car dealerships area etc.) and I want to understand why increasing the density in these two areas needs to happen to the extent being proposed. I believe that residents are not saying NO to development, but pleading for common sense. We understand and have heard time and again that there is a housing shortage, but what has all of the current construction done to fix this problem? Nothing is any cheaper and I don't believe that the solution will lie in these projects.

I would like to understand why these two sites can't be redeveloped at their current zone densities. It would still allow for additional dense housing and mixed use retail. Why create such a bottle neck at two highly dense arteries and add to an already huge transportation problem. People will not be taking the bus - it isn't practical for many. I am an itinerant teacher for the Northshore School District and I have to drive to work to go from school to school. I can not take public transportation for my job.

I have watched speakers talk at the planning commission meetings about using the bus, biking and walking. This all sounds great until you actually can't do that. Many young 20 and 30 something males spoke about the benefits of this, but I strongly feel that they do not represent all of Kirkland. Have they tried to get their children to school? Tried to take an aging parent to Evergreen Hospital? There is a bus driver shortage at LWSD and by allowing over 600 units on the Goodwill site this will be a huge traffic nitemare for parents and students alike. School bus routes are canceled regularly forcing parents to drive their children. Adding such density to this spot is very shortsighted and there is no way around the fact that this is one of the only streets off and on Finn Hill to get to Juanita Elementary and Juanita High School.

I implore the council to hear residents. Can we please grow at our current density levels and try to give current residents a break. Life is stressful enough and these overly ambitious goals of the planning commission do not speak for the majority of the residents of Kirkland. We moved here because we did not want to live in Bellevue or Seattle. Please honor sensible growth and keep the zoning of these two areas as they are.

We are not saying NO, we are saying use Common Sense!

Kirkland Resident since 2006

July 10, 2024

Dear Council Members,

We are long time west of market residents and do feel that there needs to be some additional housing in Kirkland especially close to transit. I do not feel that there has been adequate thought put into the planned housing off of market street. Do not feel there is enough infrastructure in place. Does not seem like the housing would have designated parking either so would spill into streets.

i would not support so much planned growth of this area of Kirkland off of market without more infrastructure in place.

Thanks for your consideration

July 9, 2024

To City Council

Please consider the fact that changes in our Comprehensive Plans and other Planning Dept. concepts emphasize increased density without any reference to infrastructure, i.e., traffic. You all are dreaming if you expect people to stop driving cars. You haven't kept the roads we have in decent shape and increased traffic will only make them worse.
Please insist on demanding studies of the ability of the existing infrastructure to absorb increased density. The Houghton plan change is a perfect example. The 68th and 108th intersection and the Central and Lake St. intersection are key intersections that must be addressed. Push the planners to justify going over capacity when density is increased. Leave the "density" to places like Totem Lake Village. Try to protect what continues to be referred to as "downtown." I've lived here since JCPenney's was "downtown." No way would that be appropriate now. Let's keep "Kirkland Old Town" the visitor draw that it is.
Thanks for serving but do what you can to keep Kirkland as livable and lovable as possible.
Chuck Pilcher
Moss Bay Neighborhood

Neighborhood Plan Comments - Concerns with High Density

Mon 7/8/2024 4:29 PM

To:Planning Commissioners <PlanningCommissioners@kirklandwa.gov>;LeAndra Baker-Lewis <llewis@kirklandwa.gov>
Cc:Allison Zike <azike@kirklandwa.gov>;City Council <CityCouncil@kirklandwa.gov>

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To the members of the Kirkland Planning Commission,

Firstly, I would like to thank the City Staff, who has worked with representatives from our neighborhoods and incorporated many of our comments into the various neighborhood plans. My neighbors and I greatly appreciate your effort in this regard.

I, along with my husband and young children, reside in the Market Neighborhood. As a resident deeply invested in the well-being and future of the Market Neighborhood, I respectfully request that the Planning Commission consider the following adjustments to the Market Neighborhood Plan and the Market Street Corridor Plan:

Market Neighborhood Plan

- **Policy M-10.** The vast majority of the residents in our neighborhood chose to live here because of its residential character. City Staff should recognize this and this policy should read: "Retain and enhance the residential character of the Market Neighborhood while accommodating the needs of downsizing adults, young families, and single households."
- **Land Use Map, Figure M-3, Page 18.** I understand this map will be updated at some point to match the map in the Land Use chapter. I am strongly against the proposed transit corridor on Market Street and the accompanying ¼ mile increased density push into our residential neighborhood (indeed, I am against this increased density for all of the proposed transit corridors). I have canvassed hundreds of my neighbors and none have voiced their support of this proposal. I strongly urge the planning commission to reject a Market Neighborhood map that includes this transit corridor.
- **Policy M-12.** I am against removing the references to "compatible in scale". I understand the city wants to significantly increase the density and building heights within the entire neighborhood to allow for 4-6 story building with minimal setbacks. I am strongly against all language that would allow this change.
- **Section 9 - Priorities.** I (along with many of my neighbors) strongly disagree with the change of "is" to the past-tense "was" in the second bullet. The bullet should read as follows: "It ***IS*** important to the neighborhood that existing and new regulations ensure that new development is compatible in scale and design with the existing neighborhood fabric."

Market Street Corridor Plan

- **Policy MS-8.** I strongly disagree with removing the 2-3 story height limits on Market Street.
- **Policy MS-14**. I strongly disagree with deleting Policy MS-14 and would stet it in its entirety (building mass and height should absolutely complement rather than dominate over adjoining lower intensity uses).

As a general note, I am against changing the word "density" to "intensity" throughout all the neighborhood plans. It is clearly intended to confuse the reader (what is residential intensity?). It feels like the City is attempting to pull the wool over the eyes of its citizens. If Kirkland wants to increase density, the City should clearly state this. There is no need to trick us with meaningless words.

The comprehensive plan does not address how significantly increasing density (or rather *intensity*) inside all of our residential neighborhoods impacts Kirkland's streets. Market Street and the other proposed Transit Corridors are high volume, slow-moving, (mostly) one-lane, residential roads. The plan does not address how the neighborhood streets branding off of Market Street and these proposed corridors can handle more density (e.g., lots more traffic, increased on-street parking; emergency vehicles being blocked on clogged streets, higher cut-through traffic in residential neighborhoods etc.). Market Street is not in walking distance to essential businesses like grocery stores making it difficult to reduce car reliance and accommodate reduced parking requirements.

There are many existing places for high-density urban living both in Kirkland and in nearby cities. Kirkland residents have chosen Kirkland for its scale. The proposed changes to the Comprehensive Plan and the neighborhood plans dramatically change this. The average resident doesn't appear to even be aware of these proposed changes despite the huge impact this will have to homeowners and the city at large.

Thank you for your attention to these matters, and I look forward to further dialogue on how we can collaboratively plan for the future of our beloved city.

Sincerely,

Market Neighborhood Resident

Fw: Houghton Traffic vs Growth

Allison Zike <AZike@kirklandwa.gov>

Tue 7/9/2024 6:34 AM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

Public comment below. thanks.

From: Julie <juliefreeman5678@gmail.com>
Sent: Monday, July 8, 2024 6:24 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Fwd: Houghton Traffic vs Growth

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

From:
Date: Mon, 8 Jul 2024 at 18:19
Subject: Houghton Traffic vs Growth
To: <centralhoughton@gmail.com>, <planningcommissioners@gmail.com>, <rrutherford@kirklandwa.gov>, <bheiser@kirklandwa.gov>, <sreusser@kirklandwa.gov>, <arozmyn@kirklandwa.gov>, <ajacobson@kirklandwa.gov>, <kallen@kirklandwa.gov>, <gmadeya@kirklandwa.gov>

The slow congested crawl of traffic has already become the norm in Houghton. Up and down 108th and 68th is a quagmire that must be acknowledged before the city starts planning higher density structures along this route. The roads cannot be widened so it is very concerning to residents as to what the city is proposing to do.
Houghton is a neighborhood with a very small commercial area, please don't try to make it something it is not and shouldn't be.

Sincerely

Fw: Kirkland / market street

Allison Zike <AZike@kirklandwa.gov>

Tue 7/9/2024 6:33 AM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

public comment below. thanks!

From:
Sent: Monday, July 8, 2024 9:27 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Kirkland / market street

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Planning commisision -

We are long time west of market residents and do feel that there needs to be some additional housing in Kirkland especially close to transit. I do not feel that there has been adequate thought put into the planned housing off of market street. Do not feel there is enough infrastructure in place. Does not seem like the housing would have designated parking either so would spill into streets.

i would not support so much planned growth of this area of Kirkland off of market without more infrastructure in place.

Thanks for your consideration

Page, and paragraph references are to CompPlanPublicHearing 2 - Neighborhood Plans packet found here:
https://onedrive.live.com/view?id=8D7AE2CDBC7E8F73!28480&resid=8D7AE2CDBC7E8F73!28480&authkey=!ADg7nK0S5XF2YIU&wdo=2&cid=8d7ae2cdbc7e8f73

Action items highlighted in yellow
Questions in pink
Regular text is comment or explanation

Edits and changes requested by Central Houghton Neighborhood Association on their Neighborhood Plan section of Comp Plan update:

Vision statement
Pg 121
¶ 3: Even though in the prior Overview, changes were made to reflect the 'predominantly residential neighborhood', the third paragraph in Vision confusingly drops this for the vague term quality of life. We think it should be changed back to predominantly residential character, as this is more specific. The rest of third paragraph should remain the same.

¶ 4: Add '....improvements designed *with safety as a priority as detailed in Vision Zero Plan* and compatible with surrounding development, parks, and trails.

¶ 4: *The Cross KirklandCorridor provides pedestrian and bicycle connections linking the corridor to parks and other neighborhood gathering places.'* This language indicates that the only use of the CKC is for recreation, not transportation (to shopping) or commuting (to work or school). This is important if we are going to get funding for paving or installing separated paths for walking and higher speed travel, such as biking or scooters. Add language such "CKC is vital part of our non-motorized Transportation System"

Pg 123
¶ 1 In discussing the HENC, 'designs to meet the retail and service needs of the community' should indicate a small business emphasis. The community has expressed a desire to NOT have Big Box retailers such as WalMart, Home Depot, Target, movie complexes, etc that would have a regional draw. This is to retain "local" feel and character as well as an acknowledgment that our street infrastructure is overburdened and at LOS E or F at most intersections.

¶ 2 The first sentence has stricken residents, the second clause should also strike ~~*residents of*~~ *other Kirkland neighborhoods and the larger community.*For consistency in the sentence. If you are removing individuation of residents in our neighborhood, you should do so when referring to other neighborhoods.

There are many opportunities here, not just for open spaces but shared gathering or meeting spaces. The B.E.S.T. gym was supposed to be open for public hours when it was designed and built. NW University has opened campus to rental and other opportunities for sports and meeting spaces. HNA has used the LWSD and NWU facilities for meeting space. We think the vision for Houghton is for the public to have many opportunities for multi use buildings and gathering spaces. The Fire Station community room is an example. As density increases, and it will, we need to think about making better use of especially our public but also our private spaces.

¶ 3 Trees and views can co-exist.
Why strike *character* for vague descriptor *charm?* Suggest strike ~~*that contribute to neighborhood's distinctive character/charm*~~
This says the 3 parks meet our needs. We don't understand why we need to strike youngest residents from Phylis Needy- that is an accurate description of who that park is targeted for. Park design and equipment was intentionally chosen for youngest park users. The park's namesake fought long and hard to have the bathrooms installed for the very reason that young children need a bathroom *Right Away.* Speaking in visionary terms and 20 year plans, Houghton would like to see some green park or other area add recreation equipment sized for teens, adults, seniors, and those with specialized movement needs.

Historical Context
Pg 125
¶ 6 Left out is the fact that every 4 years the voters of Houghton had to vote to maintain the Community Council and vote for its Councilmembers. The Houghton Community Council was maintained by an overwhelming majority for 53 years. It ceased to exist, despite voter approval, by State House Bill 1769 in 2022 at the request of Kirkland City Council.

Pg 126
Policy CH-1.2 , ¶ 5: We ask for 108th to be renamed Houghton Boulevard, to enhance a visible neighborhood marker which will enhance the neighborhood character. We also ask the neighborhood to be formally renamed Houghton from legacy Central Houghton, as there are no other surrounding Houghtons necessitating the "Central" modifier.

Natural Environment
Pg 130
¶ 6 Policy CH-2.2 As most of the CKC falls within this landslide, erosion, and liquefaction zone, particular care should be taken when considering development along the CKC, especially larger developments that may imperil the downslope Lakeview community.

¶ 7 Policy CH-2.3 Since we have this policy, shouldn't we have mention LEEDS certification buildings and other sustainability and climate change goals and measures here? Protecting wildlife is a City goal and exists in other elements of the Comprehensive Plan. Unless there is a distinctive wildlife goal for this neighborhood, remove this Policy and/or refer to othere Comp Plan elements that contain this policy

Land Use

Residential

Pg 131 Again why the removal of neighborhood character as a term?
What is the reason for switching from density, a zoning and numerical units/acre measurement to the word intensity which has much more subjective implications of activity over measurable concentration (of people, or buildings, or square footage, etc)

Policy Ch-3.1 the term “housing styles” should be replaced with “housing type”. Style implies a design choice(Victorian, Craftsman, Mid-century modern) versus type (large single McMansion, cottage, townhouse, apartment, row home)

“Promote” is the city’s goal. If anything we would want to *Promote slow density development with concomitant transportation infrastructure development.*

Policy CH-4.1 should read Allow a variety of development types that provide housing choice in residential areas. See above

Pg 132
Policy CH-4.3: Is this a done deal?Why are we striking “medium” and just leaving “high?” Need more information and discussion.In your own Policy LU-1.4: Encourage site and building design that promotes valued community characteristics such as pedestrian activation, high quality materials, publicly accessible and welcoming spaces, and transition strategies that bridge scales between areas with varying land use intensities. You call for transition strategies bridging areas of varying land use. That was the exact reasoning and implementation for having medium density housing in the former medium density areas. That is our transition strategy. Do not change the transition zoning/designation here.

Commercial

Pg 132
map of HENC, Are the NW university building and the 2 properties east of the Shell station really not in the HENC boundary? These properties have been recently or will be developed soon. Their proximity to the 68th/108th intersection, the commercial area, and current and future transit make them an integral part of the HENC and should be included as such, with all the opportunities and responsibilities of mixed use development.

Goal CH-5 Change to: The Neighborhood Center is a strong and vibrant mix of commercial, residential, (add) **and public uses** that primarily serve the adjacent neighborhoods.The inclusion of public uses is an acknowledgement that the City of Kirkland is a property owner in this area: Houghton Village and the King County Housing Authority apartments across the street from Met Market. These properties should/could be for public use as well as commercial or retail use. In general we think that any Neighborhood Center should be considered, in the future, as possible spaces for public City use, since the City has gotten into purchasing land. We do

support the term “primarily serve the adjacent neighborhoods” as it implies smaller scale businesses.

Pg 133
Policy CH-5.3 Alternate modes of transportation should also be encouraged. We would like to see a less vague and active voice word used here. Ex *Alternate modes of transportation will be included in new development.* Passive voice means neither the City nor new development is committed to even considering alternate modes of transportation, such as transit, bicycling or walking.

Policy CH-5.4 Again, using the word encourage is somewhat meaningless. Either upzone or don’t. This Policy refers to ONLY ONE property, so be careful!

Pg 134
¶ 1 Strike sentence *A connection to the Cross Kirkland Corridor should be provided from 106th through this area.* There are 2 **already.** One is a path here just south of this property to 106th Ave. There **also is** a stairway with runnel from the CKC to 68th St on the west side of the property.

¶ 2&3 Not to sound like a broken record, but PUBLIC use should be included along with commercial, residential and mixed use.

Policy CH-7.1 and Policy CH-7.2 How does the Houghton Center development plan relate to or differ from the 6th Street Corridor Study Plan?

Pg 135
Policy CH-7.2 reduce ingress and egress conflicts. Currently the Neighborhood Center is zoned as allowing drive-thru businesses. Given the policy and the restricted and congested nature of this area, Drive thru businesses should not be allowed unless all vehicle queuing can be contained on property and not impede access to other businesses on property by either vehicles or pedestrians.

Pg136
Just as with other Schools and Places of Worship, please include under Goal CH-9, a policy like CH-8.1 *Provide opportunities for early community involvement in any expansion plans for, modifications to, or changes in uses within schools and places of worship.*

Policy CH-9.5 This policy has significant changes that were not discussed with the surrounding neighbors, nor the community as a whole. Buffering and mitigating Northwest University activity, whether theirs or other groups they have contracted with, has been a long and ongoing dispute with adjacent neighbors. Changes to this policy should be left to a PLA-1 Hearing process.

Transitional Areas
It is unclear if this is for Northwest University only or is this paragraph about all transitional areas in Central Houghton and part of the Land Use section of the Neighborhood Plan. Either way it should be made clear what the definition of transitional area means (residential type? Density? use?etc) and a map to indicate which properties or area of a single property qualifies as transitional.

Move street classification map to **AFTER** the section of Transitional Area Goal CH-10 and Policy CH-10.1 Breaking up the discussion with the map is very confusing and doesn't allow the map to relate to the Transportation Section

Transportation
Pg 140
Goal CH-11 safe *mobility along 108th….*Add the word safe
This Goal should also include 68th Street with ALL THE SAME verbiage as for 108th. NE 68th Street serves as the only access to I405 for the south end of Kirkland. Further, it is the only east-west connection south of 85th/Central for vehicles and transit. Furthermore, all policies below that are for 108th Ave NE should also be for NE 68th Street.

Pg 141
Policy CH-11.2 Add the word safety to usability and accessibility of 108th Ave NE (and 68th, see above) for all modes of transportation. This includes lighting, ADA ramps, protected bike lanes, policies regarding placement and removal of trash cans from sidewalks, auditory signals at RRFB crosswalks for sight impaired, leading pedestrian signals at intersection with 68th, etc We definitely support the continuation of bike lanes to create a connected system.
We DO want the city Public Works to have a goal to maintain 108th medians in an attractive way that they are not now.

Open Space and Parks
Pg 144
Carillon Woods - Last sentence, add "invasive species removal" to reforestation as a high priority.

Public Services and Facilities
Pg 145
Policy CH-14.1 Even though the entire section has been removed, we want to keep undergrounding of utility wires and telephone poles as a vision Houghton has and should be encouraged if not included in significant new developments.

Gateways
Pg 146
Policy CH-16.1 It should be noted that the northern most gateway straddles 2 neighborhoods: Everest and Houghton. Consideration should be given to what is emphasized in a gateway feature that includes both neighborhoods.

Pg 147
CH-17 Design Standards for 108th Again this should also include NE 68th Street as a significant transportation corridor in the Houghton neighborhood. Add "**Continuous** *bike lanes on both sides of the street*"

Comments regarding the update process in general
From May 5 KAN meeting notes, City statement of process:

- Neighborhood Plan Update process: interim requests between Comp Plan cycles
- Annual process open to all, at no/low cost
- Similar to CAR process, but key differences in application
- Planning Commission makes recommendations on which requests make it to the Planning Work Program, and Council makes final decision for adoption
- Changes drafted by staff and reviewed for adoption with annual Comp Plan amendments
- More detail on the process and criteria are TBD

As of yet, KAN and Neighborhood Associations have **YET** to receive what the process or any criteria look like. Such a CAR-type process gives City Council (and staff) the opportunity to say they can't accommodate the workload and reject proposed changes. This is especially true in "good times" when development is booming. That is when it is particularly hard to get on the work plan for the Planning Commission and the Work Program for the year. And if the Neighborhood is denied inclusion in that year's work plan, do we get priority for the following year? If there are transportation section updates desired, does it also go to the Planning Work program or is that through the Transportation Commission and Council? That is just the annual option for neighborhood plans.

We still don't see how the City can do 13 Neighborhood Plan updates at the same time it is doing a Comp Plan update with the staff it currently has. The City has told us it can't currently do Neighborhood Plan updates because of staff time shortages so how can it do 13 all at once?

The biggest reason **we personally** have a problem with this change is that it feels like the process is going from a holistic look at all the elements of a neighborhood and a discussion: organic, messy, lengthy as most discussions are, to a bureaucratic process driven and initiated by staff time and the Council.

2044 Comprehensive Plan

Mon 7/8/2024 6:44 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>
Cc:Darcy Hollie <darcyh712@gmail.com>;adamweinstein@kirklandwa.gov <adamweinstein@kirklandwa.gov>

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

My wife and I are formerly expressing our grave concerns with the 2044 Comprehensive Plan. We do not remotely support such a ludicrous plan that would outright destroy the fabric of our community.

Kirkland

Increasing Residential Density

Sun 7/7/2024 3:16 PM

To:City Council <citycouncil@kirklandwa.gov>
Cc:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Adam Weinstein <aweinstein@kirklandwa.gov>;Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

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Dear Council Members,

My husband and I have lived west of market for almost 25 years. It's been a wonderful place to live, work and raise our two sons.

In connection with the Comprehensive Plan update, I urge you to reconsider proposed density increases in neighborhoods that already have infrastructure and traffic safety challenges. I am against the proposed Transit Corridors and accompanying density increases.

Doing so would overwhelm our neighborhood community, our roads, emergency access and our limited infrastructure.

They proposed density changes are above and beyond what is needed to add the housing units Kirkland is required to accommodate by state law by the year 2044. The current Council is NOT serving the residents of our community. We have no desire to live in a second rate Bellevue.

Neighborhood Plans Feedback- Central Houghton

Sun 7/7/2024 10:22 AM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

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

Hello LeAndra,
I wanted to add my feedback on the parks section for central Houghton.

Phyllis A. Needy Houghton Neighborhood Park needs an urgent rehaul of the children's playground. Currently, no changes are planned but I want to bring attention to the state of the facility. To say the least, this park is depressing. The structure for the kids play area, is small and outdated. The sandbox is another underwhelming area. The swings are also very old.

A good example of a great kids play area is inspiration playground at downtown bellevue park which has a rubberized floor, a water play area, and updated play structures.

7. Open Space and Parks

There are currently three publicly owned parks and two public school-based recreation sites within the Central Houghton Neighborhood: Watershed, Phyllis A. Needy - Houghton Neighborhood, Carillon Woods~~Terrace Park, Houghton Beach Park, Marsh Park, and Everest Park~~. The neighborhood has been fortunate to have a high degree of community involvement in the development and maintenance of its park facilities. Planned enhancements and recreational activities within the parks are contained in the citywide Parks, Recreation and Open Space (PROS) Element and (PROS) Plan.



~~The City has a level of service (LOS) goal of locating a neighborhood park within a quarter-mile radius of each household in Kirkland. This desired LOS standard is being met for the Central Houghton Neighborhood. LOS within the neighborhood is also enhanced by the proximity of parks just outside the defined neighborhood boundaries, including Terrace Park, Houghton Beach Park, Marsh Park, and Everest Park.~~

Watershed Park is an undeveloped 73-acre park which takes up a large amount of the southeastern portion of the neighborhood. It is heavily wooded with varying terrain including steep slopes, and features soft-surface walking trails. This property has been identified as a high priority for removal of invasive plants and for revegetation activities for its urban reforestation program.

~~Any future development of the park should be undertaken following a community-based master planning process. Considerations for a park master plan should include protection and enhancement of natural resources and minimizing potential impacts to surrounding residential areas.~~

Phyllis A. Needy Houghton Neighborhood Park is a small 0.50-acre neighborhood park adjacent to 108th Avenue NE. It includes a small playground, a basketball hoop, and picnic tables. ~~No further development of this park is anticipated.~~

From:
Sent: Sunday, July 7, 2024 8:01 PM
To: LeAndra Baker-Lewis
Cc: City Council; 2044 Comprehensive Plan; Adam Weinstein; Planning Commissioners
Subject: Opposition to 2044 Comprehension Plan: Concerns about High-Density Development in Kirkland

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

Dear LeAndra, Adam, Planning Commission Team, and City Council,

I am writing to express my strong opposition to the proposed 2044 Comprehension Plan, specifically concerning the implementation of high-density apartment and condo buildings in Kirkland. This plan, if enacted, will have detrimental effects on our neighborhood for a number crucial reasons, below to name a few:

1. **Public Transit and Parking Issues**: The plan assumes that the majority of new residents will utilize public transit, despite Kirkland's current public transit adoption rate of less than 5%. Consequently, developers will likely build limited parking spaces, leading to overflow parking on our streets. This will severely hinder access for emergency vehicles, delivery services, and visitors, potentially compromising safety to people esp to kids and pets due to limited visibility and congested road conditions.
2. **Unique Geographic Constraints**: Kirkland's western boundary is entirely bordered by Lake Washington, unlike Downtown Redmond, which has multiple points of entry and exit. Increasing density without expanding infrastructure will significantly worsen traffic flow and could isolate parts of our community during peak times or emergencies.
3. **Infrastructure Capacity**: I am concerned about the city's plan to scale essential infrastructure such as sewer pipes, utility lines, and water pipes to accommodate the projected growth. Without adequate upgrades, our existing infrastructure will struggle to support increased demands, potentially leading to service disruptions and environmental concerns. Has this been looked into?
4. **Preservation of Kirkland's Character**: Kirkland prides itself on its unique character as a beachy, family-friendly town. Increasing density risks eroding this identity, making our community less appealing to families and altering the very fabric that defines Kirkland. Bellevue and Seattle already cater to younger, non-family demographics; Kirkland should preserve its distinct charm rather than sacrificing it to developers focused solely on profit.

In conclusion, I urge the City Council to reconsider the implications of the 2044 Comprehension Plan on Kirkland's livability, safety, and community identity. I respectfully request transparency regarding the city's plans for infrastructure upgrades and a comprehensive assessment of how increased density will impact our neighborhood.

Thank you for your attention to this matter. I look forward to your response and hope that you will consider the concerns of Kirkland residents in your decision-making process.

Sincerely a Kirkland resident

Fw: Houghton Neighborhood Planning

Allison Zike <AZike@kirklandwa.gov>

Tue 7/9/2024 6:34 AM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

Public comment below. Thanks.

From:
Sent: Monday, July 8, 2024 6:28 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Fwd: Houghton Neighborhood Planning

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From:
Date: Sun, 7 Jul 2024 at 16:54
Subject: Houghton Neighborhood Planning
To: <centralhoughton@gmail.com>, <planningcommissioners@gmail.com>, <rrutherford@kirklandwa.gov>, <bheiser@kirklandwa.gov>, <sreusser@kirklandwa.gov>, <arozmyn@kirklandwa.gov>, <ajacobson@kirklandwa.gov>, <kallen@kirklandwa.gov>, <gmadeya@kirklandwa.gov>

So many of my neighbors are dismayed by the rampant growth in this neighborhood. Reasonable sized homes are torn down and mega homes are built in their place. The city must put in place measures that allow/require smaller single family homes to be built. The idea that an all or nothing approach to affordability and availability- as in having either multi-million dollar homes or small apartments- for families is not City Planning.

Houghton is a wonderful place to live, one of the best benefits for those that can't afford the view homes is driving down 70th/68th and seeing the water and the mountains over the rooftops of the Houghton commercial area. The thought of 5-story buildings packing into the area is heartbreaking. The feel of this small neighborhood should be thoughtfully planned to allow for growth, 3-story mixed use buildings seem reasonable to allow for both growth and neighborhood appeal.

Sincerely

From:
Sent: Sunday, July 7, 2024 3:19 PM
To: 2044 Comprehensive Plan; LeAndra Baker-Lewis; Adam Weinstein
Subject: 2044 Comprehensive Plan

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

Hi all,
I've been a resident in the West of Market neighborhood for 2 decades and have raised my children here. The reason I chose to live here and hope to continue living here, is the small town charm of Kirkland, which is quickly turning into another Urban dense area. After recently learning of the plans in the 2044 comprehensive plan, I was frankly horrified as this will completely destroy Kirkland. While, I am not against improvements and new things, the zoning density and public transport scheme is ridiculous and not grounded in reality. I am feverenly against this plan and wish it to be scrapped and start over again with a drastically less dense plan. It's already very dense today as far as I'm concerned and already becoming frustrating with over crowding.
If this plan comes into being, I will no longer desire to live here and sadly have to leave for a less urban area.
Thanks
George..

Fwd: July 11 public hearing and Moss Bay Neighborhood Plan

Allison Zike <AZike@kirklandwa.gov>

Sun 7/7/2024 11:30 AM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

Forwarding public comment

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From:
Sent: Sunday, July 7, 2024 9:49:53 AM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: July 11 public hearing and Moss Bay Neighborhood Plan

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

Hello to all,

First, I want to express appreciation to the Planning Staff. The conversations with some KAN members (see staff memo) which led to some minor edits in this current set of neighborhood plan documents were productive and helpful. As one of the KAN members who participated in that process, I was very pleased with the exchange of ideas and information, especially at this incredibly busy time.

Second, and now speaking personally and NOT as a KAN Rep or as a board member of the Moss Bay Neighborhood Association, I want to add a comment for your consideration. As you will note in the documents before you, edits were made to MB-32 regarding Park Lane, which update the text to reflect the current status after the Council's 2023 motions. Personally, I would have been fine with leaving MB-32 as it was, but I also understand the relevance of referring to the Council's motions. However, I am concerned that you will receive some comments urging you to either remove MB-32 entirely or to urge you to edit the text to speak negatively about the possibilities of programs that would increase walking and rolling and decrease vehicular use of the street. I hope you will be resistant to those requests so that we can continue with this on our radar, at some point in our future, envisioning what will work well and be truly visionary and future-thinking for the entire community of those who live, work, visit or invest in Park Lane. Accordingly, I am personally supportive of either accepting the edited iteration in your packet, or reverting to the prior text, and not supportive of negativity or removal. I would love to see increased walking and rolling possibilities there and in other places too! I want to emphasize, this comment is mine, not in my role as a MBNA Board member.

If you have any questions, please let me know. And thank you for all of your work!

July 3, 2024

Hello councilmembers,
I wanted to take a moment to respond to some of the things I heard tonight during Items from the Audience. This email comes to you in four parts.

Part 1: The Bulldozers Are Not Coming Tomorrow

I often hear people treating the changes proposed for the comprehensive plan as if they will instantly materialize the moment the vote is passed. But we know that isn't true. In the words of former Fayetteville, AR city councilmember Matthew Petty: "I think it's going to happen a lot slower than people want it to happen, and a lot slower than people who fear the change expect it to happen."

But we're making a plan for the next 20 years. So of course there will be some things that would be jarring if they were to happen overnight. I think it could be useful to remind people of the time scale of this plan. What did Kirkland look like 20 years ago? (Honest question, I've only been here 15).

Part 2: Cities Grow

One of the recurring themes I hear from people opposed to new housing is that they "moved to Kirkland for _____". That blank could be a "small town feel", it could be "low density", it could be anything. I literally had someone tell me they moved to Kirkland because they liked all the farmland. But cities change. Kirkland has been changing for the almost 120 years since its founding. It was changing long before that. It will change long after we are gone. Peter Kirk moved here for the nearby coal deposits. Japanese-Americans moved here to grow strawberries. Workers moved here for the shipbuilding jobs. Native Americans moved here before recorded history. Why is now somehow the "correct" state of the city that has to be frozen in amber? Manhattan was once farmland. Cities grow, it's what they do (when things are going well). If someone chose to move to Kirkland because it was a particular size/density/intensity and they expected it to always stay that way, well, I'm sorry? That is a ridiculous thing to expect.

Part 3: Supply and Demand

Over and over and over, I hear the argument "we built new housing and it was expensive, so building housing doesn't increase affordability." This argument is naive at best and disingenuous at worst. Building new housing (yes, even luxury housing) exerts downward pressure on home prices. But it exerts that pressure across the whole market. Just like not building housing makes all the housing more expensive, building housing makes all the housing less expensive. In what world did someone honestly expect the brand new home to be the affordable one? Building that brand new home relieves upward price pressure on existing housing stock by giving someone who would bid up the price somewhere else to bid. This argument is so fallacious it feels like a deliberate attempt to mislead. We should reject it out of hand.

Part 4: Kirkland Is More Than Short Buildings

Someone tonight worried aloud at the lectern that if we built those slightly-larger-than-what-is-already-there apartments near transit, that Kirkland would be ruined, and the charm gone. I, for one, think Kirkland is more than the height of its buildings. Kirkland is its people, its history, its geography, its businesses, and its spirit. If someone thinks that building some apartments and welcoming more people into our city is going to undo all those amazing things, then they must not think much of Kirkland to begin with.

Thank you for being the steady hand on the tiller, and thank you for making the right decisions for Kirkland's future. The ones that people will look back on and say "I'm so glad the council was forward thinking back in 2024".

P.S. I think Totem Lake is awesome, I don't know what that was all about - it went from a mostly dead, sad strip mall to one of the most vibrant and bustling parts of the city!

Norkirk Neighborhood Draft Neighborhood Plans

Janet Pruitt <janetpruitt@hotmail.com>

Tue 7/2/2024 3:48 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>
Cc:Allison Zike <AZike@kirklandwa.gov>;Adam Weinstein <AWeinstein@kirklandwa.gov>

To Planning Commission and Planning Staff-

Comments on updated Norkirk Neighborhood Plan...from Norkirk Board Member and KAN representative, Janet Pruitt

Since I am suggesting only two small changes, I hope it is acceptable to do this through text rather than using the Word document provided. This allows for a bit of commentary as well.

Both suggested changes are contained in the Land Use section under "Norkirk's Innovative and eclectic design."

> In the 3rd paragraph, starting with line 2: Architecture and site design standards such as use of varied architectural styes, roof angles and proportional building mass to allow for substantial light and privacy between structures, tree retention, generous setbacks from the street and well maintained landscaping (eliminate"limited off-street parking") will ensure compatibility (eliminate use of word "synergy") with adjacent existing housing.

The reasoning here is that the original word "compatibility" is more direct and understandable, and compatibility between any new and existing housing is something the neighborhood strongly supports.

More important is the 2nd suggestion...to eliminate the words 'limited off-street parking." What this would mean is not at all defined and would most likely be interpreted as off street parking requirements would be limited and insufficient. The neighborhood would never suggest or approve of this kind of ambiguity. It is already a concern, especially where streets are narrow and without sidewalks. It is not appropriate to insert this in the Neighborhood Plan.

Thank you,
Janet Pruitt

Longtime NNA Board Member
Current KAN Representative

July 1, 2024

Be bold in studying density near transit

Dear Planning Commission, City Council, and City staff,
Now is the time to be bold in studying the density of housing near transit.

Please don't limit the study of density near transit to 100 du/acre. We should study up to 200 du/acre to make it possible to fit economical mid-rise construction where needed-- without the need to do an additional EIS in the future.

Please allow future transit stops to support affordable housing densities. Affordable rental housing is typically only possible at a certain scale of development due to economies of scale. The density of these developments is usually mid-rise construction between 100 and 200 du/acre.

Don't study this density in a way that would trade off with density allocations in other parts of the city. Remember: The DSEIS is a chance for the city to explore what is possible, and so it should have a bold vision.

Remember that the City of Kirkland has undershot growth in the previous growth period, only achieving around 75% of the last growth target. The city should be bolder this time around.

Thank you,

From: Allison Zike
Sent: Thursday, June 27, 2024 11:59 AM
To: Scott Guter
Subject: Fw: Public Comment - Housing in Kirkland

From:
Sent: Thursday, June 27, 2024 11:31 AM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; City Council <CityCouncil@kirklandwa.gov>; 2044 Comprehensive Plan <2044ComprehensivePlan@kirklandwa.gov>
Subject: Public Comment - Housing in Kirkland

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

Hi,

My name is and I am a resident of the Moss Bay neighborhood. I am writing to address the housing crisis here in Kirkland. While this issue impacts the entire Puget Sound region, the 2044 Comprehensive Plan is an opportunity for us to change the trajectory of our cost of living crisis and address the housing shortage in our community.

I work at a small company that recently relocated from Kirkland to Bellevue. I am fortunate enough to live here in Kirkland, but many of my coworkers are forced to endure grueling commutes because they cannot afford to live closer to work. They sit through long commutes from places like Carnation, Auburn, Burien, or Everett.

The fact of the matter is, unless someone has a very well-paying job, they cannot afford to live here in Kirkland. That means that our service workers, our teachers, and anyone else who wasn't fortunate to buy a home decades ago are driving in from faraway places like Monroe or Duvall. This puts pressure on undeveloped land and leads to mentally exhausting and environmentally harmful commutes through our neighborhoods.

I'd like to ask that we address our housing shortage by increasing allowable densities near transit and reducing minimum parking requirements. Limiting housing density, restricting building heights, and onerous parking requirements create artificial barriers that hinder growth and drive up the price of housing[1].

We absolutely need more dense housing, regardless of the price point. Our housing shortage is far past the point where adding housing supply is more important than focusing on subsidized housing. When a wealthy household moves into "luxury" housing, they are vacating a unit. That vacated unit becomes available for another household who, in turn, must have moved from somewhere. Research finds that following the

"migration chain" down just a few households results in a lower-income household being able to move into a vacated home[2].

Our minimum parking requirements are strangling the development of housing and commercial properties here in Kirkland. A proposed mixed-use project on 177 Central Way (the former US Bank site north of Park Lane) is planning to use more than half of its valuable ground-floor real estate for parking[3]. The entirety of the Ristorante Paradiso building (Ristorante Paradiso, Supreme Dumplings, American Bespoke, and F45 Training) could fit inside the ground floor parking lot of the proposed project. This project is located in the most walkable, transit rich destination in Kirkland, and is surrounded by multiple high-capacity parking lots. Private developers should be building housing and retail/office space so that we have jobs and places to live, not prioritizing parking for private automobiles.

As we move forward with the 2044 Comprehensive Plan, I urge you to increase housing density and reduce minimum parking requirements. This is an opportunity to prioritize housing for all residents and create a more inclusive and sustainable community.

