

K2044 Comprehensive Plan Public Comments Received April 19th 2022 - June 27, 2024

| General Public Comments | | |
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| Date Submitted | Topics | Comment Summary |
| 8/22/2023 | Building Code | I realize Kirkland will be changing a great deal as 2044 draws nearer. I would like to have a uniform LOOK for Kirkland in building code exterior. I prefer white or nearly white exterior colors on all downtown buildings. Similar to Greece. This could include a theme or perhaps not. Edmonds downtown has a brick appearance and looks great. White would look great from the lake and also the freeway. We could perhaps incorporate a seaport theme. The tan color of the Port Smith could fit in but I prefer lighter. |
| | Building Code - ACUs | Legalize small accessory commercial units (ACUs) throughout city including residential areas; reduce office costs for non-profits |
| 12/23/2023 | Building Code - smoking areas | Require developers to include a designated smoking area within a housing or business development. It could include seating, trash receptacles, disposal urns for cigarette butts. 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. |
| | Building Code - Sustainability | Reduce barriers to sustainable development; relax height and other building requirements for LEED Platinum or passive house standards |
| 2/10/2023 | Building Code/Affordable Housing | Aaron Jacobson with 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 For an Affordable, Sustainable Kirkland study following policies for update: - Increase height limits, reduce floor area ratio caps, setback & stepback requirements, lot coverage limits, density limits, and other building restrictions. Reduce permit processes. - Preserve existing affordable multifamily housing. Exempt 100% affordable housing from zoning requirements |
| 4/19/2022 | Building Code/Parking Standards | Allow 4-8 unit buildings in all zones; single stair buildings; HB 1099; Incentivize mass timber structures; reduce parking standards; |
| 5/13/2024 | Communication/Outreach | -What is the purpose of public comment at a Comprehensive Plan public hearing if public comments are not discussed nor addressed during the hearing. -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. -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? -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. |
| | Community | This is a very beautiful city and am currently looking for employment that will keep me in this sophisticated and welcoming community. I get a sense of "home" here! City residents are warm and friendly and very inviting. |
| 6/13/2023 | Comunication/Outreach | Suggestions for additional ways to reach people: digital reader boards at Marina Park, sign on 85th going towards downtown, canvas banners on Lake Street, canvassing neighborhoods with fliers, Kirkland Magazines, table at existing community events, table at farmer's markets, more printed materials, fliers at bookstores, catalogs and mailers, advertise on buses. |
| 6/13/2023 | Comunication/Outreach | Suggestions related to how the City can better reach renters. Mailers and fliers, targeting specific apartment buildings. Canvas neighborhoods/buildings and actually speak with people, have a mini town hall at an apartment building so residents don't have to go to another location, have events at the library and affordable housing properties, accomodate renter's schedules and offer events over the weekends instead of during the work week, advertise on buses. |
| 6/13/2023 | Comunication/Outreach | City should consider a public, virtual community bulletin board on the City website. |
| 5/22/2024 | Comunication/Outreach | Requests and recommends that the public hearing on the Draft 2044 Comp Plan scheduled for Thursday May 23, 2024 be rescheduled. In the alternative, May 23rd should not be the only hearing for the land use, sustainability climate & environment, human services, neighborhood plan updates, and 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 5 elements which were only made available for the public's review less than 2 weeks ago. There are very significant changes being proposed. There needs to be substantial public advertising and notifications about these proposed changes. I do not beleive there has been sufficient notification to residents about these proposed changes and the hearing. Also, 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 legible, those have not been made available to the entire public to date. |
| | Comunication/Outreach | Track demographics of who is providing input with each engagement method by census data |

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| 5/14/2024 | General | <p>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.</p> <p>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.</p> <p>Q4: Which areas (locations) are most impacted by transportation concerns? Which types of services do people have difficulty accessing due to inadequate public transportation? What are your ideas to address transportation concerns? The areas with the least bus access are most impacted. Buses are a catch-22, I realize. Routes don't work without riders, but riders won't move into areas without routes. This encourages economically-segregated neighborhoods.</p> <p>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.</p> <p>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.</p> <p>Q7: How can the City support services like public restrooms and showers? Make them & clean them often! Yes, we need public facilities!</p> |
| 1/4/2023 | Parking Standards | <p>Comments summarized: Supports the city taking aggressive action on zoning changes to remove minimum parking requirements for developers across all of Kirkland. The current commitment locks us into a pattern we need to break - enabling car use which deters more progressive mass transit, and making a poor use of real estate that can be used for other purposes like more housing and businesses.</p> <p>These benefits would result of the changes: Aging population - promotes density so mobility-challenged can get more easily to the resources they need within a smaller radius of their home. Inclusion/diversity & multi-family housing demand - creates more space for affordable housing by repurposing parking lots to housing. Climate change - puts a real burden on drivers to stop driving for local errands by removing the "crutch" they have in easily finding parking. Creates more space for climate-positive environments swapping pavement for green spaces. Aging infrastructure - removes the need for the city to keep expanding roads to sustain the car use encouraged by ample parking availability. See CAR proposal that was submitted.</p> |
| 11/27/2022 | Parking Standards | <p>Summarized: "K2044 Planning - 5 Changes for a Better City". Parking Reforms for a Better City:</p> <p>The current strategy for parking falls short, and works against the key themes for the plan. Parking reforms are the lowest hanging fruit to progress. Kirkland risks reinforcing and reproducing the worst aspects of our car culture. 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):</p> <ol style="list-style-type: none"> 1. Eliminate parking minimums city wide - A growing number of people 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. 2. 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. 3. 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. 4. Parking maximums should be enacted - convert the current parking minimums to parking maximums to prevent the problem of overbuilding parking. 5. Add Minimum bike parking requirements at most non-residential developments. Add secure, weatherproof bike parking requirements at locations that are likely to be a riders' last stop of the day. 6. Provide car-share options for people in our urban centers. Providing people more flexible options for living and mobility supports vibrant communities and sustainable communities. <p>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.</p> |
| 5/8/2024 | Vision Statement-Guiding Principles | Like draft Vision Statement and Guiding Principles in May 9 2024 Planning Commission Packet |

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| 4/11/2023 | 2035 Growth Targets | How are we doing meeting our housing and job targets for the year 2035? |
| 7/31/2023 | Bike Racks | Require more bike racks (that are sized right for e-bikes with larger tires) and rack spaces at front of businesses where the visibility is high. |
| 5/23/2024 | Design Review | 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 Livable Kirkland meetup, preparing and managing these design review processes account for about 1/3 of their project budgets. I suggest that design reviews be dropped, significantly scaled back, or dramatically reimagined to provide more relevant input. Kirkland's design review board tends 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 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. |
| 5/23/2024 | General | Washington Department of Fish and Wildlife submitted a comment letter that included a table with several specific comments and recommendations about the Land Use Element. |
| 4/11/2023 | GMA requirements | What are the goals of the Washington State Growth Management Act (GMA) |
| 4/11/2023 | Home occupations | Encourage more home- based businesses- |
| 2/25/2024 | Housing Intensity | In favor for high-intensity housing near transit |
| 6/11/2024 | Inclusive Design | Advocating for Kirkland to be a Feminist City; several examples and links included in comment. |
| 4/11/2023 | Industrial uses | Retain industrial areas for small industrial or manufacturing businesses; not housing |
| 5/23/2024 | Jobs-Housing Balance- Simplify zoning | Build more housing; encourage a one to one jobs to housing balance; simplify zoning districts |
| 6/27/2024 | Land Use Changes | Support increase housing density 200 du/acre along transit corridors |
| 6/27/2024 | Land Use Changes | Support increase housing density 200 du/acre along transit corridors |
| 6/26/2024 | Land Use Changes | Eastside Housing Roundtable Steering Committee submitted comments - see comment letter for full comments. [staff summary] By studying densities up to 200 du/acre along transit lines, the city will be better positioned to generate and sustain strong transit ridership. 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 envelope due to market and other factors. |
| 6/26/2024 | Land Use Changes | Be bold- increase housing density greater than 100 dwelling units per acre near transit. We should study up to 200 du/acre without the need to do an additional EIS in the future. |
| 6/20/2024 | Land Use Changes- Market Neighborhood | Strongly support the upzoning proposal along the Market St transportation corridor, in which my new house is located. I believe 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. |
| 5/23/2024 | Land Use | Honestly I'm for multi use business to belting some additional commerce to the area, small housing with multi zoning could work if building was less than 50 units. 50 units alone would add 100+ cars not to mention the traffic for the commercial buildings. Please think through more deeply. There has to be a balance in community planning. |
| 5/21/2024 | Land Use | 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 adapt 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 for making housing 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, but 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. |
| 5/20/2024 | Land Use | We would prefer more retail or commercial instead of residence unit. It will help the development of the area and attract young people like us. Currently many young people are heading to totem lake village and dt Kirkland for shopping which is another reason why the traffic is bad. |
| 12/11/2023 | Land Use | Before the City moves forward with a project, please identify and quantify the desired outcome. For example, # of users, ect.... Then go back and see if the decision or project is performing. If the project is not performing, then remove it rather than continue to spend money on it if it's not performing. Also, the city is way behind in maintenance. Focus on maintaining what you have. |
| 6/13/2024 | Land use | Support for growth alternative |
| 6/11/2024 | Land Use Changes | Housing should not be considered in the Michaels and Goodwill locations, let alone high density. |

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| 6/8/2024 | Land Use Changes | I have concerns regarding the proposed Michaels zoning amendments. for as long as I can remember, people have been complaining about mass transit. While having a walkable neighborhood is definitely a positive thing, forcing reliance on walking, or unreliable transit, is not so good. This is especially true as a population ages and becomes not so mobile, or as myself, are restricted to a wheelchair. Reduced mobility without the alternative of private transportation results in reliance on deliveries and/or very nearby stores. For the proposed Michael's site, very nearby food means expensive restaurants/fast-food or expensive convenience stores, dramatically increasing the cost of living. |
| 6/8/2024 | Land Use Changes | I would love to see Juanita transform into a high-activity, easily accessible and pedestrian-centric area. We really need more density and more (more!) housing across the entire county and Kirkland is no exception as there is quite a bit of sprawl. I think the Michael's redevelopment is a fantastic project and a great idea to get us closer to this dream. |
| 6/5/2024 | Land Use Changes | These areas are not appropriate for more density. Goodwill has nearby schools that would be affected by more crowding and traffic. Michaels is one of the most beautiful nature reserves. Please don't let high density ruin it for the animals and people. I am asking, begging you to not let this foolish decision be made. |
| 6/2/2024 | Land Use Changes | We are against the proposal to remove the existing Michaels building to erect an extremely oversized building at an intersection that is already overtaxed. Please examine your motives for this building of housing that destroys the character and livability of a city that the existing residents like as is. If we wanted to live in an overbuilt, sterile city where residents are warehoused in clone like housing, we would move to Bellevue or Redmond. Keep Kirkland KIRKLAND! |
| 5/30/2024 | Land Use Changes | Regarding the upcoming redevelopment of the Micheal's store property, we support apartments/condos on the lot, but not the waiver of the height restrictions. Seven stories are too high for this neighborhood. Juanita Village, across the street is four stories and a comfortable "feel" for the area. |
| 5/25/2024 | Land Use Changes | The request for 800 units on the Goodwill site is wildly disproportionate, but it is a good site for redevelopment. I would approve a 50% increase from the current zoning, and approve the retail. The Michael's site is more difficult. Connecting the parks is a long term quality of life benefit for all residents. Access by car is currently a problem, and will be worse with the housing proposed. I would like to see the City purchase that property with a long term plan to unite the parks. It would be a great community center for all ages. More housing is not the answer for that site. |
| 5/25/2024 | Land Use Changes | The sites of the Goodwill and Michaels proposals are on bus lines and major traffic streets, which are appropriate. Assuming car parking for residents will be underground, this will help manage the additional number of cars. Both sites would not involve major tree-removal, which is happening at an alarming rate. Our quality of life depends on our natural green spaces, we must remember this and work to preserve them. Will customer parking for the retail businesses be above ground? The Michaels site is adjacent to waterfront and popular walking, dog-walking trails and beaches. A 7 story high-rise buliding that blocks light and views, and introduces more car traffic that crosses sidewalks and trails would alter the character and safety of this important recreational area. Why has the number of Goodwill site units tripled, besides the moneymaking opportunity? The height of this building then becomes incompatible with surrounding buildings, changing the character of the neighborhood (schools and playground, small restaurants and shops, small retail businesses, small church). We need affordable housing, will these proposals include lower-cost units for qualifying residents? |
| 5/27/2024 | Land Use Changes | I am deeply concerned about the proposed housing development at the current Michaels location in Juanita. The impact of such an increase in housing will not only increase traffic density, decrease pedestrian and biker safety, but will also negatively impact the charm and beauty of the Juanita area at issue and particularly the wildlife in the nearby marshes. |
| 5/27/2024 | Land Use Changes | We absolutely oppose this idea! As a resident of Finn Hill for over 50 years, it's clear that nobody at the top of the neighborhood wants this project. Adding a 7-story building would only worsen the already significant traffic issues |
| 5/27/2024 | Land Use Changes | I am opposed to the two proposed redevelopments, one at the Michael's location and the other at the Goodwill location. Both should be redesigned to meet current zoning codes. Please keep the height requirements at the current limit of 35 feet and 200-250 units. Please make sure the designs at both sites are welcoming, like Juanita Village. Please do not allow changes to City zoning to be dictated by developers. |
| 5/24/2024 | Land Use Changes | While I support the need for additional housing, I'd like to understand how these units would be "affordable" given the excessive inflation of residential rental rates. What consideration for supporting infrastructure is part of the evaluation? The schools appear to be at capacity and any new housing will necessitate accommodation of families. |
| 5/24/2024 | Land Use Changes | I have concerns about the intensity of both projects. We already have traffic problems especially on 132nd and Juanita Drive being a primary routes on and off Finn Hill, There is a relative lack of transit around the Goodwill site. I feel that the City has NOT effectively gotten word out about either project to the community. I would encourage more consideration in regard to growth in the Kirkland area. |
| 5/24/2024 | Land Use Changes | I am FOR the proposal at both Goodwill and Michael's. I'm sure there has been plenty of negative feedback but I wanted to assure you that not everyone is responding negatively as I am excited for the changes coming to Kirkland. |
| 6/4/2024 | Land Use Changes | In regards to the plan to add housing instead of the Michaels store / Kathakali restaurant in Kirkland / Juanita I do object to the development plan. This is a park area and would happen on sensitive wetlands. I am living since 2007 in Kirkland, and already now traffic is just madness at the intersection of 100th and Juanita drive. There is no available parking. And the area is already congested and dangerous to bicycle riders and pedestrians. Based on the location this intersection will be a nightmare. You should see cars that want to get in /out of Michaels, or the Kathakali Indian restaurant nowadays. It's a wonder that not more accidents happen. Please spare the community such a desaster. |

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| 5/28/2024 | Land Use Changes | I strongly oppose the proposed high rise developments at the current Goodwill and Michael's store. Traffic in those areas is already extremely congested at certain times a day. Juanita Drive is the only access point to all of Hermosa Vista, Champagne/Holmes Pt/Goat Hill areas. It is sometimes near impossible to make a left hand turn from Hermosa Vista and all of the new development in the Totem Lake are will add to that congestion. |
| 5/28/2024 | Land Use Changes | Do not rezone the Micheal's/Good Will Parcels to allow building the massive developments proposed. |
| 5/26/2024 | Land Use Changes | The proposed housing to be built on the locations of the Michaels crafts store and Goodwill are going to have serious impacts to the commute and general driving at both intersections. Keeping both projects within scale that prevents further degradation of both pedestrians and vehicle traffic would be better for all users of the area including those who reside on Finn Hill. There is a true need to provide better and more comprehensive transit service which has been degraded over the last 5 - 10 yrs. The Goodwill housing proposal is massively bigger than current zoning allows. One hopes that the project stays within current zoning and does not become the overwhelmingly massive project that Finn Hill Neighborhood Alliance provided information on! Lack of communication to the local neighborhoods is also problematic and hopefully will be remedied by appropriate mailings to local residences that will be significantly impacted by these 2 large projects that will have very significant impact on travel both during peak and off peak times and also increase the overall need for various other public services. Housing is outrageously expensive whether renting or buying and never seems to be reduced in cost simply by adding huge projects because of how the real estate markets have become big investor businesses that are not interested in providing affordable pricing but rather corporate profits. Thank you for reading and I, for one, look forward to eventually moving to a place that does not consider growth at all costs as the only way to sustainable local economy. |
| 5/25/2024 | Land Use Changes | Regarding the proposed Goodwill development rezoning of 600 unit building from the current 200 unit building - I'm very concerned that this area and infrastructure cannot accommodate 600 units. The amount of cars and traffic will make an already heavily congested area even worse in Juanita. This cannot be allowed to happen. Common sense housing increases should be the only plan. |
| 5/23/2024 | Land Use Changes | I have concerns about the intensity of both projects. We already have traffic problems especially on 132nd and Juanita Drive being a primary routes on and off Finn Hill, There is a relative lack of transit around the Goodwill site. I feel that the City has NOT effectively gotten word out about either project to the community. I would encourage more consideration in regard to growth in the Kirkland area. |
| 5/23/2024 | Land Use Changes | I live in Juanita and do not support increasing the number of housing units on the GoodWill site from 200 to 600. Traffic is already horrible in that area. I take my son to swim lesson at the high school during rush hour and have to allot 20 minutes to go less than 2 miles, it feels like I'm living in LA again. |
| 5/23/2024 | Land Use Changes | I completely disagree with the proposal for the large apartment complex at the Goodwill site. It would change the entire make up of that space and isn't one that the neighborhood supports! |
| 5/23/2024 | Land Use Changes | Why is it necessary to built units over our already planned zoning regulations? Are these buildings going to be affordable for our firemen , teachers or people who work in the businesses in our neighborhood? How are we to handle crowded roads the extra burden on our water and electricity etc. i moved to kirkland for the smaller town feel . We do not need to overbuild like redmond and Bellevue |
| 5/23/2024 | Land Use Changes | As a resident of Finn Hill, I am concerned that the city has not done enough infrastructure improvements to warrant adding so many new housing units. I am not in favor of increasing population density without first improving infrastructure. |
| 5/23/2024 | Land Use Changes | The proposed expansion for the Goodwill property at 132nd and 100th is far too ambitious for our neighborhood. The impacts to roads, school safety, traffic would negatively impact the overall quality of life for area residents. The proposed size is too massive for that area. There is nothing equal in size anywhere in our neighborhood. I would love to see the property redeveloped. I've lived up the hill for 24 years and the lot is an eyesore. While 250 units is acceptable, 600 units is a massive overreach and doesn't fit in this neighborhood. Please do not allow the increase. |
| 5/23/2024 | Land Use Changes | Strongly oppose the Michael's rezone proposal. The site has environmental constraints and the scale proposed is out of proportion with the size of the zone. |
| 5/23/2024 | Land Use Changes | I've been working with the Juanita Community Plan Update Working Group, and so I've been considering the ramifications of both the Goodwill and Michael's site proposals since November 2023. In all of that time, I have not come up with a single reason why these proposals wouldn't improve the Juanita community. |
| 5/23/2024 | Land Use Changes | My primary concerns about the Michael's proposal are the increased height and potential building bulk that will loom over the nearby intersection of Juanita Dr/98th Ave NE and the negative environmental effects on the nearby lake and wetlands |
| 5/23/2024 | Land Use Changes | I recognize that Kirkland needs more housing, but proposals to allow buildings up to 70 or 75 feet high at the Goodwill and Michael's sites would simply too much for those locations. |
| 5/23/2024 | Land Use Changes | BRFII KIRKLAND LLC ("Balboa") writes in support of the staff recommendations related to 9826 NE 132nd Street, commonly known as the Goodwill Site. |
| 5/23/2024 | Land Use Changes | I want to express my concerns and out right rejection to this development project of 300 units on the property. There is not enough space or distance away from the busy intersection for all the traffic that will be coming and going from the apartment complex.The best use of this area for the community would be to develop it into a park / open space. Adding more congestion is not going to help make this area more livable. It will have Just the opposite affect. |
| 5/23/2024 | Land Use Changes | I am a 10+ year resident of Juanita and I am not opposed to growth. However, growth must be managed and not simply mitigated with conditions. My major concern with the rezone of the Michael's site is the tremendous impacts upon traffic that can be anticipated from such a density increase. |
| 5/23/2024 | Land Use Changes | RE: Michaels - I am very much opposed to this project. I believe that the development as planned, its scope and size, are totally inappropriate for this location. I am very concerned about its impacts on the surrounding neighborhood and the additional traffic it would generate. Please reject this proposal. |

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| 5/23/2024 | Land Use Changes | We are strongly opposed to the plan to develop the Goodwill land across from Juanita Elementary into a 7 story complex with retail shops below. We have lived on Finn Hill for 30+ years. I taught at Juanita El. for 20 years. The neighborhood cannot support the influx of that many people, cars, and overall traffic! The impact on Juanita El, Finn Hill Middle School and Juanita High would be horrific to the LWSD School District. Not enough classroom space, and teachers, as well as the school bus system. Roads are already congested. Traffic is diverting up the road to Finn Hill to access Juanita Drive. Last Friday afternoon, it was backed up from the top of Finn Hill (the Albertsons Hill—now known to some as Goodwill Hill) down to Juanita El. The impact on traffic, schools, and retail services would be devastating. Those of us who have lived in this area for years have appreciated the quality of life here; the parks, great schools, and community feeling. Kirkland is changing and in our opinion, not in a positive direction. Please consider the voices and opinions of those of us who've been supporting the City of Kirkland with our taxes and community contributions for many years. |
| 5/23/2024 | Land Use Changes | I'm concerned about the scale of the planned development at the Goodwill site on 100th. This area is extremely prone to traffic congestion already and is a major arterial for Finn Hill residents. It seems like an appropriate place for development but on a smaller scale. |
| 5/23/2024 | Land Use Changes | <p>For the Juanita area, the development proposed on the goodwill site (7-stories) is taller than Totem Lake (6-stories). This does not fit the character of the area at all!! Also, traffic is worse along 100th than in totem lake. The residents that will suffer most are not Juanita residents, but those on Finn Hill that have to pass through Juanita to get to the freeways. Finn Hill neighborhood does not have adequate infrastructure to get on/off the hill during peak times and feeds through the Juanita area. Adding congestion in Juanita will add a further bottleneck to areas that need to pass through.</p> <p>Jumping from 1-story to 7 is too much! Build the infrastructure (roads) and get the bus service first, then allow density that it supports. And not just transit along 100th. How are commuters on the hill getting to the park and rides? Why isn't there a predictable loop bus to/from the Totem Lake freeway stop and Kingsgate and loops Finn Hill to collect and deposit riders? The on-demand Metro Flex isn't reliable enough when you have someplace you have to be. You can't guarantee you'll get where you need to go (and yes, our family uses it)...</p> <p>Too much growth without the infrastructure and forethought is not a benefit to the community. Build what the infrastructure can handle, not the other way around.</p> |
| 5/23/2024 | Land Use Changes | Goodwill site: 600+ units of residential, 15,000 s.f. commercial space, 7 stories tall (proposed by the site owner). Screw Kirkland, this will incinerate Juanita/Kenmore. The traffic infrastructure in the area will not sustain the growth of 600 apartments, retail and commercial building. 7 stories tall ! Are you freaking kidding me? Kirkland doesn't care as it's on the boarder of Kenmore and Kirkland citizens will not be effected but Kenmore will be decimated. |
| 5/23/2024 | Land Use Changes | Regarding the comprehensive plan for the Goodwill site on 132nd St. We have lived on Finn Hill for 34 years. Growth is needed and inevitable but when it starts to degrade our standard of living and mobility we must, as a community, voice our concerns. My wife and I are in strong opposition to the 600+ units proposed for the Goodwill site. This intersection is already maxed out for traffic. Such a huge structure does not blend with the surrounding homes and businesses. I can't imagine Juanita Elementary is too happy with this project. Please consider something in the 200 unit range. |
| 5/22/2024 | Land Use Changes | I am writing about the proposal to build housing at the Michael's location. While I understand the need for more housing, I don't think that is a good location. First of all, that is a busy intersection. It's hard to get in and out of the Michael's store. I can't imagine putting a huge apartment complex there. Second, if they did build housing there, could the city help Michaels find a new location? It would be a shame to lose them. There are no other close craft stores. |
| 5/22/2024 | Land Use Changes | I encourage you to reject the proposed increase in height limitation for the Goodwill site. I support the redevelopment of the site into a vibrant commercial and residential area of the neighborhood center - at the current zoning and height limit. |
| 5/22/2024 | Land Use Changes | I am a homeowner in the Finn Hill neighborhood and recently learned about the proposed developments at the Goodwill and Michaels sites. In disagreement with the sentiments of the FNHA board, I believe the development should go forward as proposed. I believe the Finn Hill community would be better served by advocating for increased bus and transit service in the Finn Hill neighborhood. We cannot be NIMBY complainers while our region faces a housing crisis of monumental scope. I look forward to welcoming future neighbors to our wonderful Finn Hill community. |
| 5/22/2024 | Land Use Changes | I'd like to voice my enthusiastic approval for redeveloping the Juanita Goodwill location - but with an important caveat. The zoning is currently for 250 residential units. Given the size of the corridor and the adjacent school, this seems appropriate and (more importantly) safe. It won't significantly impact the use of 132nd for the residents of Finn Hill getting into and out of the neighborhood). The proposal of 600 units is too big. It would be too large for 132nd and 100th, cause entirely too much traffic and safety issues for bikes and pedestrians and significantly alter the neighborhood. |
| 5/22/2024 | Land Use Changes | Goodwill site: Expressing concerns. I do not believe the area infrastructure could support the zoning increase to allow for 600 units. I have similar concerns about the proposed development at the current Michaels site. In particular, the increase in traffic at an already congested intersection. |
| 5/22/2024 | Land Use Changes | The proposal for the Goodwill space is way too big for the location. 600 units! Right now there are issues with the traffic at that corner. Public transit exists but looking at the buses, they are usually totally empty. One does not see many people at bus stops throughout the day. The city thinking people living here will ride transit or bikes are not looking at reality. |
| 5/22/2024 | Land Use Changes | Please do not approve these changes in zoning at Michaels and Goodwill. Growth is inevitable, but, to maintain the character of our neighborhood, it should proceed wisely. |
| 5/22/2024 | Land Use Changes | I am so disgusted with how a wonderful city like Kirkland has been changed into a high rise and traffic nightmare. We are being choked to death. Do not add more high rise buildings! |
| 5/22/2024 | Land Use Changes | Keep Kirkland in scale with a livable, walkable city where sunshine falls on everyone. Don't change the zoning code to allow for buildings 6-7 stories tall at the Goodwill site. |