Thank you for your time,

---

[1] Increasing the Supply of Affordable Housing
https://www.whitehouse.gov/wp-content/uploads/2024/03/ERP-2024-CHAPTER-4.pdf

[2] Housing Musical Chairs
https://www.strongtowns.org/journal/2024/1/3/the-best-evidence-yet-for-the-housing-musical-chairs-theory

See also: https://www.sightline.org/2017/10/31/video-cruel-musical-chairs-why-is-rent-so-high/

[3] 177 Central Way proposed mixed use project
https://kirklandwa.primegov.com/Portal/Meeting?meetingTemplateId=1611

From Houghton Neighborhood Association Board

Questions:

1. Why the removal of the word character? Seems to have been replaced with vague descriptors as “charm” and “quality of life”
2. Explain replacement of density to intensity. Density is a well established term for housing. If we are switching to intensity, we should clearly define what that means, and preserve the original intent for which density is used.
3. Are the NW university building and the 2 properties east of the Shell station really not in the HENC boundary?

We would like to rename Central Houghton to Houghton. The “Central” is historic and confusing. Is this the time to do that in City and Comp Plan documents?

We would also like to rename 108th Ave NE to Houghton Boulevard. Is Comp Plan update the time and process to do that?

Language

Promote - EX: *Policy CH-3.1 Promote a variety of housing styles in the Central Houghton neighborhood.* What does this mean? What actions are intended? Advancing certain styles? Advertising certain styles? Upgrading/like job promotion definition? Given more support/backing/importance?
Encourage - as above, what does this mean? What actions are intended? Both are examples of very passive and open ended interpretation. Is this intentional
Intensity vs Density - Density is a well established term for housing. If we are switching to intensity, we should clearly define what that means, and preserve the original intent for which density is used.
Major - used to describe 108th.pg 140 Goal CH-11 confusing as 108th is a minor arterial. Change “a major” to “the primary”

HENC

Goal CH-5

- Change to: The Neighborhood Center is a strong and vibrant mix of commercial, residential, (add) **and public** uses that primarily serve the adjacent neighborhoods.The inclusion of public is acknowledgement that the City of Kirkland is a property owner in this area: Houghton Village and the King County Housing Authority apartments across the street from Met Market.

Pg 133, ¶1 Strike sentence *A connection to the Cross Kirkland Corridor should be provided from 106th through this area.*
Policy CH-7.1&7.2 Should apply to all of HENC not just Houghton Center

In the HENC at intersection of 68th Street and 108th there should be leading pedestrian interval, especially during school hours as this is a school walk route for several schools.
Bike lanes all the way through 68/108/6th intersection

Housing

Policy CH-3.1 and CH-4.3

- Type vs style
- Intensity vs Density (see above, Language)
- Removing the medium density transition from high density in HENC/68th Street to low density. Medium density was to buffer residential from commercial

Development

Scale
Speed

NWU - CH9, add *community notified and engaged in process.* Concern that PLA-1 process might become a staff review process, especially due to staff time restraints on a full public engagement
Pg 135
Policy CH-9.5 removal of physical buffering from university visual and noise impacts is unacceptable. This is a long ongoing dispute which was compromised with previous policy wording.

Transportation

Pg 133
Alternate modes of transportation should also be encouraged. I would like to see a less vague and active voice word used here. Ex *Alternate modes of transportation will be included in new development.* Passive voice means neither the City nor new development is committed to even considering alternate modes of transportation, such as transit, bicycling or walking.
Pg 135
Policy CH-7.2 reduce ingress and egress conflicts. Currently the Neighborhood Center is zoned as allowing drive-thru businesses. Given the policy and the restricted, congested and single lane nature of this area, Drive thru businesses should not be allowed unless all vehicle queuing can be contained on property and not impede access to other businesses on property by either vehicles or pedestrians
Safety
Pg 140
Goal CH-11 *Maintain* safe *mobility along 108th….*Add the word safe. This also include 68th Street with ALL THE SAME verbiage as for 108th
Pg 141
Policy CH-11.2 Add the word safety to usability and accessibility
Pg 147
Goal and Policy CH-17 1. Should be moved to transportation section 2. Include maintenance of medians and improvements (108th has been neglected) 3. Same gateway and design standards should apply to 68th Street

Process

From May 5 KAN meeting notes

o Neighborhood Plan Update process: interim requests between Comp Plan cycles

▪ Annual process open to all, at no/low cost

▪ Planning Commission makes recommendations on which requests make it to the Planning Work Program, and Council makes final decision for adoption

▪ Changes drafted by staff and reviewed for adoption with annual Comp Plan amendments

We need detailed scheduling/instruction for how to get on the Work Program. Yet to see a clear description of how this new Neighborhood Plan process works for the neighborhoods. Such a process gives City Council and staff the opportunity to say they can't accommodate the workload, or reject proposed changes. This is especially true in "good times" when development is booming. That is when it is particularly hard to get on work plan for Planning Commission and the Work Program for the year. And if the Neighborhood is denied inclusion in that year's work plan, do we get priority for the following year?If there are transportation section updates desired, does it also go to Planning Work program or is that through the Transportation Commission and Council?

That is just the annual option for updating neighborhood plans. I still don't see how the City can do 13 Neighborhood Plan updates at the same time its doing a Comp Plan update with the staff it currently has. The City has told us it can't currently do Neighborhood Plan updates because of staff time shortages so how can it do 13 all at once?

The biggest reason **I personally** have a problem with this change is that it feels like the process is going from a neighborhood discussion; organic, messy, lengthy as most discussions are, to a bureaucratic process driven by staff time and the whims of Council.

From:
To: Planning Commissioners; City Council; 2044 Comprehensive Plan
Subject: K2044: Support Dense Housing Near Frequent Transit Corridors
Date: Thursday, June 27, 2024 12:13:43 PM

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

To Planning Commissioners, City Council Members, and City Staff:

I am writing to urge you to incorporate dense housing near frequent transit corridors in the K2044 Comp Plan.

I ask you not to limit the density considered to 50 or even 100 dwelling units per acre. Please consider up to 200 du/acre, which will enable the construction of economical mid-rise construction where needed — without the need to do an additional EIS in the future.

It's not news that we're experiencing a housing crisis, which continues to escalate. It's also not news that we have a desperate need for more frequent and accessible public transit. These two factors are inextricably intertwined.

Please act boldly now, expanding rather than restricting options, as the City plans for the next decade or two. Let's make Kirkland truly welcoming and not economically prohibitive to live here!

Thank you.

Kirkland 98033

From:
To:
Cc:
Subject: Moss Bay - Comprehensive Plan Amendments
Date: Wednesday, June 26, 2024 12:03:54 PM

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

Bea,
Thank you for staying on top of the Moss Bay Neighborhood Comprehensive Plan amendments. The following are my comments:

1) All mentions of closing Park Lane need to be removed from the Moss Bay Comp Plan or the text needs to be clearly notated to reflect that 1) 100% of Park Lane businesses and property owners opposed the permanent closure of Park Lane; and that Council studied the proposed closure and voted to leave the road open to vehicular traffic (see 2023 Council Minutes). After spending $100,000 on the Park Lane study it's time for the city to let this go.

2) The efforts to organize businesses, property owners, residents and community leaders to keep Park Lane open were done by the **Kirkland Downtown Alliance** (I am the contact person for that group). The KDA and Chamber of Commerce were not actively involved in the fight to keep Park Lane open for commerce. The City of Kirkland contracts with the KDA to be the "Voice of the Downtown" however, they refused to take a position on the issue (presumably for fear of loosing city funding). The Chamber of Commerce also did not take a firm position on the matter. Any written statement from the KDA or Chamber of Commerce on this matter would be secondary to that of the Kirkland Downtown Alliance.

3) The Kirkland Downtown Alliance respectfully requests that it has the opportunity to review any text that the Moss Bay Neighborhood Association proposes be added to the comp plan amendments regarding Park Lane.

4) I am hopeful that the text regarding Park Lane is an oversight and agree with your approach to remind the Planning Department of the updated status and ask them to propose updated text, consistent with the Council's action in September 2024 to keep the road open to vehicular traffic.

5) In 2023 and 2024 when the planning department held Economic Development focus groups/workshops it was made clear by participants that Park Lane needed to remain open to vehicular traffic. In fact, the downtown businesses and property owners participated in those meetings because they wanted to ensure that the updated status of Park Lane was reflected in the comp plan amendments.

Best,

Fwd: Moss Bay - Comprehensive Plan Amendments

Allison Zike <AZike@kirklandwa.gov>
Wed 6/26/2024 12:48 PM
To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>
FYI

Get Outlook for iOS

From:
Sent: Wednesday, June 26, 2024 12:03:47 PM
To:
Cc:
Subject: Moss Bay - Comprehensive Plan Amendments

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

Thank you for staying on top of the Moss Bay Neighborhood Comprehensive Plan amendments. The following are my comments:

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5) In 2023 and 2024 when the planning department held Economic Development focus groups/workshops it was made clear by participants that Park Lane needed to remain open to vehicular traffic. In fact, the downtown businesses and property owners participated in those meetings because they wanted to ensure that the updated status of Park Lane was reflected in the comp plan amendments.

Best,

Update in advance of our meeting on Thursday AM

Wed 6/26/2024 10:43 PM

To:Allison Zike <AZike@kirklandwa.gov>;LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Adam Weinstein <AWeinstein@kirklandwa.gov>

2 attachments (334 KB)

SRH 06252024.docx; BT Plan Revisions 06252024.docx;

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Allison, LeAndra and Adam,

An update for our meeting on Thursday – and I know that you are having IT issues and so hopefully we are still in good shape for meeting since we are doing it via Teams. I will think good thoughts!

Joining me on the call will be:

- Lisa McConnell, representing the Board of the Central Houghton Neighborhood Association
- Deirdre Johnson, representing the Board of the South Rose Hill/Bridle Trails Neighborhood Association
- Kurt Dresner, representing the Board of the Everest Neighborhood Association
- Liz Hunt, as an observer, since she attended the meeting that was held earlier this week

And I'll be representing the Board of the Moss Bay Neighborhood Association

I will be monitoring the clock so that we are done within the hour, and so that each neighborhood can have time to share their input with you. My hunch is that the conversations regarding Moss Bay and Everest will be brief by comparison to the other neighborhoods, and that makes sense since our plans are the most recent ones to have been completed and so the proposed changes are less curious.

The Board of SRH/BT has organized their comments in writing and asked that I forward them to you in advance of our meeting on Thursday so that you have a written copy to follow. And so those are attached.

I believe that the Board of Central Houghton has also organized their comments in writing and that Lisa McConnell will be forwarding those to you.

Regarding Everest, I don't know if their board has a written document or not.

And regarding Moss Bay, we don't have a memo, but I will give you a heads up regarding the items our board identified:

1. In the overview, there's a note that the staff will update the 4th paragraph to reflect the anticipated 2044 capacity numbers. Recognizing that the anticipated growth in our most recent plan was already cited as an additional 4000 dwelling units (nearly double the existing) and an additional 9700 jobs (an increase of more than 50% over the existing), some of our board members are skeptical about how that will be accomplished, most especially the number of housing units. There is a desire to increase housing opportunities, but again, concerned about how that will actually happen. Bottom line on this point, we would like to know sooner rather than later about the updated numbers that will be placed in this paragraph, along with any other possible changes to the policy statements necessary to implement that growth. It would also help us to know how much of that increase (the existing #s and whatever will replace it) is in the NE 85th St Station Subarea
2. In the vision statement, 4th paragraph, there's a proposed edit to remove the word "walkable" and replace it with "human scale." Those words and concepts are not synonymous. We approve of the addition of the phrase "human-scale" and ask that "walkable" be retained because it is so important. We recognize that the words "pedestrian activity" are in the same sentence, but the area needs to be walkable in order to sustain pedestrian activity.
3. We will talk more about MB-32, Park Lane. Just as how the plan is being updated to reflect that there is now a designation as a regional growth center, it also needs to be updated to reflect the current status of Park Lane and pedestrianization (or not). The question is, how to do that. For now, I just want to be sure you have ready access to the motions approved by the City Council on 9/5/2023:

Motion to retain the current status of Park Lane and that it not be subject to permanent or partial closure to vehicular traffic and parking except for during permitted events and further to direct the City Manager to cease work on permanent or partial closure options.
Moved by Councilmember Kelli Curtis, seconded by Councilmember Neal Black
Vote: Motion carried 7-0

Motion to direct staff to develop and bring back to council options to update the Downtown Action Plan, with a robust community engagement, to create a community vision for the future of the Downtown Kirkland area.
Moved by Councilmember Amy Falcone, seconded by Councilmember Kelli Curtis
Vote: Motion carried 7-0

That is all that I have for now! Thank you for making this time available for us and I look forward to seeing you virtually on Thursday AM!

Fw: Two Highlands points from yesterday's neighborhood comp plan updates meeting

Allison Zike <AZike@kirklandwa.gov>
Wed 6/26/2024 7:55 AM
To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>
FYI below

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

From:
Sent: Wednesday, June 26, 2024 7:18 AM
To: Allison Zike <AZike@kirklandwa.gov>; Adam Weinstein <AWeinstein@kirklandwa.gov>;

Subject: Two Highlands points from yesterday's neighborhood comp plan updates meeting

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

Allison and Adam,

Thank you so much for meeting with us yesterday! Here are the two things mentioned from the Highlands plan. I'm not sending these to the Planning Commission because I realize they may be beyond the scope of the comp plan update.

1. Does it make sense to remove the NE 90th St. non-vehicular bridge from the CIP, given the NE 85th connection that is being built? If we can't remove it from the CIP, can we at least remove it from the neighborhood plan?

2. We badly need two safety improvements at 112th Ave NE and NE 87th St:

- extruded curbing at the south end of 112th (it was removed during a development and not replaced) to prevent cars parking there or swerving into path users
- a crosswalk on the north side of NE 87th St, across 112th Ave NE

We've submitted both of these to the NSP two years in a row and been told NSP can't consider them because they may be covered under Station Area Plan proposed improvements. However, extruded curbing would be a quick, cheap fix. As for a crosswalk, do the SAP improvements address the north side of NE 87th, or only the south side?

Thanks!

From:
To: Planning Commissioners; City Council; 2044 Comprehensive Plan
Subject: Be bold in studying density near transit
Date: Wednesday, June 26, 2024 2:20:17 PM

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

Dear Planning Commission, City Council, and City staff,
Now is the time to be bold in studying the density of housing near transit.

Please don't limit the study of density near transit to 100 du/acre. We should study up to 200 du/acre to make it possible to fit economical mid-rise construction where needed-- without the need to do an additional EIS in the future.

Please allow future transit stops to support affordable housing densities. Affordable rental housing is typically only possible at a certain scale of development due to economies of scale. The density of these developments is usually mid-rise construction between 100 and 200 du/acre.

Don't study this density in a way that would trade off with density allocations in other parts of the city. Remember: The DSEIS is a chance for the city to explore what is possible, and so it should have a bold vision.

Remember that the City of Kirkland has undershot growth in the previous growth period, only achieving around 75% of the last growth target. The city should be bolder this time around.

Thank you,

Kirkland resident

June 26, 2024

Kirkland Planning Commission
123 5th Ave
Kirkland, WA 98033

Dear Kirkland Planning Commission Members:

Re: Comment on Transportation Element of the Kirkland Comprehensive Plan

The Eastside Housing Roundtable ("EHR") is a broad coalition comprised of employers, non-profits, business organizations, housing advocates, and private and non-profit housing developers. We unite to support the creation of more affordable housing and diverse housing types at all income levels on the Eastside as a shared response to rapid growth. You can see our members and mission statement here.

This statement is a follow-up to a comment letter we sent to the Kirkland City Council on June 2, 2024.

We thank the City of Kirkland for supporting a growth strategy vision statement that emphasizes a "community that is connected by local and regional transit services…" and where "jobs, services, and housing are clustered around routes and trails…" We agree with growth alternatives that focus mixed-used, dense development near frequent transit.

After reviewing the SDEIS, we encourage the city to study density near transit up to 200 du/acre so that it is possible to fit economical mid-rise construction where needed.We don't support studying density near transit in a way that would trade off with density allocations in other parts of the city. The DSEIS is a chance for the city to explore what is possible and should have a bold vision. If the city doesn't look at visionary density near frequent transit in the EIS phase of planning, there is a risk of missing critical opportunities for affordable housing in the future, specifically if an additional EIS is needed in the future to accommodate growth.

Planning for denser housing near transit is a tool to foster a healthy, sustainable transportation system. This strategy is particularly important as our region's transit system continues to recover from the pandemic. It aligns with Kirkland's own 2018 Housing Strategy Plan and Sustainability Master Plan goals. By studying densities up to 200 du/acre along transit lines, the city will be better positioned to generate and sustain strong transit ridership**. And, by studying and implementing densities up to 200 du/acre, Kirkland can diversify building types, flexibility, and project feasibility near transit.** These factors are critical for Kirkland to reach its growth targets as market conditions fluctuate over the next 20 years.

There is also a question about how Kirkland should approach residential capacity to meet its 2044 residential growth target of 13,200 additional housing units and 26,490 additional jobs.

PSRC's VISION 2050 Regional Growth Strategy and the Multicounty Planning Policy Actions recommend that Core cities—like Kirkland— provide "additional housing capacity" when significant job growth is expected (note the *mandatory* language):

- "Metropolitan and Core cities experiencing high job growth will take measures to provide *additional housing capacity* for a range of housing types and affordability to meet the needs of those workers as well as the needs of existing residents who may be at risk of displacement." (RGS-Action-8)

Additionally, capacity is not the same as a target. Kirkland should be zoning with the understanding that actual housing production will be less than the zoning envelop due to market factors and other factors. Zoning with these discounts in mind is appropriate and in accordance with the Growth Management Act and Vision 2040. According to the 2021 King County Urban Growth Capacity Report, Kirkland grew at 75% of the pace needed to achieve its 2035 housing growth target since 2006. **This suggests that Kirkland can be bold in how it considers adding residential capacity to meet its growth targets for the 2019-2044 time period.**

We thank City and the Planning Commission for your ongoing commitment to affordable housing and transit-oriented development in Kirkland. **Ultimately, the implementation of Kirkland 2044 in code and processes is what matters most.** In addition to recommending the study of residential densities up to 200/acre at transit stops, we ask that you direct staff to prioritize other actions and areas of study so that bold zoning changes near transit will lead to effective results.

Sincerely,
Eastside Housing Roundtable Steering Committee



Joe Fain, co-chair
Bellevue Chamber of Commerce



Patience Malaba, co-chair
Housing Development Consortium

Meghan Altimore, Hopelink
Chris Buchanan, Bellwether Housing
Abigail DeWeese, Hillis Clark Martin & Peterson
Pearl Leung, Amazon
Amy Liu, Microsoft

From The Board of SRH/BT

Suggested Bridle Trails Neighborhood Plan Revisions:

- P. 153, Vision Statement Remove reference to the Houghton P&R in paragraph 3.
  This refers to Houghton Park and Ride providing transit access; it no longer exists. Only one bus route stops near the former park and ride.

- P. 158, Policy BT 4 Do not remove "where consistent with keeping horses and there is adequate sewer infrastructure."

- p. 160, Policy BT 7 Do not remove the list.
  This provides guidance for how the Bridle Trails Shopping Center should be redeveloped, including: retail that serves the neighborhood, building and massing forms, children's recreation space, public amenities, green building standards, pedestrian-oriented design elements, consolidated driveways to reduce street impact, and a gateway feature at the corner. Some of those removals can be explained as redundant with citywide building policy, but not all of them.

- P. 161, Policy BT 8 Remove reference that future Transit Oriented Development should be encouraged at the Houghton P&R site.
  This seems inconsistent with the city's desire to repurpose the site as either a pool and recreation center, or an ice hockey facility.

- P. 167, Policy BT 13 Add additional wording.
  This is a short policy statement to support Bridle Trails State Park as a local and regional open space, park, and equestrian facility. We recommend adding:

    - Maintain a buffer of properties with wildlife-accommodating habitat bordering the State Park, as a bridge from wild space to urban space, by: preserving existing tree canopy beyond the citywide baseline requirements, preserving the rural nature of the streets and safety of equestrian access by not requiring traditional sidewalks, and maintaining the equestrian zoning code requirements for horsekeeping areas.

- p. 173, Policy BT 18, figure BT-7 (Bridle Trials Bicycle System). Map Correction.
  The map shows 116th Ave. as an "existing bike/shared use lane" for its entire stretch from 70th down to the Bellevue line. That's not true south of 60th St., so the map should be corrected. (The document already acknowledges that that doesn't exist today in BT-18).

- P. 174, Policy BT 20 Remove “sidewalk”
  This policy supports developing "bike lanes, a sidewalk, and/or multimodal path" along 116th south of 60th St. In keeping with the idea of a wildlife buffer and equestrian access; a multimodal path (with a stabilized gravel component for horses) would be more appropriate. The main consideration is having all active modes separate from car traffic, and then ideally dedicated space for walking vs. biking/rolling.

- Also P. 174, Policy BT 20 Additional wording.
  Please add “The lack of bike lanes on 116th Ave NE south of NE 60th St that connect to the established bike lanes in Bellevue is a substantial gap in the bicycle network.”

Submitted by:

SRH/BT N.A.

From The Board of SRH/BT
Suggested South Rose Hill Plan Revisions

~~Policy RH 4:~~

~~*Encourage ADUs in all new and existing single-family development to expand the supply of affordable-by-design housing.*~~

P. 247 The Original, Deleted Policy RH 4 Delete and remove.

Yes, ADUs are not "affordable".

Policy RH ~~5~~4:

Incentivize compact housing within areas that are in close proximity to neighborhood centers (i.e., multi-unit or clustered housing types ~~compatible in scale with single-family homes~~ that help meet the growing demand for ~~walkable~~ accessible urban living).

P. 247 Policy RH 3 Replace "Incentivize" compact housing with "Allow"

Compact housing does not create affordability.

Incorporate building height and scale transitions and vegetative buffers between ~~multifamily and detached single-family homes~~ different residential intensities to ensure ~~compatibility with existing neighborhood character~~ that all people have access to a high quality of life.

P. 249 Policy RH 4 Keep "compatibility with existing neighborhood character" and delete "that all people have access to a high quality of life".
Transitions and buffers need to be compatible with neighboring residences; they don't provide access to a "high quality of life".

P. 249 RH 5 Change "Encourage" to "Allow"

Compact housing has done nothing to create affordable housing and does not serve a diverse population, as they are much more expensive per foot than traditional single-unit housing.

P. 271 RH Policy 57 Suggested wording change.

Policy RH 57:

Protect notable trees and groves of trees.

While a municipal heritage or notable tree program is not currently in place, the neighborhood supports voluntary efforts to encourage preservation of heritage trees and significant groves. Heritage trees are set apart from other trees by specific criteria such as outstanding age, size, and unique species, being one of a kind or very rare, an association with or contribution to a historical structure or district, or association with a noted person or historical event.

Policy RH 58:

All efforts should be made to protect and retain significant heritage and landmark trees as well as groves of trees. In order to maintain our rapidly decreasing tree canopy, the tree ordinance should be strictly enforced, with increased fines for illegal tree falling. A developer with multiple infractions at one or several sites should be barred from doing business in Kirkland and construction stopped. To help prevent illegal tree cutting, Kirkland Code Enforcement should have someone on call or have an answering service that is available 24/7. Most illegal tree cutting activity happens on the weekend or in the evening when calls are not answered. When replacement trees are planted on a development, the City should follow up to see that the trees actually remain alive and have them replaced if they don't.

P. 273 Transportation Change NE 70th Street to NE 75th Street/128th Ave NE

P. 273 RH Policy 65 Add wording

easements, "providing they do not create spillover traffic on smaller residential streets".

Policy RH 65:

Minimize multiple driveways on NE 70th Street, NE 85th Street, 124th Avenue NE, and 132nd Avenue NE when properties redevelop and encourage properties along these streets to consolidate their existing driveways and provide reciprocal shared vehicular access easements.

P. 278 RH Policy 72 Change "active" back to "non-motorized"

Many of the E-bikes are actually motorcycles and not considered "active" transportation.

Encourage the use of ~~nonmotorized~~ active transportation by providing appropriate facilities and infrastructure for ~~pedestrians and bicyclists~~ walking, biking and rolling throughout the Rose Hill Neighborhood either when private development occurs or in some instances with public funding:

Submitted by:

Fw: Comments on Draft Comp Plan - Rose Hill

Allison Zike <AZike@kirklandwa.gov>

Tue 6/25/2024 10:25 AM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Adam Weinstein <AWeinstein@kirklandwa.gov>

FYI below re: meeting later today

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

From:
Sent: Tuesday, June 25, 2024 10:04 AM
To: Allison Zike <AZike@kirklandwa.gov>
Cc:
Subject: Comments on Draft Comp Plan - Rose Hill

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Hi Allison,

In preparation for our meeting later today, below are comments from Susan Davis, the Chair of the N. Rose Hill Neighborhood Association on behalf of the Neighborhood. I apologize for not sending this sooner. The page numbers refer to the May 23 Planning Commission e-packet page numbers where the Rose Hill Draft Plan starts on page 384.

I'm looking forward to this afternoon's meeting.

Regards,

Page 385-
We generate a lot of sales tax - second in the city because of Costco. They block access to Costco with all of the higher density zoning NE 85th and on 120th Ave NE to 124th Ave NE people will not go to the Kirkland Costco and seek out an easier Costco to get to (Redmond and Woodinville). The dead end on NE 90th Street with the 3 way stop intersections need to be improved. Being a Costco customer more than likely you are car dependent because of the large qty you buy at Costco.

Page 387-

I do not support changing "established residential" areas to "lower intensity areas." We need to protect established residential zones. Then the next sentence Replacing "lower density" with "residential" appears to be a superficial change that complicates matters,

especially since our neighborhood plan, approved less than six years ago, is now being significantly altered.

NE 85th will remain auto-centric, as it is a major route to Redmond from 405 and currently lacks consistent bus service. The BRT 85th station will only increase access to stops on 405 without providing a park and ride. Thus, people will continue to drive on NE 85th. And since you removed "walking" from paragraph 1 and "walkable" out of paragraph 3 on page 387 this furthers my point that the area is not walkable. But you are building a freeway bus stop with no park n ride.

Page 390 Covering 4. Land Use
Replacing "residential density" with "people living nearby" is problematic. If people live nearby, they are part of a "residential density." Does this change mean that homeless individuals could park their RVs on the street or set up tents, effectively allowing tent cities in our neighborhood? The term "residence" typically refers to a permanent, fixed, and permitted building, and changing this terminology raises significant concerns.

Why are we replacing lower density with less intensive. I would like the definition the Planning department has for both of these words.

Page 393-
I disagree with replacing the first paragraph's emphasis on being "sensitive to the look and feel of the existing neighborhoods" with the replaced phrase "supports the needs of the neighborhoods." Current residents have invested in this neighborhood specifically because of its unique look and feel. We did not choose to live here with the expectation that the city's vision of how the neighborhood should look and feel would eventually be imposed upon us.

Policy Rh 3
"Appropriate lower density" being replaced with "desirable" is a poor replacement. What is the definition of "desirable". Does it mean 5 stories zero lot line?

What would you tell a current resident what you mean by removing "reflecting the residential character" with "advance residential Opportunities", seems vague and could have big implications for our neighborhood

Policy Rh 4
I am against the removal of the phrases "compatible in scale with single-family homes" and "walkable." Making these changes could make the area less walkable and accessible, which only benefits those who own cars or have schedules that align with the bus service.

Policy Rh 5-

I am opposed to removing the phrase “compatibility with existing neighborhood character.” This change is unfair to community members who chose to live in this neighborhood because of its current character, not despite it.

Please define "high quality of life." Some might argue that these changes do not enhance, and may even diminish, the quality of life.

Page 396

Removing the term “walkable” from the description of commercial areas makes no sense, as people need to walk to stores from their homes. Buses only run on main arterials, so it's essential to maintain walkability. I am concerned that without the specific mention of "walkable," the city will be less inclined to improve existing sidewalks and construct new ones.

Please define “active transportation” and the city’s commitment to make our neighborhoods walkable.

Page 397 Rh 10- “pedestrian” uses and only have “transit-oriented”, we need a pedestrian focus as well. Many people in our neighborhood will not be using the 85th bus station for our main source of transportation.

You even mention "highway commuter," acknowledging the significant auto usage on 85th Stree from 405 vehicles that get off in Totem Lake or 85th to commute south to Redmond and bellevue thru North Rose Hill. Additionally, there is high commuter traffic on north/south arterials like 132nd Ave NE and 124th Ave NE from Ne 80th to NE 124th. This makes it even more crucial to ensure that neighborhoods have safe streets, as commuters often cut through residential areas when these main arterials get backed up.

Page 400-
Vision for the District-

Zoning still needs to maintain a line between single family residential areas and commercial uses. The existing residential zoning behind the NE 85th Commercial zoning should not should not be turned into more commercial.

I believe "the creation of community destinations" is a positive goal. However, if the city does not make this a requirement for new developments, these destinations may never materialize.

Page 403 RH 20?
Removing “Policies and zoning regulations encourage smaller-footprint neighborhood-serving businesses along NE 85th Street and integrated with major retail uses in the interchange area” does not make sense what will happen to these beloved local small businesses like Thai Wisdom, The Lime, 85th PUB, Tres Hermanos and Nasai Teriyaki? These

places will be wiped out when a parcel gets developed and replaced with a chain restaurant because small local restaurants cannot afford the rent of a high end newly built building. We have already lost some great local businesses on Ne 85th such as Kirkland Nails, Kirkland Pho House and Momya Sushi (all use to be located at the Petco Parcel).

For a walkable 10 minute neighborhood the residents need neighborhood serving businesses.

I would like to understand the definition of "seamless" this it too vague of a word. I think "appropriate" is a better word.

Page 403 RH 21
What is the process for "mitigating adverse" impacts? Please make sure you have a process to back up this statement.

Page 405- Policy RH 32

I am totally against getting rid of the section that states this- in 2018 to 2020 there was much debate and community issues with the Rh 8 zoning. See all of the "Continental Divide Project" PC meetings (this development is now called Bloom).
We need to make sure that the following is not taken out since residential homes are directly next to RH 8.-

- Limit permitted uses to those that generate limited noise, light and glare, odor, and traffic impacts. Examples of uses that would be appropriate in this area include medical/dental offices, insurance offices, dry cleaners, and coffee shops.
- Limit height of commercial or mixed-use commercial and multifamily development to a maximum of 30 feet next to low-density residential development.

Page 406- Policy RH 39-

what will be in this place of this removed statement "(medium-density, up to 12 units per acre, and high-density, between 12 and 24 units per acre)" I do not think this should be removed; a specific density should be listed.

Page 407- Policy RH 40-

what will be in this place of this removed statement "at a density of 12 units per acre" I do not think this should be removed; a specific density should be listed.

And this is still true - but it was removed "With the exception of these multifamily areas, the business districts, schools, and the Kirkland Cemetery, most areas of the neighborhood are designated for and developed in single-family (low -residential) use." Why remove this?

Page 409- the church is no longer Churchome. If the city aims to support future church expansion, it should be aware of the church's current name.

The city sure did not mitigate impacts from the church when they started renting out their parking lot for Monday thru Friday for Amazon, Facebook, Google and Microsoft shuttle location

Page 419- Transportation
The city is failing on Policy RH 66 - we have way too much cut thru traffic and we have too many accidents.
“Place neighborhood traffic control devices at appropriate locations, to discourage bypass traffic through the residential neighborhoods north and south of the NE 85th Street corridor.”

Page 422- Policy Rh 67-

We still do not have our crosswalk at 124th Ave NE and NE 104th. The neighbors who need to catch the bus stop on the west side of 124th Ave NE do not have a safe place to cross because the city has failed to paint the crosswalk at Ne 104th. I have mentioned the city multiple times and Jim Lopez helped me navigate to the correct people but they promised by Fall 2023 and we are now Summer 2024 and still no crosswalk.

We need the “Provide a traffic signal and signalized crosswalk when engineering signal warrants are met at NE 100th Street.” too many crashes at this intersection.

DUWAMISH TRIBE

dxʷdəwʔabš

6/21/2024

City of Kirkland
123 Fifth Ave
Kirkland, WA 98033
Draft SEIS (supplemental environmental impact statement)
SEP23-00670

Dear Janice Swenson,

Thank you for the opportunity to comment on the Draft SEIS for the 2044 Comprehensive Plan (the Plan) that alters the distribution of Kirkland's population and employment growth and helps to shape all aspects of the community over the next 20 years (to 2044). Kirkland (the City) and its environs are an area that the Duwamish Tribe considers culturally significant, and near its many waterways and marshes, has a High probability to have unknown archaeological deposits. Kirkland was one of our usual and accustomed places that we have inhabited since time immemorial through today. We note that there are at least 11 historical and ancestral Duwamish place names within the current bounds of the City of Kirkland.

The Duwamish Tribe supports Kirkland's 2044 Comprehensive Plan and commends the City for including discussions on environment, housing choices, transit access, open space protection and sustainability. We also commend the City for their efforts in community engagement to increase participation in the Plan that includes historically underrepresented people from the BIPOC community as well as the Duwamish Tribe. The Tribe appreciates the warm welcome when we attended the first Public Hearing on May 9th, 2024 regarding the Plan. Recognizing the many voices that have contributed to Kirkland, is a positive way for the City to invite economic growth, create a welcoming destination place for visitors, to become a leader among the surrounding cities of Lake Washington, and to uplift its citizens by fostering a sense of community.

Our comments will focus primarily on land use, the natural environment, and cultural resources after a narrative of the Duwamish Tribe's continued existence.

The Duwamish Tribe originated along the shores of the Black and Duwamish Rivers near the modern day cities of Renton, Tukwila and Seattle. This location is the home of our ancestral village and our people, **dxʷdəwʔabš**, The People of the Inside. The Black and Duwamish Rivers hold numerous Duwamish ancestral and historical place names including the location of our creation story at North Wind's Weir.

The Duwamish and other Tribes including the **sc̓ababš** (Sammamish), the **xʷačuabš**, (the Lake People, a part of the Duwamish Tribe), **sdukʷalbixʷ** (the Snoqualmie Tribe), **xʷsəqʷəb** (the Suquamish Tribe) and the **sduhubš** (the Snohomish Tribe). We all partook of water and land resources in and around Lake Washington, **xʷačču** (the Big Lake), including the City of Kirkland. The Duwamish and our sister Tribes have been here since at least the end of the Vashon Stade of the Fraser Glaciation which was about 10 to 12 thousand years ago. The City of Kirkland had at least 3 winter village sites where we lived next to important tributary streams along Lake Washington. Those sites include **təb(ɬ)tubixʷ** (***earth or loamy***

place - Juanita and Juanita Creek or **təbtəblxʷ** - name of the actual village), **staɬaɬ** (***a fathom measure*** - current Kirkland waterfront), and a village near **tčucid** (***mouth of Northup Creek***, now Yarrow Bay). As settlers came to claim the lands in and around Kirkland, the Duwamish were forced to move away to other locations along the shores of Lake Washington.

After European contact, the land we once knew was artificially divided and most of our people were forced to leave our ancestral lands. At the turn of the 20th century, our last traditional longhouses and gathering places (potlatch homes) were burned and the land regraded to make a port in downtown Seattle, and the Duwamish River armored and straightened to create a waterway for industrial traffic. In addition the Montlake Cut was created to make ship passage from Shilshoe Bay via the newly created Ballard (Hiram M. Chittenden) Locks into Lake Washington. The cut and waterways through Lake Union were never a permanent passageway during our ancestors' time. It was a seasonal place to put our canoes as well as a burial place for our ancestors. These changes effectively cut us off from our access to water, our food sources, transportation and trade, and our way of life by lowering Lake Washington and drying up the Black River, a river which helped mitigate seasonal tides coming up from Elliott Bay through the Duwamish River. The Duwamish Tribe and our sister Tribes have experienced the same adverse effects of climate change on our ancestral lands many years before the documentation of global warming. Our Tribe struggled to exist, but through our council leadership and continued governance of our Tribal Members, we have rediscovered and maintained our traditional life pathways.

In 2009 the Duwamish Tribe finished construction of our first modern Longhouse north of Tukwila in West Seattle along the west side of the Duwamish River. We are active in our local community, with surrounding local governments (Seattle, Tukwila, Renton, Bothell, Kirkland, Shoreline, Lake Forest Park, King County and various Washington State agencies) and we have many local community partners which include the Duwamish River Community Coalition (DRCC), Duwamish Alive Coalition, Heron's Nest, West Duwamish Greenbelt Trails, Delridge Neighborhood Development Association (DNDA), Puget Soundkeepers, the Duwamish Ridge to River Executive Steering Committee (DRRESC), South Seattle College, Dunn Gardens, Shoreline Historical Society, the Log House Museum, the Renton Historical Society and the Newcastle Historical Society. As of 2024 the Duwamish Tribe has commented on nearly 800 projects including several comprehensive plans and been present at over 175 development projects. We hope we can extend our welcoming hands to the City of Kirkland and be part of your future growth.

The Duwamish Tribe would like to make the following observations and suggestions as it relates to the Draft SEIS and the Comprehensive Plan :

- The Duwamish Tribe supports community engagement and encourages the City to continue to do so by acknowledging its indigenous heritage and present city make-up. The Duwamish Tribe would like to open formal relations with the City.
- The Duwamish Tribe supports the Growth Alternative (Action Alternative) presented in the Plan. The Tribe understands the need for increased population growth targets and the need for housing choices, especially near transit corridors. We do show concern for the neighborhoods of Totem Lake and Juanita. Both neighborhoods were where the Duwamish and other Tribes fished and hunted. The Duwamish Tribe asks that an archaeological review, archaeological monitoring

and an inadvertent discovery plan be enacted for development projects that include ground disturbing activities specifically for these locations.

In addition, the Duwamish Tribe supports the parking requirements outlined in the housing section under the Growth Alternative. We suggest that multifaceted charging stations are a part of any parking space/garage. We also suggest that covered bicycle/motorcycle parking spaces are available with lock ups at the entrance/exit of a parking space/garage.

In general the Duwamish Tribe supports the five bullet points on page 3-9 regarding zoning and permits. While we understand the need for streamlining the permit process, the Tribe cautions that permitting requirements are still followed when it comes to the SEPA process. The SEPA process has recently been the only time tribes have been given a voice in development and the potential effects it has on our ancestral lands, cultural resources and the environment.