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| 5/22/2024 | Land Use Changes | I am a junior in highschool and a member of the Kirkland community. I would like to continue to live in this area near my family and friends. This is currently not possible for me. There is a deficit of housing that we need to fill. Please build more housing on the Michael's and Goodwill lots. Please also build plentiful housing in all parts of Kirkland, especially near transit, including these lots. |
| 5/22/2024 | Land Use Changes | I would like to see the existing density restrictions and number of unit restrictions for both areas remain. I do not believe it is in the best interest of the city of Kirkland to change these; affecting the environment, the traffic, the schools, and the aesthetic feeling of Kirkland. |
| 5/22/2024 | Land Use Changes | I've been informed that there is a proposal for a massive development, far exceeding the earlier planned 200 - 250 residential units at the NE 132nd St. Goodwill site. The proposal for 600 residential units will be a monstrosity in the neighbourhood, strongly affecting traffic along one of the few major access roads to Finn Hill. My concern with the redevelopment of the Michael's site with a seven story residential project on Juanita Drive is the effect on traffic at the intersection of Juanita Drive/NE 116th Ave and 98th Ave NE |
| 5/22/2024 | Land Use Changes | I don't want to lose the relaxed feeling of the neighborhood, which is reinforced by trees, green spaces, buildings with human scale proportions. So, in planning mixed housing/retail spaces, density must be balanced with maintaining a livable neighborhood. Buildings that are terraced, with fewer (2-3) floors by the street have a more relaxed ambience, blend better into public spaces. |
| 5/22/2024 | Land Use Changes | The development of the Goodwill site is particularly concerning as modification of traffic lanes to accommodate the load of up to 1200 vehicles is worrisome (2 per unit). Especially the zoning is changed. If it's relevant, I support these sites for low income housing. However, unless transit and the traffic infrastructure are properly matched, this portends to be a problem. |
| 5/22/2024 | Land Use Changes | The proposed project for 600 residential units and ±15,000 sf of retail space at the Goodwill site (next to the fire station and across from Juanita Elementary School, on NE 132nd Street) - versus the 200-250 units that current zoning allows is totally unacceptable. |
| 5/22/2024 | Land Use Changes | I think for the goodwill site, the builder should be allowed to build the 250 or so unit currently allowed ("by right") without undue obstruction, but that a 600 unit apartment is "too much" (I have misgivings about 250 but current zoning is current zoning.) It's already a traffic problem. Across from a school. AND That large number of apartments suggests that very few to none of them will be the 2 bedroom or 3 bedroom units that families want. |
| 5/22/2024 | Land Use Changes | I am asking you and the city council to reject the request to put a seven story apartment/retail building on the corner of 98th and Juanita Drive. I'm not sure if you have done a traffic study in this busy corridor, but I can tell you that adding an additional 300 apartment units will cause extreme duress to the environment as well as the traffic. Please, please reject this request. It will not improve our area, it will destroy the beauty of the sanctuary. |
| 5/22/2024 | Land Use Changes | Finn Hill Neighborhood Alliance is deeply concerned that these upzoning proposals are inappropriate in terms of their impact on traffic and the character of the neighborhood. FHNA believes that the upzoning proposals should be more carefully analyzed and exposed to public comment than has occurred in connection with the current Comprehensive Plan update. |
| 5/22/2024 | Land Use Changes | I wish to voice my opposition to the JP16 policy recommendation that is part of the Juanita Neighborhood plan revision. The Michaels site should not go forward for multi-story residential development. |
| 5/22/2024 | Land Use Changes | It is fine that the property will be redeveloped. It is an opportunity to improve the use of what is already a built environment. It is a good site for housing density and retail. I understand the region's need for affordable housing and this is a good place to add well-designed, enjoyable homes for those who need an affordable price point. The scope of the project is at issue. Concerns about scale, unit count, height in relation to surrounding single family development, emergency vehicle deployment nearby. |
| 5/22/2024 | Land Use Changes | I am against your proposal to have a 7 story building on the corner where Michaels is located. and the Goodwill site. The traffic around here is terrible. Traffic is here to stay and you need to make the infrastructure support it. Planning on all this housing in Juanita is just plain crazy. Putting in this many units here is wrong. We can barely support what we have. |
| 5/22/2024 | Land Use Changes | The proposed apartment/condo buildings that want to go into the property where the Goodwill and the Michael's stores are a terrible idea. The roads around both places and all of Juanita and Totem Lake are already so crowded now. |
| 5/22/2024 | Land Use Changes | I want no more high rises filling up every available space. The city has also reduced the minimum lot size for dwellings and encourages three story houses and condos which of course mean more revenue. Nothing should be done without a vote of the people. WE PAY THE TAXES. I don't want to lose either Michaels or Goodwill as I frequent both. We have to stop this madness. |
| 5/22/2024 | Land Use Changes | Strongly disagree with increasing proposed units by 3x. No benefit for the actual community- who benefits is the developers making more money. Are there kickbacks for city council? What is going on? Also, lack of transparency and feeling like these developments are being rammed through without appropriate community support. |
| 5/22/2024 | Land Use Changes | I'm not sure if these comments will actually be taken into account or if this is just here to make the residents of this town feel like they are being heard... The city needs a better plan for the Goodwill and Michael's developments. Those two intersections are already crazy enough and as it is, getting off Finn Hill in the am is getting more and more frustrating. The residents' voices are seldom heard over the developers and their fistful of dollars. Please, no high density projects. |

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| Date Submitted | Topics | Comment Summary |
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| 5/22/2024 | Land Use Changes | <p>I don't want 100th Ave NE in Juanita to become the new Lake City Way of Kirkland. A vertical housing canyon of concrete to the street. I don't want to lose the relaxed feeling of the neighborhood, which is reinforced by trees, green spaces, buildings with human scale proportions. So, in planning mixed housing/retail spaces, density must be balanced with maintaining a livable neighborhood. Buildings that are terraced, with fewer (2-3) floors by the street have a more relaxed ambience, blend better into public spaces. How will building heights impact the views of neighbors uphill? If they have to look at roofs, they should be attractive, not an eyesore. As little lake view as possible should be blocked. Can Green Roofs and Green Walls be required? Both intensive and extensive. These could reduce pollution, manage water run-off, provide habitat for birds and pollinators, reduce the heat island effect. It might mitigate some of the loss of a view by substituting a comparably beautiful view. Perhaps there are federal or state funding sources to offset the initial cost of these. Similarly, can bioswales be incorporated into landscaping by the streets? How will this planned density effect small businesses in the area? Will Goodwill and Michaels be able to relocate within our area? Will there be affordable retail and commercial spaces available in the future? Both sites are located at major intersections, that already get congested at commute times and with elementary school traffic. How do you propose to manage some 600-1000 more vehicles per day at these intersections? Will any expanded bus service include Finn Hill? If not, will there be a strategically located park and ride?</p> |
| 5/22/2024 | Land Use Changes | <p>I am concerned about the modifications of zoning proposed for the up coming plan for Kirkland. While Kirkland has a responsibility to absorb growth of the region proportionately, planners also have a responsibility to maintain the quality of life that drove us to chose Kirkland as our home. Two items are glaring exceptions to reasonable growth: 1) The increase of the Michael's zoning to a 7 story building. Not only will it disrupt traffic, challenge infrastructure but it will also block views of the water, city, mountains that give such joy to living in the area. 2) the increase in zoned for the Goodwill site from 250 to 600 units. There is no mention of transition, schools, sewer, parks, electricity and road usage. 132nd and 100th is a nasty intersection several hours at each end of the day, so more than doubling the zoned number of residences is outrageous. Please retain the zoning as is, both areas have old buildings that need change more than doubling residences is not sensible and a real insult to those of us who have loved to live here.</p> |
| 5/22/2024 | Land Use Changes | <p>The seven story building being proposed at the Michaels Juanita Drive will destroy the skyline. We won't be able to see the skyline. Such a building wil have lasting impact on the wet lands and on Juanita Beach and Park. The Traffic will be even more frustrating. If a new building really is necessary why can't our city council require the the building be fresh and with creative design?</p> |
| 5/22/2024 | Land Use Changes | <p>My concern about the proposed Michael's site is the very heavy commute traffic past that location on Juanita Drive. I'm wondering how people will enter and exit the structure without significantly slowing the rush hour traffic. My concern about the proposed Goodwill site is the immensity of it. And I understand there isn't good transit closeby. This will definitely very negatively impact the entrance and exit to Finn Hill.</p> |
| 5/22/2024 | Land Use Changes | <p>Not inclined on the new building construction at the Goodwill site until better plan for traffic management, scaling of transportation resources, roads, parking. This will choke the NE 132nd St uphill and downhill which is the main route to Finn Hill neighborhood</p> |
| 5/22/2024 | Land Use Changes | <p>The proposal for 600 apartments/mixed use facility at the site of the current Goodwill in north Juanita is ridiculous. Traffic is already a nightmare in that area. More apartments will only make it worse.</p> |
| 5/22/2024 | Land Use Changes | <p>I'd like to voice my enthusiastic approval for redeveloping the Juanita Goodwill location - but with an important caveat. The zoning is currently for 250 residential units. Given the size of the corridor and the adjacent school, this seems appropriate and (more importantly) safe. It won't significantly impact the use of 132nd for the residents of Finn Hill getting into and out of the neighborhood).The proposal of 600 units is too big. It would be too large for 132nd and 100th, cause entirely too much traffic and safety issues for bikes and pedestrians and significantly alter the neighborhood.I do think this site needs redevelopment. And the area needs more housing. But increasing the zoning by more than double seems foolhardy.</p> |
| 5/22/2024 | Land Use Changes | <p>The proposed building of 600 units on the Goodwill site should be limited to the number of units that are zoned now. The area cannot handle 600 units plus all of the cars. Traffic on 132 street is already overloaded and will probably get worse as drivers use the new exits from 405. Building large developments should not be started until road improvement and widening has been completed.</p> |
| 5/22/2024 | Land Use Changes | <p>I would like to express my concerns about the proposed development at the current Goodwill location on NE 132nd Street. I do not believe the area infrastructure could support the zoning increase to allow for 600 units. The increase in traffic on a major arterial and the increased pressure on schools, parks, police, fire, and other local services would be devastating for the entire area. In addition, the area is not well served by mass transit currently, leaving the new development's residents dependent on cars. I am aware that Kirkland needs more housing and would support building housing at the Goodwill location consistent with its current zoning of 200 units. I have similar concerns about the proposed development at the current Michaels site. In particular, the increase in traffic at an already congested intersection. In short, I urge the city to leave zoning as it currently is.</p> |