- The Duwamish Tribe strongly encourages the City to be mindful of its land use. We believe and hope that the City will continue to observe stream and wetland buffers and to create safe, viable passage for fish and wildlife. The City of Kirkland and its surrounding areas were and can still be a sustainable place of resources. Our ancestors fished and harvested plants for consumption, trade, clothing, shelter and building materials. The Duwamish encourages the City to do the same. We believe if you manage and respect your waterways and land, it will continue to provide a healthy place for its citizens to live a healthy, productive and sustainable life.
- The Duwamish Tribe encourages the use of public transportation and supports the City's transportation plan including Sound Transit and improvements along I-405 through the City. The Tribe supports the 10 items within the TSP (transportation strategic plan), particularly T-1, safety, and T-7, equity. We also encourage and support T-8 on sustainability. Vehicles and increased impervious surface lead to increased greenhouse gasses and stormwater run-off and increased tire pollution that is known to affect the viability of fish and lower water quality. We encourage and support native vegetation for landscaping around these projects. In addition the Tribe also strongly recommends improving stream restoration and enhanced fish culverts around transportation projects. We also think it is important to consider migration of wildlife around our streets and freeways. The Duwamish Tribe would very much like to work with the City to find a solution where wildlife can coexist within Kirkland. In addition we support T-9, link to land use. The Duwamish Tribe had walkable trails connecting **təbtəblxʷ** with fishing and village sites at the mouth of the Sammamish River at **ƛ̓axʷadis**. The Tribe supports walkable modes of transportation to supplement vehicle use.
- In regards to transportation the Duwamish Tribe strongly recommends that gas-powered watercraft are restricted from Kirkland's waterways except for emergency and construction use vehicles to reduce oil based pollution, noise pollution and prop wash to create a more sustainable habitat for aquatic life. We also encourage the City, if it has not done so already, to require all municipal vehicles to be non-fossil fuel powered, except in emergencies. We would further suggest that any government entities and large industries operating in Kirkland follow suit. Water and waterways were our life; it was our main source of drinking water, provided

habitat for fish and other aquatic life and vegetation, cleansing for both spiritual and physical needs and the main mode of transportation.

- In general the Duwamish Tribe supports the City's plan in the Growth Alternative to reduce carbon emissions by focusing on climate and sustainability. We encourage the City to investigate and invest in alternative or green building structures like mass timber found at the University of Washington. The Duwamish and other tribes built cedar longhouses that were sustainable, functional and mostly mobile as the need arose. We also support and encourage preserving green spaces as well as native species tree canopies in the scope of a working forest. The Duwamish Tribe has been invited to be present at King County's working forest. The County maintains two working forests, one at Taylor Mountain and the other at Vashon's Island Center Forest. We have participated in tours, observing archaeological surveys, giving thanks prior to harvesting timber and replanting of the forest. The Duwamish Tribe encourages the City to maintain similar, sustainable forests that houses native trees, bushes and ground cover. We would like the opportunity to work with you on such a project. The Tribe also supports alternatives to traditional energy consumption such as solar and wind sources.
- The Duwamish Tribe recommends that woody debris be used and continue to be used where it makes sense in urban streams to slow down waterflow. We also recommend that natural drainage systems or street swales be implemented when reconstructing or redesigning public works like sewer or stormwater systems – see link: Green Streets. The Tribe was impressed with the stream improvements near Simonds Road and along Totem Lake Boulevard near NE 132nd St and we support future restoration of the City's waterways.

The Duwamish Tribe also has some additional remarks regarding Kirkland's environment.

- The Duwamish Tribe strongly recommends native plantings in and around waterways and streams to encourage native habitat and slow down run-off in urban areas during significant rain events that have above average precipitation amounts and/or prolonged duration. We also encourage homeowners and developers to plant native vegetation for the same reason and to encourage native pollinators. It would also be beneficial to have native plants easily accessible and available for everyone along with planting guides (in the form of digital guides and/or native plant experts) for those not familiar with native plants. The Duwamish and other tribes see food as medicine. Lack of access to our traditional foods leads to an increased rate of decline in our mental and physical health. The Duwamish Tribe would like the opportunity to work with the City on such a project.
- The Duwamish Tribe recommends that water in and around Kirkland's City limits be monitored continuously throughout the year for water quality and particularly after storm events.
- The Duwamish Tribe strongly recommends the ban of harmful or toxic fertilizers and insecticides to further increase water quality for fish, wildlife, native birds and pollinators and humans. Fertilizers increase nitrate pollution and soil acidification leading to dead zones through water run-off.
- For aesthetics and light pollution the Duwamish Tribe would request that the City provide responsible outdoor lighting as outlined in DarkSky International | Protecting the night skies for

present and future generations. The night sky was important to the Duwamish and other tribes and allowed us to understand and verify our seasonal calendars. Darkened skies were also favorable conditions to practice traditional life pathways.

- Also for aesthetics we would encourage the City to construct buildings including housing that reflect the Coast Salish design of our ancestors - for reference view the web pages for the Duwamish Longhouse and Cultural Center, the Intellectual House on the University of Washington campus or a similar design like The Hanger in Kenmore. The designs were not only functional and adapted to our climate conditions, but also aesthetically pleasing.
- We also strongly recommend that mature native trees in and around development projects are evaluated culturally. Mature trees can be of profound cultural significance to the Duwamish Tribe and other Tribes and provide innumerable benefits for people, climate, and wildlife. If a tree is suspected to be culturally modified, the Duwamish Tribe would like to be notified and would like the opportunity to come to the site to ensure its protection.
- The Duwamish Tribe requests that if any archaeological work or monitoring is performed on a development or project, we would like notification. Cultural and archaeological resources are non-renewable and are best discovered prior to ground disturbance. The Tribe would also like the opportunity to be present if or when an archaeologist is on site.

Lastly the Duwamish Tribe wishes the City of Kirkland success in adopting the Imagine You Belong Here 2044 Comprehensive Plan. We hope it can be a vibrant place for citizens, visitors and its ancestral people. We hope that The Tribe can be a community partner with the City. We would also like to extend to you an invitation to meet with the Tribe at our Longhouse to discuss the comprehensive plan or to discuss other topics at any time.

Thank you,

Nancy A Sackman
Cultural Preservation
Duwamish Tribe
preservationdept@duwamishtribe.org
Mobile - 206.856.2564

From:
To: City Council; Planning Commissioners; 2044 Comprehensive Plan
Subject: Comp plan feedback - in support of upzoning around transportation corridors
Date: Thursday, June 20, 2024 2:06:16 PM

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To the City Council and members of the Planning Commission:

I am writing in regards to the updates to the comprehensive plan that will be reviewed at the meeting next week. Unfortunately, I cannot attend due to some work travel. However, I feel strongly enough to write in support of proposed changes to the comp plan, especially in regard to upzoning around transportation corridors.

I have been a Kirkland resident for nearly 18 years - most of that in the Finn Hill neighborhood. My family recently moved to the West of Market neighborhood, seeking more walkability, access, and gorgeous views. The only reason we could make this choice is because we have the financial means, for which I am extremely grateful. However, I do not believe that our family's financial position means we are due something that others are not.

For that reason, I wish to strongly express my support for the upzoning proposal along the Market St. transportation corridor, in which my new house is located. I believe that the increased transit and density options will make the lifestyle I now enjoy more accessible and benefit Kirkland overall, reducing traffic and providing more service options within walking distance.

This upzoning *will* create change in our neighborhood, and change can be difficult, but I believe - strongly - that the only option that will truly make Kirkland more livable for everyone is to plan and build for the future, not for today. I urge the council and the planning commission to approve these land use changes (section 3.2.1 of the Comprehensive Plan Update).

Thank you,

Question re Policy MB-32 in the Moss Bay Plan

Wed 6/19/2024 9:11 PM

To:Adam Weinstein <AWeinstein@kirklandwa.gov>;Allison Zike <AZike@kirklandwa.gov>;LeAndra Baker-Lewis <llewis@kirklandwa.gov>

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Hello to all!

I've asked the Moss Bay BOD to look at the proposed changes to our Neighborhood Plan and something jumped out at me, and I'm asking for your feedback

Policy MB-32 was adopted as "Expand and iterate pilot programs to enhance pedestrian-only access along Park Lane" and then includes statements about next steps. As you know, there were next steps taken and the council stopped the process altogether and then adopted a motion about studying downtown with a robust process (I don't have my hands on the exact motion now, and I suspect you do, but let me know if you want me to find it.)

Since we have carefully updated the plan document to reference the Greater Downtown Regional Growth Center as an actual designation as opposed to a proposed one, I'm curious to know the staff's thought process in leaving MB-32 as it was. It's a hot potato, no doubt about it, so I'm not asking you for a rewrite at this point, simply asking about the thought process in leaving it intact. If you could get back to me on Thursday, that would be ideal, so that I can provide feedback to our board.

Thank you all,

From: Gabriela Lopez Vazquez
Sent: Friday, June 14, 2024 4:09 PM
To: Lindsay Levine
Cc: Jen Boone; Antoinette Smith; Lynn Zwaagstra; Gabriela Lopez Vazquez
Subject: HSC Comp Plan Feedback
Attachments: 0_Memo HSC Comp Plan 2044 Feedback and Attachment A.pdf

Categories: Red Category

Hello Lindsay, thank you for your presentation to the Human Services Commission about Comp Plan 2044. We appreciate all the information you provided to us that day. We are attaching a document we developed to provide some feedback for your consideration.

Thank you very much for all the work you are doing for the Comp Plan.

Gabriela Lopez Vazquez
Chair Human Services Commission

CITY OF KIRKLAND
Department of Parks & Community Services
123 5th Avenue, Kirkland, WA 98033 425.587.3300
www.kirklandwa.gov

MEMORANDUM

To: Planning and Building Department

From: Human Services Commission

Date: June 14, 2024

Subject: KIRKLAND 2044 COMPREHENSIVE PLAN FEEDBACK

RECOMMENDATION

That the Planning and Building Department consider feedback on the Human Services Element in the 2044 Comprehensive Plan from the Human Services Commission.

BACKGROUND DISCUSSION

The Human Services Commission received an update on the Kirkland 2044 Comprehensive Plan at its April 23, 2024 meeting from Planning and Building staff. The Commission was asked to provide feedback on the Human Services Element of the Comprehensive Plan. The Commission reviewed and discussed the draft goals and policies, and following a unanimous vote of 7-0, the Commission has prepared feedback for Planning staff to consider in finalizing the Human Services Element of the Comprehensive Plan.

Attachment A details the Commission's feedback on the updated goals and policies for the Human Services Element of the 2044 Comprehensive Plan.

Attachment A – Human Services Commission Feedback on Comprehensive Plan 2044 Human Services Updates

Comprehensive Plan 2044 Human Services Updates

Revisions to V.2 Goals & Policies

The Human Services Commission members have reviewed the updated V.2 goals and policies presented at our meeting on April 23rd and would like to propose some changes to a number of goals and policies. The table below captures the latest definition, proposed revisions along with some notes on why we're recommending the change. The 1st column lists the existing goal/policy definition from the V.2 Draft. The 2nd column calls out the revised goal or policy with underlined text representing additions to and ~~strikethrough~~ text representing deletions from the existing version. The 3rd column provides an explanation for the proposed revisions suggested.

V.2 Goals & Policies	Proposed Revision	Notes
Goal HS-1: Create a community in which all members have the ability to meet their basic physical, economic and social needs, and the opportunity to enhance their quality of life.	Create a community that supports the well-being of all members and ensures they have the ability to meet their basic physical, economic and social needs, ~~and the opportunity~~ as well as opportunities to enhance their quality of life and achieve their full potential.	We feel that one of our most important human services goals is to enhance well-being and help people achieve their full potential.
Policy HS-1.2: Promote community awareness of human service needs, the resources available to meet those needs, and the gaps in services.	Policy HS-1.2: Promote community awareness of human service needs, the resources available to meet those needs, and how best to address the gaps in services.	We suggest modifying this policy to be more action-oriented towards not just identifying gaps but also addressing them.
Policy HS-1.3: Provide funding for local nonprofit organizations serving the needs of Kirkland residents.	Policy HS-1.3: Provide adequate funding for local nonprofit organizations serving the needs of Kirkland residents.	We feel it's important to call out that we need to provide funding that's adequate to meet community needs.
Policy HS-1.4: Prioritize funding to nonprofits serving the broad range of needs of extremely low-, very low-, low-, and moderate income community members.	Policy HS-1.4: Prioritize funding to nonprofits and community-based organizations serving the broad range of needs of extremely low-, very low-, low-, and moderate income community members.	We're proposing the change because it is more inclusive than stating only nonprofits.
Policy HS-1.6: Invest in policies, programs, and services to support people experiencing homelessness and those at risk of becoming homeless in Kirkland. This includes coordination with entities responsible for oversight of King County's homeless system and neighboring jurisdictions to ensure that subregional and local needs are met.	Policy HS-1.6: Invest in policies, programs, and services to support people experiencing homelessness and those at risk of becoming homeless in Kirkland or being displaced from Kirkland. This includes coordination with entities responsible for oversight of King County's homeless system and neighboring jurisdictions to ensure that subregional and local needs are met.	We would like to add people with potential to be displaced from Kirkland. It would be good for us to address the impact of displacement on people who can no longer afford to live in Kirkland and for the people who work in Kirkland but cannot afford to live here.
Policy HS-1.9: Commit Community Development Block	Policy HS-1.9: Commit Community Development Block Grant Funds	There's a note in the update table that says this policy includes

Grant Funds (CDBG) to affordable housing and house repairs for extremely low-, very low-, low- and moderate-income residents.	(CDBG) to affordable housing, permanent supportive housing, and house repairs for extremely low-, very low-, low- and moderate-income residents.	permanent supportive housing, so we're suggesting we add it to the policy statement to make this more explicit.
Policy HS-1.11: Explore opportunities to build and strengthen partnerships with neighboring cities, the County, community-based organizations, faith-based communities, businesses, community courts, library systems, and other systems to strengthen the delivery of services while encouraging efficiencies.	Policy HS-1.11: Explore opportunities to build and strengthen partnerships with neighboring cities, the County, community-based organizations, ~~faith-based communities,~~ historically marginalized communities and communities experiencing systemic disadvantage, businesses, community courts, library systems, and other systems to strengthen the delivery of services while encouraging efficiencies.	We have some concerns about faith-based communities being called out specifically. There are so many other communities that seem to be excluded by mentioning only them. We suggest amending this to mention historically marginalized as well as communities experiencing systemic disadvantage. This also lands better when using an equity lens.
Policy HS-1.13: Involve system users that would be most impacted by human services decisions in the decision-making process.	Policy HS-1.13: Involve system users with lived experience and/or participants in services and programs who would be most impacted by human services decisions in the decision-making process.	We like this policy a lot but feel it's made even stronger if we explicitly state people with lived experience and those who have actually utilized these services.
N/A	NEW Policy HS-1.16: Support programs that address the community behavioral and mental health needs and foster improved behavioral health outcomes and emotional well-being.	Given that behavioral health has consistently come up as a big concern and is #2 on the survey, we suggest that we have an explicit policy for this. While there's a policy for this that's called out in HS3-5, we feel its focus is only for youth and not the entire community because it's in the context of a goal centered around youth.
N/A	NEW Policy HS-1.17: Support programs that meet the needs of and provide a supportive environment for people with disabilities.	People with disability are an important population to call out explicitly from an equity point of view. We suggest adding a specific policy to this effect.
Goal HS-2: Pursue social justice, equity, and access in human services policies and programs.	Goal HS-2: Pursue social justice and equity in human services policies and programs while ensuring that human services are conveniently accessible to all.	While it's good to see social justice and equity being explicitly called out in the new formulation, it loses the previous policy's people-centered statement and emphasis on access. So the proposed revision combines the old and new formulations.
Policy PR-2.4: Work to promote culturally responsive and equitable services for the community. Provide funding for multilingual communications to improve access to services.	Policy PR-2.4: Work to promote linguistically and culturally responsive and equitable services for the community. Provide funding for multilingual communications to improve access to services	We're suggesting this change to make this policy clearer.

Policy HS-2.5: Coordinate with human services organizations to locate facilities near commercial centers where transit and non-motorized facilities and active transportation infrastructure exist.	Policy HS-2.5: Coordinate with human services organizations to locate facilities near commercial centers where transit and non-motorized facilities, ride sharing, and active transportation infrastructure exist.	We're suggesting this change to make this policy more current by including ride sharing.
Policy HS-3.5: Support behavioral, mental, and physical health.	Policy HS-3.5: Support behavioral, mental, and physical health needs for youth.	We feel it would be good to clarify that the focus of this policy is on youth since the goal is about youth.
Policy HS-3.7: Support programs working to lower youth violence, substance abuse, depression and suicide in the community.	Policy HS-3.7: Support programs that foster improved behavioral health and are working to lower youth violence, substance use disorder ~~abuse~~, depression and suicide in the community.	The term "substance abuse" is no longer used because it leads to stigmatization and has been replaced by the term substance use disorder.
Policy HS-4.5: Encourage affordable and appropriately designed older adult housing for older adults and people with disabilities.	Policy HS-4.5: Encourage affordable and appropriately designed older adult housing for older adults and ~~people with~~ disabilities that they could be dealing with.	We suggest keeping this policy focused completely on older adults and their disabilities instead of broadening it to include all people with disabilities since this policy is in the context of the goal to support older adults.

Additional Recommendations

We have some additional recommendations that we're not sure whether to capture as part of a policy or to include as part of the chapter in the Comprehensive Plan around Human Services Commission. We have included them below with the ask of the Planning staff to incorporate as appropriate.

- **Data Collection and Analysis**: Regularly collect and analyze data disaggregated by race, ethnicity, gender, disability, language spoken at home, and other relevant factors to identify disparities in access to services and health outcomes. This data should inform resource allocation and program development.
- **Outreach and Engagement**: Implement targeted outreach and engagement strategies to reach underserved communities and ensure they are aware of available resources.
- **Evaluation and Accountability**: Regularly evaluate the impact of human services policies and programs on health equity and make adjustments as needed to ensure that all community members have the opportunity to achieve optimal health and well-being.

Comprehensive Plan Land Use public comment

Thu 6/13/2024 5:19 PM

To:Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

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

Hello Kirkland Planning Commissioners,

I don't recall if I already sent a public comment email on the land use section of the comprehensive plan or not, so sending this in case it slipped my mind.

I think it's admirable that the city is moving towards allowing more dense development, especially for housing. As you well know (and can tell by the hugely inflated housing costs in our area) we have quite a deficit stemming from decades of refusal to allow housing supply to meet demand. The proposed policy changes help point us back in a better direction but I worry that we're only concerned about keeping things from getting worse, not bringing supply fully back in line with demand. I propose more upzoning throughout the city (and especially near transit corridors) above and beyond what is currently on the table. We've dug ourselves quite a mess here and we need bold action to help get us out. The city needs to get out of the business of top-down planning all aspects of the community and let a responsive market respond to supply/demand dynamics in our region.

I look forward to a more affordable city that's welcoming to more than just the rich who can afford to live here today.

Sincerely,

P.S. I appreciate the sentiment behind burdening new development with creating below market rate units for those struggling to afford market rate. But doing this is just a band aid that ultimately undermines the real solution: bringing market rate pricing down to an affordable level. Please focus more on allowing the creation of more housing supply instead.

2044 Plan - Please grow Kirkland

Thu 6/13/2024 3:58 PM

To:Planning Commissioners <planningcommissioners@kirklandwa.gov>

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

Hello,
As a homeowner and full time resident in Lakeview, I want to express strong support for the growth alternative in the 2044 comprehensive plan.

Fundamentally, this plan is about building the city we need for the people who will live and work here in 2044 and beyond. It is important that we not accept stasis or overbalance current residents who will only form a small minority of future residents.

What future residents need is a dense, active, 0 carbon city and the time to move aggressively to build that is now. When we succeed in building that city I believe we will need to accommodate much more growth and I would favor much more aggressive targets and much broader zoning liberalization than currently imagined.

Let’s build the inclusive city of the future.

Thanks,

Fwd: Comments on Kirkland Comp Plan Land Use

Debbie Thiel <debski@gmail.com>

Thu 6/13/2024 12:08 AM

To:Planning Commissioners <planningcommissioners@kirklandwa.gov>

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

Greetings Kirkland Planning Commission -

I'm a resident in Kirkland's Houghton neighborhood and writing in advance of the June 13 public hearing on the Comprehensive Plan.

Thank you for the detailed preparation and public engagement on the development and future of Kirkland.

I'd like to add my endorsement in favor of denser development that enables a broader variety of affordable housing, with ease of access to public transit that supports a car-free lifestyle. I favor reducing real-estate used for car traffic and parking today and shifting that land use to bus, rail, bike, and pedestrian mixed use.

Aligned with these values, I would like to voice my support for elements of the comprehensive plan such as the Frequent Transit Corridor Overlay and Corridor Mixed Use land use definitions, and general simplification of the zoning code to facilitate development.

I also support transforming our neighborhoods by actively shifting land used for cars today towards dedicated pedestrian and bike options. This will support sustainability, make healthy transit options safer by reducing ped and bike accidents, and support the inclusive community concept of the 10 min neighborhood ideal.

Aligned to these goals, I support more dedicated pedestrian and bikeways that replace car thoroughfares today, reducing minimum parking requirements for development, and generally encouraging density that brings more amenities within walking and biking distance. I oppose more design review on new multi-family, multi-story development to help us reduce friction that brings us closer to the 10 min neighborhood vision to life sooner.

Thank you for your work on this plan and consideration for my feedback.

Debbie Thiel

Written Comment - Comprehensive Plan Introduction and Land Use Element

Thu 6/13/2024 2:58 PM

To:Planning Commissioners <planningcommissioners@kirklandwa.gov>;2044 Comprehensive Plan <2044comprehensiveplan@kirklandwa.gov>
Cc:City Council <CityCouncil@kirklandwa.gov>

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

I'm writing express my support of the Comprehensive Plan update, particularly the Introduction and Land Use element. While I'm sure there will be many discussions and debates about what *Actions* to take to fulfill the Goals of the Comprehensive Plan, I am excited by what I have read in these two pieces of the Plan.

The latest update to the Plan does indeed have a lot of significant changes that will affect the entire city for a long time. But these changes are needed to allow the City to adapt to the monumental challenges it faces today and will face in the near future. Impactful and decisive action is needed to address the housing crisis and climate change.

I was born here in 2000, and have lived here all my life. There's a lot I love about calling Kirkland and the Eastside home, but it's only really possible for me to be here because I live with my parents. I want all people with ties to our community-- people who grew up here, people who work here, and so on-- to have the opportunity to live here. With how housing costs have risen, that opportunity today often requires people to have already owned property here for many years, have a lot of money, or pool several incomes together to make ends meet.

While the housing crisis is a complex issue, any solution will involve building more housing, and the proposed Land Use element gives the city many options for that. I'm especially glad to see the focus on mixed uses, multi-modal transportation, and the transit corridor approach. Getting around by car is the least efficient use of space, so we need to avoid adding more cars to the road as we increase density. Focusing development where there is already access to transit will mitigate traffic impacts and demonstrate to our transit providers that it is worthwhile to invest more in Kirkland. Bringing services and daily needs closer to housing will further reduce how often people need to drive. As a city that takes pride in its parks, open space and walkability, we should be eager to have people get out into their community whenever possible. Some areas and some trips will still need cars, but we should be able to accommodate both.

With all of these coming to Kirkland, I'm sure there will be times where I stand somewhere and think, "wow, this has changed so much since I was growing up". But to freeze the city's progression now would be to deny all future people access to the opportunities that I have received. Change is in the City's DNA - otherwise our only connection to Seattle would still be a walk-on ferry, our connection to other cities dirt roads, and our connection to the rest of the region a single-track freight rail line.

Thank you all for your many hours of careful consideration and dedicated effort to help set Kirkland on the right path for the future.

For the 6/13/2024 meeting, 2044 Comp Plan Continued Hearing

Thu 6/13/2024 10:27 AM

To:Planning Commissioners <planningcommissioners@kirklandwa.gov>

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

Sorry that this is coming to you at the cusp of your meeting and I know that you have a huge process ahead of you, so I will keep this brief.

First, I'd like to reiterate that the neighborhood concept is incredibly important not just to the land use elements, but to people's connection to their community, which then extends to the safety of knowing one's neighbors, care for our environment, and caring for one another. That is true irrespective of one's status, age, ability, race, religion or economics. The challenge, of course, is that it's important that all neighborhoods have opportunities for all to live, and that's where I know you are focusing. During this entire 2044 process, if you are asked to consider striking the word "neighborhood," I respectfully ask that you sit back and consider what we could lose vs what we might gain.

Second, I hadn't previously looked at the Vision Statement and so I'm looking at the one in the packet for tonight. I have to honest, there are good things in there, but it doesn't knock my socks off and make me say, wow, that's a place to locate my home or my business!

A vision statement should be visionary, of course, but it should also be aspirational. It's how we want to see the future. I'm particularly troubled by the phrase "while combating racism and discrimination" because this tells the reader that our vision for 2044 is that even 20 years from now, we will still be actively combating those atrocities. I'm not naïve enough to think that in 20 years, the world will be all sunshine and roses and we'll all skip in circles together, but thinking that I'll still have to worry about discrimination while my city will be combating it, yikes, that is horrible to think about! Could I suggest changing the sentence to "The City is dedicated to celebrating diversity and inclusion, and opportunities for housing and commerce are welcoming for all, without barriers of racism or discrimination." Or something to that effect. For that matter, you could honestly end the sentence with "diversity and inclusion" and you would be conveying the same message. I know the language as drafted was intended to be kind and thoughtful, but it's just not aspirational as it could be, as it is currently phrased.

Please compare it to the statement from our last update for 2035 which I've pasted below.

Vision Statement

KIRKLAND 2035 | YOUR VOICE. YOUR VISION. YOUR FUTURE.

Kirkland

is one of the most livable cities in America. We are a vibrant, attractive, green and welcoming place to live, work and play. Civic engagement, innovation and diversity are highly valued. We are respectful, fair, and inclusive. We honor our rich heritage while embracing the future. Safe, walkable, bikeable and friendly neighborhoods are connected to each other and to thriving mixed use activity centers, schools, parks and our scenic waterfront. Convenient transit service provides a viable alternative to driving. Diverse and affordable housing is available throughout the city. Kirkland strives to be a model, sustainable city that values preserving and enhancing our natural environment for our enjoyment and future generations.

Guiding Principles

Livable

Quality of life: safe and well-maintained neighborhoods with convenient access to parks, recreational facilities, the waterfront, community gathering places, excellent schools, and nearby services.

Diverse and Affordable: neighborhoods containing homes and businesses for a variety of incomes, ages and life styles.

Community Design: High quality and attractive architectural design and landscaping, and preservation of historic buildings and sites.

Sustainable

Ecological: natural systems and built structures that protect and enhance habitats, create a healthy environment, address climate change and promote energy efficiency.

Economic: a vibrant economy offering choices in living wage jobs, businesses, services and entertainment throughout the community.

Social: health and human services that fulfill the basic needs of all people without regard to income, age, race, gender or ability.

Connected

Sense of Community: community involvement in government, schools, civic events and volunteer activities creating a sense of belonging through shared values.

Accessible: safe, well maintained and extensive systems of roads, bicycle routes, pedestrian paths, and transit corridors for all users that interconnect neighborhoods and connect to the region.

Technology: reliable, efficient and complete systems for residents and businesses to be connected, informed and involved.

www.kirklandwa.gov/kirkland2035

Thank you for your consideration.

Past Co-Chair, Kirkland Alliance of Neighborhoods
Resident of Moss Bay Neighborhood since 1997

Support for Draft SEIS Growth Alternative

Beverly Marcus <bevmarcus@gmail.com>

Thu 6/13/2024 1:45 PM

To:Planning Commissioners <PlanningCommissioners@kirklandwa.gov>;2044 Comprehensive Plan <2044comprehensiveplan@kirklandwa.gov>
Cc:City Council <CityCouncil@kirklandwa.gov>

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To Planning Commissioners & Staff:

As there will be no public testimony at tonight's hearing on the K2044 Comp Plan, I want to send a brief comment supporting the Growth Alternative (Action Alternative) documented in the June 2024 Draft SEIS.

Two key reasons for my support of the Growth Alternative:

- It will add more potential capacity for housing and employment growth citywide.
- It would include higher density residential zoning along key transit corridors in Kirkland.

I appreciate all the work that has gone into the K2044 Comp Plan and the opportunity for public input.

Beverly Marcus
Kirkland 98033

Fw: For tonight: re: the new Draft K2044 vision

Allison Zike <AZike@kirklandwa.gov>
Thu 6/13/2024 6:20 PM

Commissioners (bcc'd to avoid reply all) -

Sharing a comment with you all below that was only sent to Rodney.

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

From
Sent: Thursday, June 13, 2024 9:33 AM
To: Rodney Rutherford <rrutherford@kirklandwa.gov>
Subject: For tonight: re: the new Draft K2044 vision

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

Commissioner Rutherford,

I am out of town and not able to attend the planning commission meeting tonight.

I am disappointed in the Vision statement. It's kind of an odd word salad.

Kirkland is an amazing city and that latest vision statement does not capture it. Our wonderful parks and waterfront should be highlighted! And our vibrant urban centers (downtown and Totem Lake). Our wonderful neighborhoods. Yes, we are welcoming and everyone is valued.

Mentioning racism and discrimination, especially so early in the vision, is a real downer. And isn't a vision aspirational? If we really need to mention racism and discrimination, it should be more positive – not combating!

Thank you for your service on the PC.

Comment for June 13th Planning Commission Meeting - I Support Housing Abundance

Thu 6/13/2024 4:28 PM

To:2044 Comprehensive Plan <2044comprehensiveplan@kirklandwa.gov>;Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

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

Dear Planning Commissioners,

I am reaching out to provide a comment for the June 13th Planning Commission Meeting. This meeting allows for continued discussions about the Land Use Element following the May 23rd meeting. I am writing to express continued support for housing abundance, reducing our reliance on single occupancy vehicles, and the increased social connectivity that follows healthier land use patterns such as these.

I Support:

- The frequent transit corridor overlay as shown in LU-4 in the Land Use Element.
- Eliminating Parking minimums city wide.
- Boosting missing middle housing supply.
- Allowing bigger apartment buildings in more areas within Kirkland
- ACUs, Cornerstores, and Cafes in all residential zones.

Thanks again for your time and effort co-creating the draft Comprehensive Plan thus far.

Date/Time	6/12/2024 8:41 AM
Type	Contact City Council
Address	1856 3rd St, Kirkland
Comments	Dear Council Members, I live in the Norkirk neighborhood with my husband and two young children ages 4 and 6 years old. We have lived in Kirkland our entire lives but lived in Norkirk for 11 years. We absolutely love our neighborhood, the amazing families we've met, the Peter Kirk Elementary School we attend, the fabulous parks, and so much more. In connection with the Comprehensive Plan Update, I hope you will reconsider proposed density increases in neighborhoods that already have infrastructure and traffic challenges. Third Street has become increasing busier and so many more cars and people are traveling through our neighborhood and in the streets are children are playing in. The traffic on Market Street is unbearable at certain times of the day. The middle school is currently putting in portables due to the student overage of our schools. The class sizes are increasing along with the total enrollment and we do not have the schools or teachers for these new families. I am against the density increases along Market Street and into Market & Norkirk neighborhoods. Thank you for considering,

View In QAlert

Date/Time	6/12/2024 8:38 AM
Type	Contact City Council
Address	Kirkland
Comments	Dear Council Members, I live in the Bridle Trails Neighborhood with my wife and three young children. In regard to the Comprehensive Plan update, I urge you to reconsider proposed density increases in neighborhoods that already have infrastructure and traffic safety challenges. I am against the proposed Transit Corridors and accompanying density increases. It makes much more sense to plan for "urban villages," that is, more densely clustered areas around an eating and shopping destination than it does to build along transit lines. Transit is not popular in our area for a reason: we are way, way too suburban for transit to be the ideal mode of transportation for the vast majority of people. I believe that focusing on building density in a few pockets makes much more sense than injecting a few apartment buildings randomly throughout vast areas of suburban neighborhoods near transit lines. No one does that. It wouldn't make any sense. Thank you,

View In QAlert

Kirkland can be a Feminist City

Tue 6/11/2024 10:29 PM

To:City Council <CityCouncil@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>; Transportation Commission <transportationcomm@kirklandwa.gov>;Kurt Triplett <ktriplett@kirklandwa.gov>;Adam Weinstein <aweinstein@kirklandwa.gov>;Erika Mascorro <emascorro@kirklandwa.gov>
Cc:info@liveablekirkland.org <info@liveablekirkland.org>;Ruth Lipscomb <Ruth@ruthlipscomb.com>

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Dear City Council, Planning Commission, Transportation Commission, and City Staff,
As part of Liveable Kirkland, I lead a monthly Urbanism Book Club along with Ruth Lipscomb of Eastside Urbanism. (https://www.liveablekirkland.org/book-club)

Our discussion this month was of the book *Feminist City*, which brought up many issues that pertain to Kirkland.

Each month we also provide links that are related to the book topic, and this month the links were particularly interesting. Scroll down on this webpage to see links related to feminist urbanist topics: https://www.liveablekirkland.org/book-feminist-city

Inclusive Equipment Appropriately Sized for Female Staff Members:
One of the videos focuses on the importance of tools, uniforms, and equipment being designed for a wide range of body sizes, including firefighter ladders, gun holsters, safety equipment, and hand-held tools. Improperly-sized equipment can put some employees in danger of injury and make it difficult for them to excel at their jobs.
https://youtu.be/Sr75e5Gndjk

Inclusive Park Design:
Several of the videos cover park design: https://www.liveablekirkland.org/book-feminist-city

Researchers in multiple cities have found that after the age of 9 years, far fewer girls and young women continue to use parks and recreation facilities. However, when parks are redesigned to serve the needs and interests of all genders, then teens use the parks in similar numbers regardless of gender.

For example, many outdoor public spaces are focused around a skate park, court, or field, which are often monopolized by boys who are sport-focused, relegating all others to the edges to watch.

Although there is no definitive checklist that applies in all cities and cultures, many cites find that more gender-inclusive public recreation spaces take into account the following:

- Good lighting and good sight lines that help all park users feel safe (without making them feel like they are on display).
- Seating areas that allow small groups to face each other and talk (in contrast to a linear bench oriented towards a sports field, for instance).

- Spaces where small groups can pursue open-ended activities. For example, instead of only a large sports field, a park space might include many smaller activity areas, such as a cluster of boulders that can be perched upon, a small wooden platform that could be used creatively for gymnastics or as a small stage, structures to balance on, structures to sit on and interact, etc.
- Public toilets that are unlocked, kept stocked, generously sized, and clean. Most girls and women use sit-down bathroom facilities more frequently, more intensively, and for longer periods of time than those who do not menstruate and who stand to pee.

Inclusive Snow Plowing and School Closure Policies

The unpaid work of caregiving is not shared equally between genders and is taken for granted in many government policies.

According to Leslie Kern, Canadian author of *Feminist City*, in many cities in North America, after a storm, snow plows begin clearing main thoroughfares first. Neighborhood streets and sidewalks are the last priority.

However, in Scandinavia where snow is frequent and where gender equity and caregivers are prioritized, cities are plowed in the opposite order: neighborhoods around schools and daycares, especially sidewalks, are cleared first, and then snow plows begin to clear commuter roads to more distant workplaces. This order is based on the logic that caregivers can't commute to work until after children are safely delivered to schools and daycares.

Severe weather may be less frequent in our area, but it is increasing in frequency due to climate change. Due to limited investment in snow plows in our area, during nearly every episode of severe cold weather, LWSD delays by two hours or cancels school, causing one parent to delay or miss work. In many two-parent households, this unpaid labor is not shared equally, and, especially in single-parent households, the lack of access to schools may cause a significant loss of household income.

Feminist City was published in 2019. During the pandemic, we saw the unintended effects of government policies on predominantly female caregivers during remote schooling.

Inclusive Bike and Pedestrian Infrastructure

Caregivers, usually women, tend to travel differently than non-caregivers, especially in car-dependent places. The travels of caregivers tend to be much more complicated "trip-chaining" (ie., from home to daycare to work to shopping to daycare to home) in contrast to non-caregivers' simpler commutes to and from work. Women also tend to have a higher awareness of physical risk.

In most parts of North America – where bike lanes are often little more than a stripe of paint alongside a major commuter thoroughfare – well over 70 percent of cyclists are male.

In contrast, in cities like Delft in the Netherlands, where bike infrastructure is much more finely networked and much, much safer, 55% – a majority – of bike trips are made by women.

In Delft, often from the age of 6 or 7, children transport themselves to school and to activities, developing independence and freeing their parents, especially their mothers, to pursue activities other than as chauffeurs.

Melissa Bruntlett, one of the co-authors of *Curbing Traffic: The Human Case for Fewer Cars in Our Lives* (https://www.liveablekirkland.org/book-curbing-traffic), writes about the profound freedom she experienced as a mother after moving her family from a North American city to Delft in the Netherlands. No longer having to interrupt her days countless times to deliver her children everywhere that they needed to go improved her productivity and quality of life profoundly.

As shown by the half century of investments in the Netherlands and other highly bike-able places, Kirkland will need decades of effort by leaders to steadily convert to safer, more interconnected bike and pedestrian infrastructure. Please consider this effort an investment in generations of both caregivers and children.

Thank you for your attention.

Please consider joining any or all of our future book club discussions whether you have time to read the books or not. (We always provide video links to give busy people the gist of the ideas in the books -- just click the book cover image to see them.) https://www.liveablekirkland.org/book-club

Sincerely,

On behalf of Liveable Kirkland

From:
To: City Council
Subject: Opposed - 50 units to the Acre frequent transit overlay.
Date: Tuesday, June 4, 2024 3:31:58 PM
Attachments: image.png
unnamed.png
unnamed.png
unnamed.png
unnamed.png
unnamed.png

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

Dear Kirkland City Council,

I want to express my opposition to the Draft Comprehensive Plan Map designating 50 Units per the Acre.

A staff Memo dated June 13th indicates that the City's current zoning already has the capacity to meet 2044 growth targets.

Land Use Element Overview

Background

The Land Use Element guides future growth in Kirkland and helps establish the appropriate locations for certain types of development (i.e., land uses), the allowed intensity of each land use, and where open space preservation should be located. The Land Use element is the foundational chapter to establish how Kirkland will accommodate our assigned growth targets for the Comprehensive Plan Update horizon year of 2044, shown in the table below. As shown below, the City has more than sufficient capacity to accommodate Kirkland's housing and jobs targets, meaning that additional changes to land use designations/zoning are not necessary to meet growth

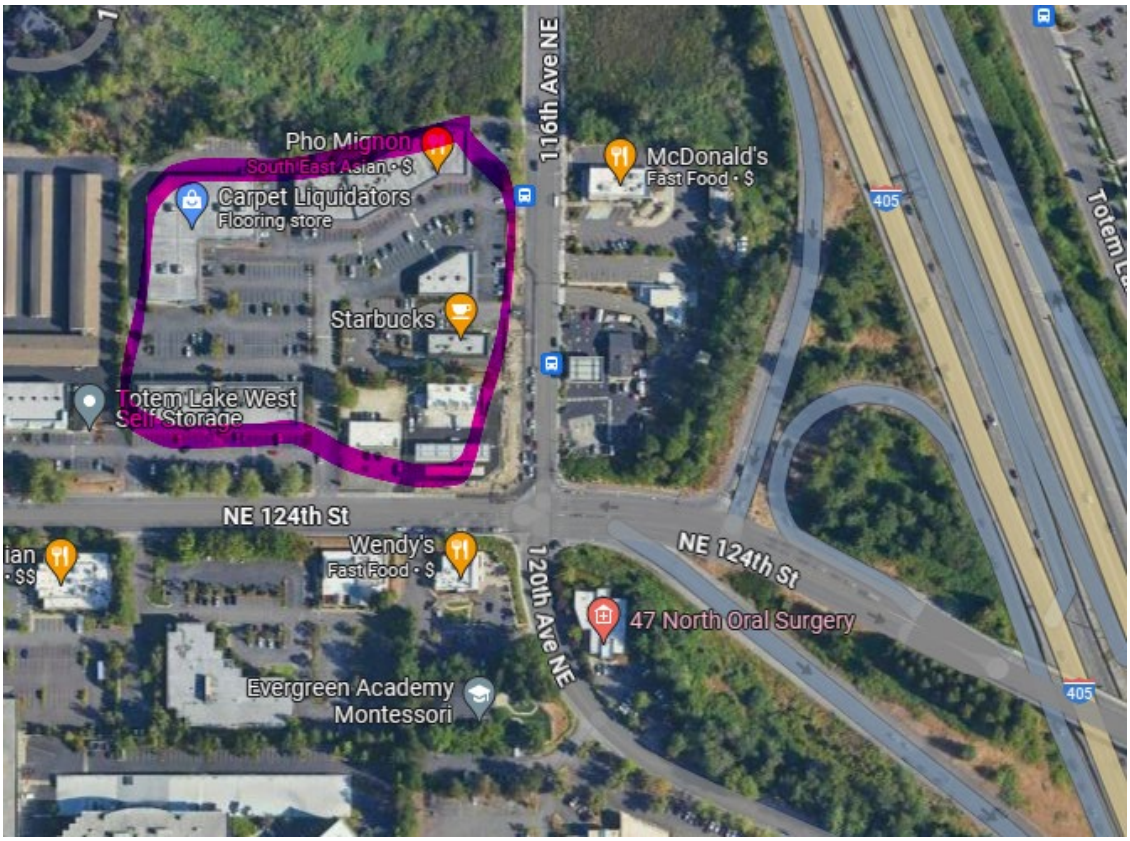
A single house is typically built out at 6 units to the acre. 50 dwelling units an acre would be a **733.33 % increase in density**. We're meeting growth targets with existing zoning and currently have an ADU and detached ADU allowance in single family zones to allow increased density at a lower residential scale.

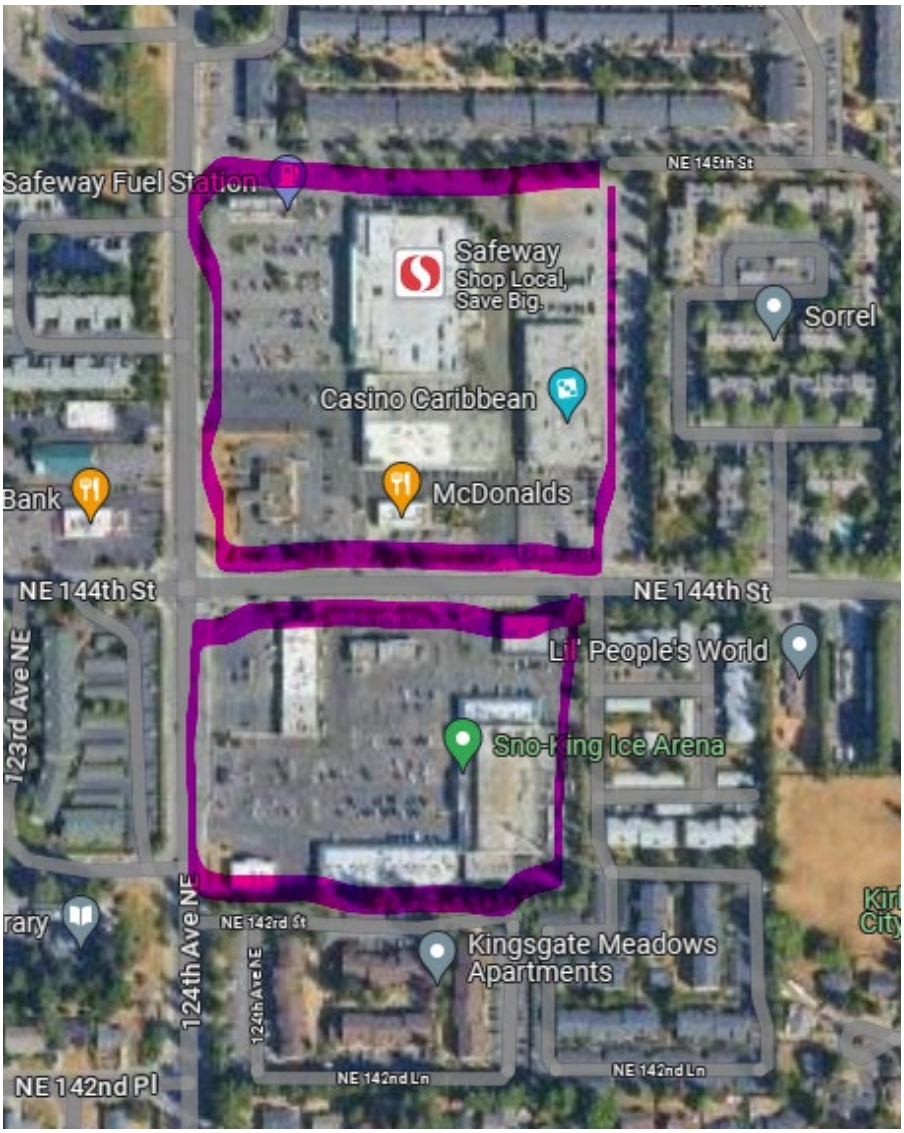
Why the overreach? Not certain, a 1,100 sq ft new West of Market townhome selling for $1.5 million or a 1,100 sq ft new Norkirk townhome selling for $1.4 million is improving affordability. It's not providing affordability but will change the living environment we've personally invested $ in and love. There are many large under utilized commercial parcels throughout the city that could provide more affordable mixed use options likely to sell in the mid-400's and are close to transit, shopping. In addition, these mixed use buildings would be constructed with required elevators to meet better ADA accessibility.

Under utilized Commercial areas better suited for affordability, mixed use and great accessibility:


Public Storage
120th Pl NE
405
Trinity Pole Studio
Beginners Pole
Dancing Class
Doug's
Tune & P
Ford of Kirkland
120th Ave NE
124th Ave NE
Hyundai of Kirkland
405
The Turmeric Kitchen
NE 116th St
NE 116th St
Shari's Cafe and Pies
120th Ave NE
124th Ave NE
Shawarmaniac
Mediterranean Gr


NE 142nd St
NE 141st Pl
74th Pl NE
Over the Brick
P
QFC
Inglewood Village
Kami Teriyaki
Japanese · $
74th Ct NE
olmes Point Dr NE
NE 141st St
NE 141st St
Kirkland
Cornerstone Dental


Pho Mignon
South East Asian · $
Carpet Liquidators
Flooring store
Starbucks
Totem Lake West
Self Storage
116th Ave NE
McDonald's
Fast Food · $
405
NE 124th St
Wendy's
Fast Food · $
120th Ave NE
47 North Oral Surgery
Evergreen Academy
Montessori


Safeway Fuel Station
NE 145th St
Safeway
Shop Local,
Save Big.
Sorrel
Casino Caribbean
Bank
McDonalds
NE 144th St
NE 144th St
Lil' People's World
123rd Ave NE
Sno-King Ice Arena
rary
NE 142nd St
Kingsgate Meadows
Apartments
124th Ave NE
124th Ave NE
NE 142nd Ln
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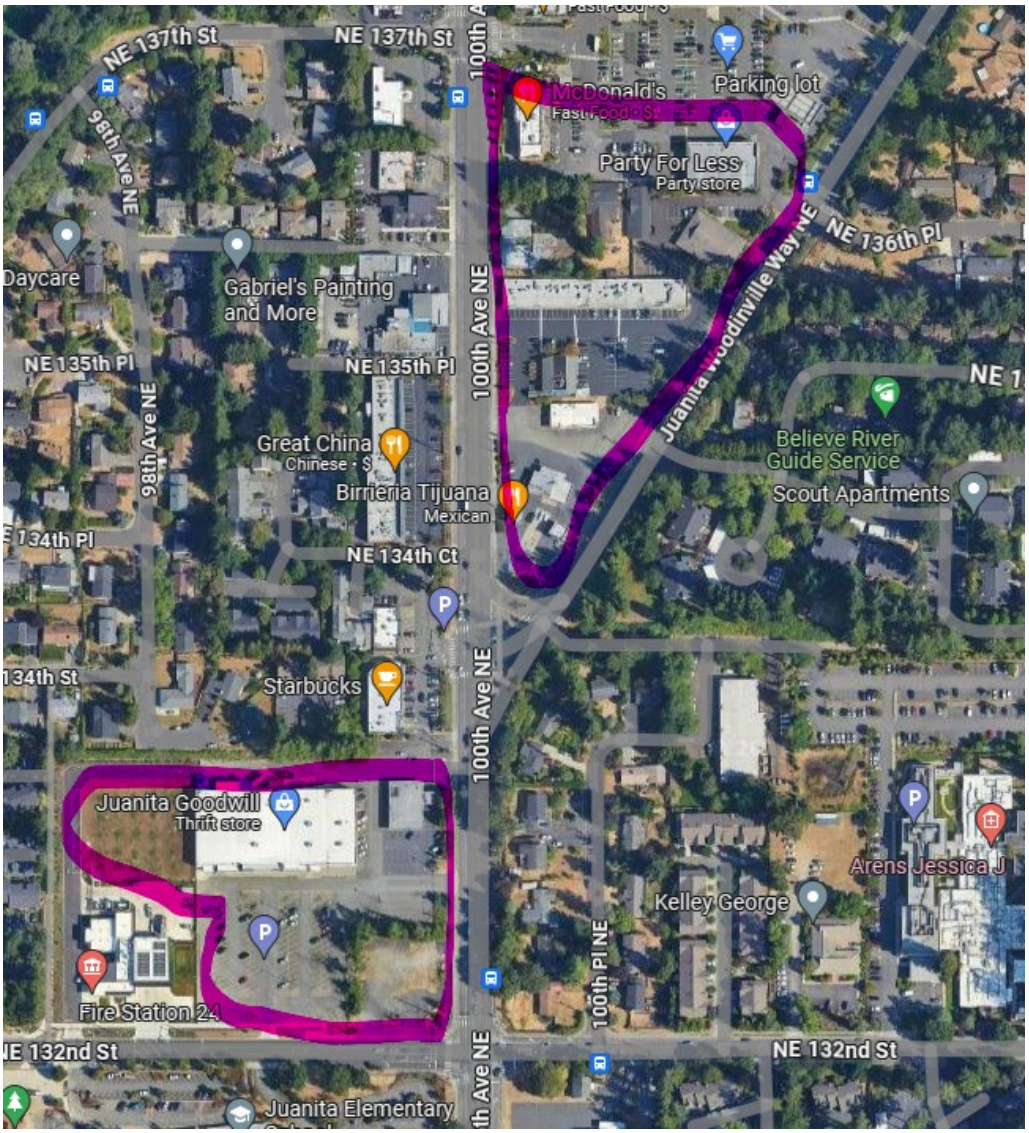

Again, I oppose 50 units to the acre along the proposed frequent transit overlay.

Thank you for your time and consideration.

Norkirk Resident

DocuSign Envelope ID: DAD868AE-C1E2-453A-833E-C3BD25E08960

May 28th, 2024

Janice Swenson
Senior Planner
City of Kirkland Planning and Building Department
123 5th Ave
Kirkland, Washington 98033

Emailed to: jswenson@kirklandwa.gov

Snoqualmie Tribe Comments on City of Kirkland Comprehensive Plan

Dear Janice Swenson:

On behalf of the Snoqualmie Indian Tribe (Tribe), please accept these comments on the draft City of Kirkland Comprehensive Plan updates and Urban Forest Strategic Management Plan.

The Tribe is a federally-recognized sovereign Indian Tribe and a signatory to the Treaty of Point Elliott of 1855 in which it reserved to itself certain rights and privileges, and ceded certain lands to the United States. As a signatory to the Treaty of Point Elliot, the Tribe specifically reserved to itself, among other things, the right to fish at usual and accustomed areas and the "privilege of hunting and gathering roots and berries on open and unclaimed lands" off-reservation throughout the modern-day state of Washington (Treaty of Point Elliot, art. V, 12 Stat. 928). The Snoqualmie Tribe has stewarded this land since time immemorial and seeks to work collaboratively with the City of Kirkland to plan for the future by providing input on the City's Comprehensive Plan update and Urban Forest Strategic Management Plan.

Sustainability, Climate and Environment Element

We would like to commend the City of Kirkland on proactively committing to work with local Tribes to protect the environment and for making a serious commitment to reducing greenhouse gasses. This section of the comprehensive plan was well thought out and included specific partnerships and programs that will help to make the City's efforts successful. We appreciate how the themes of this section are reflected in other sections of the plan, including the Land Use element and the Parks, Recreation, and Open Space element.

As the City looks to continue to bring its critical areas regulations into better agreement with Best Available Science (BAS) (https://wdfw.wa.gov/publications/01988), it needs to do so with an eye toward achieving the best outcomes for the environment under the present day circumstances where so much of

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the City is already built out, frequently in ways that could be nonconforming when those regulations are updated. In future updates, please include Indigenous Knowledge and Science on, at minimum, equal footing with Western Science. The Biden-Harris Administration has formally recognized Indigenous Knowledge, also referred to as IK or TEK, as one of many important bodies of knowledge that contributes to the scientific, social, and economic advancement of communities in the United States. The federal government has provided related guidance for federal agencies for many years. As stated in the 2022 Guidance, "It reaffirms that Agencies should recognize and, as appropriate, apply Indigenous Knowledge in decision making, research, and policies across the Federal Government. This guidance is founded on the understanding that multiple lines of evidence or ways of knowing can lead to better-informed decision making." We request that the City create policy to similarly recognize and incorporate IK in its future decision making, research and policies.

Land Use

The City is encouraged to expand its cultural context throughout the comprehensive plan to include significant indigenous resources. For tree canopy, it is to recognize that mature native conifers provide the highest ecosystem benefits, wildlife habitat, and cultural significance in representing the ancestral forest landscape. Land Use Goal LU-1 must go beyond protection of environmentally sensitive areas to include retention of mature trees and groves, as directed in Chapter 95 of the Zoning Code. While community "character" has been removed from Goal LU-4 (and subsequent policies), the City's vision for livability and resilience in its residential neighborhoods must include tree canopy. In Policy LU-4.5, the City's objective of "environmental sustainability" may imply this, but it would be helpful to make the inclusion explicit.

Parks, Recreation and Open Space Element

Rather than providing comments that reference individual sections of the Parks, Recreation, and Open Space element, we are introducing the Snoqualmie Tribe Ancestral Lands Movement (STALM) in our comments here. The City's comprehensive plan will benefit from the perspective of the STALM, which focuses on responsible recreation centered in mindfulness for the natural world. The City of Kirkland is part of the Tribe's ancestral lands, and the Tribe has stewarded these lands since time immemorial. Humans are not separate from the natural environment; we are a part of it. We show this understanding through respect for our surroundings; both for those who came before us and those who come after us. We have included some ways that the City should embrace the teachings of the STALM and incorporate the values of the Snoqualmie Tribe into the plan:

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- Always consult with sovereign tribes in a meaningful way when developing recreation that impacts their ancestral lands within the City.

  Snoqualmie Tribe Executive Order 21-02 Training

- Invest in updating existing interpretive signage that includes Native erasure and always work with tribes in the development of new interpretive signage to make sure Native erasure does not occur.

  Relevant Post: Native Erasure Breakdown

- Ensure residents are informed about the impacts that certain behaviors associated with recreation may have on our ancestral lands: stay on trails, do not contribute to illegal trails, report illegal trails when you see them, pick up your trash and other trash you find, keep your dogs on leashes and pick up their poop to name a few.

  Relevant Post: Research Study on Impacts of Non-Motorized Recreation to Wildlife

- Develop trails in clusters rather than dispersed, whenever possible, to minimize impacts on wildlife and cultural resources.

  Relevant Post: Snoqualmie Tribe Story Map Visualization of Human Recreation on Wildlife

- Invest in the decommissioning of illegal trails that impact cultural resources and wildlife, and present danger to the public – and whenever possible, for the decommissioning of trails to be prioritized whenever new trails are developed.
- Always work with tribes to make sure that they have access to critical areas for harvesting and gathering. These spaces are shrinking dramatically over time.
- Use native plants whenever possible and embrace sustainable maintenance measures while limiting maintenance activities that contribute to air and noise pollution and disturb humans and wildlife.

Urban Forest Strategic Management Plan

In the UFSMP update, please include Indigenous history on the land pre-colonization and the protection of Culturally Modified Trees* as Landmark trees/groves during development and through a Notable Tree program (previously proposed).

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Culturally Modified Trees (CMTs) are trees that have been modified in some way by past or current Indigenous People. CMTs are known as a **Culturally Critical Resource and are non-renewable. In the Puget Sound region, these trees are often cedar and feature sections where bark was stripped for clothing, tools, baskets, and other purposes, or have bent boughs which help indicate important harvesting and hunting areas or waterways. These trees are physical evidence of the connection between native peoples and their lands, making them living artifacts requiring protection.*

As mature and majestic native trees in the urban landscape, on both private and public property, CMTs contribute not only to a community's canopy and ecosystem services but often are a part of vital native forest remnants and wildlife habitat. The cultural and ecological significance of CMTs and mature native conifers, representing the ancestral forest landscape, make it vital for them to be recognized in the City of Kirkland's Comprehensive Plan and Urban Forest Strategic Management Plan.

Please feel free to reach out with questions and follow up if more information is needed.

Sincerely,

DocuSigned by:
Jaime Martin
55ECFF68F5D44FA...

Jaime Martin
Government Affairs and Special Projects Executive Director
Snoqualmie Indian Tribe

From:	Allison Zike
To:	LeAndra Baker-Lewis; Janice Swenson; Scott Guter
Subject:	Fw: Comprehensive Plan - Land Use Element and Neighborhood Plans
Date:	Friday, May 24, 2024 6:58:34 AM

FYI

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

From:
Sent: Thursday, May 23, 2024 3:58 PM
To: 2044 Comprehensive Plan <2044comprehensiveplan@kirklandwa.gov>; Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Comprehensive Plan - Land Use Element and Neighborhood Plans

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Hello,

Unfortunately I didn't have much time to review the substantial documents in advance of the public hearing tonight, and I can't attend the hearing, but I'd like to share my thoughts as someone who has grown up and lived in the Bridle Trails neighborhood my whole life.

Bridle Trails
The Vision Statement still refers to Houghton Park and Ride providing transit access; it no longer exists. Only 1 bus route stops near the former park and ride. Only two bus routes pass through Bridle Trails now: The 245 and 225. Additionally, Policy BT 8 states that future Transit Oriented Development should be encouraged at the Houghton P&R site. However, this seems inconsistent with the city's desire to repurpose the site as either a pool and recreation center, or an ice hockey facility. I think more should be done to encourage more transit options and transit oriented development in the Bridle Trails neighborhood.

I strongly support policies BT 19 and BT 20 (which are effectively unchanged at this time). NE 60th St is already a popular walking/jogging route, and runs immediately in front of Ben Franklin Elementary. However, there is no dedicated space for bikes, and so bike are in conflict with cars or pedestrians. 116th Ave NE has bike lanes in Bellevue, but they are largely absent in Kirkland south of NE 60th St. The lack of a southbound bike lane between NE 70th St and the northbound I-405 ramp is also a substantial gap in the bike network.

Juanita
I strongly support re-zoning the Goodwill and Michael's sites to allow for much more intense residential / mixed use development. We have a dire need for more housing of all types. We should

locate the most intense land uses near existing services, such as schools, stores, and transportation options. Both of these sites fulfill these criteria, and will advance the city's goals. Future residents should be able to fulfill most of their needs without a car due being within easy walking or transit access of many destinations. Concerns about impacts to the neighboring properties and residents can be mitigated by designing these areas to be less dependent on cars, which allows for everything to be built more efficiently.

Kingsgate
I support the Kingsgate changes for similar reasons to the above. More transportation options and more vibrant land uses are beneficial in myriad ways.

Land Use
I strongly support language regarding reducing or removing parking minimums. Existing parking requirements lead to parking structures that are underutilized (oversized) and come at enormous expense. Construction costs of parking cause projects to be more expensive and provide less benefit (i.e. fewer units of housing, more expensive units, less retail square footage). Sometimes they cause projects to not make sense at all, and so redevelopment stalls.

I also strongly support language allowing small businesses in homes or separate structures on residential lots. Being able to fulfill daily needs with a quick walk or bike ride is liberating and often very pleasant! It also supports the city's sustainability goals, and can lower transportation costs for residents through putting fewer miles of wear and tear on their cars, reducing how many cars a household needs, or allowing households to live without needing to own a car.

In general, we need to reduce the complexity of zoning and project reviews. Of course, developers can't just do whatever they please, but the system is needlessly complicated today. Having so many different categories and standards that vary from city to city makes each project different and hard to duplicate. The longer a design and permitting process lasts, the more likely that funding will become unavailable for a project and reset the whole process. We need to build more, with more variety, and faster.

There are many complex issues facing Kirkland. We need to be as ambitious as possible with this comprehensive plan update to allow the City as many options as possible to address housing, climate, sustainability, and equity.

Thank you for your hard work on this project.

State of Washington
Department of Fish and Wildlife, Region 4
Region 4 information: 16018 Mill Creek Blvd, Mill Creek, WA 98012 | phone: (425)-775-1311

May 23, 2024

Mr. Adam Weinstein, Planning Department Director
Kirkland City Hall 123 5th Ave
Kirkland, WA 98033
aweinstein@kirklandwa.gov
2044comprehensiveplan@kirklandwa.gov

RE: WDFW's comments in relation to Kirkland's draft Comprehensive Plan

Dear Mr. Weinstein,

On behalf of the Washington Department of Fish and Wildlife (WDFW), thank you for the opportunity to formally comment on the draft elements of Kirkland's Comprehensive Plan, as part of the current periodic update. Within the State of Washington's land use decision-making framework, WDFW's role is that of technical advisor with respect to the habitat needs of fish and wildlife and the likely implications of various land use decisions on those resources over time. We provide these comments and recommendations in keeping with our legislative mandate to preserve, protect, and perpetuate fish and wildlife and their habitats for the benefit of future generations – a mission we can only accomplish in partnership with local jurisdictions. We may decide to submit additional comments in the future.

Table 1. Recommended changes to proposed policy language.

Policy Number	Policy Language (with WDFW suggestions in red)	WDFW Comment
Sustainability, Climate, and Environment		
Policy E-1.3 Page 1	Manage the natural and built environments to achieve no net loss of the functions and values of each drainage basin; and proactively enhance and restore functions, values, and features and incentivize private landowners to restore the ecological assets on their property.	For resources, see WDFW's Habitat at Home resource as well as King County's Public Benefit Rating System (PBRS) as well. This initiative encourages private landowners to voluntarily conserve resources on their property. Currently, over 1,450 landowners across the county are participating, conserving 14,200 acres.
Policy E-1.5	Ensure public and private projects incorporate locally appropriate, low-impact development	We appreciate the inclusion of this policy. As noted in the Lake Washington/Cedar/Sammamish Watershed (WRIA 8) Chinook Salmon Conservation

Page 1	approaches, utilize the most current high performance building certifications requirements and employ a watershed approach for managing stormwater, protecting water quality, minimizing flooding and erosion, protecting habitat, and reducing greenhouse gas emissions.	Plan 10-year Update, Kirkland's shorelines adjacent to Lake Washington are labeled as 'Tier 1' areas. This report states, "Tier 1 areas are the highest priority habitats for protection/restoration, and include primary spawning areas, as well as migratory and rearing corridors." This underscores Kirkland's unique geographic location and distinctive obligation to preserve, rehabilitate, and re-establish salmon habitat
NEW Policy E-1.# Page 2	Incorporate an integrated and comprehensive approach to managing fish and wildlife habitat to accelerate ecosystem recovery, focusing on enhancing and connecting the habitat of salmonids and other threatened and endangered species, WDFW listed Priority Habitats and Species, and species of local importance.	We recommend specifying the importance of connecting habitats. We also recommend specifically citing WDFW's Priority Habitats and Species Program. The Washington Administrative Code refers to PHS in sections dealing with Critical Area Ordinances, Shoreline Master Programs, and the Essential Facilities Siting Evaluation Council. The state supreme court has held that PHS is a valid source of best available science for the Growth Management Act.
Policy E-1.6 Page 2	Identify and preserve significant open space opportunities that provide the following valuable functions: Ecosystem linkages and migratory corridors crossing jurisdictional boundaries; Active and passive outdoor recreation opportunities; Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency; Preservation of ecologically sensitive, scenic, or cultural resources; Urban green space, habitats, and ecosystems; and provides opportunity for food production potential.	We appreciate the inclusion of this policy and inclusion of regional linkages. For habitat connectivity resources, see The Washington Wildlife Habitat Connectivity Working Group, WSDOT's Reducing the risk of wildlife collisions website as well as Wildlife Habitat Connectivity Consideration in Fish Barrier Removal Projects, Montana Fish, Wildlife, and Parks' How to Build Fence with Wildlife in Mind, and WDFW's website. See also WDFW's Habitat at Home resource as well as WDFW's guidance document in relation to managing for biodiversity in developing areas.
NEW Policy E-1.## Page 2	Using best available science, ~~R~~restore freshwater shorelines, watersheds, estuaries, and other waterbodies to a natural condition for ecological function and ecosystem service value, where appropriate and feasible	We recommend specifying best available science in this policy. We also recommend specifying the term 'ecosystem service' within this element, as the importance of ecosystem monetary value cannot be overstated. Protecting and restoring natural assets and the services they provide is often more cost-effective than engineered solutions. For example, restored wetlands and

	and incentivize private landowners to do similar efforts on their land.	floodplains can prevent flooding and reduce the need for other types of flood-control infrastructure. Implementation of this policy could include comparing lifetime cost-effectiveness of nature-based versus engineered options for climate response to help identify cost-effective adaptation options. This can help build capacity and support for the adoption of response strategies that help protect and restore ecosystem function and services at risk from climate change. For resources, see FEMA's guide *Building Community Resilience with Nature-based Solutions*, as well as software to track these resources from Natural Capital Project. Additionally, see Kitsap County's approach to this through their Kitsap Natural Resource Asset Management Project.
Policy E-1.10 Page 2	~~Prioritize removing fish passage barriers for public projects.~~ Collaborate with WSDOT, King County, and neighboring jurisdictions to plan and prioritize public and private culvert upgrades to ensure fish passage barrier removal, adequate projected stormwater passage, and continued climate-related adaptations to handle water passage into the future.	It is important to plan and prioritize culvert upgrades to ensure not only fish passage benefits, but adequate projected stormwater passage. We suggest this element (and future amendments to the City of Kirkland's Capital Improvement Plan) include this goal and incorporate a prioritization list, especially in areas where terrestrial species connectivity can be restored simultaneously (i.e., replacing culverts with wider bridges). Current fish passage barrier locations can be found on WDFW's website. Further resources include WDFW's "Incorporating Climate Change into the Design of Water Crossing Structures: Final Project Report," as well as WSDOT's "Wildlife Habitat Connectivity Consideration in Fish Barrier Removal Projects." Combining stormwater maintenance (or any maintenance) with multi-benefit goals (such as climate change resiliency or salmon recovery) opens up these projects for diverse funding opportunities (such as the Department of Commerce Salmon Recovery through Local Planning Grant, due June 3rd).
Policy E-1.15 Page 3	Improve management of stormwater runoff from impervious surfaces by employing low impact development practices and green infrastructure through City projects, such as stormwater	We appreciate the inclusion of this policy. Additionally, utilizing LID techniques can help Kirkland address Federal Policy Priorities, such as, "Chemicals from decaying tires, specifically 6PPD-quinone affect coho, Chinook, sockeye and

	parks; pilot incentive programs on private property, and development standards.	steelhead. In particular, coho have been shown to be most sensitive and succumb to "urban runoff mortality syndrome" within hours of exposure. Federal funding is needed to support local governments in implementing critical stormwater retrofit projects to capture and treat toxic runoff." Resources for LID include King County's Regional Stormwater Action Goals (which includes Planning Stormwater Parks), the Sustainable Development Code website and the VISION 2050 Planning Resources Guidance on Integrating Stormwater Solutions into Comprehensive Plans.
Policy E-2.1 Page 3	Maintain and increase the tree canopy strive to achieve a native, diverse, and climate resilient urban forest with an overall minimum 40 percent tree canopy coverage that also helps accomplish the following actions: ... • Implement~~s~~ the Urban Forestry Strategic Management plan,...	We strongly recommend establishing current conditions as a benchmark and tracking progress towards tree canopy goals within this Urban Forestry Strategic Management Plan. **This plan should also measure how well the City's tree-related ordinances are functioning in retaining trees on the landscape.** It may not be enough to rely on ordinances if there is not a system in place to track cumulative impacts over time, or a system that adaptively manages these impacts. Some examples of tree management plans include the City of Tacoma, the City of Snoqualmie, the City of Redmond, and the City of Renton. The Puget Sound Urban Tree Canopy and Stormwater Management Handbook provides additional guidance.
Page 3 Suggested **Policy**	When removing hazard trees, consideration for snag creation or leaving the removed downed tree in-place will be given.	WDFW encourages the creation of snags as opposed to complete removal of hazard trees. Snags provide crucial habitat and is often missing from urban tree stand compositions (see further info on our website). Similarly, decaying logs are also important ecosystem attributes that tend to be missing in urban forest environments.
Policy E-4.1 Page 4	Expand City programs that promote high performing sustainable building certifications, Green Factor landscaping standards, and low impact development techniques, ~~and~~ require~~e~~ing them for development	See comments above in response to Policy E-1.15 Page 3 and Policy E-1.5 Page 1.

	adjacent to waterways and when appropriate.	
Parks, Recreation, and Open Space		
Goal PR-1 Page 1	Acquire, develop, and renovate a system of parks, recreation facilities, and open spaces that is attractive, safe, functional, connected, sustainable, and accessible to all segments of the population.	See above comment for Policy E-1.6. We also suggest protection of acquired areas in perpetuity.
Policy PR-2.1	Acquire additional parklands necessary to adequately serve the City's current and future population based on the PROS Plan. Prioritize underserved areas to provide parks that are within walking distance to ensure that parks are equitably distributed throughout the City.	See above comment for Policy E-1.6 for resources. We also suggest protection of acquired areas in perpetuity.
Policy PR-4.2 Page 2	Develop, enhance and maintain signature greenways and trails that stretch across the community and that connects community members to the City's many parks, natural areas, recreation facilities and other amenities while also providing as habitat corridor linkages.	See comments above.
Policy PR-1.13 Page 2	Evaluate the current requirements for common recreational space for new multi-unit residential development and consider expanding those requirements to all new multi-unit development in order to provide residents with access to recreational opportunities within denser development patterns.	We propose that, along with designating open space requirements based on development type, site plans should demonstrate active efforts to connect these open spaces with others in the surrounding area. Open spaces can act as climate-resilient assets that can serve as community spaces. All development within dense or populated areas should strive for open space retention, creation, and connection for the benefit of people and the environment.
Policy PR-7.1 Page 3	Preserve significant natural areas to meet outdoor recreation needs, provide opportunities for community members to connect with nature, and meet habitat and wildlife corridor protection needs.	It is exceedingly important to utilize tools, such as acquisition, to accomplish this policy's goals. Specific to Kirkland is the importance of shoreline habitat for salmonid survival. The Lake Washington/Cedar/Sammamish Watershed (WRIA

	The city shall pursue acquisition of land, prioritizing areas of significant environmental importance, land incumbered by critical areas, and areas where salmonids seek refuge along the shoreline of Lake Washington.	8) Chinook Salmon Conservation Plan 10-year Update states that "good lake shoreline habitat is generally lacking." This report goes on to point out, "Earlier studies indicated that approximately 75 percent of Lake Washington's shoreline has a bulkhead or other form of shoreline armoring (Toft et al., 2003). These conditions have altered or eliminated much of the shallow-water habitat around the lake, reduced emergent and riparian vegetation, reduced the amount of large wood, and changed sediment dynamics."
Goal PR-3 Page 3 Suggested **Policy**	Review parks and grounds maintenance procedures and adopt written Best Management Practices that protect salmon and salmon habitat.	Because of Kirkland's unique geographic location, a significant number of municipal activities possess the potential to impact waterways supporting salmon populations. It is advised that this consideration be duly incorporated into the policy development process across this Comprehensive Plan.
Land Use		
Policy LU-1.2 Page 1	Maintain logical boundaries between land use districts that take into account considerations such as the complementary nature of land uses, habitat corridor linkages, existing and planned land uses, access, property lines, topographic conditions, and natural features.	See previous comment responses.
Policy LU-1.5 Page 2	Regulate land use development to avoid ~~in~~ environmentally sensitive areas. If no alternative exists, require development to improve and protect environmental quality, avoid unnecessary public and private costs and encourage public access.	We suggest the use of mitigation sequencing (WAC 197-11-768) in this policy, which first states to "avoid." Avoidance is key, as mitigation for impacts can be costly, hard to maintain, and often do not meet no net loss standards (WAC 365-196-830). Kirkland's first priority should be to discourage development in environmentally sensitive areas.
Policy LU-2.1 Page 3	Support a range of development densities intensities in Kirkland that enables development to accommodate growth and supports equitable access to housing and jobs, while recognizing environmental	We suggest avoiding language that portrays crucial, money saving and climate-resiliency functions of the environment as a constraint. See resources above in response to NEW Policy E-1.## Page 2 above.