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| 5/22/2024 | Land Use Changes | <p>Juanita Neighborhood Plan Update includes two CAR proposals, one for Michael's site and one for the Goodwill site. Below is my comment letter sent to the Planning Commission regarding the Goodwill site - to keep the existing zoning intact and keep the existing building height limit to 35 feet.</p> <p>Subject: Juanita Neighborhood Plan Update – Goodwill Site and Michael's Site development I am a Kirkland resident of the Finn Hill neighborhood and I use the Juanita Neighborhood arterials and the North Juanita Neighborhood Center daily. Juanita and Finn Hill residents rely on the same network of streets and the same community commercial district. I encourage you, Commissioners and the City planners to extend project outreach into the adjacent and interdependent neighborhoods. I regret learning belatedly about development proposals for the Goodwill and Michael's sites within Juanita Neighborhood and I appreciate the opportunity to provide input to the Juanita Neighborhood Plan Update.</p> <p>I support the redevelopment of the North Juanita Neighborhood Center to include additional retail and commercial businesses as well as to increase housing within the neighborhood within the current zoning and height limits. Development to the existing allowed height limit of 35' would represent a significant increase in housing units and commercial space on site – which would be a good thing for the neighborhood center and for both the Juanita and Finn Hill neighborhoods. This development could be comparable to the existing mixed use and multifamily housing development in Juanita Village where circulation and access has been well designed as a walkable neighborhood center at a human scale.</p> <p>I do not support an increase in allowed height for the development on the Goodwill site – it would be completely out of scale for the neighborhood center and could be a cause for additional traffic congestion along 100th Avenue NE and NE 132nd Street. Keep the current zoning and height limit at 35 feet for the Goodwill site property and encourage a thoughtful redevelopment that will add desired housing and commercial/retail uses on site.</p> <p>The community initiated amendment request (CAR) for the Goodwill site includes a request for more than double the building height limit for the site. This would result in too much density for the site, not allowing for any stepped back style of buildings nor allowing the space required for the on-site circulation needed for a walkable and inviting environment for both residents and customers. Please leave the existing zoning and height limit intact for the site. In addition, a full environmental review of any proposal should be conducted outside of the Plan Update, and would be justified based on potential impacts to transportation, circulation, emergency response, parks and community resources demands.</p> |
| 5/22/2024 | Land Use Changes | <p>The proposal to build a 7 story building at the Michael's site will make the intersection unreasonably congested and dangerous for pedestrians, cyclists, and drivers. It's already difficult to navigate safely, with cars entering the main arterials from lots extremely close to the oddly shaped intersection, with many drivers choosing to ignore the "no right turn on red" sign at the gas station corner, as well as the barrier blocking left turns out of Michael's onto Juanita drive. I really have no idea what it's going to look like with possibly 600 more resident vehicles (plus delivery/service vehicles) added into the mix—and that's not even considering the summer months when the parks and CKC draw oodles of recreationists. Furthermore, I don't imagine that it would be safe to build such a large structure on wetland/marshy soil.</p> <p>Kirkland needs more housing, to be sure. But at this particular corner of this particular intersection is going to create a traffic nightmare, and increase the risk of injury to pedestrians/cyclists, as well as collisions for motorists. Please reconsider and disallow such a large structure to be built on the Michael's property.</p> |
| 5/21/2024 | Land Use Changes | <p>I absolutely oppose creating a nightmare of traffic on 132nd off of Finn Hill. Traffic and the value to existing neighbors / home owners needs to be your priority. Not developers. We moved here for the community and neighborhood over 10 years ago and this is one of many unplanned structures where the aftermath is not thought out. Stop making a job for yourself and protect the people who live here.</p> |
| 5/21/2024 | Land Use Changes | <p>I am thrilled to see the construction-friendly attitude here - don't let NIMBYs turn Washington into California. Keep housing prices under control, build market-rate housing!</p> |

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| 5/21/2024 | Land Use Changes | <p>My comments are centered around the proposed Michael's site/JBD 4 development sites.</p> <p>I've lived in Juanita for 14 years and have seen it grow and seen the need for affordable housing has grown more. Over those years I have seen countless dense developments of all kinds be built under the promise of having "affordable housing". Unfortunately none of these have brought actual affordable housing, partly because the developers have been able to just pay a fee instead of actually keeping the houses cost/rent affordable. If we truly want affordable housing, there needs to be clause in the permits that requires 70% of the units are sold/rented to the people making below 50% of the AMI based on household size and get rid of the fee option.</p> <p>Juanita's current infrastructure can not support the addition of over 1500 units. During planning of these developments there are assumptions that people in these units will use public transit, bike or walk. Often there are only parking stalls for 30-50% of the units. Unfortunately time and time again, this has not proven to be true. Not only can the roads and surrounding parking lots not handle the additional cars, there are concerns about how the water, electric and sewer systems will handle this large edition of units. These developments are slated to be at 2 of the 3 main ways on and off Finn Hill. This will add to the already long back ups during rush hour and create safety issues in emergencies. Flooding and sewer issues are a particular concern at the Michael's site as it butts up to a high sensitive area of Juanita Bay where many species of protected birds, aquatic life, amphibians and beavers all live. We also ready have too many days where the Juanita Beach is closed due to water quality issues.</p> |
| 5/21/2024 | Land Use Changes | <p>I am sharing my thoughts on the proposed development in the Juanita Neighborhood at both the Goodwill and Michaels sites. I understand that the city must find new places for housing to accommodate our growing population, and I support greater density. However, density without parallel investment in infrastructure and services is a bad combination. I hope the commission considers some factors before making any recommendations to the council regarding these proposed developments.</p> <p>1) Changes to zoning height - The 75' and 70' height allowances requested for these developments seem aggressive. Please consider a compromise between the current 35' or 26' limits and the requested increases. Something closer to four stories would fit in with the current apartments in Juanita Village and the surrounding housing in North Juanita.</p> <p>2) Transportation and parking - Public transit options in North Juanita are minimal. Given the current infrastructure, most folks who would live in the new apartments would likely commute by car. Decreasing the parking requirements for the Goodwill site seems shortsighted without the co-investment in local transit options. Households with two full-time workers will probably need two cars, given how far North Juanita is from work centers. This additional car activity would strain an intersection that already sees considerable traffic delays in the morning and evening commute. Given its proximity to Juanita Elementary, it would also present a potential safety issue. Many children walk to school in the morning along the street next to the proposed development. If the city is prepared to invest in additional transit options in North Juanita, it would help. For example, a local commuter bus that would circle frequently between North Juanita, Totem Lake, and Juanita Village during commuting hours would be a beneficial investment. Please think creatively about how to integrate this new traffic flow into the current situation.</p> <p>3) Parks and outdoor space - I would like the commission and city to consider requiring the developers to invest in a public outdoor space or parklets at the proposed Goodwill development. The city's parks are already under strain; Juanita Beach Park is overwhelmed on sunny days. A public outdoor space at the</p> |
| 5/21/2024 | Land Use Changes | <p>The proposed change in zoning for the Michael's and Goodwill sites is outrageous. Our infrastructure, determined by the unique geography of the area, cannot handle that many new units. Finn Hill residents will suffer enormously if these proposals are allowed. Please, do NOT change the zoning!</p> |
| 5/21/2024 | Land Use Changes | <p>Please do not approve increased density at the Goodwill site and Michaels site projects as amendments to the Juanita Neighborhood Plan (part of 2044 Kirkland Comprehensive Plan update).</p> <ol style="list-style-type: none"> 1. Safety -- Morning traffic and safety near the fire station and school are already a big concern. Traffic is regularly backed up up the hill. An electric bicyclist already crashed coming down the hill and access to the fire station could become even more blocked, further hindering emergency response times. An additional vehicle exit to the school is already needed. With any development, please be sure to add an exit or two from the school on to 100th Ave NE and/or to the rear of the school. 2. Who is asking for greater density? Why is this being proposed? 3. Prop 1 / Houghton Park & Ride -- a. If high demand is driving a push for higher density, consider selling, at a profit, the former Houghton Park and Ride property purchased by the city that was proposed for use in the 2023 Prop to a company to develop. <ol style="list-style-type: none"> b. It is more accessible to the highway and public transportation routes. c. There is more space available at this location for parking. 4. School and Tax Impacts a. Will the apartment dwellers pay property or other taxes that will support increased attendance at schools and greater use of city resources? b. Will developers pay tax for increased value and revenue of the property? c. Please share how apartment dwellers contribute to the local tax basis. 5. Parking a. Where will parking be located for the apartments and retail space, under the buildings? |

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| 5/21/2024 | Land Use Changes | Can we please stop the over-densification of the Finn Hill/Juanita area? 116th (Juanita Drive) and 132nd are two of the three main ingress and egress locations off of Finn Hill. With the schools (Juanita Elementary, Juanita H.S., Carl Sandburg, Finn Hill Middle School, and Moorlands School) in the vicinity and school bus stops, there is already too much traffic in the Finn Hill area. How about limiting the # of units in these areas rather than increasing their height? Most of these new places do not address homelessness, because many people cannot afford the rent. The recent road "improvements" on 132nd cannot handle the increased traffic, especially since the east bound lane is a bit close to the edge and has to be shared with bikers. Has anyone taken thought about the fire department's ability to dispatch quickly with that amount of congestion? I am very concerned and I hope you will seriously take a look at the folly of this type of density. |
| 5/21/2024 | Land Use Changes | As Finn Hill residents we would like to share our opinions about the very large Juanita/Finn Hill developments that have been proposed. Basically, we believe these developments are not needed nor wanted by the vast majority of our neighborhood residents whether they speak up or not. Most folks are already complaining that the traffic issues, particularly in the areas proposed, are already out of hand. Adding this many new units, therefore autos, to the already congested rush hour traffic is a horrible idea. The Goodwill project is a mega development. At that corner - add that to the traffic flow? No less irksome would be the Michaels development. On that corner...seriously?? The traffic on that corner of Juanita Drive already backs up in long lines. And that intersection is already dangerous to pedestrians and bikers. Finally, keeping the very tall buildings off the Lake side of Juanita Drive enhances the feeling of openness that we love in our area. This way everyone can appreciate at least the breeze and knowledge of the lake just over the lower height buildings. We already know about the other very large developments there are going up all over the area in general. And their impact in traffic density has not even begun to impact yet. It's time to preserve some quality of control here and we'd appreciate if our representatives did not acquiesce to every mega developers wishes. |
| 5/21/2024 | Land Use Changes | I hope you will consider opposing the proposed zoning amendment being requested for the Michael's site for the following reasons: Increased traffic, ingress/egress issues on both properties, out of scale with neighborhood. |
| 5/21/2024 | Land Use Changes | I support adding mixed use development with more housing at the Michael's and Goodwill sites. |
| 5/21/2024 | Land Use Changes | Please do not approve increased density at the Goodwill site and Michaels site projects as amendments to the Juanita Neighborhood Plan |
| 5/21/2024 | Land Use Changes | the redevelopment of the Goodwill site will aggravate the traffic situation in that area. The area should not be rezoned for a taller or larger (sq. feet) building. Tall buildings should be restricted to downtown Kirkland. An increase in car traffic is dangerous and not compatible with the family oriented, foot traffic already in the area. There is a great need for residential buildings that would serve the median and lower income residents who work in the city but few can afford to rent in city limits. |
| 5/21/2024 | Land Use Changes | I support greater density. However, density without parallel investment in infrastructure and services is a bad combination. I hope the commission considers some factors before making any recommendations to the council regarding these proposed developments. 1. Changes to zoning height seem aggressive 2. Parking and transportation - public transit in the area is minimal 3. Parks and outdoor space - I would like the commission and city to consider requiring the developers to invest in a public outdoor space or parklets at the proposed Goodwill development. 4. Changes to retail - Goodwill and Michaels are retail options rapidly disappearing from urban centers like Kirkland. Goodwill represents a cost-effective retail option for many of the neighbors of North Juanita. Many students at Juanita Elementary receive free or reduced-cost meals because of their family's socioeconomic status. Where will families at these income levels shop if the Goodwill is displaced? |
| 5/21/2024 | Land Use Changes | Goodwill added density is not a good fit for this part of town. Added traffic will impact finn hill residents. New construction of additional homes are already unaffordable and added density to promote affordable housing is important but not at 1 million dollar selling prices |
| 5/21/2024 | Land Use Changes | I support dense housing at both the Goodwill and Michael's sites because it would give more people a chance to call Kirkland home. |
| 5/21/2024 | Land Use Changes | Michaels - The current restrictions should be upheld with no exemptions allowed. The development as planned is totally inappropriate for this site. Please reject this proposal. |
| 5/21/2024 | Land Use Changes | More housing development is not sustainable. The Michaels & Goodwill site projects will only make a terrible situation worse. In summary, traffic congestion poses multifaceted challenges, impacting travel time, safety, the environment, and overall quality of life in Kirkland. |
| 5/21/2024 | Land Use Changes | Support higher density mixed use zoning throughout city; reduce vehicle parking requirements |
| 5/21/2024 | Land Use Changes | I am very concerned about the proposed development at the current Michael's location. We cannot continue to over develop our neighborhoods, making traffic issues even worse. Traffic congestion is a pervasive issue that significantly impacts urban life. |
| 5/21/2024 | Land Use Changes | Housing is important but it is crucial to consider the infrastructure and surrounding neighborhood when planning a massive project. Both proposals are completely out of proportion. I live on Finn Hill and there are few ways to access my home at the top of Finn Hill when coming from the south with a lot of traffic backups already. The area is just too congested. Please do not approve a change in the zoning. Our neighborhood cannot support it. |
| 5/21/2024 | Land Use Changes | Opposed to the (2) projects at Michaels and Goodwill. No Mid-Rise Development on these (2) Properties ! The Proposed changes to Zoning is inappropriate at these (2) Locations. |
| 5/21/2024 | Land Use Changes | Existing infrastructure will not support 600 units at the Goodwill site. There is limited access to Finn Hill already and adding more vehicles will add to the traffic in the area. We understand the need for more housing but strongly oppose this site as it will only further downgrade the quality of life in Kirkland we used to enjoy. |
| 5/21/2024 | Land Use Changes | Retain and enforce the current zoning for the Goodwill site. 200 - 250 residential units at that site is appropriate and plenty for that location. Given the volume of traffic that already goes through that intersection, and its proximity to the elementary school and fire station, a significantly larger residential development would be inappropriate, and damaging to the neighborhood environment. |

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| 5/21/2024 | Land Use Changes | Par Mac CAR - Concerns about the negative impacts that could arise from change to building heights, setbacks, building design, traffic impact, open sky, tree canopy, and open green space. Does not support more large mix use not meeting the needs of Kirkland residents. More housing is needed, but not at the expense of the average resident of Kirkland. Supports moderate sized mixed-use with large percentage of affordable housing, adds trees, provides open sky, fosters connection and community, and protects commerce relevant to Kirkland residents. |
| 5/21/2024 | Land Use Changes | Density studied at the Goodwill site is way too dense in number of units, scale and massing. As proposed, the project is out of touch with the surrounding community character. Traffic impacts would make a bad situation worse. Also, 600 units would necessitate additional investments in infrastructure, including utilities. Kirkland is already behind on adding Parkland per resident as stipulated in most national standards. This would require additional Parkland to meet standards. Density and size of the proposal is more keeping with the Totem Lake area or the area immediately around the 85th St. interchange. Don't start changing the character of our community and areas where it doesn't belong. We do support mixed development at this location, but it needs to be the size and scale that's more appropriate. |
| 5/21/2024 | Land Use Changes | Oppose proposed development at Michaels and Goodwill. Roads serving these areas already experience unmanageable traffic volumes at peak hours. Keep tall building away from the shoreline. |
| 5/20/2024 | Land Use Changes | <p>First of all I would like to say thank you to the Finn Hill Neighborhood Alliance for sending out an update to the community on these two huge projects. I have seen the signs in both locations, but because I have been driving by, I have not been able to read the information to see what was being considered. So thank you!</p> <p>I tend to agree with the FNHA, I am very concerned about both of these locations in terms of traffic and access. The Goodwill location is a major artery and is already very congested. I can not imagine adding 600 units to that location and trying to get students to all three schools along this route.</p> <p>In addition I would like to know from the city council what data is available on where Kirkland is at in terms of meeting the goals of reducing the housing "crisis". What numbers were mandated by the State and County, what projects have been completed and what projects are in the pipeline? When I look at the development so far it seems staggering. The acreage by Willows Road, the area by Fred Meyer and the areas around Totem Lake have exploded. I also believe that these are not affordable options for many and I wonder how it is actually helping the crisis by building housing that is still too costly. I think the Kirkland residents are due an update on this data to see where the City is at to be able to make informed decisions going forward.</p> <p>I would also like to add that the corner where Michael's is located is also very difficult to get in and out of and I can not imagine adding housing and additional retail to a place that already is quite difficult to navigate.</p> <p>Also, these two retailers are two of only a handful of affordable family friendly options in Kirkland. Losing these two businesses will hit families hard. I feel that Kirkland has lost so many family friendly businesses over the last 10 years and nothing has come up in their place after redevelopment was completed. In fact, many of these mixed use store fronts are still empty with no retail tenants. Where is the data showing that we need more businesses when we can not even fill the current sites. Business policies or financial incentives that would support small businesses would also be something for the city to consider. What is the point of mixed use storefronts that are empty for year after year - so hard to lease out that the building owners charge for street parking to help make up the losses.</p> <p>I would strongly urge the City Council to please proceed with a conservative approach in both of these locations. I know we need to support growth but sensible development needs to somehow come back into focus. At one time, buildings were not allowed to be higher than 5 stories, but the Urban Development in downtown changed that precedent and It appears that the flood gates are opening on this zoning revision unless the City Council can take a stand and say no to these powerful developers and help to maintain some sort of plan that will manage growth in a more moderate way.</p> |
| 5/20/2024 | Land Use Changes | <p>Goodwill Development. Gosh I can't even imagine what anyone is thinking to even consider approving this. It is completely out of character with our Finn Hill/Kirkland livable area. Everyone knows traffic is backed up all over the place and you are considering adding that many new residential places eating up every square foot of the Goodwill store, parking lot and the bank? There is an elementary school across the street and there are moms and dads with young toddlers crossing the street on foot in the morning and in the afternoon not to mention all the school traffic. It makes no sense to be putting in a giant development complex when there's children all over the street right in front of it every single day it's an accident waiting to happen.</p> <p>I completely oppose this, leave it as it is, it's working fine.</p> |

Land Use Public Comments

| Date Submitted | Topics | Comment Summary |
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| 5/20/2024 | Land Use Changes | <p>I strongly oppose the two enormous housing projects that are proposed for the Michael's and Goodwill sites in Kirkland. These gigantic projects completely violate current zoning restrictions. Those zoning restrictions are in place for good reasons. Kirkland's infrastructure does NOT allow for the dire impact of tripling the zoned density of multi-unit housing projects that would exacerbate traffic and further degrade the Kirkland's character and quality of life.</p> <p>I have lived in Kirkland since 1988. I realize times change and I also am aware there is an affordable housing shortage in King County. I would support expanding King County's Urban Growth Boundary to accommodate that need. I do NOT support ruining King County's existing, already over-built suburbs in order to squeeze more "affordable" 1-million dollar units into our fully developed suburban neighborhoods. Kirkland is never again going to be the affordable suburb it was 4-5 decades ago. To meet the needs of entry-level homebuyers and population growth in the area, the only realistic, sustainable and economically sound solution will be to expand outward.</p> |
| 5/20/2024 | Land Use Changes | <p>For both the Goodwill property new housing and the Michael's property development (new housing); plans need to be in place to handle increased traffic. Right now traffic is quite terrible at many times of day.</p> |
| 5/20/2024 | Land Use Changes | <p>Adding 600+ unit structures to an already congested area was poorly thought out. There is not enough transit and the destruction of the natural environment will only bring more heat and fires. Please reconsider!!!</p> |
| 5/20/2024 | Land Use Changes | <p>The development plan for the area currently by Michaels is not viable. The property will encroach on sensitive wetlands, will cause extreme congestion at an already dangerous intersection and is way outside zoning. There are no other 7 story buildings in the lake-downtown area of Kirkland, nor should there be any. The community has not been notified of these outrageous out of scope plans. the project should be halted immediately.</p> |
| 5/20/2024 | Land Use Changes | <p>For both the Goodwill property new housing and the Michael's property development (new housing); plans need to be in place to handle increased traffic. Right now traffic is quite terrible at many times of day.</p> |
| 5/20/2024 | Land Use Changes | <p>Opposed to proposed Goodwill and Michaels zoning changes. Keep zoning as is, additional capacity will support high-priced housing, not affordable housing</p> |
| 5/20/2024 | Land Use Changes | <p>Opposed to proposed Goodwill and Michaels zoning changes. Keep zoning as is</p> |
| 5/20/2024 | Land Use Changes | <p>Opposed to proposed Goodwill and Michaels zoning changes. Keep zoning as is, existing traffic conditions do not support additional capacity</p> |
| 5/20/2024 | Land Use Changes | <p>The 2 developments at the site of the Goodwill and Michael's store in Juanita would be terrible for everyone that lives here. The traffic already terrible both places! The locations would not accommodate all those cars coming and going.</p> |
| 5/20/2024 | Land Use Changes | <p>Hello City council,</p> <p>I am writing to share my thoughts regarding the proposal to add an additional 600+ apartment spaces at the current site of the Goodwill.</p> <p>While I believe that Kirkland needs more housing (especially affordable housing!), I am worried about the impact of having 600 additional apartments (vs. the proposed 200-250) will have on traffic, congestion, and utilities. I urge you to look into the potential impact on the surrounding neighborhood and propose that the developer does whatever necessarily to ameliorate these issues (whether it be installing new sewer lines or widening/improving existing traffic infrastructure) before approving this project.</p> |
| 5/20/2024 | Land Use Changes | <p>Opposed to proposed Goodwill and Michaels zoning changes. Keep zoning as is</p> |
| 5/19/2024 | Land Use Changes | <p>I urge the Planning Commission to maintain the existing JBD 4 zoning for the southwest corner of Market and NE 116th.</p> |
| 5/19/2024 | Land Use Changes | <p>While I respect the rights of property owners to develop to maximize benefit and returns, I don't believe this location can support a development of this magnitude without infringing on the quality of life for those currently living on Finn Hill (traffic congestion). In addition, the proposed scale of the project it much too commercialized, and oversized development within this community.</p> |
| 5/19/2024 | Land Use Changes | <p>While I respect the rights of property owners to develop to maximize benefit and returns, I don't believe this location can support a development of this magnitude without infringing on the quality of life for those currently living on Finn Hill (traffic congestion). In addition, the proposed scale of the project it much too commercialized, and oversized development within this community.</p> |
| 5/19/2024 | Land Use Changes | <p>Regarding the development of the Goodwill Site.</p> <p>I respect the rights of property owners to develop to maximize benefit and returns, I don't believe this location can support a development of this scale without infringing on the quality of life for those currently living in proximity (traffic congestion). In addition, the proposed scale of the project it much too commercialized, and over sized development within this community.</p> <p>Thus I do not support any exemptions that may allow for any scale increase of any proposed development of the current Goodwill site on NE 132st and 100th ave NE.</p> <p>I'm a local resident living less than one mile from this site.</p> <p>I trust the commission will do the right thing and not grant any property use exemptions in this matter.</p> |