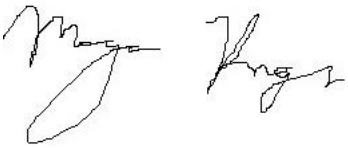
	~~constraints~~ function and ecological service's monetary value.	
Policy LU-2.2 Page 3	Facilitate infill development and encourage redevelopment of underutilized land, with a focus on promoting innovative and environmentally sensitive development practices in siting, design, materials selection, construction, and maintenance to balance environmental protection and achievable density.	In addition to this policy, we suggest the city implement a green infrastructure fund. Resources to address this policy and the above suggestion include the Sustainable Development Code website for specific resources on removing code barriers, creating incentives, and filling regulatory gaps in pursuit of green building goals; the Georgetown Climate Center's Green Infrastructure Toolkit provides funding models and approaches from U.S. municipalities, including Los Angeles County's Safe Clean Water Program and Boulder, Colorado's Greenways Program.
Policy LU-6.1	Distribute parks and open spaces throughout the City, with particular focus on new facilities in areas of the City facing the greatest population growth, in areas where facilities are deficient, and/or in areas where connections of the open space network could be made.	Parks and open spaces are often some of the only areas within highly built environments for wildlife habitat to persist. It is important to not only plan for parks and open spaces, but to also plan for the linkage of these spaces locally and regionally. Open spaces provide multi-benefit options, such as recreational trail opportunities and habitat connections. For information on implementing wildlife habitat attributes in all public spaces, see WDFW's Habitat at Home resource as well as WDFW's Landscape Planning for Washington's Wildlife for further resources, especially "Chapter 6: Implementation through Comprehensive Plans, Development Regulations, and Incentive Programs," page 6-1. Some additional resources include the Trust for Public Lands, the NRPA Safe Routes to Parks Action Framework (which provides professionals with a "how-to" guide to implement Safe Routes to Parks strategies), and the Sustainable Development Code website.
Policy LU-8.2 Page 10	Consider the following in siting essential public facilities: • Accessibility to the people served; • Public involvement, especially from historically marginalized communities; • Protection of neighborhoods; • Preservation of natural resources;	We appreciate the inclusion of this policy. Protecting essential public facilities and the services they provide from climate-related impacts helps ensure community resilience for the entire operational lifespan of the facility. We suggest updating zoning to allow essential or hazardous uses only in low-risk areas and assess risk when new facilities are proposed. For assessing future conditions, see Climate Mapping for a Resilient Washington, as well as FEMA's Resilience Analysis

	• The cost-effectiveness of service delivery; • Location near transit and mixed-use centers; • Mitigating climate change, economic, and health impacts; and • The goals and policies of the City's Comprehensive Plan.	and Planning Tool (RAPT) for resources in visualizing these hazard areas. For further context, FEMA's Flood Insurance Rate Map (FIRM) modeling does not take climate change projections into consideration. We suggest Shoreline supplement FIRM maps with regulations that take best available science into consideration, that incorporates climate change. For example, King County regulations place 'Flood Protection Elevations' three feet above base flood elevation for development within flood-prone areas.
Policy LU-11.8 Page 13	Maintain and enhance the appearance of streets and other public spaces.	We recommend, in conjunction with a formal tree canopy plan, Kirkland include street tree and vegetation provisions, aimed at assisting with runoff filtration, cooling highly impervious areas that exacerbate the heat island effect, and highlighting other benefits that street trees and urban vegetation provide.
Capital Facilities		
General comment	Collaborate with WSDOT, King County, and neighboring jurisdictions to plan and prioritize public and private culvert upgrades to ensure fish passage barrier removal, adequate projected stormwater passage, and continued climate-related adaptations to handle water passage into the future.	See resources and justification in response to Policy E-1.10 Page 2 above.
Housing		
CPP Category: Housing Stability, Healthy Homes, and Healthy Communities Suggested **Policy**	Where feasible, the City will make low impact development (LID) the preferred and most commonly used approach to site development. LID is a stormwater and land use management strategy that strives to mimic pre-disturbance hydrologic processes of infiltration, filtration, storage, evaporation and transpiration by emphasizing conservation, use of on-site natural features, site planning and distributed stormwater management practices	We strongly recommend incorporating LID policies within this element, such as the adjacent suggestion, which was taken directly from Kenmore's surface water element. Resources for LID include King County's Regional Stormwater Action Goals (which includes Planning Stormwater Parks), the Sustainable Development Code website and the VISION 2050 Planning Resources Guidance on Integrating Stormwater Solutions into Comprehensive Plans.

	that are integrated into a project design.	
Policy H-2.#Q Page 9	Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to parks and open space, safe pedestrian and bicycle routes, clean air, soil and water, fresh and healthy foods, high-quality education from early learning through K12, affordable and high-quality transit options and living wage jobs and by avoiding or mitigating exposure to environmental hazards and pollutants.	As stated above in our response to Policy PR-1.13 Page 2, require all housing to retain or create open space opportunities that are adjacent and connected to other open spaces. This can be done by demonstrating consideration for this within site plans, to the greatest extent feasible.
Utilities		
Policy U-1.4 Page 1	Ensure that utility services are provided in a manner that is environmentally sensitive, considers future climate-related impacts, is safe, aesthetically compatible with surrounding land uses, reduces greenhouse gases, and achieves the City's sustainability goals.	It is important to plan for utility infrastructure that will be resistant to future flooding and additional climate-related conditions.
Policy U-3.4 Page 2	Correct deficiencies and increase system efficiency. Emphasis should be placed on correcting deficiencies that present sewage overflow risks. The city shall create a prioritization list and plans for at-risk overflow infrastructure. Additionally, the siting of new sewer infrastructure within flood prone areas is prohibited.	If not done so already, we highly encourage Kirkland to prioritize at-risk infrastructure as soon as possible with emphasis on areas that pose community and environmental health risks.
Policy U-4.14 Page 3	Participate in regional surface water resources ~~and fish resource~~ conservation planning, WRIA 8 salmon recovery planning efforts, local aquatic habitat recovery efforts, and implementation efforts.	We suggest specifying the need to consult WRIA specific salmon recovery plans, which outline specific sites for restoration consideration, specific to Kirkland and the surrounding area.

Thank you for taking time to consider our recommendations to better reflect the best available science for fish and wildlife habitat and ecosystems. We value the relationship we have with your jurisdiction and the opportunity to work collaboratively with you throughout this periodic update cycle. If you have any questions or need our technical assistance or resources at any time during this process, please don't hesitate to contact me.

Sincerely,



Morgan Krueger
Regional Land Use Planner, WDFW Region 4
425-537-1354
Morgan.Krueger@dfw.wa.gov

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Kara Whittaker, Land Use Conservation and Policy Section Manager (Kara.Whittaker@dfw.wa.gov)
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Bethany Scoggins, Habitat Biologist (Bethany.Scoggins@dfw.wa.gov)
Region 4 Southern District Planning Inbox (R4SPlanning@dfw.wa.gov)
Ted Vanegas, WA Dept. of Commerce (Ted.Vanegas@commerce.wa.gov)

Lindsay Levine

From:
Sent: Thursday, May 23, 2024 4:42 PM
To: Lindsay Levine; Betsy Maxwell; Kathy Iverson
Subject: Comp Plan Human Services Element

Categories: Red Category

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Hi,

I am planning on attending the meeting tonight but wanted to make an addition.

When discussing the Human Services Element of the Comp Plan, it includes "goals and policies on the City's Youth Services and Older adult (50+) services. In the Key Elelents, there is nothing that specifically mentions seniors.

I would like to propose that the following be added to the Key Elements

Support aging populations and ensure that senior can remain active and integrated in the community.

Thank you for your consideration.

Scott Guter

From:
Sent: Thursday, May 23, 2024 1:24 PM
To: Planning Commissioners; Scott Guter
Cc:
Subject: Public comment for Planning Commission 5/23/24
Attachments: image1.jpeg; image0.jpeg

Follow Up Flag: Flag for follow up
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Dear Kirkland Planning Commission:

My comment pertains to the ParMac CAR being considered in this meeting. We live on 111th Street, directly adjacent to the ParMac Business Park. We first found out about the potential project when the city's planning review signs went up. After communicating with the owner of the staging company located one of the ParMac warehouses behind our house, it seems that the current tenants of the ParMac business park have not been notified of this potential development, which would displace them.

We are adamantly opposed to the development of the ParMac site into mixed use towers so close to our home. There is no precedent that I can find on the Eastside for this type of development in such close proximity to single family homes. Most mixed use projects in our area are around 7 stories - the proposed height of the tiered towers in the Parmac Project is up to 185 ft and is completely unprecedented - the new Swyft project in Totem Lake building will be 160 ft in a commercial mixed use area. Based on the meeting agenda, it looks like the planning committee will recommend creating a new Housing Incentive Area (HIA) that includes the ParMac site so that the ParMac CAR can proceed "in a timely manner" with rezoning in 2025. If this is approved, how soon, at the earliest, could we expect construction on the ParMac site to begin?

We just went through 2+ years of construction on the Pine apartment building on Forbes Creek Dr/116th Ave. As you can see in the attached photos, we now look out of our back windows onto 6 stories of windows and balconies and can see the people who have moved in pretty clearly. The proposed project would put a 4 story building 60 feet behind from our house - that is much too close. It would cost at least $5,000 to plant tall trees with the potential to provide us with additional privacy and hopefully protect our home value. From the site plan it is unclear whether the existing trees on the Parmac site next to our house would be cut down - we hope that they would not be and, if they are, that they would be replaced with landscaping or a barrier that would protect our privacy. During construction of the Pine, our house noticeably shook as they dug down to build the parking garage. This resulted in additional settling of our house that we recently repaired. The scope and proximity of the proposed project would likely cause further damage to our home with settlement issues - who would be responsible for this damage? The construction also blocked our street so often that waste management stopped picking up our trash on

our street and we now have to take our bins to the main road. The disturbance to local neighbors can be expected to be much worse for a project with 1200 units compared to the 140 units at the Pine.

Apart from our personal concerns about the project literally being right behind our backyard - the roads and infrastructure in our area cannot support a mass influx of people into the proposed area. It isn't just the 1200 units being considered on the ParMac site, but over 4000 more in the other current commercial areas around the CKC.

Will the single family homes in our neighborhood - not just those adjacent to ParMac - be properly considered in determining whether to proceed with the proposed development?

Thank you.

Lake Washington School District

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

May 23, 2004

VIA EMAIL
2044ComprehensivePlan@kirklandwa.gov

Adam Weinstein
Planning & Building Director
City of Kirkland
123 5th Ave.
Kirkland, WA 98033

RE: Kirkland 2044 Comprehensive Plan Update – Land Use Element

Dear Mr. Weinstein:

The Lake Washington School District (the "District") submits these comments regarding the proposed amendments to the Land Use Element of the City of Kirkland's Comprehensive Plan. The District's boundaries include nearly all of the City of Kirkland. While the District's student enrollment growth has slowed recently, we continue to plan for the school capacity needed to address recent growth and we anticipate that the City's projected growth will continue to require the delivery of additional school capacity. With this in mind, the District provides the following comments for consideration by the City as it reviews and updates the Land Use Element.

The District appreciates that the City, to meet housing targets and recent legislation, is planning for increased density and a mix of diverse housing types. This planning, as it relates to schools, reinforces the District's need for the City's support related to the school impact fee program. Both the existence of the fee program and regular updates to ensure that fees adequately reflect current growth needs (which may change from time to time) are essential to mitigating the impacts of growth on schools. School impact fees, while providing only a small portion of the actual costs of capacity needed to serve growth, are critical to the District's overall capacity for funding schools and to ensure that existing taxpayers do not pay 100% of the costs related to new growth.

While the continued collection of school impact fees and increased tax revenue help to address capacity impacts, these tools are neither comprehensive nor sufficient to address school siting needs. The District continues to need the City's assistance in finding developable land and space for new school capacity. We encourage the City to consider policies and development regulation amendments that facilitate school site development (height, setback, use, lot coverage, etc.). The City may need to consider code changes to allow school programming in retail or frontage spaces to enable further exploration and implementation of nontraditional school designs

and programming. The District also encourages policies and regulations that encourage developers to integrate educational spaces into development planning. These changes would help address the City's desire for connectivity between housing and public services including schools.

The District has a specific concern related to Policy LU-11.2, which encourages "quality designs" for public facilities, including schools. The language of the policy, in part, states that these facilities should:

> "*…display exemplary design with attention to site planning, building scale, landscaping, pedestrian amenities, building details, and opportunities for integrating art into the project. They should be compatible with the neighborhood in which they are located, but can also provide a neighborhood landmark. Community structures such as City Hall, park and recreational facilities, libraries, and other civic buildings should be designed to be landmarks*."

Given the generality of this statement, we are unclear as to what exactly is intended, how implementing regulations may address this policy, and, most importantly for our taxpayers and our ability to deliver school facilities, how implementation would add to the cost of a new school or a school addition and affect our school programming. We request that more information is provided regarding the intent and anticipated implementation of this policy so that we can assess its impacts. The District reserves further comment on this policy in consideration of this request.

We appreciate the opportunity to provide these comments and look forward to continued collaboration as this proposal moves forward.

Sincerely,



Brian Buck
Executive Director, Support Services

Fw: 2044 Comprehensive Plan Public Hearing #2, File No. CAM22-00032 - Market Neighborhood Plan Revisions

Allison Zike <AZike@kirklandwa.gov>

Fri 5/24/2024 6:59 AM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Janice Swenson <JSwenson@kirklandwa.gov>

FYI

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

From:
Sent: Thursday, May 23, 2024 3:27 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Cc: City Council <citycouncil@kirklandwa.gov>; Allison Zike <AZike@kirklandwa.gov>; Market Neighborhood Association <mnakirkland@gmail.com>
Subject: 2044 Comprehensive Plan Public Hearing #2, File No. CAM22-00032 - Market Neighborhood Plan Revisions

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RE: Staff revisions to the Market Neighborhood Plan

Commissioners:

Here is a very brief summary of the feedback from those who live, work, and recreate in the Market Neighborhood:

- Some of the revisions are fine.
- Some of the revisions are odd.
- Some of the changes miss the point of the original text.
- Some of the revisions change the description of the neighborhood in significant ways that do not align with those who live, work, and recreate in the Market neighborhood.
- Additional revisions should be made, for example incorporating the excellent ideas submitted this year to the Transportation Strategic Plan.

We are open to information as to how we can address the revisions so they meet city constraints while reflecting the experiences and goals of the Market neighborhood.

Fw: Kirkland Planning

Allison Zike <AZike@kirklandwa.gov>
Fri 5/24/2024 6:56 AM
Cc:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

Commissioners (bcc'd to avoid reply all)-

Please see below public comment.

Thank you,

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

From:
Sent: Thursday, May 23, 2024 4:11 PM
To: Allison Zike <azike@kirklandwa.gov>
Subject: Kirkland Planning

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

Dear Allison Zike,

In reviewing the plan I noticed a disturbing and concerted effort to eliminate the character of the neighborhood from the vision statement for Kirkland. This is a mistake. For some reason, defending the character of our neighborhood has become taboo. I doubt anyone would denounce defending the character of the International District or of Ballard or the Central District. But as is clear from this document our city is afraid to acknowledge that the character of our neighborhood which is what draws people to our area in the first place, is also worth preserving.

By trying to eliminate the character of our neighborhoods from any sort of consideration the city will make bad policies. I understand the rush to increase density at all costs are being done under the auspices of the housing emergency. However, in our rush to "solve" the housing crisis let's not harm the very people and city you as elected officials are meant to serve.

I would therefore request that all the edits eliminating all mention of preserving the character of our neighborhoods be put back in place as they should continue our city planning into the future.

Sincerely,

Subject: 2044 Comprehensive Plan Public Hearing #2, File No. CAM22-00032

To the members of the Kirkland Planning Commission

Firstly, you have my profound thanks for helping our city plan for future growth. My neighbors and I recognize the challenging nature of these decisions and greatly appreciate the effort the city makes when including residents and neighborhoods in these discussions. The Comprehensive Plan is a wonderful tool to create a shared, inclusive, and welcoming vision for the future of our fantastic city.

I live in the West of Market neighborhood and have raised 2 college aged children here on the Eastside. For generations, this area specifically this neighborhood in Kirkland has provided a family and pet-friendly community. Neighbors who have lived here for decades reside next to young families who have chosen this safe, lovely neighborhood to raise their children and age in place. We love living in this neighborhood and want it to stay that way.

While commendable progress has been made in this Comprehensive Plan update, I appreciate the opportunity to share some thoughts. As a resident deeply invested in the well-being and future of the Market Neighborhood, I respectfully request that the Planning Commission consider the following adjustments:

1. **Reconsider density increases in neighborhoods that already have infrastructure and traffic safety challenges:** I urge you to reconsider the proposal to significantly increase density a quarter mile out from designated transit areas, particularly along Market Street. This plan would exacerbate existing challenges such as lack of adequate off-street parking, street passability, increased traffic on Market Street, and safety concerns around school crossings. More on each of these challenges is outlined below:

    a. Lack of parking and street passability: Between construction trucks and resident vehicles, streets in our neighborhood are already difficult to navigate. This difficulty is further compounded by insufficient off-street parking options and inadequate road widths that don't take into account multiple parked cars. Indeed, the elementary school bus has gotten halfway down a street only to find it impassable and has needed to back up half a block to find a different route. While it may be a thrill for students to get to ride backwards on the way to school, it is certainly not ideal for our bus drivers. It is not difficult to imagine fire engines, ambulances, and emergency vehicles facing the exact same issues, with far more dire consequences. Adding substantial density, minimal off-street parking requirements, and increasing the vehicle presence in the neighborhood, would certainly aggravate these already existing issues.

    b. Market Street traffic: Market Street is a two lane road that is already heavily used. Many people in our neighborhood have difficulty turning on and off of Market Street, especially during peak traffic windows. More than once I have watched close calls as neighbors and bicyclists have dangerous run ins with vehicles while trying to cross the street, or ride along Market St. This public safety hazard extends to school children, which brings me to my next point.

    c. School crossings: Our junior high and high school students are expected to cross Market Street on foot to get to and from school and bus stops each day. As noted, Market Street is already a busy, dangerous thoroughfare with high-speed traffic. Increasing the density on each side of Market Street will increase vehicular traffic,

making it more dangerous for our students to get to school.

2. **Explore alternative growth areas better suited to handle infrastructure improvements and density increases:** Instead of concentrating density in established residential neighborhoods like Market and along Market Street, I propose exploring growth opportunities in urban centers both north and south of our neighborhood. This is how many neighboring cities are proposing density increases to help maintain the integrity of residential areas but still allow for the necessary and mandated growth.

   Areas such as downtown Kirkland and the vicinity between the Safeway on 100th Ave NE and 132nd Street seem more appropriate for accommodating future growth without disrupting the character and safety of existing communities. Expanding density in these more suitable areas would provide future residents with easier highway access, and more walkable access to grocery shops, retail establishments, and restaurants.

3. **Preserve neighborhood plans:** Robust neighborhood plans play a crucial role in preserving the unique character and addressing the specific needs of each community. I urge the Commission to uphold the importance of these plans, as they provide a platform for residents to actively participate in shaping the development and identity of their neighborhoods. Unique character and identity within a city is paramount as it fosters a sense of community pride, cultural richness, and a deep connection to one's surroundings.

   Each neighborhood has its own individual style and needs. Curtailing the neighborhood plans would severely reduce the voice of the members in each community and change the overall feel of this city. Neighboring cities around Kirkland are striving to reclaim the individuality of their neighborhoods by maintaining neighborhood plans while still investing in placemaking and district development initiatives. It would be a detriment to our city to lose our neighborhood plans and collective voices.

By incorporating these considerations into the comprehensive plan, we can ensure that Kirkland continues to grow in a sustainable and inclusive manner while preserving the quality of life, unique character, and safety for its residents and visitors.

Thank you for your attention to these matters, and I look forward to further dialogue on how we can collaboratively plan for the future of our beloved city.

Sincerely,

Market Neighborhood Resident

From:
To: Planning Commissioners; 2044 Comprehensive Plan
Subject: A Needs Assessment process vs Kirkland"s Design Review Process
Date: Thursday, May 23, 2024 9:07:52 AM

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

Dear Planning Commissioners,
I am a resident of Juanita and a member of Liveable Kirkland.

I have learned that Design Review processes by neighbors add little if any value, though, according to a local architecture firm who presented at a recent Liveable Kirkland meetup, preparing and managing these Design Review processes accounts for about a third of their project budgets. I suggest that Design Reviews be dropped, significantly scaled back, or dramatically reimagined to provide more relevant input.

In contrast to our Design Review processes, I'd like to share a story about a needs assessment process for a low-income housing project intended to house the Kmer community. (I learned about this project at a CHIFOO meeting years ago.)

The design architecture firm met several times with members of the Kmer community who would be living in the new low-income housing. Community members were asked about their family structures, traditions, and other needs, such as did they drive and did they have a car? They were given blocks of different sizes representing the relative cost of various possible features. They were asked to fit the features that were most important to them into a square representing the budget. Not all of the blocks could fit, and most of the blocks representing different amounts of parking were especially large.

Interestingly, future residents opted for extremely limited parking and instead highly valued more living space for their large, extended families. They valued flexible layouts that would allow adjacent apartments to have interior doors that could be opened between apartments to allow extended family groups to have shared housing together. They prioritized features that supported celebration of cultural holidays, including a communal outdoor gathering area with a pit for roasting a whole pig. They also asked for beams from which to hang lanterns from the eves by their front entrances during holidays – a feature that cost almost nothing to implement and yet was greatly appreciated by the future residents.

In contrast to this project's meaningful needs assessment process, Kirkland's Design Review Boards tend to be made up of folks who are neighbors rather than intended residents. Neighbors who pass by the outside of a building don't have insight into or interest in making the lives of the future residents meaningfully better while taking into consideration trade-offs due to budget.

Our current Design Review process tends to demand costly features such as modulation and upper story setbacks – features that detract from the usefulness of the living space.

Please dramatically rethink Kirkland’s Design Review process.

Thank you,

From:
To: 2044 Comprehensive Plan
Subject: Draft Land Use Element
Date: Thursday, May 23, 2024 11:51:03 AM

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

Good morning to all.

As someone who is a recent person to move to Kirkland, I came originally from Bremerton, WA in search of opportunity and have lived in the same apartment for the last 4 years. In the Puget Sound region, we have seen affordability move out of reach for many people. Today 5/23/2024, an article came out showing Seattle rents decreased by 7%. The reason? New apartments opening up.

Austin Texas and other places throughout the country that have built more housing have seen rent declines. We need to build more housing. The draft land use I appreciate from allowing more housing and simplifying zoning in the city. Too often working from the private side, regulations can be helpful but also when too burdensome can make or break a project's financial viability. Some of the best neighborhoods we see would be illegal to build today. This draft really opens up the possibility of building walkable neighborhoods with amenities available within walking distance.

I am concerned over the PSRC housing vs jobs allocation. We are anticipating two jobs per unit of housing. Given the high price to entry in Kirkland, I would think we would need to reduce the ratio as a one to one.

To sum it up, let's build baby build!

Scott Guter

From: Allison Zike
Sent: Thursday, May 23, 2024 8:19 AM
To: Janice Swenson; LeAndra Baker-Lewis; Scott Guter; Lindsay Levine; David Barnes
Subject: Fw: 2044 Comprehensive Plan Public Hearing #2, File No. CAM22-00032, Comment

Follow Up Flag: Flag for follow up
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FYI

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

From:
Sent: Wednesday, May 22, 2024 10:05 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Cc: Allison Zike <azike@kirklandwa.gov>; City Council <citycouncil@kirklandwa.gov>
Subject: 2044 Comprehensive Plan Public Hearing #2, File No. CAM22-00032, Comment

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Good evening, Commissioners,

First, thank you for your service to our City. I recognize that it is a lot of work and I appreciate your willingness to devote your time and energies to our City's continued success. I write to request and strongly recommend that the Public Hearing on the Draft 2044 Comprehensive Plan scheduled for Thursday, May 23, 2024 *be rescheduled*. In the alternative, May 23rd should not be the only hearing for the 1) Land Use, 2) Sustainability, Climate & Environment, 3) Human Services, 4) Neighborhood Plan updates, and 5) Community Amendment requests - there *should be at least two additional* Public Hearings on just these elements scheduled.

There is a lot of information to digest in those five elements which were only just made available for the public's review in preparation for the meeting less than a week ago. There are very significant changes being proposed that greatly impact current Kirkland residents' neighborhoods, lives, properties, modes and means of transportation, and interactions with neighbors, businesses, and the City. There needs to be substantial public advertising and notifications about these proposed changes and the opportunities to be heard and people need to be given the time to fully review the materials and prepare their thoughts on them. I do not believe that there has been sufficient notification to Kirkland residents about these proposed changes and the hearing. A week is not sufficient time for people who have not been intimately involved in working on these changes and who have full and busy lives to be able to review all of the materials in depth enough to have a complete understanding of all the proposed changes and to put together comments to submit either in writing or orally in person at the hearing.

In addition, there are mistakes, a lack of clarity, and unreadable portions in the materials that were

posted as the official packet for the hearing. Although I and others have reached out to obtain clarification or versions that are actually legible, those have not been made available to the entire public to date. It is not proper to hold a hearing and expect the public to provide intelligent comments if completely accurate, clear, and fully legible materials have not been made available to all who might be interested.

Despite my efforts to review all of the materials in advance of the hearing and to be able to offer specific thoughts on the various elements, I have not been able to accomplish that. So, my comments at this time are fairly general in nature and should not be considered to be complete or exhaustive of all thoughts I have or may have on the changes associated with these five elements. Given more advanced copies of the specific proposals with accurate, clear, and readable materials, I would be able to better articulate and communicate my thoughts.

Our neighborhoods facilitate a sense of community and engagement and help keep Kirkland alive and well. The City seems to think that having neighborhoods somehow prevents growth, additional density, 10-15 minute walk communities, and diversity and inclusion. This is not true at all. Neighborhoods can in fact be a great way to foster each of those. Instead of trying to eliminate and neutralize neighborhoods, the City should be working with the neighborhoods to develop plans and policies that foster the goals and needs of the City and its residents while maintaining the vibrant and connected neighborhoods.

The City seems to think it needs to solve the housing needs for all of King County and/or the greater Puget Sound Region. If every community in the Region is doing its part, the housing needs of the Region will be met. Kirkland is and always has been *well ahead* of its growth targets as set by the PSRC. Kirkland was an active participant in recommending to the PSRC and finalizing the PSRC's aggressive 2044 growth targets for Kirkland. Yet the City is insisting it needs to do still more than the final targets that were set. Why? The recently released 2023 Census numbers released by the federal government show that Kirkland's population is actually on the decline - decreased ~1.1% from 2022. Furthermore, the City acknowledges that *even under the existing zoning and land use policies*, Kirkland *has capacity to far exceed* its 2044 growth targets.

Rather than pressing for land use changes to virtually every neighborhood that would drastically increase the allowed and target densities, the City should be more deliberate about evaluating how much additional density makes sense in each each area based on what the existing infrastructure can support and whether there is the ability to increase the infrastructure, as well as the existing development and uses. For instance, Market Street is already a major north-south traffic arterial. During the morning and evening rush hours, traffic on Market Street/98th/100th is often stop and go and it is difficult for residents to get in or out of the West of Market and Norkirk neighborhoods. Increasing density along and within 1/4 mile of that corridor to 50 units/acre would completely change the nature of that corridor and would add substantially more people and traffic. Even if you assume - ***hope*** - that a majority of new residents primarily walk, bike, roll, or take public transit for most of their trips from home, that would require substantially increased availability and frequency of public transit as well as a lot more alternative modes of transportation, in addition to inevitably increased vehicular traffic. Market Street is not equipped to handle that increase, nor is there really any ability to build additional infrastructure on/along Market Street to accommodate such increased traffic. The Market Neighborhood is currently at a residential density of about 2 units/acre. Why not consider adopting policies that would allow for ~20-25 units/acre instead of 50? There does not need to be uniform growth or density throughout the City. Policies should allow for development of a natural mix of single-family and various different sized multi-family (from town homes and row houses, cottages and duplexes, to triplexes and low-rise apartment buildings) as well as a mix of businesses to serve the needs and desires of the residents in each area.

Kirkland's policies should encourage and support commercial businesses such as small groceries, drug stores, hardware stores, auto repair, and light industrial/manufacturing as well as retail and specialty shops and restaurants. Many of the existing and proposed policies for increased density/intensities and mixed-use development favor high-density residential and office development with very little for retail or other commercial and industrial uses. It is not feasible to have an auto repair shop with multi-story office or residential space on top. Kirkland has lost or lost out on businesses due to its unwelcoming policies towards businesses. If Kirkland really wants to foster development of 10-15 minute communities where there are jobs and services in proximity to residences, it needs to have far more welcoming and supportive policies to those businesses.

I absolutely agree with adopting a policy of developing and maintaining clear, predictable, and objective development regulations that are easy to understand and consistent. That should include ***not routinely granting variance requests***. Currently, variances are granted routinely even when the criteria for variances are not truly met. This has allowed for ever larger single-family homes that have contributed to the increased price of buying and owning a home in Kirkland.

Thank you for your consideration.

Regards,

From:
To: 2044 Comprehensive Plan
Subject: Comments for May 23 Comprehensive Plan Public Hearing
Date: Wednesday, May 22, 2024 7:17:27 PM

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

Dear City Staff and Council Members,

First let me say that I think the updates to the comprehensive plan (and neighborhood plans) are taking us in the right direction. They're helping us break out of legally mandated car dependency and allow for more efficient, vibrant usage of our limited resources. It recognizes that Kirkland is not a suburb but a city in its own right with unmet demand for growth, especially housing.

That being said, I don't believe that these plans go far enough to dig us out of our self-imposed hole. We've spent over a decade now refusing to allow adequate housing to be built. And we've seen the consequences with ever rising costs for our community members. If we're serious about improving our situation we need to be bold, not timid, about catching up to where we should be. Rather than just a few bright spots of appropriately dense development, we should allow the city as a whole to grow to meet our needs. Every lot in the city should be up zoned and especially those lots near to transit lines. And please don't kneecap rebuilding our housing capacity with needless constraints on setbacks, FAR, design reviews, parking, etc.

Please don't get distracted by incumbent residents trying to protect their house's sky high valuations and encase our city in amber. We don't need gradation between 2 stories and 4. We don't need to confuse "historic" and "old". We don't need to let the subjective aesthetics of a few deny timely and affordable solutions to our housing crisis. We don't need to focus on wringing as much as we can from developers (or villainizing them for profiting on the mess we created ourselves).

We simply need to allow our city to be a city. Let our city build. We can solve our problems if you just let us.

Sincerely,

Scott Guter

From: Allison Zike
Sent: Thursday, May 23, 2024 7:34 AM
To: Janice Swenson; LeAndra Baker-Lewis; Scott Guter; David Barnes; Lindsay Levine
Subject: Fw: Urban Design and Overdevelopment of Juanita/Finn Hill

Follow Up Flag: Flag for follow up
Flag Status: Flagged

FYI on comment below. Slightly related to all your elements.

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

From:
Sent: Wednesday, May 22, 2024 9:48 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Urban Design and Overdevelopment of Juanita/Finn Hill

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

Dear Commissioners,

I often wonder why no one ever questions the ecological factors of all this overdevelopment. There are already developments that the city has snuck into nooks and crannies that were green and most likely had trees (cleaning and cooling our air).
Adding thousands of people (and double the number of cars) is a HUGE contributor to global warming. All the concrete structures hold and retain heat that is emitted into the environment.
All these people will need water and lots of it. The quality of our current tap water will decline since it is not sustainable to support.
All these people will need electricity.
All these people will need heat/air conditioning.
All these people will be sitting in their cars clogging up the roads.
So much for a Green Environment in Washington State.
Kirkland, Redmond, Bothell, Woodinville. All of these **were** sustainable, nice communities. Suburban not Urban.
Can you explain how you perceive the ecological impact? Can you tell me how you support this?

Scott Guter

From: Allison Zike
Sent: Thursday, May 23, 2024 7:52 AM
To: LeAndra Baker-Lewis; Janice Swenson; Lindsay Levine; Scott Guter
Subject: Fw: 2044 Comprehensive Plan Public Hearing #2, File No. CAM22-00032, Land Use comments

Follow Up Flag: Flag for follow up
Flag Status: Completed

FYI, related to your elements.

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

From:
Sent: Wednesday, May 22, 2024 5:36 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Cc: Allison Zike <AZike@kirklandwa.gov>; City Council <citycouncil@kirklandwa.gov>
Subject: 2044 Comprehensive Plan Public Hearing #2, File No. CAM22-00032, Land Use comments

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Land Use

The current zoning code and building permit approval processes are causing **a serious public safety problem in our neighborhood**. Residents are at risk of dying and houses are at risk of burning down.

I know that sounds alarmist, but this is not an exaggeration.

This safety issue exists under current code and the increased density described in the new Comprehensive Plan will make it worse.

I am all in favor of building more housing to accommodate growth, but we are doing it wrong, at least in our neighborhood.

With increasing frequency, vehicles are blocked from driving on our streets.

Multiple times I have watched the school bus back down the hill near me for almost 1/4 mile, back that long bus into an uncontrolled intersection, turn around, and seek another route.

The waste management trucks face the same fate.

If an EMT or fire truck encounters that blockage, the result will be tragic.

Why is this happening? At least 2 reasons:

1. New construction is making the streets more narrow.

   For example: Builders remove the gravel parking strips along the street and push the curbs out into the street. Rarely do they give up right-of-way and pull the curbs into the property to make room. Sometimes there is less than 8' of travel lane. (Fire trucks are 8-10' wide.)

2. On-street parking is exploding because of increased density, reduced off-street parking requirements, and smaller driveways.

This is a very dangerous mix.

This Comp Plan update will make this situation worse and I don't see anything in the Transportation plan that will fix this problem.

This Comp Plan's bold vision for increased density needs to include bold infrastructure plans to handle the growth.

Regards,

Market Neighborhood

Comments on the "Land Use Element" – attachment 1-A to the agenda of the Planning Commission Meeting on 5/23

May 22, 2024

As background, note that the latest available Kirkland population data published by the United States Census Bureau (see: https://www.census.gov/quickfacts/kirklandcitywashington) indicate that Kirkland's population is shrinking.

Summary:

Date	Kirkland Population	Change
4/1/2020	92,175	
7/1/2023	91,194	-1.1%

Specific comments follow

Page 3/27, Figure LU-1

> Note that this shows that Kirkland is 67% residential in total with 11% multi-unit residential and 56% single-unit residential. Thus, an effective Comprehensive Plan that serves the Community will achieve the growth targets while serving the needs of the existing Community which is predominately single-unit residential.
>
> It is socially and politically ineffective to create a Comprehensive Plan supported by Land Use Policies that are collectively aimed at converting the land use profile of the Community of Kirkland.
>
> Instead, the Comprehensive Plan and Land Use policies must be supportive of the existing Community, achieve the assigned growth targets, and foster the vibrancy of the existing Community and the overall satisfaction of Community members.

Page 5/27

> These two "Regional Growth Centers" must be walkable from any boundary to any other boundary. Currently, they are too large and disjoint to be useful. After appropriate density has been achieved, they could be expanded.

The "Totem Lake Regional Growth Center" should be shrunk to only the east of I-405, not include Evergreen Hospital, and stop at Slater on the south

The Downtown District west of 6th St should be its own Urban District separate from the Station Area Plan which should be bounded by I-405 on the west.

The 2044 Comprehensive Plan must provide for 3 smaller Urban Growth Centers, rather than 2 large and ungainly centers.

Page 6/37

Delete Table LU-2 and its introductory text.

The table only has 2022 numbers - 2044 targets or objectives are not included. Further, there is no information describing the significance or relevance of the numbers to the Comprehensive Plan in general. This table does not appear to be connected to rest of the document in any way.

Page 8/37 - Figure LU-4 "Comprehensive Land Use Map"

These changes need to be made:

- In Totem Lake on the west side of I-405, the entire "Center Mixed Use" area from the Cross Kirkland Corridor north to 124th St should be "Industrial Mixed Use" so that these areas are not completely converted to housing.
- In Norkirk, both sides of 7th Ave from 6th St east to the Cross Kirkland Corridor must be changed to "Community Mixed Use" rather than "Transit Oriented Development".
- In Highlands, the area along both sides of NE 87th St (extension of 7th Ave) from the Cross Kirkland Corridor east to I-405 and south to NE 85th St. must be changed to "Residential Mixed" use rather than "Transit Oriented Development".
- What is the meaning of the heavy black line on top of 8th Ave through Norkirk from Market St east to 8th St?
- Since Market St is commonly termed a "major street", the Market St Corridor area (Market St from 18th Ave south to Central Way), the "Community Mixed Use" and "Center Mixed Use" designations are inappropriate. It must be changed to "Residential Mixed Use" which is more consistent with current use.
- The area in Moss Bay south of Kirkland Way must be changed from "Community Mixed Use" to "Residential Mixed Use".

- All grey hatched segments ("Frequent Transit Corridor Overlay") must be deleted. Here are a few reasons:
  - Frequent Transit Corridor Overlay is undefined in this document. There are some hints at what it might be and portions of the phrase appear elsewhere, but nothing clear and concise.
  - The designation is not needed for Kirkland to meet its growth targets
  - The designation appears to be aimed at increasing density generally throughout Kirkland which is at odds with the Growth Management Act (see page 10/37). According to page 10/37, the GMA dictates that growth is to be concentrated "in urban areas". Kirkland has two "Regional Urban Growth Centers" (see page 5/27) which is therefore where growth should be concentrated. Greater Kirkland is not an urban city, either in practice or in the context of the GMA.
  - This designation, especially so widely applied throughout Kirkland, clearly threaten the current Community of Kirkland profile outlined in Figure LU-1.
  - The threat is unwelcoming to current residents who value the composition of the Community. It tells the current Community that many characteristics of Kirkland that they value are planned for destruction.
  - The threat tells current residents of Kirkland who value Kirkland for what it is today that they must leave Kirkland.
  - Current residents realize that these corridors dictate that the Community, for example:
    - will have taller buildings in neighborhoods built closer to their homes, usually with zero or close to zero setback, resulting in less privacy and convenience
    - there will be more traffic congestion so that travel to work, school, and play will take longer
    - reduced off-street parking will result in clogged streets and more "no parking signs" which will result in still more neighborhood inconvenience and congestion.
  - These areas are drawn around roads that happen to have sketchy/marginal transit service today. None have 24x7 service and even the best lines only run from 5AM-11PM. Some may have 15-20 minute service M-F during AM and PM "rush" hours. Weekend and holiday service frequency is usually 1 hour or more. (Please see the San Francisco "38 Geary" transit line for the profile of a corridor that is adequately supported by transit. And also note that there are no tall buildings on Geary Blvd or in the neighborhoods near Geary Blvd.)

- Metro and Sound Transit service and routes are abandoned, rerouted, and service frequency changed without consultation with the Community and Government of Kirkland, resulting in displacement, inconvenience, and unanticipated increased reliance on private motor vehicles. It is unwise and inappropriate to create a 20 year plan based on assumptions that high authorities in transit organizations will not change transit routes or reduce frequency and quality of service. The only reliable assumption is that transit service in and around Kirkland will be worse every year.
- The "Frequent Transit Corridor Overlay" idea is generally offensive and threatening to current Kirkland residents.

Page 9/37

These few land use terms are insufficient to cover the many categories of land use in Kirkland. There are many critically important variations of land use throughout Kirkland that are reflected in today's neighborhood plans, associated terminology, and neighborhood-specific zoning codes. The failure of these few terms to cover all of Kirkland simply demonstrates that the attempt to homogenize Kirkland is doomed.

Specifically, as noted in the comments on Figure LU-4, these terms fail to adequately describe current or intended land use in the Totem Lake, Market, Moss Bay, Everest, Norkirk, and Highlands neighborhoods. This observer is certain that it also fails in other neighborhoods and does not have sufficiently deep knowledge of all of Kirkland's neighborhoods to provide specific examples.

Neighborhood-specific land use maps and neighborhood-specific land use policies, definitions and specifications must be restored to the Comprehensive plan.

Page 10/37 – "Goals and Policies"

Add a new 3rd paragraph to LU-1.2 under the paragraph that begins: "To promote".

> The boundaries between types of development and land use must provide for and support the privacy and satisfactory land use of residents so that people's happiness and satisfaction is not degraded by any new development and changes in adjoining land use.

Page 12/37 – "Goal LU-2"

Add to the end of the second bullet ("Minimizes Energy…"):

"…service costs by supporting the close location of service industries such as plumbing firms, warehouses, and industrial supply firms within Kirkland to reduce the cost and environmental impact of getting people and goods to where they are needed and used within Kirkland and surrounding communities;"

Page 14/37 – "Policy LU-2.4"

Replace the paragraph that begins: "In 2044, the City is expected to have a surplus capacity above the King County growth targets…" with:

"In 2044, the City is expected to have a surplus capacity above the King County growth targets. This provides the opportunity to support the overall policy of encouraging close-in and convenient urban centers by focusing development in Kirkland's two PSRC-recognized urban growth centers and reducing development in areas outside the two growth centers. At 22.6 square miles in size, greater Kirkland is not a continuous urban area but rather a suburban community related to Bellevue and Seattle and includes two high density centers."

Page 16/37 – "Policy LU-3.8"

Replace this policy text with:

"The Cross Kirkland Corridor is a critical recreational resource to the Kirkland Community that also supports some commuter benefits. Most of the Corridor passes through residential areas that have grown up adjacent to the Corridor in recent years. This plan supports the slow-speed non-motorized recreational primary use of this space and also accommodates secondary use by rolling commuters in a controlled way that respects the safety and security of slow speed recreational users.

"The plan anticipates that eventually the Cross Kirkland Corridor will be transferred to and managed by Kirkland Parks."

Page 18/37 – "Policy LU-4.3"

Delete this policy.

Page 22/37 – "Policy LU-5.4"

Add this paragraph to this policy.

"This required that development regulations will necessarily be structured to encourage maintaining and constructing buildings and areas that are conducive to employment rather than housing. Specifically, building heights might be limited and open areas for commercial vehicle storage be encouraged as part of making commercial service, warehouse, distribution, and parts delivery businesses encouraged to remain or move to Kirkland. Having these businesses close to their customers and where their services are

needed reduces environmental impact, locates jobs close to residences, and provides for the general mix of opportunities that result in a successful and thriving City. Clearly, a City that offers only housing and stores does not have the required economic diversity for success."

Page 22/37 – "Policy LU 5-6"

Delete the second paragraph: "Kirkland's Light Industry/Office areas…"

Page 23/37 – "Policy LU-5.8"

Delete this policy.

It conflicts with itself by declaring, in the explanation that it is important to "enhance them as places for people to visit" and also declares while proposing to "eliminate minimum parking requirements". It's simply not possible for me to meet my friend at a coffee shop in Kingsgate if I can't drive my EV to get there. As we know from commercial experience, a shop without parking in Kirkland dies.

Lindsay Levine

From:
Sent: Wednesday, May 22, 2024 9:58 AM
To: Lindsay Levine
Subject: FW: Definition of senior housing

Hi Lindsay-

The Housing and Advocacy Chairs asked me to forward this to you in hopes you would consider using it in the Comp Plan documents.

Thanks,

Program Coordinator
City of Kirkland – **Parks and Community Services**
Peter Kirk Community Center | 352 Kirkland Ave, Kirkland WA 98033 | (425) 587-3362
***Our Kirkland*: report Non-Emergency Issues, Request Services and Ask Questions**

From:
Sent: Wednesday, May 22, 2024 9:44 AM
To:
Subject: Fw: Definition of senior housing

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

Sent: Wednesday, May 22, 2024 at 09:42:18 AM PDT
Subject: Definition of senior housing

Hi,

Here is the definition to be submitted to the Kirkland 2044 Comp plan.

Aging in place is more then just safety and accessibility at home. It is also critical that a community comes together to support aging populations and ensure that seniors can remain active and integrated in the society around them as they grow older.

From:
To: 2044 Comprehensive Plan; Planning Commissioners
Subject: - May 23rd Meeting Comment
Date: Wednesday, May 22, 2024 12:30:14 PM

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

Dear Planning Commissioners,

Thank you for your time and effort co-creating the draft Comprehensive Plan thus far. I am reaching out to express support for the following outcomes as they are at the heart of both of the housing and environmental crises that we as a community need to address in this Comprehensive Plan revision:

I Support:

- The frequent transit corridor overlay as shown in LU-4 in the Attachment 1A - Land Use Element
- Eliminating Parking minimums city wide.
- Getting the details right on missing middle housing so it actually gets built.
- Allowing bigger apartment buildings in more areas within Kirkland
- ACUs, Cornerstores, and Cafes in all residential zones.

One key update I think should be made is in the **Market Street Corridor Neighborhood Plan**. **Policy MS-06** states "Restrict the development of new commercial and large scale residential development to locations within the limited boundaries and land use districts designated for the Market Street Corridor." This language seems to contradict the language and general sentiments used in other Neighborhood Plans and the Comprehensive Plan. This moment in time is defined by a growing lucidity about the damages done by restrictive and exclusionary zoning. The Market Street Corridor already has a seperate Neighborhood Plan and different zoning designations. The language used here is too vague and needlessly restricts future housing and/or commercial opportunities that may fall into gray areas. I personally think we should be doing the exact opposite of Policy MS-06 but I'm not arguing for that directly here. I just want to see the door left open for future community conversations.

Eliminate:
Market Street Corridor Plan - MS-06

Thank you,

From:
To: 2044 Comprehensive Plan; Planning Commissioners
Subject: input for 2044 vision
Date: Tuesday, May 21, 2024 8:47:47 PM

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Hi,

I believe every community needs to decide if it's going to be a suburb, with almost exclusively single family houses, car dependent neighborhoods and a lack of public spaces, or it would rather be a town, with public transportation, shops in walking distance and an abundance of public spaces. I feel like Kirkland made this decision years ago, now it's time to change the rules and regulations of the city accordingly.

The price of housing in Kirkland is at a level where most people teaching here, or working at the grocery stores and restaurants cannot afford to live here. Not only is this unfair, but it's also bad for people who already live here, because commuters increase the amount of traffic for everyone and make things even more expensive than they already are. Changing zoning to allow for more density will create more housing and hopefully stabilize real estate prices and allow for adding more public transportation for the city.

Easing up on parking mandates is another key ingredient to making housing more affordable and at the same time limiting the impact of the growing urban density on traffic.

Allowing mixed use zoning also reduces the number of car trips by bringing businesses closer to consumers, and while I understand that there are concerns about the viability of shops and other businesses in residential areas, I don't see any harm in allowing them. If they are not viable, they will close or not even open. The ones that are viable, will be a great asset to the community. Also, more density will help these businesses to thrive.

In summary:
I am for:

- Zoning rules that allow higher density
- Changing parking mandates such that less parking space is made mandatory
- Allowing mixed use zoning throughout the city

Thank you!

From:
To: Planning Commissioners; 2044 Comprehensive Plan
Subject: public comment in advance of May 23 Kirkland Planning Commission Meeting
Date: Tuesday, May 21, 2024 7:40:33 PM

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

Hello! Since I am unable to attend Thursday's meeting, I wanted to provide comments on two items on the agenda.

1. *2044 Comprehensive Plan Public Hearing #2, File No. CAM22-00032, Purpose: Conduct a public hearing to gather public testimony on proposed amendments to the Land Use, Sustainability-Climate-Environment, and Human Services Elements of the Comprehensive Plan*.
    - My comments: There is a lot of material here, and I appreciate the city's stated goal of maintaining a complete and balanced community. I do not think that Kirkland is currently "complete" or "balanced" enough, so I will provide some specific comments about the Land Use element, a mix of support and objection.
        i. As a frequent transit user, I **support the area identified by the Frequent Transit Corridor Overlay (figure LU-4) and the Corridor Mixed Use** land use definition. Providing more predictable and frequent transit would encourage more transit use. Having a mix of commercial and residential along the corridor would expand business opportunities in Kirkland while also giving us a greater variety of housing options.
        ii. I **strongly support consolidation of zoning policies**, (LU 1.3 & LU 4.2). Simplification would result in lower complexity (and cost) for development and is a step the city can take to build us the inclusive and sustainable future we want.
        iii. I **oppose design reviews** in general because they seem to be a way to legitimize prejudice and uphold barriers. I'm not sure what Policy LU 1.4 means when it states "Encourage site and building design …" We should think hard how or if design reviews contribute to our vision of an equitable and sustainable Kirkland. Whose voices are being heard? Who is benefiting from the reviews and their decisions?
        iv. I **support transit-oriented development** (specifically LU 2.4, 3.1, 3.4, 3.6, 4.4, & 7.2) since it allows more people to be less dependent on a car. A frequent concern of aging residents is losing the ability to drive, and how it shrinks their world. Imagine a future Kirkland that supported more people to age in place, able to go places without needing a car.
        v. I **strongly support reducing and removing parking requirements** (LU 3.7 & 5.8) Parking is expensive real estate, and it caters to those who are fortunate enough to have the means to afford a car. When we prioritize parking, we maintain the status quo and reduce the

opportunities to do something more inclusive and sustainable with that space.

vi. I **strongly support pedestrian accessibility and safety** (LU 3.9). Encouraging more direct connections throughout the city will encourage pedestrian safety and convenience.

vii. I **support a reduced minimum lot size** (LU 4.3) to support housing affordability.

viii. I **strongly support small-scale commercial use** (LU 4.6) and would love to see a bodega on every corner. These commercial locations provide local small business opportunities as well as being a convenient store or café to meet neighbor's needs.

ix. I **strongly oppose LU 10.4 regarding construction or renovations near historic buildings**. This seems highly subjective (what is "historic"? what is "near"? what is "respect"?) and can be another way to legitimize barriers to progress by raising a "But it's historic!" sign. At some point, if a building is around long enough, something built today will be "historic". This policy will add overhead to making changes "near" "historic" buildings and will impede change that could help Kirkland be a more sustainable and equitable city. Kirkland has had "historic" buildings moved to other sites, so "near" may be as subjective as "historic" in this case.

2. *2044 Comprehensive Plan Public Hearing #2: Juanita Neighborhood Plan Update, File: CAM23-00554; Kingsgate Neighborhood Plan Update, File: CAM23-00555; and General Neighborhood Plan Amendments, File No. CAM22-00032. Purpose: Conduct a public hearing to gather public testimony on proposed amendments to the Neighborhood Plan chapters of the Comprehensive Plan*
    - My Comments: I **support dense housing at both the Goodwill and Michael's sites** because it would give more people a chance to call Kirkland home. As a resident of Kirkland for the past 22 years, I have seen how a lack of affordable housing is preventing the people who work in our community from living here. I want to see more varied housing options so that our teachers, firefighters, police officers, and others who support our community, can live here. They deserve the option to live where they work.

Thank you,

May 21, 2024

Dear Planning Commissioners and Staff,

Thank you for the opportunity to share feedback on the Comprehensive Plan's Land Use Element and the Community-Initiated Amendment Requests. Liveable Kirkland's mission is to increase the abundance and variety of housing and transportation choices available in Kirkland. We oppose requirements that render housing expensive or infeasible to build. Below is a list of Liveable Kirkland's positions and recommendations for your consideration.

We support the land use change requests for the Michaels site and Goodwill site in Juanita. Kirkland is facing a dire housing shortage. Together, these two sites would add hundreds of new homes that are desperately needed in the city. Both sites are served by several bus routes and lie near a variety of amenities such as a grocery store, a post office, dentists, hair salons, restaurants, Juanita Elementary School, Juanita High School, and the Juanita Aquatics Center. They are within a 15-minute bus ride of numerous employers, including EvergreenHealth. The new residents would be a boon to local businesses, and the retail space would draw more businesses to the area. If we cannot build housing in such ideal locations, where transit and services are abundant, then where can we build housing at all? We urge the Planning Commission to recommend approval of these requests.

We support the Frequent Transit Corridor Overlay (figure LU-4) and the "Corridor Mixed Use" land use definition. The City's land use should recognize the importance of frequent transit to residents, employees, and businesses. We should encourage higher intensity, mixed-use development along those corridors. These are the most reasonable, equitable, and sustainable places for the city to develop.

That said, we believe that the 50 dwelling units per acre the City is currently studying for our transit corridors is too low. That density corresponds to townhomes, but to meet Kirkland's housing affordability goals we must encourage the construction of new apartment buildings. Transit-oriented development along these corridors is our best hope for relieving Kirkland's housing shortage. Liveable Kirkland will continue to advocate for a higher and more flexible figure during the SEIS's public comment period.

We support LU 1.3 & 4.2 (zoning consolidation). We should strive to consolidate and simplify our zoning code. Consistent zoning is more accessible for residents and builders, and it is less complex for the city to manage. Simultaneously, we should recognize the growing importance of mixed-use zoning.

We oppose parts of LU 1.4 & 5.1 (design review; transitions between intensities). Design review can impose onerous delays and expenses on multifamily residences. Single-family residences are not subjected to the same scrutiny. Design Review Boards often make arbitrary and subjective demands, such as modulation and upperstory setbacks, which drive up costs while decreasing the usable space and energy efficiency for the building's residents. The complexity, delay, and uncertainty of design review discourages developers from building in Kirkland. We should eliminate or greatly streamline design review to encourage new housing.

When we enforce "effective transitions between areas of varying intensities," it is inevitably the newer, higher-intensity construction that pays the cost. It is ambiguous what an "effective transition" is. This language imposes another tax on construction.

We recommend striking these lines from LU 1.4: "transition strategies that bridge scales between areas with varying land use intensities" and "Effective land use transitions can also include building modulation, upper story stepbacks, and other building design elements."

We also recommend striking this line from LU 5.1: "Create effective transitions between areas of varying intensities."

We support LU 2.4, 3.1, 3.4, 3.6, 4.4, & 7.2 (transit-oriented development; 10-minute neighborhoods; active transportation; reducing sprawl). The Land Use Element's focus on these concepts is extremely encouraging. We believe these goals and policies will collectively be transformative. Together they will help build a city that is safe, healthy, convenient, communal, beautiful, and sustainable.

We support LU 2.5 (equity; environmental justice). As we work to improve our city, we must prioritize the needs of our most underserved communities and provide them with safe, clean, and healthy spaces. We are proud to see that the Land Use Element acknowledges the importance of equity in urban design.

We support LU 3.7 & 5.8 (reducing and removing parking requirements). Parking is expensive to build, environmentally detrimental, and an inefficient use of space. Parking requirements force all residents and shoppers to subsidize drivers, and they lock us into a cycle of car dependency. We should eliminate parking mandates city-wide for all uses and allow residents and businesses to determine their own parking needs.

We support LU 3.9 & most of 5.1 (pedestrian accessibility; reducing car dependency). We should encourage pedestrian convenience and safety with new paths and fewer obstructions. Walkways should be safe, direct, and convenient, and destinations should be close together.

We support LU 4.3 & 5.8 (reduced minimum lot size; more fee-simple ownership). High minimum lot sizes effectively outlaw smaller homes. Reducing minimum lot size will give residents greater choice in housing, reduce the cost of housing, and provide more opportunities for home ownership.

We support LU 4.6 (ACUs; corner stores). Small commercial uses within neighborhoods, such as corner stores and cafes, provide convenience and community while reducing car trips.

We oppose LU 10.4 (construction near historic buildings). The language in this policy is vague. It is unclear what it means to "consider" or "respect" a historic building. Opponents of new homes may try to designate nearby buildings as historic to scuttle construction. Experience in other cities consistently shows that phrasing like this will be used to unjustly impede new development.

We recommend striking LU 10.4 altogether, or at least explaining unambiguously what is expected of remodeling and construction adjacent to historic buildings.

Thank you for considering our positions and for all of the time, attention, and expertise you have dedicated to the Comprehensive Plan effort. We look forward to its successful completion.

Sincerely,
Liveable Kirkland

Scott Guter

From:
Sent: Tuesday, May 21, 2024 3:17 PM
To: Scott Guter
Cc:
Subject: CAM22-00873- Totem Lake SE Industrial Commercial Sub-Area and Totem Lake Par Mac Business Park

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

I am contacting you regarding CAM22-00873 - Totem Lake and Par Mac Business Park

I am Lisa Berenson, LEED AP and a long time resident at 8113 NE 110th Place, Kirkland, WA 98034. My email address is below.

I am Extremely Concerned about these Proposed Zoning changes to accommodate the Development of these Properties/ Proposed Projects.

The Negative Impacts- change to Building Heights, Setbacks, and etc, the Design of these buildings, Traffic impact, Open sky, Tree Canopy and Open green space; the **List of Concerns is Long.**

The LAST "thing" Kirkland needs is Another Over- Sized Mixed- Use Building that does Not meet the needs of the Residence of Kirkland.

We need Housing Units! **But, not at the expense of the "Average" Residence of Kirkland.**

We need Diverse, **Moderate** sized Mixed- Use that provides Units without Drastic Changes to the Current Zoning, Contains a Large Percentage of **Affordable Housing**, Adds Tree Canopy, Preserves Open Sky, Fosters Connection & Community, and **Protects the Retail and Commercial occupants that reside on these Properties- we need " everyday everybody stores and businesses".**

We **Do Not Need** More Specialty Retail similar to what already exists at Kirkland Urban and Kirkland Totem Lake; these are **Not Sustainable and are " sugar coating".**

The City of Kirkland has " sold out to Developers "Too Many Times at the Expense of " Regular Kirkland Residents" who NEED MORE AFFORDABLE HOUSING.

Regards,

From:
To: 2044 Comprehensive Plan; Planning Commissioners
Subject: Parking Minimums Comment
Date: Tuesday, May 21, 2024 9:24:49 PM

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

Dear Planning Commission,

I am writing today to express my strong support for the elimination of parking requirements in our city's zoning code. As our community grows and evolves, it is essential that our policies adapt to meet the needs of a changing world.

Parking mandates are an outdated relic of car-centric planning, burdening developers with unnecessary costs, increasing housing prices, and discouraging the use of alternative transportation modes. They contribute to urban sprawl, exacerbate traffic congestion, and hinder our ability to create a more sustainable, walkable, and livable city.

By removing parking minimums, we empower developers to build more affordable housing, create more vibrant public spaces, and prioritize people over cars. We unlock opportunities for innovative, mixed-use developments that foster a sense of community and reduce our reliance on automobiles.

Eliminating parking requirements does not mean eliminating parking altogether. It simply means allowing the market to determine the appropriate amount of parking based on demand. Developers who build in areas with high demand for parking will naturally provide it, while those in areas with less demand will be free to allocate their resources more efficiently.

This approach has been successfully implemented in cities across the country like Minneapolis and San Francisco. In these cities, eliminating parking minimums has led to increased housing affordability, reduced traffic congestion, and improved environmental outcomes.

As a resident of this city, I choose not to own a car because the area I live in near downtown Kirkland is accessible to alternative forms of transportation. I would love to see more of these dense, walkable places around Kirkland. To that end, I support adding mixed use development with more housing at the Michael’s and Goodwill sites.

Thank you,

From:
To: 2044 Comprehensive Plan
Subject: Land Use Comments
Date: Tuesday, May 21, 2024 9:04:47 PM

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

Esteemed members of the Planning Commission,

I am writing to voice my strong support for transit-oriented development (TOD) and mixed-use zoning as essential tools in creating complete, vibrant, and sustainable communities. Our city is at a crossroads, facing challenges of congestion, sprawl, and a lack of affordable housing options. TOD offers a compelling solution to these issues, fostering walkable neighborhoods centered around efficient public transit systems.

By encouraging higher-density, mixed-use developments around transit hubs, we can create vibrant, self-sufficient neighborhoods where residents have easy access to employment, housing, retail, and essential services. This reduces reliance on cars, easing traffic congestion and lowering our carbon footprint.

Studies have shown that TODs generate significant economic benefits. They increase property values, attract businesses, and create jobs. Moreover, by providing diverse housing options, including affordable units, TODs promote inclusivity and ensure that our city remains accessible to people of all income levels.

At its heart, TOD is about creating communities that prioritize people over cars. By investing in walkable streets, green spaces, and accessible public transit, we can create neighborhoods that are safer, healthier, and more enjoyable for everyone. As a renter, I would love to have more housing options in 10 minute cities.

To realize the full potential of TOD, we must embrace mixed-use zoning and allow for increased density. This means allowing for a mix of residential, commercial, and office spaces within the same development. By doing so, we can create vibrant, 24/7 neighborhoods that are less prone to crime and more conducive to community interaction.

I urge you, members of the Planning Commission, to prioritize TOD and mixed-use zoning in your planning decisions. This is an investment in our city's future, one that will yield significant benefits for generations to come. Let us work together to build a city that is equitable, sustainable, and truly livable for all.

Thank you for your time and consideration,

Fw: #: CAM22-00023

Allison Zike <AZike@kirklandwa.gov>
Tue 5/21/2024 7:37 PM
To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>;Janice Swenson <JSwenson@kirklandwa.gov>
Please see below public comment

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

From:
Sent: Tuesday, May 21, 2024 5:54 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Cc: Allison Zike <azike@kirklandwa.gov>; City Council <CityCouncil@kirklandwa.gov>; mnakirkland@gmail.com <mnakirkland@gmail.com>
Subject: #: CAM22-00023

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

Subject: 2044 Comprehensive Plan Public Hearing #2, File No. CAM22-00032

To the members of the Kirkland Planning Commission

Thank you for taking the time to read and reflect on this email.

I live in the Market Neighborhood with my husband and our two children. For years, this neighborhood has provided a family friendly community with deep roots to Kirkland. We have young families around us and families who have been here for decades who now have grandchildren.

While commendable progress has been made in this Comprehensive Plan update, I appreciate the opportunity to share some thoughts. As a resident deeply invested in the well-being and future of the Market Neighborhood, I respectfully request that the Planning Commission consider the following adjustments:

1. **Reconsider density increases in neighborhoods that already have infrastructure and traffic safety challenges:** I urge you to reconsider the proposal to significantly increase density a quarter mile out from designated trai

    a. Lack of parking and street passability: Between construction trucks and resident vehicles, streets in our neighborhood are already difficult to navigate. This difficulty is further compounded by insufficient off-street parking

    b. Market Street traffic: Market Street is a two lane road that is already heavily used. Many people in our neighborhood have difficulty turning on and off of Market Street, especially during peak traffic windows. More than or
    c. School crossings: Our junior high and high school students are expected to cross Market Street on foot to get to and from school and bus stops each day. As noted, Market Street is already a busy, dangerous thoroughfa

2. **Explore alternative growth areas better suited to handle infrastructure improvements and density increases:** Instead of concentrating density in established residential neighborhoods like Market and along Market Street

    Areas such as downtown Kirkland and the vicinity between the Safeway on 100th Ave NE and 132nd Street seem more appropriate for accommodating future growth without disrupting the character and safety of existing comm

3. **Preserve neighborhood plans:** Robust neighborhood plans play a crucial role in preserving the unique character and addressing the specific needs of each community. I urge the Commission to uphold the importance of these

    Each neighborhood has its own individual style and needs. Curtailing the neighborhood plans would severely reduce the voice of the members in each community and change the overall feel of this city. Neighboring cities aroun

By incorporating these considerations into the comprehensive plan, we can ensure that Kirkland continues to grow in a sustainable manner while preserving the quality of life, unique character, and safety for its residents and visitors.

Thank you for your attention to these matters, and I look forward to further dialogue on how we can collaboratively plan for the future of our city.

Sincerely,

Market Neighborhood Resident

5/20/2024

I agree with the comments made by Liz Hunt. I spent hours participating in this process over the last 6 months and encouraged others to do so as well. I was one of the four people who spoke at the May 9, 2023 public hearing. I learned about the public hearing the afternoon of May 9 and left work early to get to City Hall in time to speak. I did not have time to prepare or find the notes I took at the two focus groups and at the meeting with Seattle University graduate students. I did not appreciate having to speak extemporaneously at a public hearing.

Sheila Cloney

From: Liz Hunt
Sent: Monday, May 13, 2024 12:54 PM
To: PlanningCommissioners@kirklandwa.gov; citycouncil@kirklandwa.gov; Allison Zike ; Janice Swenson ; AWeinstein@kirklandwa.gov
Cc: Liz Hunt
Subject: Is the Comp Plan Public Hearing process broken?

Planning Commissioners, City Council Members, and City Staff,

What is the purpose of public comment at a Comprehensive Plan public hearing?

At the first public hearing on May 9th, the public comments on the plan chapters were not discussed nor addressed during the hearing. (Four people spoke and three people submitted written comments. I did both.)

(Note - Commissioners discussed the public comment about the difficulty of the public accessing the packet for the meeting, but that was not a public comment about thecontent of the materials. There was no follow up on Comp Plan comments made by the public. For one small example, I suggested adding a goal for public safety and that was not mentioned during PC deliberation.)

Is the public hearing process broken? How do we fix it?

Is it too much to ask for commissioners to understand, discuss, and act on public comments presented that evening? Maybe you should ask the public to submit written comments one week prior, to enable commissioners to digest them? In that case, the packet would need to be released at least 2 weeks prior to the hearing and you would need to advertise that verbal comments at the hearing should either be very simple to address or be just highlights of comments submitted earlier.

I strongly recommend addressing this question before the May 23rd public hearing. For a variety of reasons, there were relatively few comments on May 9th. I predict that there will be many, many more comments at the May 23rd meeting.

Is the public supposed to feel that their comments have been heard and addressed, or is the public supposed to hear “thank you for your comments” and then feel like their efforts were merely whistling into the wind? It really should be the former! How do we make that happen?

City staff, council, and commissioners have been working on this Comp Plan update for many months. A small percentage of Kirklanders have been engaged throughout the update process, too.

However, much of the public has not had a chance to review the materials until now. If these public hearings are the full public's chance to review and comment, it should be with a process in which they will actually be heard.

Thank you for your time.

Liz Hunt
Market Neighborhood resident

Fw: 2044 Comprehensive Plan Public Hearing #2, File No. CAM22-00032

Allison Zike <AZike@kirklandwa.gov>
Tue 5/21/2024 7:42 AM
To:Janice Swenson <JSwenson@kirklandwa.gov>;LeAndra Baker-Lewis <llewis@kirklandwa.gov>
Please see below public comment

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

From:
Sent: Monday, May 20, 2024 11:56 AM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Cc: Allison Zike <azike@kirklandwa.gov>; City Council <CityCouncil@kirklandwa.gov>; Market Neighborhood Association <mnakirkland@gmail.com>
Subject: 2044 Comprehensive Plan Public Hearing #2, File No. CAM22-00032

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

To the members of the Kirkland Planning Commission:

Firstly, you have my profound thanks for helping our city plan for future growth. My neighbors and I recognize the challenging nature of these decisions and greatly appreciate the effort the city makes when including residents and neighborhoods in these discussions. The Comprehensive Plan is a wonderful tool to create a shared, inclusive, and welcoming vision for the future of our fantastic city.

I live in the Market Neighborhood with my husband and our three young children. For years, this neighborhood has provided a family friendly community with deep roots to Kirkland. Neighbors who have lived here for decades reside next to young families who have chosen this safe, lovely neighborhood to raise their children and age in place. We cherish this community.

While commendable progress has been made in this Comprehensive Plan update, I appreciate the opportunity to share some thoughts. As a resident deeply invested in the well-being and future of the Market Neighborhood, I respectfully request that the Planning Commission consider the following adjustments:

1. **Reconsider density increases in neighborhoods that already have infrastructure and traffic safety challenges:** I urge you to reconsider the proposal to significan
    a. Lack of parking and street passability: Between construction trucks and resident vehicles, streets in our neighborhood are already difficult to navigate. This difficu
    b. Market Street traffic: Market Street is a two lane road that is already heavily used. Many people in our neighborhood have difficulty turning on and off of Market S
    c. School crossings: Our junior high and high school students are expected to cross Market Street on foot to get to and from school and bus stops each day. As not
2. **Explore alternative growth areas better suited to handle infrastructure improvements and density increases:** Instead of concentrating density in established resi

    Areas such as downtown Kirkland and the vicinity between the Safeway on 100th Ave NE and 132nd Street seem more appropriate for accommodating future growth wi
3. **Preserve neighborhood plans:** Robust neighborhood plans play a crucial role in preserving the unique character and addressing the specific needs of each community

    Each neighborhood has its own individual style and needs. Curtailing the neighborhood plans would severely reduce the voice of the members in each community and c

By incorporating these considerations into the comprehensive plan, we can ensure that Kirkland continues to grow in a sustainable and inclusive manner while preserving the quality of life, unique character, and safety for its residents and visitors.

Thank you for your attention to these matters, and I look forward to further dialogue on how we can collaboratively plan for the future of our beloved city.

Sincerely,

Market Neighborhood Resident

Subject: 2044 Comprehensive Plan Public Hearing #2, File No. CAM22-00032

To the members of the Kirkland Planning Commission,

Firstly, you have my profound thanks for helping our city plan for future growth. My neighbors and I recognize the challenging nature of these decisions and greatly appreciate the effort the city makes when including residents and neighborhoods in these discussions. The Comprehensive Plan is a wonderful tool to create a shared, inclusive, and welcoming vision for the future of our fantastic city.

I live in the Market Neighborhood with my husband and our two young children. For years, this neighborhood has provided a family friendly community with deep roots to Kirkland. Neighbors who have lived here for decades reside next to young families who have chosen this safe, lovely neighborhood to raise their children and age in place. We cherish this community.

While commendable progress has been made in this Comprehensive Plan update, I appreciate the opportunity to share some thoughts. As a resident deeply invested in the well-being and future of the Market Neighborhood, I respectfully request that the Planning Commission consider the following adjustments:

1. **Reconsider density increases in neighborhoods that already have infrastructure and traffic safety challenges:** I urge you to reconsider the proposal to significantly increase density a quarter mile out from designated transit areas, particularly along Market Street. This plan would exacerbate existing challenges such as lack of adequate off-street parking, street passability, increased traffic on Market Street, and safety concerns around school crossings. More on each of these challenges is outlined below:

    a. Lack of parking and street passability: Between construction trucks and resident vehicles, streets in our neighborhood are already difficult to navigate. This difficulty is further compounded by insufficient off-street parking options and inadequate road widths that don't take into account multiple parked cars. Indeed, the elementary school bus has gotten halfway down a street only to find it impassable and has needed to back up half a block to find a different route. While it may be a thrill for students to get to ride backwards on the way to school, it is certainly not ideal for our bus drivers. It is not difficult to imagine fire engines, ambulances, and emergency vehicles facing the exact same issues, with far more dire consequences. Adding substantial density, minimal off-street parking requirements, and increasing the vehicle presence in the neighborhood, would certainly aggravate these already existing issues.

    b. Market Street traffic: Market Street is a two-lane road that is already heavily used. Many people in our neighborhood have difficulty turning on and off of Market Street, especially during peak traffic windows. More than once, I have witnessed community members having dangerous run ins with vehicles while trying to cross the street. This public safety hazard extends to school children, which brings me to my next point.

c. School crossings: Our junior high and high school students are expected to cross Market Street on foot to get to and from school and bus stops each day. As noted, Market Street is already a busy, dangerous thoroughfare with high-speed traffic. Increasing the density on each side of Market Street will increase vehicular traffic, making it more dangerous for our students to get to school.

2. **Explore alternative growth areas better suited to handle infrastructure improvements and density increases:** Instead of concentrating density in established residential neighborhoods like Market and along Market Street, I propose exploring growth opportunities in urban centers both north and south of our neighborhood. This is how many neighboring cities are proposing density increases to help maintain the integrity of residential areas but still allow for the necessary and mandated growth.

   Areas such as downtown Kirkland and the vicinity between the Safeway on 100th Ave NE and 132nd Street seem more appropriate for accommodating future growth without disrupting the character and safety of existing communities. Expanding density in these more suitable areas would provide future residents with easier highway access, and more walkable access to grocery shops, retail establishments, and restaurants.

3. **Preserve neighborhood plans:** Robust neighborhood plans play a crucial role in preserving the unique character and addressing the specific needs of each community. I urge the Commission to uphold the importance of these plans, as they provide a platform for residents to actively participate in shaping the development and identity of their neighborhoods. Unique character and identity within a city is paramount as it fosters a sense of community pride, cultural richness, and a deep connection to one's surroundings.

   Each neighborhood has its own individual style and needs. Curtailing the neighborhood plans would severely reduce the voice of the members in each community and change the overall feel of this city. Neighboring cities around Kirkland are striving to reclaim the individuality of their neighborhoods by maintaining neighborhood plans while still investing in placemaking and district development initiatives. It would be a detriment to our city to lose our neighborhood plans and collective voices.

By incorporating these considerations into the comprehensive plan, we can ensure that Kirkland continues to grow in a sustainable and inclusive manner while preserving the quality of life, unique character, and safety for its residents and visitors.

Thank you for your attention to these matters, and I look forward to further dialogue on how we can collaboratively plan for the future of our beloved city.

Sincerely,

Market Neighborhood Resident

Fwd: Draft Comp Plan Comment - Market Street Corridor Plan_Draft Amendments - 5/23 Planning Commission Mtg Packet Attachment 13

Allison Zike <AZike@kirklandwa.gov>

Sun 5/19/2024 10:43 PM

To:LeAndra Baker-Lewis <llewis@kirklandwa.gov>

FYI below

Get Outlook for iOS

From:
Sent: Sunday, May 19, 2024 13:54
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Draft Comp Plan Comment - Market Street Corridor Plan_Draft Amendments - 5/23 Planning Commission Mtg Packet Attachment 13

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

Please restore policy MS-7 and MS-8 which are currently marked for deletion. The restored policies would be:

Policy MS-7:

Enhance neighborhood compatibility through site design standards for multifamily and commercial buildings in the
Market Street Corridor.

Building and site design standards should address issues such as building placement on the site, site access and onsite
circulation by vehicles and pedestrians, building scale, site lighting, signs, landscaping (including for parking
lots), preservation of existing vegetation, and buffers between multifamily and commercial developments and lower intensity
housing.

Policy MS-8:
Appropriate building height for the corridor is up to two to three stories – two stories in general, and three stories
in the neighborhood shopping and service nodes described in Policy MS-4. Additional height may be allowed as
established in the Zoning Code to encourage a variety of roof forms, and as part of the design review process.

A range of building heights along the corridor is appropriate as a transition to adjacent lower intensity residential
uses, to reflect topographical change in the neighborhood, and to encourage below-grade parking areas.

Policy MS-7 can be termed the "Good Neighbor" policy. The authors of the Market St. Corridor Neighborhood Plan included this policy in recognition of the need to integrate buildings along Market St with the surrounding low density housing. The practical problem to solve is that many characteristics of commercial and high-density residential structures, e.g., 24x7 operation of underground parking structure ventilation fans, loading docks with heavy truck traffic, and bright lights, can severely impact people's lives.

One specific example is that Dibble Engineering building at the corner of 3rd St W and Market St. The noise from parking structure ventilation fan severely impacts the sleep of nearby neighbors as windows must be kept closed always and has denied them the use of their lawns and gardens. In addition, the initial design of the upper parking area actually focused and amplified traffic noise from Market St, channeling it into the surrounding yards and buildings. Dibble Engineering is a good neighbor and constructed a concrete wall which mitigated the situation. It's important that these sorts mitigation and the location of noise- and light-producing building features be appropriate to provide for a livable Kirkland.

Policy MS-8 recognizes that the buildings in the corridor provide a noise buffer between the traffic on Market St and the surrounding lower density areas where people are outside frequently while simultaneously need to integrate visually, ascetically, and operationally with the Norkirk and Market Neighborhoods. It's clear to those Kirkland residents and business people who collectively wrote the Market St. Corridor plan that this integration is imperative to the peace, tranquility, and standard of living of everyone in all three neighborhoods.

Thank

Janice Swenson

From:
Sent: Sunday, May 19, 2024 10:28 PM
To: 2044 Comprehensive Plan; Planning Commissioners
Cc: Liam Myers; Nora Myers; Bob Myers
Subject: Support abundant housing in Kirkland, including at Michael's & Goodwill sites

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

Dear Planning Commissioners,

I live in North Juanita in the neighborhood behind Safeway. I served on the Juanita Working Group.

I strongly support plans to add significant amounts of housing at the Michael's and Goodwill sites. Both sites have some of the best transit service available in Kirkland.

I have children who I hope will be able to find housing in Kirkland in 5 or so years when they are done with college and ready to live on their own. My kids are deeply concerned about climate change. They plan to live no-car or low-car lifestyles. Multi-family housing at the Michael's and Goodwill sites would likely be ideal locations for them – close to transit, amenities, services, many jobs, their family, and maybe even their life-long friends, too -- unless their friends are all forced to move away due to lack of housing.

Even if many of the new housing units are luxury units, the increase to the housing supply will still help my kids find apartments as wealthier people move out of their older apartments into the new ones. Like in a game of musical chairs, if you add enough chairs to the game (even if some are fancy ones) then everyone can find a seat.

So, for the sake of my kids and their friends, I ask you to support abundant housing in Kirkland, especially in the walkshed of transit corridors, including at both the Michael's and Goodwill sites.

Thank you,

Lindsay Levine

From: McConachie, Justin <Justin.McConachie@pse.com>
Sent: Friday, April 12, 2024 12:12 PM
To: Adam Weinstein
Cc: Janice Swenson; David Barnes; Lindsay Levine; Larson, Matt; Tousley, Amy
Subject: Kirkland Comprehensive Plan Update -- PSE Comments -- April 2024
Attachments: PSE Comp Plan Language Comments April 2024.xlsx

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

Dear Adam Weinstein,

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

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

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

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

Thank you,

Justin McConachie
Municipal Liaison Manager | Municipal Relations
1140 N 94th St, Seattle, WA 98103 | Mailstop: NSO-01

Cell: **206.518.1452** | Office: **206.517.3432**
PUGET SOUND ENERGY

Energy Equity	
PSE Program	Model Comp Plan Language
Assistance Programs	
PSE's Bill Discount Rate (BDR): Our BDR program provides income qualified customers with ongoing help on their monthly energy bill. Depending on household income and size, customers can save 5% to 45% a month on your bill. **PSE Home Energy Lifeline Program (HELP):** PSE provides qualified customers with bill-payment assistance beyond the Washington state LIHEAP program. Customers do not need to owe a balance on their PSE bill to apply. **LIHEAP Program:** This government program provides financial assistance so eligible households can maintain affordable, dependable utility services and avoid disconnection. PSE can assist with eligibility requirements and applications. **The Salvation Army Warm Home Fund:** Administered by the SA and funded by voluntary contributions from PSE customers, employees, and investors. The Warm Home Fund provides short-term, emergency bill payment assistance to PSE customers facing financial difficulties. **Payment Arrangements:** PSE will work with customers to produce a manageable payment schedule with a realistic timeline for up to 18 months. **Budget Payment Plan:** PSE provides customers with a predictable average monthly payment to reduce bill fluctuation and avoid unplanned high bills during winter heating months.	Partner with PSE to promote financial assistance and discounted billing programs for income qualified residents in order to ensure that the most vulnerable are not disproportionately impacted by the State's clean energy transition.