Land Use Public Comments

| Date Submitted | Topics | Comment Summary |
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| 5/19/2024 | Land Use Changes | <p>Dear City of Kirkland Planning Commission,</p> <p>As a physician who has practiced in our community for 22 years I am very aware of the impacts of our land use and transportation decisions on the health of members of our community.</p> <p>I am strongly in favor of the proposed development projects on 132nd street (Old Goodwill site) and on Juanita Drive (Michael's site)</p> <p>We have a housing crisis in Kirkland and throughout King County. Kirkland remains unaffordable for the majority of people who work in the city. This has significant adverse consequences with longer commutes leading to air pollution and climate change. We need more density as quickly as possible. I do, however, strongly urge you to include transportation planning for the new residences in these multi family dwellings. Access to public transportation remains sub par in our city.</p> <p>Land use policy is transportation policy is energy policy is climate policy.</p> |
| 5/19/2024 | Land Use Changes | <p>No. Please do not do this. A seven story high rise with water views certainly does NOT support the proposed rationale provided of providing housing for all income levels. This will support high priced units only. That is not diversifying our units available. Second, the traffic at 116th/juanita/98th/100th intersection is already awful during commuting times. Adding 700 units directly at this intersection with limited east/west bus options coming off Finn Hill is going to make this a lot worse! That is not even considering that Juanita beach park is a gathering spot for our community drawing many more to this area. A 7 story high rise on the water side of Juanita drive will change the character of the neighborhood in a negative way. This is a community centered around the lake. Using the park, seeing the water from different public vantage points is what draws people to this area and supports the retail shops. I support redevelopment of this site within the density allowed by the existing restrictions, but not a 70 foot building in our beach neighborhood.</p> |
| 5/19/2024 | Land Use Changes | <p>I read about the plans to develop the Goodwill property. I understand the desire of the city to have more housing, including affordable housing. I support building apartments at the Goodwill site in line with the current zoning. however, the 7-story plan is too dense, both from the optics and the potential traffic.</p> <p>We already have to see nearly every day the 7-story house at Juanita bay where it was unclear to me why this could be permitted in the first place. I understand it was not part of Kirkland during construction, and the developers paid a heavy price in the form of bankruptcy and yearlong standstill of the development. I am sure you do not want to repeat this scenario.</p> <p>Thanks for your open communication that hopefully works both ways.</p> |
| 5/19/2024 | Land Use Changes | <p>Supports Goodwill and Micheal's CAR land use changes to create more affordable housing</p> |
| 5/17/2024 | Land Use Changes | <p>Deep concern about the proposed development at the current Michaels location near Juanita Beach Park. I believe we must carefully consider the environmental impact of such a large-scale project and do not accept the requested zoning change/variance in order to protect the nearby sensitive area as well as maintaining the harmony with the surrounding buildings. Concerns about Environmental Sensitivity, Traffic and Noise, and Balancing Growth and Preservation.</p> |
| 5/16/2024 | Land Use Changes | <p>As a resident of Holmes Point and an architect and urban designer I support transit oriented development, housing opportunities and greater density where appropriate. However, the present proposal is development overkill. It is out of character with the local context, even if upper stories were to be set back from the property lines. I do not object to mixed use development and more housing. In fact, it could enhance the Village character. But it should be no more - and desirably less than - 5 stories, with step backs for upper floors, more akin to the character of Lake Street in downtown Kirkland. Furthermore, given the location, and regardless the height/density proposed, the City should expect any developer here to proffer substantial pedestrian and related amenities to enhance the vital connection between Juanita Bay Park and Juanita Beach Park.</p> |
| 5/11/2024 | Land Use Changes | <p>The proposal of turning Goodwill by 132nd and 100th into apartment/condo complex will bring too much traffic to the already-busy street! Please change it to sport field/parks for people who live in the area!</p> |
| 5/10/2024 | Land Use Changes | <p>The proposed housing complex at the current Goodwill site (across from Juanita Elementary) is much too large for our infrastructure to support. I'm all for increasing housing but not such a large building without a clear plan to account for increased traffic in an already overly crowded traffic area. Simple building giant complexes is not the thoughtful urban planning we need.</p> |
| 5/9/2024 | Land Use Changes | <p>I understand that Kirkland needs housing. Desperately. But the process to get us there shouldn't be one that is opaque and difficult to see how such a fortress like structure that doesn't seek to engage and enrich the area... just no. There needs to be much better communication and thoughtful engagement with the review process. This is not the sort of thing that should be lumped in with the comprehensive plan. It's housing now; screw everything else from traffic to public services to building communities.</p> |
| 5/2/2024 | Land Use Changes | <p>The proposed developments at goodwill and michaels in north Kirkland are both too big. There is not enough infrastructure to support the influx of people this would bring. Please find solutions for housing that doesn't involve luxury waterfront multistory 2mil+ condos that will lead to congestion and road traffic.</p> |

Land Use Public Comments

| Date Submitted | Topics | Comment Summary |
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| 5/2/2024 | Land Use Changes | 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 Comp 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: Eliminate parking minimums. This provides a blanket of interconnected benefits city wide. Allow for larger buildings near frequent transit. Go beyond 50 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. Introduce a neighborhood cafe bill. let the community experiment and build new hubs of activity and culture. |
| 5/1/2024 | Land Use Changes | Support land use changes to allow for denser uses, affordable housing in general citywide in order to have a less car dependant community, to be safer, greener, resilient tax base. |
| 4/30/2024 | Land Use Changes | Support change in land use along transit corridors to increase residential capacity and density greater than 50 dwelling units per acre to allow for more housing for people |
| 4/30/2024 | Land Use Changes | Support greater density than 50 dwelling units per acre; TOD; build more apartments; allow commercial uses in residential areas |
| 4/29/2024 | Land Use Changes | Opposed to proposed land use changes including along transit corridors |
| 4/29/2024 | Land Use Changes | Support proposed land use changes; allow greater density than 50 dwelling units per acre |
| 4/29/2024 | Land Use Changes | Support proposed land use changes; allow greater density than 50 dwelling units per acre |
| 4/29/2024 | Land Use Changes | Opposed to proposed land use changes including along transit corridors; focus growth in Totem Lake with improved vehicle access |
| 5/22/2024 | Land Use Changes- Market Neighborhood | <p>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. 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 (Market). With increasing frequency, vehicles are blocked from driving on our streets.</p> <p>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.</p> <p>The waste management trucks face the same fate. If an EMT or fire truck encounters that blockage, the result will be tragic.</p> <p>1.New construction is making the streets more narrow. Builders remove the gravel parking strips along the street and push the curbs out into the street. 2.On-street parking is exploding because of increased density, reduced off-street parking requirements, and smaller driveways.</p> <p>This Comp Plan's bold vision for increased density needs to include bold infrastructure plans to handle the growth.</p> |
| 5/23/2024 | Land Use Changes- Neighborhoods | <p>Support:</p> <ul style="list-style-type: none"> •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. |
| 5/23/2024 | Land Use Element | Getting the details right on missing middle housing so it actually gets built. |
| 5/22/2024 | Land Use Element | Allowing bigger apartment buildings in more areas within Kirkland |
| 5/21/2024 | Land Use Element | ACUs, Cornerstores, and Cafes in all residential zones. |

Land Use Public Comments

| Date Submitted | Topics | Comment Summary |
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| 5/21/2024 | Land Use Element | <p>Comments summarized by staff:</p> <p>We support the land use change requests for the Michaels site and Goodwill site in Juanita. These two sites would add hundreds of new homes that are desperately needed in the city; 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, EvergreenHealth. We support the Frequent Transit Corridor Overlay (figure LU-4) and the “Corridor Mixed Use” land use definition. We believe that the 50 dwelling units per acre the City is currently studying for our transit corridors is too low. Liveable Kirkland will continue to advocate for a higher and more flexible figure during the SEIS’s public comment period.</p> <p>We support LU 1.3 & 4.2 (zoning consolidation). We should strive to consolidate and simplify our zoning code. 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; drive up costs while decreasing the usable space and energy efficiency for the building’s residents. 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 setbacks, 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. We recommend striking LU 10.4 altogether, or at least explaining unambiguously what is expected of remodeling and construction adjacent to historic buildings.</p> |
| 6/13/2024 | Land use, transit corridors | Support for dense development and increasing capacity along transit corridors |
| 6/4/2024 | Land use, transit corridors | Opposed to density along transit corridors; several underutilized commercial areas are best suited for focusing density |
| 6/12/2024 | Land use, transit corridors | Opposed to density along transit corridors; preference for urban villages with density focused around commercial |
| 6/12/2024 | Land use, transit corridors | Opposed to density along transit corridors in Market and Norkirk neighborhoods |
| 6/13/2024 | Land use; growth; zero carbon | Support for action/ growth alternative; support for dense, active, zero carbon city. |
| 6/13/2024 | Land Use; housing supply; upzoning | Support for upzoning to increase housing supply; encouraging bold action in response to housing crisis |
| 6/13/2024 | Land use; housing, transit | Support for staff-proposed land use element, support for increased housing supply and reducing car dependency |
| 6/13/2024 | Land Use; transit corridors; middle housing; ACUs; parking | Support for additional capacity along transit corridors, eliminating parking requirements, boosting middle housing supply, allowing bigger apartment buildings in more areas, accessory commercial units/cornerstores/cafes in all residential zones |
| 4/11/2023 | Local hardware | Need a local hardware store around the Downtown area |
| 4/11/2023 | Medical uses | Around Evergreen Hospital, medical uses are being displaced with residential/commercial uses. City should provide incentives to retain medical services with new development |
| 5/23/2024 | Meeting Packet-Land Use | Eliminating Parking minimums city wide. |
| 11/27/2023 | Minimum Lot Sizes | Reduce minimum lot sizes, or subdivision/short plat lot size flexibility, to enable housing production |
| 5/21/2024 | Neighborhood Commercial | When you “explore” increasing allowances for small-scale neighborhood commercial uses and home-based businesses think expansively rather than restrictively. Being able to access day-to-day needs and other services within walking distance from home is important on so many levels, including community cohesion and sustainability. |

Land Use Public Comments

| Date Submitted | Topics | Comment Summary |
|----------------|---|---|
| 5/22/2024 | Neighborhoods - Land Use Changes | <p>Our neighborhoods facilitate a sense of community. 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. Instead of trying to eliminate/neutralize neighborhoods, the city should be working with 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. 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 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 St is already a major traffic arterial. During AM and PM rush hours, traffic is very bad. Increasing density along and within 1/4 miles 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 would primarily walk, bike, take transit, that would require increased availability and frequency of public transit. Market St is not equipped to handle the traffic increase, nor is there ability to build additional infrastructure for that on Market St. Why not consider adopting policies that would allow for ~20/25 units/acre instead? Policies should allow for development of a mix of single family and various sized multi family. Kirkland's policies should support a mix of commercial businesses such as small groceries, drug stores, hardware stores, auto repair, and light industrial as well as shops and restaurants. Many of the existing and proposed policies favor high density residential and office development with very little for retail or other commercial and industrial uses.</p> |
| 10/26/2023 | Parking Standards | <p>Eliminate minimum parking requirements to reduce traffic and pollution, disincentivize walking. Parking is expensive to build; takes up land; reducing parking can make development less expensive to build so more affordable housing can be built; Removing parking allows for more walkable, livable spaces, and reduces environmental impacts of vehicles.</p> |
| 5/24/2024 | Parking Standards; neighborhood commercial; reduce design review requirements | <ul style="list-style-type: none"> •Strongly support 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). •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. •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. |
| 5/23/2024 | School Design | <p>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.</p> |
| 4/11/2023 | Senior businesses; services | <p>Provide more places for seniors to socialize; to work; businesses that cater to seniors</p> |