Home Weatherization Assistance: This program provides free upgrades for single-family homes, manufactured homes or eligible apartment buildings. Upgrades can include insulation, duct sealing and much more.
Energy Efficiency Boost Rebates: PSE offers higher rebates on energy-efficient upgrades to income-qualified customers.

Low-Income Eligible Community Solar: This no cost program enables bill savings of up to $40 per month for income eligible customers.

Electric Vehicles	
PSE Program	Model Comp Plan Language
PSE Up & Go EV Charging Programs	
PSE Up & Go Electric for Public: PSE helps organizations easily and affordably install public charging for all EV drivers. **PSE Up & Go Electric for Fleet:** PSE empowers businesses, municipalities and more with electrifying their fleets. **PSE Up & Go Electric for Multifamily:** PSE brings pole charging to multifamily properties to attract new residents and keep existing ones. **PSE Up & Go Electric for Workplace:** PSE brings charging to workplaces so employees can electrify their commutes. **PSE Home Charging:** PSE provides rebates and incentives for the installation of home EV charging stations.	Support EV charging infrastructure throughout the community in order to support the decarbonization of our transportation sector.

Energy Efficiency & Green Options	
PSE Program	Model Comp Plan Language
Energy Efficiency	
Home Energy Assessment: PSE offers a quick and convenient 3-step process to help customers understand and control their home's energy usage. **Energy Efficiency Rebates:** • Appliance program • Electric hybrid heat pump water heaters • Smart thermostats program • Weatherization program • Windows, water heat and space heat programs • Home weatherization assistance • Insulation **Other PSE Energy Rebates:** • EV chargers • New construction **Clean Buildings Accelerator:** PSE assists customers with complying with Washington's Clean Buildings Law (HB 1257, 2019).	Partner with PSE to promote energy efficiency programs and initiatives. Expedite permitting processes related to energy efficiency upgrades.
Green Options	
Green Power: PSE customers can voluntarily contribute to PSE investments in renewable energy projects in the Pacific Northwest. **Solar Choice:** PSE **c**ustomers can voluntarily purchase solar energy from independent sources through PSE. **Carbon Balance:** PSE **c**ustomers can voluntarily purchase carbon offsets from local forestry projects through PSE. **Community Solar:** PSE customers can voluntarily contribute to solar projects of their choice installed on such facilities as local school and community centers. **Renewable Natural Gas:** PSE **c**ustomers can voluntarily purchase blocks of RNG to lower than carbon usage and support the development of locally produced RNG. **Green Direct:** This program is offered to local municipalities and corporations seeking to reduce their carbon footprint by investing in large scale renewable energy projects. This program is currently full.	Partner with PSE to promote local investments and customer enrollment in clean energy projects and programs in order to achieve clean energy goals.

Demand Response - Energy Management	
PSE Program	Model Comp Plan Language
Peak Load Shifting	
Time of Use (TOU) Program: PSE's current pilot program uses variable 24 hour pricing to incentivize customers to use less power during times of peak demand. **Flex Rewards:** This program encourages and financially incentivizes voluntary reduction in energy use during peak demand. **Flex Smart:** This program financially rewards customers for allowing PSE to make remote minor adjustments to thermostats during periods of high peak load and demand. **Flex EV:** This program incentivizes EV charging during off-peak hours.	Partner with PSE to promote and support programs designed to decrease load on the grid during times of peak use.

Grid Modernization & Infrastructure	
PSE Investments/Initiatives	Model Comp Plan Language
New Carbon Free Electrical Generation & Energy Storage Systems	
Wind and Hybrid Wind (co-located wind and battery): A variable source of power representing approximately 30% of PSE's future electric resource need by 2030. **Solar and Hybrid Solar (co-located solar and battery):** A variable source of power representing approximately 16% of PSE's future electric resource need by 2030. **Utility-Scale Battery Energy Storage Systems (BESS):** A technology that will allow energy to be stored for future use representing about 22% of PSE's future electric resource need by 2030. Types of energy storage technology include: • Chemical (e.g., Lithium-Ion Iron-Air) • Thermal (e.g., carbon, molten salt) • Gravity (e.g., water pumping, mechanical) Variable generation sources (wind & solar) require large scale **Battery Energy Storage Systems (BESS)** to be fully utilized since the sun goes down when demand increases and wind often fades when most needed; such as during extremely cold weather. Batteries maximize electrical production from variable generation sources, help meet periods of peak demand, and provide greater reliability for the grid.	Partner with PSE to effectively meet rapidly increasing electrical demand as the City and region work to achieve a Clean Energy Transition by adopting codes that support siting existing and new technologies.
New and Upgraded Transmission Lines, Substations, and Distribution Lines	
New regional **transmission** lines are needed to serve new utility scale clean energy resources, such as wind and solar. New local **transmission** lines are needed to meet increasing local demand due to growth, EV's, and electrification of the heating sector (e.g., Sammamish to Juanita line in Kirkland). **Transmission** upgrades are needed to meet increasing local demand (e.g., Energize Eastside line in Redmond, Bellevue, Newcastle, and Renton upgraded from 115kv to 230kv) due to growth, EVs, and electrification of the heating sector. In order to assure continued capacity and reliability, new and larger **substations** will be needed to meet growing energy needs due to growth, EVs and electrification of the heating sector. Additional 12.5kv **distribution lines** will be needed to meet growing energy needs due to growth, EVs and electrification of the heating sector.	Expedite the local permitting and approval process in order to maintain grid capacity and reliability.
Behind the Meter - Distributed Energy Resources (DER)	
Customer Connected Solar: PSE assists customers with information and resources for installing residential solar projects and how to apply for interconnection and net metering with PSE. **Battery Walls:** PSE offers installation guidelines and a process whereby customers can report battery installations. **Host An Energy Project:** Community partners can get paid to lease space to PSE to develop distributed solar and/or battery storage projects. **Distributed Renewables:** PSE supports the development of commercial customer-owned renewable energy projects that generate between 100 kilowatts and 5 megawatts to interconnect to the PSE electrical distribution grid.	Promote and support the growth of customer owned distributed energy resources.
Vegetation Management	
Many cities are pursuing aggressive urban forestry programs in order to beautify their community, reduce heat islands, and to provide carbon offsets. Such policies should be balanced with the need to protect electrical system reliability around overhead lines.	Support ongoing vegetation management in order to maintain system reliability.
Public Funding	
Recent state and federal legislation, including the IIJA and IRA, have unlocked public funding for climate and environmental benefit. PSE is aggressively pursuing all applicable funding opportunities to support lower customer bills, reduced power costs, and investments in the grid and clean energy. PSE is also supporting municipalities, tribes, and non-profits in their applications for public funding.	Pursue public-private partnership to seek funding sources to accelerate clean energy projects.

Wildfire Preparedness	
PSE Program	Model Comp Plan Language
Wildfire Mitigation	
Situational Awareness: PSE evaluates the condition of the electric system, as well as the environment around it, using real-time weather data, wildfire risk modeling and pre-wildfire season inspections. **Strengthening the electric system:** PSE regularly maintains and updates the electric system to provide safe and reliable power to our customers. In areas of high wildfire risk, we identify maintenance and improvement activities that will further reduce the risk of wildfire, including ***vegetation management*** , equipment upgrades, and in some cases, moving power lines underground. **Operational Procedures:** During wildfire season, PSE may change some device settings or implement operational procedures to reduce the risk of wildfire. In the future, PSE may proactively turn off power during high wildfire risk conditions to help prevent wildfires. This is called a ***Public Safety Power Shutoff (PSPS)*** . **Emergency Response:** During an emergency, including an active wildfire, PSE will coordinate with local emergency officials and may implement emergency response procedures. This may include turning off power at the request of emergency officials for public and first responder safety.	Support PSE's wildfire mitigation efforts including electric system upgrades, year-round vegetation management, and fire weather operational procedures. Work closely with utilities and local fire departments to lessen the risk and impact of wildfires.

Gas Conservation & Decarbonization	
PSE Program	Model Comp Plan Language
Gas Decarbonization	
Renewable Natural Gas Production Utilizing wastewater facility, landfill, or similar system.	Evaluate the potential for renewable, recoverable natural gas in exisiting systems.

From:
Sent: Wednesday, May 8, 2024 8:41 PM
To: 2044 Comprehensive Plan
Subject: Kirkland 2044 Plan Feedback

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

Hello!

Below are my thoughts on the 2044 Comprehensive Plan (for the subjects being reviewed May 9th).

Vision Statement Thoughts:

- Sounds great! I think it covers all the bases for the direction the city should take.

Guiding Principles Thoughts:

- Also sounds great! I look forward to my future in Kirkland being shaped by these principles.

Parks Element Thoughts:

- I think these all look amazing! The focus on sustainability (not only preserving our existing parks, but expanding them!), connectivity, and empowering our parks and waterfront (something unique to Kirkland) is spot on.

Economic Development Thoughts:

- Development Strategy
    - I'd argue against specifically calling out Totem Lake and Downtown, as that leaves out a LOT of the city (Finn Hill, Juanita, Houghton, etc.). It makes it hard to achieve the 10/15-minute city goals if economic development is too clustered.
- Revised Policy ED-1.2
    - Instead of 'targeted recruitment activities', I'd focus on removing the existing barriers that prevent people from becoming entrepreneurs, like restrictive zone and parking minimums.
- Revised Policy ED-1.6

    - Maybe add something here about regional transit, as being a destination won't work well if it's a pain to get to.
- Revised Policy ED-1.7
    - I'd be cautious with language like 'wherever appropriate', as NUMBYs love to claim that neighborhood cafes are 'inappropriate'. But I do see what you're going for (no one wants an auto body shop next door). Maybe add language that acknowledges there's room for nuance here.
- Revised Policy ED-1.8
    - Maybe instead of listing out all the different groups you're targeting, use more inclusive language like 'under-served' or 'under-privileged' or 'under-represented'.
    - Maybe add something in here about supporting co-ops?
- Revised Policy ED-2.1, ED-2.3
    - These look bang on!
- Revised Policy ED-2.4
    - Same as ED-1.8, could use more inclusive language, but I see what you're going for.
- New Policy ED-5.6
    - Is this even necessary? Seems oddly specific and not really related to Kirkland. I suggest removal.
- In general, maybe a bit too focused and specific on the DEI items. Could change the language to something like 'the needs and requirements of typically under-represented communities, like BIPOC, immigrant, etc.' I don't think it needs to be so silo'd.

Overall, I'm really excited about the direction of everything I'm reading, and I think you all are doing a wonderful job!

Cheers,

May 2, 2024

Kirkland City Council
123 5th Ave
Kirkland, WA 98033

Dear Kirkland City Council:

Re: Comment on Transit-Oriented Development in Kirkland SEIS

The Eastside Housing Roundtable ("EHR") is a broad coalition comprised of employers, non-profits, business organizations, housing advocates, and private and non-profit housing developers. We unite to support the creation of more affordable housing and diverse housing types at all income levels on the Eastside as a shared response to rapid growth. You can see our members and mission statement here.

We are writing to share comment on the analysis of transit-oriented development in the Supplement Environmental Impact Statement ("SEIS") for the Kirkland 2044 Comprehensive Plan Update. In particular, our comments pertain to the May 3, 2024 "Kirkland City Council Special Meeting" where City Councilmembers will have an opportunity to provide feedback on the Comp Plan SEIS analysis for specific elements, including housing.

We thank the City of Kirkland for supporting a growth strategy vision statement that emphasizes a "community that is connected by local and regional transit services…" and where "jobs, services, and housing are clustered around routes and trails…" We agree with growth alternatives that focus mixed-used, dense development near frequent transit.

At the March 28th Kirkland Planning Commission meeting, staff presented potential land use changes along frequent transit corridors for the Kirkland 2044 Comprehensive Plan Update. This included a proposal to study 50 dwelling units per acre ("du/acre") at seven key frequent transit stops across the City (slide #14) in the SEIS. The proposed analysis of only 50 du/acre near frequent transit may limit the City of Kirkland's ability to meet its housing, sustainability, and transportation goals over the upcoming planning period. **We urge Kirkland City Council to ensure that the SEIS analysis is bold enough to consider a full range of viable transit-oriented growth options, including housing capacity over 50 du/acre near transit stops**. We also encourage the analysis of densities that can reasonably avoid the need for additional environmental review during the upcoming planning period. Additional study and/or zoning amendments can add delays and costs to housing that a visionary Comp Plan SEIS can avoid.

Planning for denser housing near transit is a tool to foster a healthy, sustainable transportation system. This strategy is particularly important as our region's transit system continues to recover from the pandemic. It aligns with Kirkland's own 2018 Housing Strategy Plan and Sustainability

Master Plan goals. **By studying densities greater than 50 du/acre along transit lines, the city will be better positioned to generate and sustain strong transit ridership.**

According to MRSC, buildings around 50 du/acre vary in type and size. For example, this general density limit could result in a 3-story urban townhome cluster with underground parking (44 du/acre) or a 4-story small apartment building with surface parking and ground floor retail (59 du/acre). MRSC notes that a 6-story mixed-use apartment building with ground level retail is around 162 du/acre. While the du/acre may jump between these developments, the street level impact and building types may not be radically different in some cases, especially if parking is removed. **By studying and implementing densities above 50 du/acre, Kirkland can diversify building types, flexibility, and project feasibility near transit.** These factors are critical for Kirkland to reach its growth targets as market conditions fluctuate over the next 20 years.

There is also a question about how Kirkland should approach residential capacity to meet its 2044 residential growth target of 13,200 additional housing units and 26,490 additional jobs. PSRC's VISION 2050 Regional Growth Strategy and the Multicounty Planning Policies recommend that Metropolitan cities—like Kirkland— provide "additional housing capacity" when significant job growth is expected (note the *mandatory* language):

- "Provide *additional housing capacity* in Metropolitan Cities in response to rapid employment growth, particularly through increased zoning for middle density housing." (MPP-RGS-7)
- "Metropolitan and Core cities experiencing high job growth will take measures to provide *additional housing capacity* for a range of housing types and affordability to meet the needs of those workers as well as the needs of existing residents who may be at risk of displacement." (RGS-Action-8)

This "additional housing capacity" should be considered in excess of the growth targets. According to the 2021 King County Urban Growth Capacity Report, Kirkland grew at 75% of the pace needed to achieve its 2035 housing growth target since 2006. **This suggests that Kirkland can be bold in how it considers adding residential capacity to meet its growth targets for the 2019-2044 time period.**

We thank City Council for your ongoing commitment to affordable housing and transit-oriented development in Kirkland. **Ultimately, the implementation of Kirkland 2044 in code and processes is what matters most.** In addition to recommending the study of residential densities higher than 50 du/acre at transit stops, we ask that you direct staff to prioritize other actions and areas of study so that bold zoning changes near transit will lead to effective results.

Sincerely,
Eastside Housing Roundtable Steering Committee



Joe Fain, co-chair
Bellevue Chamber of Commerce



Patience Malaba, co-chair
Housing Development Consortium

Meghan Altimore, Hopelink
Chris Buchanan, Bellwether Housing
Abigail DeWeese, Hillis Clark Martin & Peterson
Pearl Leung, Amazon
Amy Liu, Microsoft

From:
Sent: Thursday, May 2, 2024 12:10 PM
To: City Council <CityCouncil@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Comments for May 3rd Special Joint Meeting - I Support Housing Abundance

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

Dear City Councilmembers and Planning Commissioners,

I am reaching out to provide a comment ahead of the May 3rd Special Joint Session. I support the Focused Growth Alternative as outlined in the Capacity Analysis Memo. However, as a long term resident of Kirkland, I believe the vision outlined thus far is too conservative to fully address our housing and loneliness crises. The Kirkland 2044 Comprehensive Plan lays the groundwork for Kirkland's future success - we should provide as many walkable housing opportunities as possible by studying and including the following actions in the plan:

1. Eliminate parking minimums. This provides a blanket of interconnected benefits city wide.
2. Allow for larger buildings near frequent transit. Go beyond 50 dwelling units per acre where demand for housing is highest (and not by reducing capacity in other areas). Market Street in particular is a prime candidate for transformation.
3. Explicitly support the most sustainable and covert missing middle type, the single-stair plex-style apartment or condo, city wide. Create pre-approved 4-plex, 6-plex, 8-plex, and 10-plex programs like the existing DADU program.
4. Introduce a Kirkland Neighborhood Cafe Bill. Let the community experiment and build new hubs of activity and culture.

I appreciate how hard it must be to reconcile all the ideas you've received and then co-create a unifying and comprehensive plan for our future. The above actions are critical ingredients for the long term health and happiness of our community.
Thank you for your time,

Janice Swenson

From:
Sent: Thursday, May 9, 2024 5:43 PM
To: Planning Commissioners; Allison Zike; Janice Swenson
Subject: CAM22-00032 -- input to tonight's Public Hearing

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

Commissioners, Ms. Zike, Ms. Swenson,

I plan to speak at the public hearing this evening. I will likely be unable to cover all of my points, so I am also submitting them via this email message.

Thank you,

Kirkland, WA

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May 9, 2024 – K2044 Comp Plan Public Hearing #1

Good evening Commissioners, city staff, and audience members,

This Comp Plan update is a huge effort; I appreciate all of the work that everyone has put into this. Thank you for the opportunity to speak this evening.

Much to comment on… I will highlight a few key items. First, two general comments:

Public Safety

- I realize that this plan focuses housing and job growth, but the services required to support the housing and jobs is also important. Public safety is a key element of managing growth.
- I suggest adding a goal for public safety.

Neighborhoods

- Kirkland's neighborhoods are a big asset to our community.
- One example: Police Chief Harris has told me multiple times that our engaged and connected neighborhoods are a real plus when KPD is hiring new recruits and our neighborhoods are very helpful to KPD in their daily work.
- I propose adding two goals to the Comp Plan:
    - NH-1 Strengthen ongoing dialogue between each neighborhood and City officials.
    - NH-2 Make each neighborhood more sustainable and a better place to live or work by providing for compatible growth in residences and other land uses, such as businesses, services, and parks while fostering each neighborhood's own unique character.

- Full disclosure: I cribbed these from the draft Redmond Comp Plan Update

Now some specific comments on the Intro Chapter:

Please add page numbers to future documents.

Figure I-5 (on page 6, I think) - the word cloud from a visioning event
- Is this an overall representative reflection of words from all of your community outreach?
- It seems like feedback from one particular focus group. This should be replaced by a more representative cloud.
- Also, there is no reference in the text to this figure and no description of its purpose.

Vision Statement – Some good content, but it needs better balance
- In its 5 paragraphs, there are just two mentions of housing, which is a critical topic for this plan, and I quote:
  - Housing near transit
  - Diverse housing
- And only a few mentions of parks:
  - Parks in Kirkland
  - Natural and built environment
  - Connected parks and open spaces
- But there are numerous mentions of diversity, equity, and inclusion, and I quote::
  - Welcoming place
  - Friendly community
  - Welcome all people
  - All people belong
  - Celebrate diversity and inclusion
  - Combat racism and discrimination
  - Equitable transit
  - All abilities community
  - Diverse neighborhoods
- I realize that diversity is a goal of this plan, but there should be balanced treatment of all of the important goals.

Guiding Principles
Principles for "guiding growth and development …"
- Livable and Welcoming
  - Redundant – Inclusive, Welcoming, and Belonging are covered in both the 1st and 3rd principles. Those items should be pulled out into their own principle.
  - First paragraph says "for people of all abilities". Other aspects of inclusion are omitted (age, income, etc.). Remove this phrase and cover all of the inclusion in the separate principle suggested in the previous bullet item.
  - You removed: "High quality and attractive architectural design and landscaping, and preservation of historic buildings and sites" that is in the current Comp Plan. Are those no longer part of livability in Kirkland?
- Sustainable and Resilient
  - The first paragraph is hard to read. Just a string of phrases.
  - The format of the 2035 Guiding Principles was much easier to parse.

    - "… the values of environmental justice" – what is the purpose of this here? Do we have a problem in Kirkland with marginalized communities being harmed by hazardous waste and resource extraction?
- Connected and Resilient
    - Separate into 2 principles. They are different topics.
    - Grammar issues in 2nd paragraph. E.g., "… connect housing, jobs, and services, parks, schools, and the region." Similar problem with 3rd paragraph.

Policy GP-1.2: working with other agencies, etc.

- Is it a goal for Kirkland to participate in regional issues (like homelessness) commensurate with our level of those issues? Or is it Kirkland's goal to shoulder more than our share of the load?

Policy GP-1.4: Integrate smart technology to support citywide goals

- What does this have to do with GP-1/Coordinate with other agencies?
- This seems out of place. Isn't it an implementation detail?

GPs subsection on "Equitable, Inclusive, Welcoming, Sustainable Community"

- I don't see any GPs in here that foster Sustainability.
- Sustainable be its own subsection (doesn't belong with DEIB). Or partner it with resilience or something else that it's related to.

"Policy GP-3.2: Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities."

- I support the other inclusion GPs, but this one is tricky. Does this expose the city to lawsuits?
- What is the goal?
    - To have the city's employee demographic match the demographic of the city's population?
    - Or to have Kirkland's population demographics match WA state demographics? Or USA-wide demographics?
    - Do we have a measure of how much past inequity Kirkland needs to make up for? (I know there was a public meeting about this topic recently and examples of inequity were presented which was enlightening, but there were serious flaws in the data.)
    - This GP needs clarification/modification.

Goal GP-5: "Enhance Kirkland's strong sense of community"

- This list needs some work.
- E.g., Policy GP-5.2, "Establish partnerships throughout the community to meet the city's cultural, educational, economic, and social needs." Is this really the City's job to meet all of these needs for people in the City? Yes, we can help. But meet all needs?

I see lots of goals and policies around DEIB but nothing about Public Safety. Isn't that an important aspect of our general goals?

Section E. "Key Themes for 2044 Comprehensive Plan update"

- Why is this organized into 2 subsections, (1) DEIB Focus and (2) Key Themes (which is the title of the whole section)?
- The Key themes should be presented first.

- Then, provide more details on those themes. (At this point there is only one theme that has more details in this section (DEIB).)

Section F. “Equitable and Inclusive Community Outreach and Engagement”

- I agree that “The City should continue to strive to increase participation in City programs, initiatives and activities among its diverse populations.”
- How do you ensure that this Comp Plan reflects the priorities and values of “… people who might want to live in Kirkland but don’t yet.” ??
- Where is the data to support the following statement:
    - “Historically, our planning processes and decisions have privileged some voices over others. As a result, many planning processes fail to adequately consider the perspectives of marginalized or underrepresented communities that are often most impacted by planning decisions.”

I have comments on the other documents (Parks, Economic Development), but I will need to send those along at another time.

==========end
==========

Is the Comp Plan Public Hearing process broken?

Mon 5/13/2024 12:53 PM

To:Planning Commissioners <PlanningCommissioners@kirklandwa.gov>;City Council <citycouncil@kirklandwa.gov>;Allison Zike <AZike@kirklandwa.gov>;Janice Swenson <JSwenson@kirklandwa.gov>;Adam Weinstein <AWeinstein@kirklandwa.gov>

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

Planning Commissioners, City Council Members, and City Staff,

What is the purpose of public comment at a Comprehensive Plan public hearing?

At the first public hearing on May 9th, the **public comments on the plan chapters were not discussed nor addressed during the hearing.** (Four people spoke and three people submitted written comments. I did both.)

(Note - Commissioners discussed the public comment about the difficulty of the public accessing the packet for the meeting, but that was not a public comment about the *content* of the materials. There was no follow up on Comp Plan comments made by the public. For one small example, I suggested adding a goal for public safety and that was not mentioned during PC deliberation.)

Is the public hearing process broken? How do we fix it?

Is it too much to ask for commissioners to understand, discuss, and act on public comments presented that evening? Maybe you should ask the public to submit written comments one week prior, to enable commissioners to digest them? In that case, the packet would need to be released at least 2 weeks prior to the hearing and you would need to advertise that verbal comments at the hearing should either be very simple to address or be just highlights of comments submitted earlier.

I strongly recommend addressing this question before the May 23rd public hearing. For a variety of reasons, there were relatively few comments on May 9th. I predict that there will be many, many more comments at the May 23rd meeting.

Is the public supposed to feel that their comments have been heard and addressed, or is the public supposed to hear "thank you for your comments" and then feel like their efforts were merely whistling into the wind? It really should be the former! How do we make that happen?

City staff, council, and commissioners have been working on this Comp Plan update for many months. A small percentage of Kirklanders have been engaged throughout the update process, too. However, much of the public has not had a chance to review the materials until now. **If these public hearings are the full public's chance to review and comment, it should be with a process in which they will actually be heard.**

Thank you for your time.

Market Neighborhood resident

From:
Sent: Tuesday, April 30, 2024 8:42 AM
To: City Council <CityCouncil@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Support Transit Oriented Development and Housing Choices

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

Dear Kirkland City Councilmembers and Planning Commissioners,

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

Given that, I want to voice strong support of:

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

Thank you.

Kirkland 98033

From:
Sent: Monday, April 29, 2024 6:20 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; City Council <CityCouncil@kirklandwa.gov>
Subject: May 3 planning meeting

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

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

> Any increased housing density on Lake Street, Central Way or Market Street, from Juanita to Carillon Point and east to 405 must acknowledge that we have a one-lane-each-way T-intersection at Lake and Central. Density should be increased where traffic has better access from one-lane streets to two-lane roads.
> I know you want everyone to take the bus, ride a bike or walk everywhere but that's unrealistic. Focus growth in the Totem Lake area and let "downtown" Kirkland remain a quirky, historic, waterfront gathering place as much as possible.

From:
Sent: Tuesday, April 30, 2024 8:48 PM
To: City Council <CityCouncil@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Abundant housing allows families to stay connected

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

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

I strongly support:

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

I fully support Liveable Kirkland's detailed recommendations in this letter.

Sincerely,

From:
Sent: Monday, April 29, 2024 7:27 PM
To: City Council <CityCouncil@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Housing and Transit-Oriented Development in Kirkland

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

Hello City Councilmembers and Planning Commissioners,

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

Thank you,

From:
Sent: Monday, April 29, 2024 9:30 PM
To: City Council <citycouncil@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Support for transit-oriented development

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

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

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

From:
Sent: Tuesday, April 30, 2024 9:21 PM
To: City Council <CityCouncil@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Comprehensive Plan Housing Capacity

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

Hi,

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

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

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

Thanks for your time,

[1] Capacity Analysis Memo (kirklandwa.gov)
[2] City of Kirkland Housing Dashboard (arcgis.com)

From:
Sent: Wednesday, May 1, 2024 12:08 AM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Capacity Analysis Memo

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

Dear Planning Commission,

I recently ran across a Capacity Analysis Memo sent your way March 26, 2024 (https://www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/kirkland-2044-comp-plan/k2044-people/land-use/pdfs/k2044_capacityanalysismemo_final2024-03-26.pdf). I was very impressed with the common sense approach espoused therein and wanted to voice my support for its recommendations.

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

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

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

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

Yours,

From:
To: 2044 Comprehensive Plan
Subject: PorchLight
Date: Tuesday, October 31, 2023 11:38:39 AM

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

Kirkland Comp Plan,

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

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

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

Thanks

Bellevue, WA 98005

Comp Plan Land Use Element: Hooray for housing!

Wed 1/10/2024 9:24 PM

To:Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

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

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

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

1. I approve of the language updates I've seen to the goals and policies. We should be emphasizing the need for more housing and housing diversity, for mass transit and active transportation, and for greater investments in sustainability, equity, and community. I'm also glad to see ambiguous and questionable language like "community character" is being removed.

2. I am encouraged that the city is studying the Growth Action Alternative. I look forward to seeing the results of that, and I hope that the city ultimately adopts it. In particular, I'm glad to see a plan to upzone around frequent transit routes. I hope that will lead to more housing being built along those routes and to greater ridership for our bus routes, of which I am a daily user.

3. One point of concern for me is the jobs-to-housing ratio. In the packet, it says Kirkland is required to plan for a 54% increase in jobs but only a 34% increase in housing. Job growth in Kirkland appears to be outpacing housing growth, meaning that fewer of the people who work in the city will be able to live here. I hope that the city will make it a policy goal to maintain the 2018 jobs-to-housing ratio of 1.27, or we risk our neighborhoods becoming even more exclusionary than they already are.

4. I was glad to see the map attached to the end of the packet that shows the city is modeling a 1/4 mile radius around frequent transit routes. I expect that map will be contentious with some other Kirkland residents, but I think it's critical that we maintain *at least* that radius. The reason for this is not just to grease the wheels of new housing. We should also recognize that noise and particulate pollution are worst along major roads, where frequent transit tends to operate. I hope the city will consider such pollutants in its SEIS study and in future studies and incorporate them into its goals and policies.

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

Best wishes

From:
Sent: Monday, April 29, 2024 1:15 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: https://www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building

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

Good afternoon,

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

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

Thank you,

-A concerned city of Kirkland resident

Begin forwarded message:

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

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

Hello Councillor Curtis,

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

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

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

and wheelchair users.

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

Best wishes,

Kirkland, WA 98034
10.25.2023

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

Council Member Jon Pascal:

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

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

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

Sincerely,

Senior at Inglemoor High School

From:
Sent: Monday, April 29, 2024 9:30 PM
To: City Council <citycouncil@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Support for transit-oriented development

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

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

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

Kirkland, WA 98034

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

Honorable Mayor Sweet

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

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

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

Sincerely

Senior at Inglemoor High School

From:
Sent: Tuesday, October 31, 2023 11:03 AM
To: Allison Zike <AZike@kirklandwa.gov>
Subject: Re: Study of MInimum Densities for More Efficient Use of Land

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

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

Thanks again,

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

Allison,

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

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

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

Thank you,

From:
Subject: Support of Midrise zoning in the Transit Walkshed
Date: July 18, 2023 at 5:17:26 PM PDT
To: psweet@kirklandwa.gov, jarnold@kirklandwa.gov, nblack@kirklandwa.gov, kcurtis@kirklandwa.gov, afalcone@kirklandwa.gov, tnixon@kirklandwa.gov, jpascal@kirklandwa.gov

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

Dear Kirkland City Council Members,
My name is

I'm a renter in Kirkland.

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

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

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

Thank you for your time.

--

Kirkland, Wa 98034
10/26/23

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

Councilmember Jon Pascal:

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

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

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

Sincerely,

Senior at Inglemoor High School

Kirkland 2044 Vision

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

Transit-Oriented Development in Kirkland

Apr 26, 2024

Dear Kirkland City Councilmembers, Planning Commissioners, and Staff,

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

Kirkland Needs Transit-Oriented Development

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

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

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

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

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

Setting Our Sights Higher

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



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



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



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

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

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

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

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

Thank you for your time and consideration.

Liveable KIRKLAND

futurewise

Affordable, Sustainable Kirkland

February 10th, 2023

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

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

Proposed Policies

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

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

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

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

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

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

Kind Regards,

Liveable Kirkland
Eastside For All
Futurewise
Habitat for Humanity Seattle-King & Kittitas Counties
Joan McBride
Kirkland Greenways
Mark Vossler, MD. Washington Physicians for Social Responsibility
Representative Amy Walen
Representative Davina Duerr
Representative Roger Goodman
Sightline Institute

A *Strategy* for the Transportation *Strategic* Plan

Mar 19, 2024

The Transportation Strategic Plan (TSP) is an opportunity for Kirkland to show its commitment to safe, equitable, and sustainable transportation for all. We support the City's continuing investments in transportation safety, and we urge you to consider these recommendations to improve it further.

Projects Versus Standards

The City should ensure our transportation goals are reflected not only in projects, but also in our default standards. We need to shift from a project mindset to a standards mindset, where multimodal infrastructure is built *by default*. **Building safe streets should be the rule, not the exception.** Much in-line with the "Eight Steps Toward Vision Zero" document[1] we sent in July of 2023, we recommend the City adopt specific policies that:

1. Avoid relying exclusively on measures *that drivers can simply ignore*, such as speed limit signs and Rectangular Rapid Flashing Beacons (RRFBs), and instead use physical roadway design to control vehicle speed and driver yield rate.
2. Use raised crossings wherever possible.
3. Make roundabouts the default for new and redesigned intersections, except near dense housing or retail, where pedestrian volumes may be high.
4. Discourage speeding with narrower lanes and traffic calming. Narrower lanes have been shown consistently to increase safety for **all modes** of transportation, including drivers.[2]
5. Prohibit right-turn-on-red at traffic lights in areas with significant pedestrian activity.
6. Aggressively reconfigure our traffic signals to include a leading pedestrian interval (LPI). LPI does not require building any new infrastructure. This change to signal timing alone leads to a 13% decrease in pedestrian-vehicle crashes at intersections.[3]

[1] https://www.liveablekirkland.org/s/Eight-Steps-Toward-Vision-Zero.pdf
[2] https://narrowlanes.americanhealth.jhu.edu/
[3] https://highways.dot.gov/safety/proven-safety-countermeasures/leading-pedestrian-interval

7. Restrict the widening of existing streets with new lanes for private motor vehicles, *especially* slip lanes.
8. Require the City to implement these standards whenever streets are resurfaced.

Multimodal Level-Of-Service (MMLOS)

The 1992 Growth Management Act (GMA) concentrates housing to urban areas leading to competition for space to live, work, and move. To account for the inevitable increased concentration of traffic in historically car-dependent urban areas, the state passed concurrency laws. Washington State's concurrency laws emphasize that public facilities, such as transportation, must align with the demand from new developments. A crucial aspect of this is maintaining Level of Service (LOS) at intersections, ensuring that transportation facilities can accommodate new development without degrading below established LOS standards. If a proposed development risks lowering the LOS, it must include measures to manage the impact.

These laws had the unintended effect of making our urban areas unsafe for walking and biking while doing little to nothing to ease congestion. In Kirkland, as in other urban areas, this invariably leads our staff engineers - *by law* - to design infrastructure aimed to futilely accommodate those inside a private motor vehicle while sacrificing the convenience, health, and safety of everyone else.

After 32 years, the state is offering an alternative to traditional LOS. Last July, as part of the Climate Commitment Act, legislators passed ESSB 5974[4]. Subsequently, WSDOT issued a memo[5] including a change to replace traditional LOS guidance with Multimodal Level of Service[6].

MMLOS evaluates the performance of transportation systems not just for vehicles but for all modes of travel, including walking, cycling, and public transit. This approach recognizes the importance of a balanced transportation network that accommodates various travel needs and

[4] https://app.leg.wa.gov/billsummary?Year=2021&BillNumber=5974
[5] https://wsdot.wa.gov/publications/fulltext/ProjectDev/ProjectDeliveryMemos/Memo22-03.pdf
[6] https://wsdot.wa.gov/sites/default/files/2023-12/LevelOfService-Guidance-MultimodalLevelOfService.pdf

promotes safe and sustainable options. Both Bellingham[7] and Bellevue's[8] MMLOS are proxies for what to expect.

WSDOT is currently finishing its final draft and will issue new guidance to counties and cities across the state this spring. For the first time, urban areas will be **required by law** to provide infrastructure that more fairly and safely distributes modes of mobility *even at the risk of inconveniencing motorists and near-term increases in congestion.*

As you study the transportation plans in front of you and contemplate the overwhelming public requests for safer infrastructure, please reflect on how these statewide changes may impact our city plans and Capital Improvement Program (CIP). This is particularly pressing as you and the City prepare for budgeting sessions this summer.

Network, not Patchwork

The City's goal for active transportation infrastructure should be a complete network rather than a patchwork. An incomplete network will see little use, while **a complete network will be transformative**. We should prioritize connecting our densest urban centers first, then extend that network outward. Staff should work with the Transportation Commission, as well as community members who regularly use active transportation, to identify gaps in that network and schedule high-priority projects to fill them. Bike Bellevue[9] provides us with an example of a network-focused strategy right next door; we hope Bike Kirkland won't be far behind.

Real Protection, Not Just Paint

Protected bike lanes are *virtually nonexistent* in Kirkland today. The Prioritized Projects List contains several protected bike lane projects, which is very encouraging. However, it does not specify what degree of protection they will offer. The City should develop a rigorous standard for protected bike lanes that are buffered by at least a concrete curb in areas with moderate traffic speeds (≥25 mph), or larger concrete barriers (e.g. Toronto barriers) in high-speed sections. Plastic

[7] https://cob.org/services/planning/transportation-planning/long-range-planning
[8] https://bellevuewa.gov/sites/default/files/media/pdf_document/Bellevue_MMLOS%20FINAL.pdf
[9] https://bellevuewa.gov/city-government/departments/transportation/planning/pedestrian-and-bicycle-planning/pedestrian-bicycle-implementation-initiative/bike-bellevue

flex posts and green paint do not provide real protection against motor vehicles, which are only getting larger and heavier. **The absence of real protection is why you will only see confident cyclists riding in Kirkland bike lanes.** If Kirkland wants an all-ages-and-abilities active transportation network, it must provide *real protection* to those users.

Lower Speeds Everywhere

Lower speeds save lives. As vehicles get heavier and bumpers get higher (and more likely to send pedestrians under the vehicle), reducing speeds is critical. A study by the AAA Foundation for Traffic Safety found that for vehicle/pedestrian collisions, increasing speed from 20 to 25 mph roughly *triples* the chance of severe injury and *doubles* the risk of death.[10]



To effectively lower speeds, we may need to reclassify some of our streets whose classifications have become outdated as our city has grown. **Our city is a *destination*, not just a place to drive *through*!** These outdated classifications inhibit not only our ability to lower posted speed limits, but also our ability to employ traffic calming measures to ensure the design speed matches the posted speed limit. Several streets in Kirkland that should have their designation changed (see KMC 19.08[11]) are:

1. Central Way/NE 85th St. from Market St. to 6th St.
2. Lake Street/Lake Washington Blvd from Central Way to South city limits
3. Market St. from Central way to Forbes Creek Dr.

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[10] https://aaafoundation.org/impact-speed-pedestrians-risk-severe-injury-death/

[11] https://www.codepublishing.com/WA/Kirkland/html/Kirkland19/Kirkland1908.html

Reducing these speeds downtown will have a negligible effect on how long it takes to drive to our downtown, but will be a significant improvement for safety and the enjoyability of our downtown.

Projects that Embody These Priorities

While we continue to emphasize standards and systems, we understand that part of the TSP work involves considering specific projects. Upon first review, certain projects stand out to us as exemplifying the strategies we've listed in this letter:

1. The Lake Washington Boulevard Promenade (aggregated across multiple comments this was clearly the most popular project on the map)
2. All of the downtown traffic calming projects
3. Eliminating right-turn-on-red at Central Way and Lake Street
4. Adhering to policies around pedestrian activity in the Greater Downtown Kirkland Urban Center Plan
5. Raised crossings along Central Way, Market, Lake Street, the crossing of the CKC with 120th Ave. NE, and many other locations
6. An underpass for the CKC at Slater Ave NE
7. Multiple roundabouts at dangerous intersections
8. Removing Central Way's designation as a "principal arterial"

We encourage the City not to wait for a *perfect* solution to each of these issues. If we can get 80% of the benefit and prove the concept for a tiny fraction of the cost while we wait for the federal, state, or county funds to make projects more permanent, we should do that[12]. Our insistence on casting everything in concrete from day one is really hamstringing our ability to adapt, innovate, and respond in a timely manner to residents' safety concerns. By waiting to do it "right", many improvements don't happen at all and people are put in harm's way.

Conclusion

We have a chance to be bold and actually improve transportation in the city for future generations. These changes take a long time, but they can start right here, right now.

[12] https://www.youtube.com/watch?v=xsSp8gxzfjo

Service Request 27085

Record Info

Request ID:	27085	**Request Type:**	Contact City Council
Priority:	1	**Entered By:**	kryan
Date Submitted:	5/31/2023 8:29:00 AM	**Cross Street:**	
Address:	Kirkland		
District:			
Comments:	Hello. Could you please reply and let me know who would be the appropriate person to connect with for an update on the Lake Washington Boulevard Promenade and Concept Development Study? Back on 2/7/2023, “Prior to the above business agenda, the Council held a Study Session, where they discussed: Lake Washington Boulevard Promenade and Concept Development Study – Council received a briefing on the Lake Street South/Lake Washington Boulevard NE Promenade Analysis and Concept Development Study and provided feedback to staff on a preferred design alternative and next steps to advance the concept of a potential Lake Washington Boulevard Promenade.” (The email is below) My husband and I are part of the Kirkland community who live along Lake Street S. We are very concerned about this proposal that has not been discussed publicly (other than prior to the business agenda of the City Council) and would result in significant loss of parking here in Kirkland. Eliminating one side of the street parking is a poor idea when parking is already scarce. This loss of parking would affect all who visit our community, all who want to park and enjoy the sunsets, to park to dine in our restaurants, and shop in the local businesses, and all who want to visit those of us who live here. Parking is really tough as it is here in Kirkland, particularly when the sun is out and on weekends. Additionally, there was discussion of median street trees, again, those who live here and pay a premium for our view of Lake Washington, do not want additional trees blocking our view. We live at Shumway and not one homeowner, nor the board, has been made aware that this is even being proposed. It feels like the City Council is not being open or transparent. I have been trying to find an update, but haven’t been able to find anything. We already have bike lanes and sidewalks on both sides of Lake Street South in Kirkland. The accommodations are so good, that Kirkland often has events where people are biking through and running along Lake Street S. In this time where our citizens of Kirkland don’t have roofs over their heads and enough food to eat, and finances are limited, why does this seem like a good use of funds? Please reply to this email and add the cc the appropriate person who can provide some additional insight and information. Look forward to your reply.		

Kirkland 98034
09/26/2023

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

Councilmember Recipient Name:

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

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

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

Senior at Inglemoor High School

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

Tue 1/9/2024 5:09 PM

To:Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

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

Kirkland Planning Commissioners:

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

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

Thank you for considering these comments.

Kirkland WA 98033
Liveable Kirkland

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

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

Hi,

I noticed that you are seeking comments related to comprehensive plan and making Kirkland a welcoming community. I feel you ignore an important issue related to the idea of welcoming. Very large developments are planned. The jobs and housing provide will attract people from all over the world. In many countries people learned to smoke at a young age and have not been able to stop. Smoking is an addictive habit that is very difficult to overcome. Also, some people are treating health problems with marijuana products. When people are medically using a product can you really tell them not to do it in their apartment?
Does it seem welcoming in these large developments to have a total ban on smoking? Walking a long distance to find a street corner where smoking/vaping is allowed seems unfair. It punishes people who have a habit that they are unable to break. Also, smoking on a public street outside a smoke free campus can cause a litter problem or fire hazard.
In my opinion, it would be much kinder to include a designated smoking area within a housing or business development. It would be good if Kirkland had a regulation to convince developers to include this. The policy is an advantage to all because it limits second hand smoke to one area. It also can include seating, receptacles for trash and safe disposal urns for cigarette butts. I have seen businesses in Redmond that provide some type of smoking area on their campuses. As a nonsmoker I appreciate it when I can guide someone to a smoking area if they are hanging out too close to a doorway or window because they are trying to shelter from the rain. KPC is one place that I have experienced this.

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

Sincerely,

Bellevue College

6350 Smoking on Campus

Original Date: 7/11/1990 * Last Revision Effective: 10/15/2015
Policy Contact: Vice President, Administrative Services

Policy

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

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

University of Washington

Smoke and vape in designated areas only

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

- UW Seattle campus
- UW Bothell campus
- UW Tacoma campus

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

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

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

Dear Adam Weinstein,

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

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

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

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

Thank you,

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

From:
Sent: Saturday, September 9, 2023 5:17 PM
To: City Council <citycouncil@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Allison Zike <AZike@kirklandwa.gov>
Subject: update to Kirkland code re: homeless encampments

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

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

Here is the relevant passage: https://www.codepublishing.com/WA/Kirkland/html/KirklandZ127/KirklandZ127.html

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

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

127.25

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

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

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

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

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

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

127.30 Frequency and Duration of Temporary Use✉

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

2. Exceptions

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

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

From:
Sent: Wednesday, January 17, 2024 2:04 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Density

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

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

Kirkland

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

Categories: Comp Plan 2044

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

Hello Planning Commission,

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

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

What do I want? (Broadly)
I want to fight climate change, reverse racial and class segregation, and make places that are better for people.

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

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

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

MAINSTREET PROPERTY GROUP LLC℠

April 17, 2024

Kirkland City Council Members
Via Email: CityCouncil@kirklandwa.gov

Dear City of Kirkland Council Members:

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

1. **Review "For Sale" Affordable Housing Requirements.** Affordable housing requirements in for sale developments result in housing being sold below cost and at a significant discount in the market (less than 20% of the market rate). A few families benefit proportionally large if they win the lottery to purchase one of these units. These funds could instead benefit hundreds of households if they were utilized for rental housing. Example: 100 Townhome project in Kirkland with 1,800-2,000 sq. foot units = market price is 1.3M. 80% AMI cost of unit is 350K and developer must sell 10 units for 350K each which is below the cost of the land alone and not even half the full cost of developing and constructing the unit. Consider cash contributions and other alternatives for developers to contribute to affordable housing requirements.

2. **MFTE credit term length**. Kirkland MFTE credit is 8 years and some municipalities have longer terms, i.e. 20 years etc. Consider extending these credit in the Station Area. For example, Shoreline took the 12 year program with 20% of the units being affordable and extended it to 20 years.
   Multifamily Property Tax Exemption (MFTE) Program | City of Shoreline (shorelinewa.gov).

3. **Flexible Retail Ground Floor requirements.** Medical uses, Apartment leasing offices and apartment amenities such as common rooms and gyms may be options to consider allowing in ground floor locations that require retail per the zoning code.

4. **Expanding 85th Street Station Area Zoning.** Zoning between 128th - 132nd is currently low (2-3 stories). Consider increasing height allowable in this area to 5 stories to expand the Station Area to more potential properties. To leave those 4 blocks on 85th as is, several small homes converted to commercial use that has the same amount of traffic along NE 85th, seems like a missed opportunity leaving underdeveloped precious commercial zoning not blending well with the rest.

5. **Kirkland vs. King County AMI.** High land costs and development costs in Kirkland far exceed that of average King County costs. 80% AMI in Kirkland is higher than King County. Imposing King County 80% AMI in Kirkland is artificially low. Consider more relevant numbers that are specific to Kirkland vs. King County.

6. **Relax F.A.R. & Lot Coverage Requirements for Middle Housing.** Strict lot coverage and Floor Area Ration (FAR) requirements decrease the number of middle housing units possible on a lot. Relaxation of these requirements may make middle housing development more feasible with a greater number of possible units.

7. **Permit wait times and Predictability within Station Area.** Ideal permit times would be 6 months. Current wait times hover around 2 years. Consider issuing a permitting schedule with dates upon application submission. Consider using external expertise in approving these permits and reduce low value corrections to permit applications.

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

Sincerely,

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

From:
Sent: Monday, April 29, 2024 7:27 PM
To: City Council <CityCouncil@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Housing and Transit-Oriented Development in Kirkland

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

Hello City Councilmembers and Planning Commissioners,

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

Thank you,

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

Sun 2/25/2024 7:41 PM

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

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

Hi,

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

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

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

Kirkland, WA 98034
10/25/2023

Penny Sweet
Mayor
City Council
123 Fifth Ave.
Kirkland, WA 9033-6189

Councilmember Penny Sweet

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

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

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

Sincerely,

Senior at Inglemoor High School

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

Categories: Comp Plan 2044

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

Dear Planning Commissioners,

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

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

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

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

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

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

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

Thank you.

Everest Neighborhood
Liveable Kirkland

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

Categories: Comp Plan 2044

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

Dear Kirkland Planning Commissioners,

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

- ➔ Futurewise supports a planning approach that centers housing—production, affordability, and diversity of housing options; residential proximity to jobs, goods, and services; integration with multimodal transportation networks, and sustainability strategies. Based on the "Community Feedback on Land Use Element" themes and the "Key Land Use Policy Issues" in the meeting packet, we believe that the initial direction being proposed by the City is positive.

- ➔ We hope you'll think about the ways the future Land Use Element can enable "Complete City" concepts.

- ➔ We encourage you to consider how Land Use Element policies and goals can remove barriers to socioeconomically and racially inclusive communities. We believe that this Comprehensive Plan update is a major opportunity to further align Kirkland's land use with its values.

- ➔ Futurewise also supports an approach to housing affordability that balances the urgent need to produce housing to address the regional supply shortage while also using an analysis-supported framework to maximize housing affordable to middle- and low-income households in developments.

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

Best Regards,

--

Futurewise

816 Second Avenue, Suite 200 , Seattle, WA 98104-1530
futurewise.org

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

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

Hello,

I am writing this as a nonresident of the City of Kirkland. At the same time, I feel that I am spending lots of time in Kirkland as I have for a long time. I am one of the members of IMAN Center (at 5th Ave. and State St.) and I go there often and before that I have always gone to Kirkland for a walk and eat.
Please know that IMAN Center has enough parking when we are there, but when I go to waterfront with my family, There is not enough parking.

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

As the population has increased there will be more vehicles and the idea of what we had to use uber or Lyft is not suitable as their Rate has gone up very much.
Therefore, people need to travel with their own vehicle and they need a parking place in town and parks and where activities are:

Please provide parking (Even if you have to consider a multi story parking and Close to the activities).
And Please do not give the parking to be operated by another company as they make the rate so much that people cannot afford to park anymore, (Good example is City of Seattle, $23/ hour).!!!!!

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

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

Thank you for asking for citizen's feedback.

Thank you,

Kirkland, WA 98034
10/26/2023

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

Mayor Sweet,

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

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

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

Sincerely,

Senior at Inglemoor High School

From:
To: 2044 Comprehensive Plan
Subject: Senior Housing
Date: Friday, February 17, 2023 9:21:28 AM

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

Dear Comprehensive Plan Staff,

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

Thank you so much for your consideration of this request.

North Juanita

Sent from my iPhone

Comp Plan Land Use Element comments

Tue 1/9/2024 7:31 AM

To:Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

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

Dear Planning Commissioners,

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

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

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

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

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

Kirkland Planning Commission
123 5th Ave
Kirkland, WA 98033

April 27, 2023
Presentation #1
Speakers:

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

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

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

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

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

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

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

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

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

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

Kirkland Planning Commission
123 5th Ave
Kirkland, WA 98033

April 27, 2023
Presentation #2
Presenters:

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

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

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

Additionally, there are simply not enough homes in Kirkland. If the city of Kirkland were to improve on existing inclusionary zoning policies, it would require developers to include a greater percentage of affordable housing units in new developments making more affordable housing available sooner.
We believe that 20% of all new units in all residential developments should be designated as affordable housing for families with low to moderate income. Demographic data from 2022-2023 show that 26% of students at Juanita were designated as low income. We believe that 20% percent is a better reflection of the housing needs of the community. This percentage would be adjusted based on the average low to moderate incomes and the specific needs of each community. Increasing the production of affordable housing will go hand in hand with the creation of assistance resources to help people access new homes as they enter the market and make sure that affordable housing goes to the people who need it most.

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

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

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

Kirkland, 98034
10/26/23

Jay Arnold
Deputy Mayor
Kirkland City Council
123 5th Ave
Kirkland, 98033

Deputy Mayor Arnold

I am I have been living in Kirkland Washington for my whole seventeen years of living. I've seen the city of Kirkland grow and populate over the years. I've seen the parks overflowing with people, especially the ones on the waterfront of kirkland. These are places I've grown up loving , but they seem to become hard to access during the summer.

It has come to my attention that the parks in Kirkland have been overpopulating over the past years. It is almost impossible to find parking, a place to sit or socialize in the waterfront parks. Also we have a lack of multi-sports fields. Me and my friends come from soccer and baseball valued culture. We have to use school fields just to play the sports we love.

It may be hard to make these changes happen. But I assure you that every kid my age will be grateful and will see a change in our newer generations. It will help to add this into the city of Kirkland comprehensive plan. Help engage the new youth and future of Kirkland.

Sincerely

Senior at Inglemoor highschool

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

Hi, my name is and I live in Kirkland.

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

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

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

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

Thank you so much for your service to our community.

From:
Sent: Thursday, February 8, 2024 12:59 AM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Some feedback on the parks and sustainability elements

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

Hello again Kirkland Planning Commissioners and staff,

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

1. I'd like to see the city explore having more businesses in its parks. Chainline Station in Ferriton Spur Park is a beloved third place that has brought a lot of liveliness to that area. We could imagine similar breweries, cafes, and the like in our parks or along the CKC. There are cafes in many major city parks elsewhere, and they are always a welcome sight for thirsty or hungry parkgoers. It would be great if the parks element could call this out more specifically.

2. I'd like to find opportunities to increase our tree canopy by un-paving and replanting underutilized individual parking spots and shoulders on neighborhood streets. This could be done at a very small, very local scale, and in direct partnership with nearby residents. It would beautify and shade the street, mitigate the heat island effect, add to our tree canopy, and even help with traffic calming. I hope we will be open to both large- and small-scale transformations to help rebuild our tree cover.

3. The new policy E-4.1 discusses a tool and building material reuse facility. This is a great idea and something I'd love to have access to in my neighborhood. However, I'd suggest a change in wording from "to develop *a facility*" to "to develop *one or more facilities.*" Since we are pursuing 10-minute cities, it could be

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

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

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

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

From:

Sent: Tuesday, April 19, 2022 5:15 PM
To: Janice Swenson <JSwenson@kirklandwa.gov>
Subject: K2044 Planning - 5 Changes for a Better City

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Hello Janice,

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

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

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

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

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

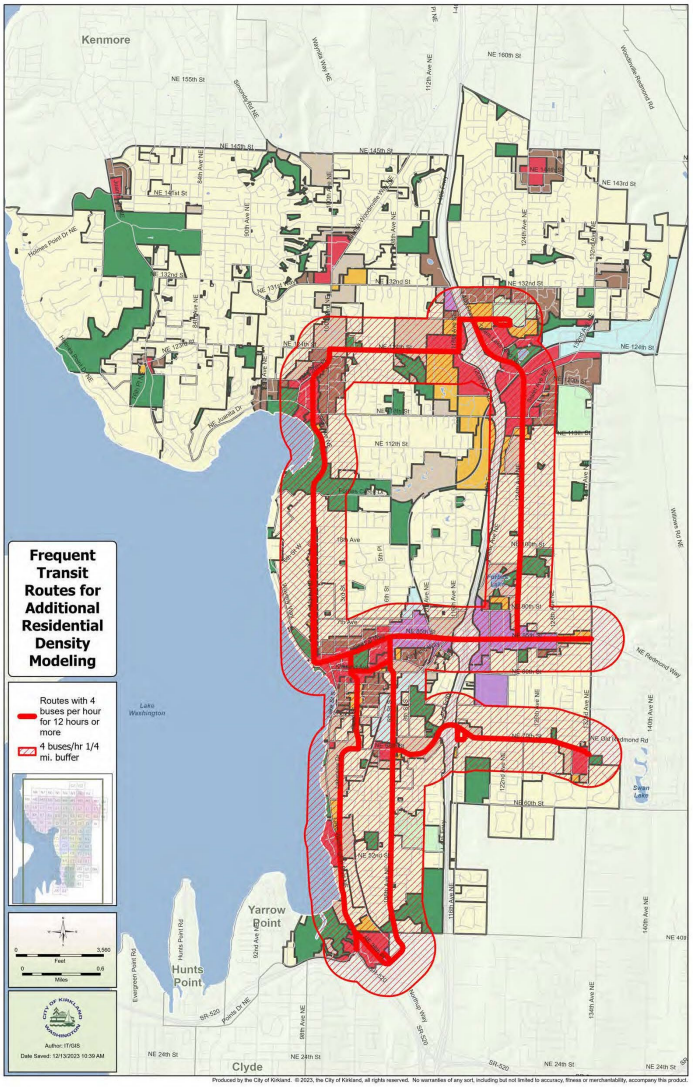
Hello,

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

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

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

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



Thanks for your time!

Thank you,

From: Faith DeBolt <faithdebolt@gmail.com>
Sent: Friday, September 8, 2023 11:27 AM
To: Jon Pascal <JPascal@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Julie Underwood <JUnderwood@kirklandwa.gov>; Kelli Curtis <KCurtis@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Kelly Clapp <kclapp@lwsd.org>; transportationcommission@kirklandwa.gov; Kimberly Scrivner <KScrivner@kirklandwa.gov>
Cc: kirkgreen <kirkland-greenways-core@googlegroups.com>
Subject: dangerous conditions on NE 132nd St between 100th AVE NE and I-405

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

Hello Kelly, Jon, Amy, Kelli, Julie, Kurt, and Kimberly,
I write to you today concerned about the dangerous sidewalk and bike lane conditions on NE 132nd St around Juanita HS. Yesterday, I witnessed a very dangerous, near-miss, which I'll describe in a bit. My daughter had attended Juanita HS last year and took the school bus or Metro to/from school so I didn't experience the conditions at school drop off/pickup time, which I suspect have been exacerbated by the construction projects. This year she's attending Emerson HS but still in the Juanita Drama Club so I pick her up from Emerson and drive her to Juanita after school (would love to figure out an alternative to driving but Metro timing doesn't work and there's not a safe enough bike route).

Yesterday after dropping her off at Juanita, I was crawling along in (contributing to) the after school car traffic congestion on NE 132nd St heading west toward 100th Ave NE. Students were walking and biking on the overcrowded, narrow, lumpy sidewalks away from the school. I noticed 3 boys biking on the sidewalk west toward 100th, dodging between walkers. The middle one was going way too fast and out of control, bouncing over the chunky sidewalk. His friend biking in front of him paused to avoid running into walkers at a pinch in the sidewalk where there was a tree, and the middle one ran into him but had enough momentum that he had to swerve out onto the road to avoid crashing into walkers or the tree. Fortunately, car traffic was at a crawl and the car in front of me saw it coming and gave the boy room. The boy managed to not fall over somehow but this could very easily have turned out differently - he could have crashed into the walkers, the tree, or a car on the road.

I don't blame the boys for riding on the sidewalk. The so-called bike lane is at most 2 feet wide in that stretch, and in that narrow space, people biking have to navigate the edge/crack where the asphalt meets the concrete in addition to storm drains and debris and cars with inattentive drivers.

With all the construction, traffic jams, and unreliable school and Metro bus service, families are increasingly having their children walk and bike to school. I would love to celebrate more people walking and biking, but instead I'm worried children are being put in harms' way.

The unsafe conditions for people walking and biking on NE 132nd St around the high school are dangerous, unacceptable and need to be addressed before somebody loses a loved one. When I've asked about what the city plans to do about it, I've been told there's no room to expand the sidewalk or bike lane. There is room as demonstrated by the right-turn lane being added for the high school, there's just not sufficient motivation to prioritize people walking and biking. Every time you add lanes for cars to "reduce congestion", you're accommodating drivers and inducing demand for more driving.

Instead let's induce demand for more walking, biking, and bus riding by making it less convenient to drive. What about removing that middle turn lane on NE 132nd St to make room for a protected bike lane on each side? And eventually, replace the traffic light at 100th with a round-about like the ones being installed down at 405 to match up with traffic flows to/from the east. The 100th Ave NE project north of NE 132nd St is adding protected bike lanes so it makes sense to continue those along NE 132nd St to the round-abouts at 405.

Until people can have a complete, protected bike route from point A to point B that doesn't have gaps where they are exposed to dangerous traffic conditions like those on NE 132nd St, most will continue to choose to drive for most trips.

Like has been demonstrated with the Cross Kirkland Corridor and the Totem Lake Connector bridge, if you build it, they (the walkers and bikers) will come!

Thanks for reading!

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

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

Hi Janice,

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

Parking Reforms for a Better City:

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

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

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

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

1. Eliminate parking minimums city wide - There is a growing number of people who want to live car-free and options are limited due to our parking policies. We can reduce our emissions, reduce our traffic, and create more affordable housing if we change our relationship with parking. Let the market, developers, and homeowners decide what is right when it comes to parking. Don't force people to pay more for housing with a parking space if they don't need one.

    a. ALTERNATIVE 1A: If not eliminating parking minimums city wide, eliminate parking minimums within a 1/2 mile of frequent transit - this should be incorporated in the K2044 Plan at the bare minimum.

    b. ALTERNATIVE 1B: Eliminate parking minimums within 1/2 mile of the Cross Kirkland Corridor (in addition to Alt 1A) - This is our active transportation highway and a beloved feature of our city. People should have the option to live car free near this sustainable transportation corridor.

2. Parking maximums should be enacted - convert the current parking minimums to parking maximums to prevent the problem of overbuilding parking.

3. *Cherry on top* Add Minimum bike parking requirements at most non-residential developments, including stores, restaurants, offices, and hospitals, as well as larger apartment buildings. Add Minimum secure, weatherproof bike parking requirements at locations that are likely to be a riders' last stop of the day.

4. *Cherry on top* Provide car-share options for people in our urban centers. Once again, providing people more flexible options for living and mobility supports vibrant communities and sustainable communities.

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

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

Thank you,

From:
Subject: Fwd: International Investors | Vacant Homes
Date: November 28, 2022 at 2:54:27 PM PST
To: 2044ComprehensivePlan@kirklandwa.gov
Cc: AWeinstein@kirklandwa.gov, CityCouncil@kirklandwa.gov, SGuter@kirklandwa.gov, PlanningCommissioners@kirklandwa.gov

Attachment available until Dec 28, 2022
Good afternoon, Comprehensive Plan team:

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

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

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

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

Click to Download

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106.8 MB

Kirkland, WA 98033
10/25/23

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

Councilmember Penny Sweet:

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

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

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

Sincerely,

Senior at Inglemoor High School

From:
Sent: Thursday, January 18, 2024 7:30 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Kirkland Comprehensive Plan

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

Dear community council members:

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

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

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

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

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

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

Warm regards,

Kirkland, WA 98033

From:
Sent: Monday, April 29, 2024 6:20 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; City Council <CityCouncil@kirklandwa.gov>
Subject: May 3 planning meeting

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

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

> Any increased housing density on Lake Street, Central Way or Market Street, from Juanita to Carillon Point and east to 405 must acknowledge that we have a one-lane-each-way T-intersection at Lake and Central. Density should be increased where traffic has better access from one-lane streets to two-lane roads.
> I know you want everyone to take the bus, ride a bike or walk everywhere but that's unrealistic. Focus growth in the Totem Lake area and let "downtown" Kirkland remain a quirky, historic, waterfront gathering place as much as possible.

2044 Comprehensive Plan - Public Comment

Oliver Chen <oliverch@uw.edu>

Tue 1/9/2024 9:39 AM

To:Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

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Hi,

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

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

Thank you for your time,
Oliver Chen

Kirkland Planning Commission Meeting 09JAN2024 - Comments on K2044

Wed 1/10/2024 5:21 PM

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

1 attachments (460 KB)

2_Attachment 2_Frequent Transit Routes Capacity Modeling.pdf;

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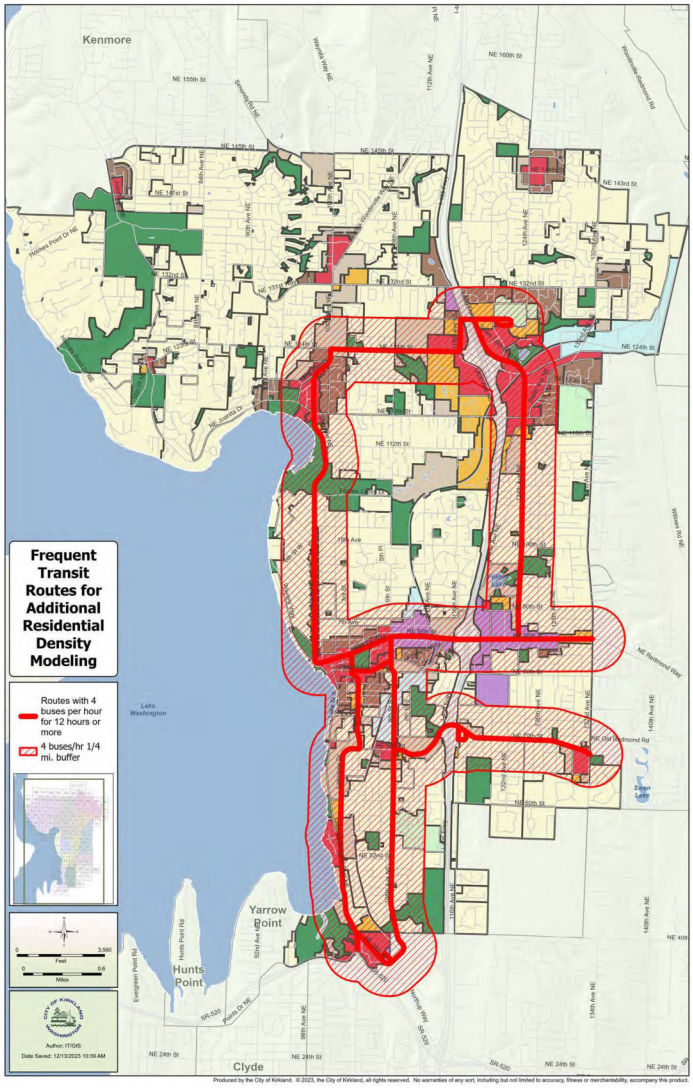
Hello,

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

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

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

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



Thanks for your time!

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

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

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

Thanks,

From: City of Kirkland - No Reply <noreply@kirklandwa.gov>
Sent: Thursday, December 29, 2022 10:44 AM
To: Allison Zike <AZike@kirklandwa.gov>
Subject: FORM SUBMITTED: Community-Initiated Amendment Request (CAR)

WARNING!

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

FORM SUBMITTED: Community-Initiated Amendment Request (CAR)

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

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From:
To: 2044 Comprehensive Plan
Subject: Kirkland"s Next Comprehensive Plan
Date: Friday, February 3, 2023 4:22:08 PM

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

1. Please provide roads and turn arounds for people with disabilities and their vans. My van won't fit in the proposed housing unit behind Parmac. And certainly no place to turn around. This is designed to be an exclusive housing unit. This is a violation of housing in Kirkland, please note this for future proposed housing units.
2. Keep in mind that young children are dropped off at the bus. After having to walk 5-6 blocks, they need to go potty and there is no way they can then ride the bus all the way to school without soiling themselves. Please keep children's needs in mind when proposing housing units
3. Emergency access roads need to be included for ambulance, fire and police. There needs to be a main road and an access road. And there needs to be room for the emergency vehicles to turn around.
4. There need to be 2 roads of entry or we are looking at a fire hazard.

--

Affordable, Sustainable Kirkland

February 10th, 2023

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

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

Proposed Policies

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

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

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

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

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

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

Kind Regards,

Liveable Kirkland
Eastside For All
Futurewise
Habitat for Humanity Seattle-King & Kittitas Counties
Joan McBride
Kirkland Greenways
Mark Vossler, MD. Washington Physicians for Social Responsibility
Representative Amy Walen
Representative Davina Duerr
Representative Roger Goodman
Sightline Institute

Lindsay Levine

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

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

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

Human Services Questions

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

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

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

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

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

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

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

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

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

_____

Kirkland, WA

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

> Hi
>
> Here are the question we discussed today related to Human Services. Looking forward to your comments!
>
> *Q1: How did you hear about this focus group?* I don't recall.
>
> *Q2: Besides using the internet, how can the City do a better job of reaching people to share information? (For example, mailings, radio, newspapers, posting on bulletin boards, having open house sessions, translating materials and having interpretation available)* Honestly, I don't know. Maybe we could ask the help of groups associated with the targeted (marginalized) communities: the Iman center posts notices in the mosque; the senior center sends out emails; etc.
>
> *Q3: How can the City better reach renters? How can the City get more renters engaged in civic processes?* Target/via the community college and buses.
>
> *Q4: Which areas (locations) are most impacted by transportation concerns? Which types of services do people have difficulty accessing due to inadequate public transportation? What are your ideas to address transportation concerns?* The areas with the least bus access are most impacted. Bueses are a catch-22, I realize. Routes don't work without riders, but riders won't move into areas without routes. This encourages economically-segregated neighborhoods.
>
> *Q5: To meet basic needs, which types of services or uses should be paired with affordable housing or permanent supportive housing? (For example, behavioral & mental health services, day cares, grocery stores, community space)* As someone who has supervised clinical staff in PSH and worked within public housing, I can speak to this directly. First, healthcare services. This includes primary care and behavioral healthcare. Both are very important. Case management services are vital, as well. Food banks are very important to such residents, as well.

> *Q6: What kinds of job training/skill training/access to higher education would be useful?* I teach at the local community college: LWTech. We have affordable adult education: bachelors degrees, associate degrees, certificates, ELL, high school completion, basic adult education... Few folks know about us, however. We do good work. We have good results. And we're ready to bring people in.
>
> *Q7: How can the City support services like public restrooms and showers?* Make them & clean them often! Yes, we need public facilities!

Again, thank you for this opportunity.

Lindsay Levine

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

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

Hello,

Housing Questions

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

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

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

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

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

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

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

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

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

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

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

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

Thank you for allowing us to be heard.

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

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

Hey Katie!
Here are some of my responses:

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

a) Mailings: Sending out physical mailings can reach residents who may not have internet access or prefer offline communication.

b) Radio: Utilizing local radio stations can help disseminate information to a broader audience, particularly those who listen to the radio regularly.

c) Newspapers: Placing advertisements or publishing articles in local newspapers can reach people who rely on traditional print media for news.

d) Posting on bulletin boards: Sharing information on community bulletin boards in public spaces, such as libraries, community centers, and local businesses, can help increase visibility.

e) Open house sessions: Organizing open house sessions or community meetings where residents can directly engage with city officials and ask questions can foster better communication and information sharing.

f) Translating materials and providing interpretation: Ensuring information is available in multiple languages and providing interpretation services during meetings and events can help reach a more diverse population and improve accessibility.

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

a) Outreach programs: Implement targeted outreach programs specifically designed to engage renters, such as hosting meetings in areas with a high concentration of rental properties.

b) Online platforms: Utilize online platforms, such as social media and dedicated websites, to share information and provide opportunities for renters to participate in discussions and provide feedback.

c) Partnerships with property owners/managers: Collaborate with property owners/managers to disseminate information to tenants and encourage their participation in civic processes.

d) Tenant associations and community organizations: Support and collaborate with tenant associations and community organizations that focus on renters' rights and participation in local decision-making processes.

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

a) Conduct surveys and gather feedback: Conduct surveys or public consultations to gather information on transportation concerns from residents in different neighborhoods. This can help identify areas where transportation services are inadequate and the specific services people have difficulty accessing.

b) Analyze data: Analyze transportation data, such as ridership statistics, traffic patterns, and existing infrastructure, to identify areas with the greatest need for improvement.

c) Infrastructure development: Invest in improving transportation infrastructure, including public transit routes, bike lanes, and pedestrian-friendly pathways, in areas that are identified as having transportation concerns.

d) Collaborate with transportation agencies: Work closely with transportation agencies, such as public transit authorities or regional planning bodies, to advocate for improved services and address transportation challenges.

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

a) Behavioral and mental health services: Provide on-site or nearby access to mental health professionals and resources to support the well-being of residents.

b) Daycare facilities: Establish or partner with daycare centers to offer affordable childcare services for families residing in affordable or supportive housing.

c) Grocery stores: Ensure easy access to affordable and healthy food options by encouraging the development of grocery stores or supporting mobile food markets in the vicinity.

d) Community spaces: Create communal areas or community centers within housing developments to foster social connections and provide spaces for educational, recreational, and cultural activities.

Sent from my iPhone

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

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

Dear Council Member Curtis,

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

To make Kirkland a place where normal people with normal incomes can afford to settle down, raise a family, and retire, please ask staff to:
1. Plan for enough housing to at least maintain the current 1.09 jobs-to-homes ratio (or ideally more housing).
2. Allow for more housing within a 5 or 10 minute walk (0.25 or 0.5 miles) of all stops served by our frequent transit lines (245, 250, 255), not just right next to our most dangerous and polluted roads.
3. Create affordable and sustainable housing overlay(s) that reduce costs and streamline permitting for housing projects.

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

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

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

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

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

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

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

Thank you for your time,

on behalf of Liveable Kirkland

Kelli Curtis (she/her) | Council Member | City of Kirkland
kcurtis@kirklandwa.gov | (425) 587 3532 | (206) 499 0635
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Equity between the neighborhoods — i.e. Juanita & Houghton.

More volley ball nets!

Better Boat launch

More community events

More bike lanes

offleash
dog park
with
water access

Update facades and infrastructure so that the town looks less "1970s" — especially the downtown waterfront.

WALKING PATH
ON JUANITA
DRIVE

LESS CHAIN

BUSINESSES

MORE MOM & POP

SHOPS

Trails

LIFEGUARDS AT

OO. DENNY - CO COLABORATE

W/ KING COUNTY

→ LIFEVESTS ARE GREAT
ADDITION THANKS

I Wish fish had
a place to have
for fish today

I would like to
see a speakeasy.

Small hidden bar
like from the prohibition
era.

Maintain openings of public restrooms during winter.

Have more trails.

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

i wish there
was more
biketrails

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

Schools starting at later times
cleaning of parks
less taxes
more fun stuff
making the place prettier

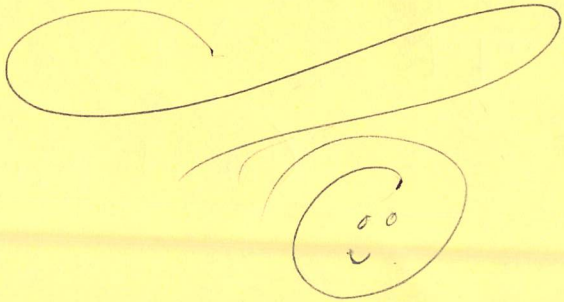
I would like to see more available parking for visitors to visit Kirkland.

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

- increased bus frequency

- Have protected bike lanes

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



+1 protected bike lanes

+1 bus frequency to/from 132nd Square park

I love the parks.

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

Noise ordinance
w/ private pre-school
in neighborhood

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

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

Love the

Cross Corridor

would like more dog parks

Linda Todd

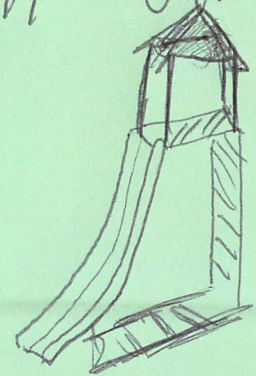
Ltodd40@hotmail.com

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

I love Kirkland's new walking Bridge by totem lake

I would add more trash cans on sidewalks

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



- Community Events
- Great weather
- nice people

- jmfinder11@aol.com

More Garbage Cans, And recycling resepticles

Want more sidewalk
w/ raised ~~Ext~~ curb
and ADA access

more plants

early fathers bought
City parks along shoreline.

---

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

indoor
aquatic
center

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

2/ As population increase a few more sidewalks in new areas

More bus stops accessible from neighborhoods

+ make it safer to walk along certain roads (ex Worcester Drive)

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

More bus

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

More bus stops on/near Holmes Point and in general

More pickelball
Courts

- Less traffic
- Less Condos
- Support for Local, loyal Residents & businesses
-

I would LOVE for Kirkland to have more Family Activities.

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

I wisn we ✓

have more

bike land!

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

PLEASE

CLOSE

PARK LANE

IN THE EVENINGS