Land Use Public Comments

| Date Submitted | Topics | Comment Summary |
|----------------|----------------------------------|--|
| 4/11/2023 | Senior housing | Need more senior housing that is one story; elevators; ADA accessible |
| 11/17/2023 | Street Lighting | Increase parking Downtown; improve street-sidewalk lighting |
| 12/12/2023 | Street Lighting - sustainability | Light pollution needs to be reduced. Reduce lumens in streetlights and if shields are used paint them flat black to reduce reflection. City needs to be more proactive in reducing light pollution. PSE will not change without city involvement. |
| 4/30/2024 | Traffic - development | The proposed development for 132nd st and 100th Ave does not consider the appropriate scale and impact on the neighborhoods. To add some six hundred units over retail is not think about what engages well with the neighborhood. The traffic during school pickup and dropoff times on 132nd is already quite backed up, compounded by southbound traffic on 100th during morning commute times and traffic to/from Juanita High School on 132nd |
| 1/10/2024 | Transit Oriented Development | Supports expanding housing options and increased density at a min. density of 6 unit buildings along frequent transit routes. Could expand from 1/4-1/2 walkshed. |
| 3/10/2024 | Transportation | Policy LU-3.3: Encourage housing, offices, shops, and services at or near the park and ride lots. As someone who consistently uses the South Kirkland Park and Ride, a location that demonstrates the ideal residential/transportation/commercial relationship, I agree that encouraging more of these types of developments is important. However, my question is how do we plan to do this? With Kirkland already being a widely developed city, is the plan to move outwards into totem lake, or rebuild old developments? As a Kirkland resident, I believe that a transit center next to Juanita Village could align very well with this plan. |
| 5/28/2024 | Tribe comments - various | Snoqualmie Tribe Land Use comments: 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. |
| 5/22/2024 | Variances | I 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. |

Transportation Public Comments

| Date Submitted | Topics | Comment Summary |
|----------------|---------------------------------------|--|
| 6/27/2024 | Transportation Strategic Plan-Element | Support proposed Transportation Strategic Plan and Transportation Element-greater density than 50 du/acre near transit corridors |
| 5/1/2023 | Accessibility | Ensure the transportation is inclusive for people of all ages/abilities |
| | Accessibility | 7 comments concerned about accessibility |
| | Accessibility | Concern that car-inaccessibility will compound mobility challenges for those who rely on mobility aids |
| 5/1/2023 | Accessibility | Additionally, consider that people with lower incomes may be forced to drive because they live farther away from amenities due to housing costs or underinvestment in transit. |
| 5/1/2023 | Accessibility | keep options for seniors in mind - eventually people will be older and not able to use bicycles |
| 5/1/2023 | Accessibility - e-bikes | options as a senior - ebikes not a great longterm option |
| 5/1/2023 | Accessibility - multimodal options | ensure that disabled and aging community members are able to safely move without driving. |
| 5/1/2023 | Accessibility - multimodal options | prioritize all ages and abilities bike and ped infrastructure |
| 11/29/2023 | Active transportation network | More accessibility to greenspace via bike and walking networks |
| 11/15/2023 | Active transportation network | identify/create safe connections from Goodwill to all nbh schools |
| 5/1/2023 | Active transportation network | East-west connections for multimodal networks |
| 5/1/2023 | Active transportation network | Ensure the safety of pedestrians and cyclists through sidewalk connections, maintenance, connected and protected bike lanes, and separated pathways. |
| 5/1/2023 | Active transportation network | High Quality Active Transportation Infrastructure |
| 5/1/2023 | Active transportation network | High Quality Active Transportation Infrastructure |
| | Active transportation network | 15 comments about sidewalk/crosswalk and bike lane safety on 124th Ave |
| 5/1/2023 | Bicycling | bikes, e-bikes, cargo bikes |
| 4/22/2023 | Bicycling | 2044 Vision Statement for bikes (see Janice for video of her speaking) |
| 5/1/2023 | Bicycling construction detours | construction site safety for biking |
| 6/21/2023 | Bike infrastructure | Create bicycle signals at intersections with bike lanes, and require leading bicycle interval and leading pedestrian interval at all intersections. |
| 5/1/2023 | Bike infrastructure | better bike parking |
| 5/1/2023 | Bike infrastructure | Safe bike infrastructure |
| 6/21/2023 | Bike lane construction detours | Create bicycle detours alongside vehicular detours for construction; when bike lanes simply end, cars are prioritized and cyclists are unsafe. |
| 11/15/2023 | Bike lanes | Connect bike lanes along 98th/100th-- abrupt bike lane end is unsafe |
| 11/8/2023 | Bike lanes | Improve bike infrastructure along arterials |
| 11/1/2023 | Bike lanes | Need sharrows for bike lanes |
| 10/25/2023 | Bike lanes | wants increased safety for bike lanes |

Transportation Public Comments

| Date Submitted | Topics | Comment Summary |
|----------------|----------------------|---|
| 10/23/2023 | Bike lanes | Better bike infrastructure from schools to Totem Lake |
| 6/21/2023 | Bike lanes | Measure cyclist safety using LTS Metric; strive to create LTS 1 (separated bike lanes); use LTS 2 (buffered) bike lanes to increase connectivity. |
| | Bike lanes | 12 comments asking for improved/increased bike infrastructure |
| 7/31/2023 | Bike parking | Encourage map providers like Waze, Google and others to put bicycle parking on their applications as they do for automobile parking. |
| 7/31/2023 | Bike parking | Encourage the use of a bicycle concierge service for public events and offer the service when issuing Kirkland Event permits. |
| 7/31/2023 | Bike parking | We need more bicycle parking for customers at businesses. It is often lacking, and the number of racks don't accomodate modern bicycles such as electric that |
| 6/13/2023 | Bus service | Can the City provide more funding for bus service? |
| 6/13/2023 | Bus service | Finn Hill is underserved by King County metro and routes continue to be cut. Is the City pushing back/doing enough to advocate for our bus lines? |
| 6/13/2023 | Bus service | Seniors are impacted when they no longer can drive and need to take the bus, yet bus service is being cut |
| 5/24/2023 | Bus service | I see it often between 8 and 9 am in downtown, it is mostly empty. Maybe before or after, I don't know. But after they rerouted 255 and it is not going through DT Seattle, it became pretty much useless |
| 5/1/2023 | Bus service | less investment in public transit, in outlying neighborhoods. Kingsgate used to be better. More frequent buses |
| 5/1/2023 | Bus service | more bus routes |
| 5/1/2023 | Bus service | need to make it easier. finn hill has only one bus |
| 1/6/2023 | Bus service | increase bus connection and service |
| | Bus service | Ensure reliable transit to Seattle; 257 and 311 frequently unreliable weekday mornings |
| 5/24/2023 | Bus service | Bus service has been unfortunately cut in Kirkland. During peak travel times many busses going to Seattle are standing room only. |
| 5/24/2023 | Bus service | I'm curious how often members of city council are taking buses. Maybe they should, to see that buses are riding almost empty and just make the traffic worse. |
| 6/13/2023 | Bus service - routes | South Rose Hill resident is devastated her bus routes have been cut and King County is selling the Houghton Park and Ride lot. She thinks the City needs to retain bus service to that area even if an aquatic center is there. She wants bus service back in her neighborhood. It takes her 2 hours to get to South Lake Union by bus today. |
| | Bus service - routes | Increase bus service to Seattle |
| 8/30/2023 | Bus service - routes | Jawad and his family wish that the 255 followed the old route so they could ride directly from downtown Kirkland to downtown Seattle. His wife does not feel safe |
| 8/21/2023 | Bus service - routes | City of Kirkland did not fight hard enough for the city to retain our bus network and buses directly to downtown seattle. Transferring to light rail is difficult for seniors. It's ridiculous how many bus lines/service were cut. |
| 6/13/2023 | Bus service - routes | Wishes the 255 bus route would come back. |
| 6/5/2023 | Bus stops | Complete sidewalks on all arterials and safe waiting Area at all bus stops (ex. If no sidewalk and right at road some sort of waiting pad right by bus stop. |
| 1/6/2023 | Bus stops | create large bus shelters at bus stops |
| 5/1/2023 | CKC | How about 'a' paved path on CKC but not 'only' a paved path on the CKC. There is room for both. |
| 5/1/2023 | CKC | Would like to see part of the CKC paved to avoid dirt, etc. |
| | CKC | Expand + Maintain CKC |
| 5/1/2023 | CKC | CKC is a park space |
| 5/1/2023 | CKC | The current gravel surface also is part of the charm, as are the split rail fences. It needs to be thought of as a park as well as a transportation corridor. |
| 5/1/2023 | CKC - accessibility | south 1/3 of CKC does not have ADA entrances. Steep hills & stairs |
| 5/1/2023 | CKC - accessibility | wheelchair access to the CKC |
| 4/11/2023 | CKC - accessibility | south portion of the CKC has no ADA access |
| 5/1/2023 | CKC - e-bikes | Any paving on CKC needs to be done in tandem with separating bikes and peds. If we pave with the idea of separating later, we'll have problems... |

Transportation Public Comments

| Date Submitted | Topics | Comment Summary |
|----------------|---------------------------------|---|
| 5/1/2023 | CKC - e-bikes | electric bikes are faster and heavier than non- electric bikes - I am worried about accidents on the CKC trail and even more so if it is paved without clear separation of walkers and bikers |
| 5/1/2023 | CKC - e-bikes | separation of people walking and ebikes on the CKC |
| 5/1/2023 | CKC - maintenance | Ensure proper transportation system maintenance through proper budget and staffing to repair and sweep sidewalks/bike lanes and pave CKC. |
| 5/1/2023 | CKC - multimodal options | Finish the CKC properly and solve this--make a split trail with a paved section for wheels for those of us who want to get around quickly and efficiently (and cleanly!) and a slower gravel lane adjacent. |
| 5/1/2023 | Communication | email communications instead of postcards |
| 5/1/2023 | Communication - outreach | social media for messaging |
| | Construction | 3 comments about construction impact on roadways |
| 6/5/2023 | Crosswalk request | Basic painted Crosswalks esp areas where people cross to get to bus stops. |
| 11/29/2023 | Crosswalks | Improve 124th Ave NE crosswalk |
| 10/23/2023 | Crosswalks | Juanita needs more road crossings, especially near schools |
| | Crosswalks | 17 comments requesting more crosswalks/ safer crosswalks |
| 5/1/2023 | Definitions | "Accessible Communities" rather than walkable. |
| 11/17/2023 | Development | address SSSB5412 exemption for residential development, provided multimodal transportation impacts are addressed |
| | Development/traffic | 8 comments concerned about development's impact on traffic |
| 5/1/2023 | E-bikes | E-Bikes! Make it more accessible to ride uphill. Provide option for families to drop from 2 to 1 car family. Roads need to be and feel safe for biking. |
| 5/1/2023 | E-bikes | e-bikes. need infrastructure to park them to make them more practical |
| 5/1/2023 | E-bikes | Innovation and Electrification - policy and regulations that regulate shared use environments between e-bikes and pedestrians, infrastructure for locking/storage, etc. Infrastructure should support the increased use of electric bikes and vehicles by prioritizing e-bikes and e-scooters, and ensuring charging stations in more places. |
| 5/1/2023 | E-bikes - policy | Pedestrian - bike/e-mobility conflicts design and policy solutions |
| 5/1/2023 | E-bikes - policy | Policy around how e-bikes are utilized. Not one size fits all. Can be fast like mini motorcyces in bike lanes. How can we mix safe use with pedestrians? |
| 11/1/2023 | Education | education campaign for drivers-- how to drive around bike lanes, with bicyclists |
| 5/1/2023 | Education | community education is needed |
| 5/1/2023 | Education | people need to realize they are responsible for maintaining sidewalk clearance from vegetation - more education |
| 4/11/2023 | Education | bicycle education is important, not just for kids but for existing drivers to inform about sharing the road, sharrows, bike boxes, etc. |
| 5/22/2024 | Emergency transit | How is the city going to change street infrastructure to accommodate traffic in an emergency with the addition of all the additional cars on the road. I am concerned for public safety. |
| 5/1/2023 | E-Vehicles | electric vehicles, charging stations |
| 5/1/2023 | E-Vehicles | Electrification of vehicles |
| 5/1/2023 | E-Vehicles | Electric vehicle charging and parking |
| 5/1/2023 | E-Vehicles | Yes, EVs are great for reducing local emissions, but they're still the same size and we have fixed road space with exponential population growth. It's a physics problem. (EVs also shed more tire and brake particulates given their weight which are bad for air and water quality) |
| 5/1/2023 | Flexible Transit | Flexible Transit |
| 5/1/2023 | Green Stormwater Infrastructure | bioswales - green protection for bike lanes |

Transportation Public Comments

| Date Submitted | Topics | Comment Summary |
|----------------|---------------------------------|--|
| 5/1/2023 | Green Stormwater Infrastructure | More re-greening of greenways. Bioswales and bike lanes |
| 5/1/2023 | Green Stormwater Infrastructure | system sustainability - multipurpose bioswales as greenways for protected infrastructure. Combine stormwater runoff with checking off transportation goals |
| 5/1/2023 | Greenways | more greenways, easier access |
| 5/1/2023 | Land use policy | Link to Land Use - Ensure consistency between land use, transportation planning and implementation. |
| 5/1/2023 | Livable Communities | longer commutes for service workers and teachers |
| 5/1/2023 | Maintenance | Maintain what we have. CKC is a good example. Without paving |
| 5/1/2023 | Maintenance | maintained roads |
| 5/1/2023 | Maintenance | Walk/Bike Facility Maintenance |
| 5/1/2023 | Maintenance - bike lanes | sweep bike lanes |
| 5/1/2023 | Maintenance - sidewalks | responsiveness to citizen requests for maintenance. sidewalks! |
| 5/1/2023 | Metro Flex | I love the new Metro Flex offered to Juanita/Totem Lake/Finn Hill! |
| 10/23/2023 | Microtransit | youth want to see more micro-transit options |
| 6/13/2023 | Microtransit | Consider creating an Eastside centric van/bus sponsored by the Eastside cities |
| 6/13/2023 | Microtransit | Explore smaller public transit options - vans, on-demand vehicles |
| 6/13/2023 | Microtransit | We should consider a hub system with little vans to go to different parts of the city. |
| 5/1/2023 | Microtransit | Eastgate - shuttle system for REI and other companies |
| 5/1/2023 | Microtransit | Feeder routes shuttles (Could be like a minivan) to connect to TC |
| 5/1/2023 | Microtransit | Micro transit for low density areas |
| 5/1/2023 | Microtransit | on-demand shuttle service with large use zone |
| 5/1/2023 | Microtransit | promote services like on-demand shuttles |
| 5/1/2023 | Microtransit | safe/on demand shuttles |
| 5/1/2023 | Microtransit | short distant shuttles. use vacant or lightly used parking lots as parking to take a shuttle. mainly for quick short shuttle rides around Kirkland |
| 5/1/2023 | Microtransit - accessibility | Increase in community vans for those that can't drive. stations where senior can walk to van and go to various places in our area. |
| 11/17/2023 | Minimum parking requirements | consider removing/reducing parking requirements for IZ and MFTE, and areas nearby transit |
| 10/26/2023 | Minimum parking requirements | Parking is expensive to build; takes up land; reducing parking can reduce development costs so more affordable housing can be built; Removing parking allows for more walkable, livable spaces, and reduces environmental impacts of vehicles. |
| 6/6/2023 | Minimum parking requirements | A concern about reduced parking requirements for affordable housing is what about those who have a car? Public transportation is not good on the Eastside so a lot of people need to drive to get around. |
| 11/29/2023 | Multimodal connectivity | Connect 132nd Square Park to Totem Lake |
| 11/17/2023 | Multimodal mobility | support the use of a "true multimodal transportation analysis" |
| 11/17/2023 | Multimodal options | address complete streets SB 5974 |
| 11/17/2023 | Multimodal options | SEIS should analyze and document efforts to increase multimodal transportation and reduce vehicle miles traveled (per RCW 36.70a.070(6)(a)(ii)). |
| 11/17/2023 | Multimodal options | SEIS should forecast multimodal transportation demand and needs for the next 10 years based on land use plan |
| 11/8/2023 | Multimodal options | introduce transportation infrastructure that discourages car use |
| 5/1/2023 | Multimodal options | # 1 - Create a more equitable and Multimodal mobility system |
| 5/1/2023 | Multimodal options | Biking is getting more popular, especially e-bikes and electric scooters and one wheelers. Pair with better transit options, compact, easy to pair with buses, etc. |

Transportation Public Comments

| Date Submitted | Topics | Comment Summary |
|----------------|-------------------------------------|--|
| 5/1/2023 | Multimodal options | cyclists and pedestrians have been short changed - were not considered in original infrastructure |
| 5/1/2023 | Multimodal options | Discourage car ownership. Transit-oriented development |
| 5/1/2023 | Multimodal options | e-scooters, foldable and locking tech |
| 5/1/2023 | Multimodal options | Kirkland was laid out for cars, people are accustomed to this . Adding a bike lane can seem impossible "to the privileged, equality feels like oppression." |
| 5/1/2023 | Multimodal options | More opportunities for safe Multimodal mobility options - addresses stress on traffic and parking demand |
| 5/1/2023 | Multimodal options | multimodal lanes, flex lanes at times of day |
| 5/1/2023 | Multimodal options | Multimodal transit connections |
| 5/1/2023 | Multimodal options | need to motivate those driving to utilize other methods |
| 5/1/2023 | Multimodal options | personal electric transport - monowheels, scooters |
| 5/1/2023 | Multimodal options | PRT - Personalized Rapid Transit |
| 5/1/2023 | Multimodal options | safely mix walk, bike, ebike users |
| 5/1/2023 | Multimodal options | Safely Move People - Support a transportation system and related government and private actions that promote all viable forms of transportation. Actively build and maintain partnerships locally, regionally and nationally, to further our transportation goals. |
| 5/1/2023 | Multimodal options | Tech is changing, people are WFH. From 3-5pm traffic is clogged. Alt methods of transportation. Innovations already by E-Bikes and scooters (foldable). More user friendly roads for alt transport (bikes, scooters). Make sure no holes in road for safety. Will be all electric cars. Need more charging stations. Encourage use of electric cars. |
| 5/1/2023 | Multimodal options | Vision of active transportation world. Adopt best practices in locations in US that rely on cars. |
| 5/1/2023 | Multimodal options - accessibility | e-bikes for seniors. or tricycles! |
| 5/1/2023 | Multimodal options - accessibility | transit options for aging comfortably |
| 5/1/2023 | Multimodal options - communication | promote multimodal services - messaging |
| 5/1/2023 | Multimodal options - maintenance | maintenance for all modes infrastructure is safety |
| 5/1/2023 | Multimodal options - sustainability | Electric cars are good, but they only are a small improvement on internal combustion cars. In contrast, e-bikes and e-scooters make a huge difference for climate, for needing less parking spaces, etc. |
| 5/1/2023 | N/A | Sticky Bank |
| 11/1/2023 | Outreach | begin outreach/engagement sooner; 30% completed is too late |
| 5/1/2023 | Outreach | demonstration of new transit services at events |
| 5/1/2023 | Outreach | hiring people that aren't working for the city to advocate for programs |
| 2/10/2023 | Outreach | Track rate of community engagement/feedback relative to census tract and engagement/outreach method |
| 6/13/2023 | Outreach | Important to engage with King County and WA state to get more efficient transit. King County and WA state should involve transit users in the decision making for changes to transit stops. Government bodies need to think of these issues (l.e. housing, transit, parking, etc.) in a holistic sense. |
| 6/13/2023 | Outreach/Communication | COK has the volunteer van, but there needs to be more community education/awareness to get drivers to volunteer for the service. Vans are not being used regularly. |
| 6/6/2023 | Outreach/Communication | Hopelink offers rides to anyone who needs rides to certain things like medical appointments, etc. Communication about these resources is needed to raise awareness. |
| 5/1/2023 | Outreach/Education | education at farmers markets |
| 5/22/2024 | Parking | Please provide the Multi story parking in the waterfront and in the City. The parking allow people enjoy the parks, Walking and other facility in the City. Please do not give the parking to other company to manage or own it. Please lighting is essential for pedestrian and parks. Please provide enough lighting. |
| 11/17/2023 | Parking | Increase parking Downtown |
| 10/26/2023 | Parking | wants more parking for parks |
| 4/11/2023 | Parking | Why is there no parking at the 85th Station? |

Transportation Public Comments

| Date Submitted | Topics | Comment Summary |
|----------------|----------------------------------|--|
| | Parking | 9 comments about parking concerns, mostly commenters want more parking at transit access points |
| 5/31/2023 | Parking - project | Concern in loss of parking for potential Lake Washington Boulevard Promenade, concern new trees would block resident views of Lake Washington |
| 5/1/2023 | Parks and green spaces | Green communities - Policies should improve access to parks and green corridors in all neighborhoods, focusing on those that have less access, by creating new parks or connecting existing parks to neighborhoods by trail network. |
| 5/1/2023 | Parks and green spaces | 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. |
| 3/14/2023 | Pedestrian construction detours | Also, the Parks Department needs to be mindful of accessibility issues when there is construction next to parks. For a while, people in wheelchairs could not access Kirkland Urban from Peter Kirk Park because of construction. |
| 5/1/2023 | Policy | Policy LU-4.1: Maintain and enhance the character of Kirkland's residential areas. |
| 5/1/2023 | Policy | Wording of policy conflicts with itself - Located near public transit while also increasing density all over the city. Re-word to emphasize density increases all over the city. |
| 5/1/2023 | Policy verbiage | self driving cars seems too specific |
| 5/1/2023 | Project implementation | not enough staff to design all the infrastructure that is needed. money is a challenge - not enough. Taken 10 yrs to build 1 greenway |
| 11/1/2023 | Project structure | build in flexibility/smaller milestones-- quick wins, pilots, etc |
| | Projects - 132nd Ave | 19 comments about 132nd Ave-- 4 about sidewalk conditions |
| 9/8/2023 | Protected bike lanes | supports widening sidewalks, introducing widened protected bike lanes |
| 5/1/2023 | Protected bike lanes | bike lanes sandwiched between parked cars & road. consider repainting bike lanes (near curb). Use parked cars to protect cyclists |
| 5/1/2023 | Protected bike lanes | flex lanes means no cyclists can safely use lanes. also, infrastructure needed for bike lanes would not support cars (planters/bollards) |
| 5/1/2023 | Protected bike lanes | parking protected bike lanes |
| 5/1/2023 | Protected bike lanes | prefer dedicated & protected bike lanes |
| 5/1/2023 | Protected bike lanes | protected bike lanes |
| 5/24/2023 | Protected bike lanes - sidewalks | Safe routes for walking and biking (sidewalks and protected bike lanes!) |
| 5/1/2023 | Protected bike lanes - sidewalks | protected bike lanes and ped lanes |
| 6/21/2023 | Protected intersections | Create daylighted, protected intersections in Kirkland. |
| 5/21/2024 | Public Access | As residents of Bayview o the Lake Condominiums we are in no way in favor of a public access walkway across our property. Doing this would increase the number of trespassers on and through our property. There would be hundreds if not thousands of people walking by day and night. A public access walkway would increase the risk of security and safety for our owners and our property. Also not to mention likely decrease to our property values. The city already has agreement with out association to not put a public walkway across our property which the city needs to honor their agreement. |
| 6/5/2023 | Road maintenance | How about fixing all our Roads? Potholes everywhere... Or, is it that the City doesn't care? Maybe, fix our Vehicles instead. |
| 10/23/2023 | Roundabouts | supports roundabouts |
| 10/23/2023 | Roundabouts | supports roundabouts |
| 9/8/2023 | Roundabouts | supports roundabouts on 100th Ave NE and NE 132nd St |
| 9/8/2023 | Safety | near miss of bicyclist on NE 132nd St |
| 6/21/2023 | Safety | Disallow right-turn-on-red by default |
| 6/21/2023 | Safety | Phase out slip lanes by disallowing new slip lanes from being built, and requiring old slip lanes to be updated. |
| 11/29/2023 | Safety - cars | Traffic safety improvements needed by carwash at NE 144th St and 124th Ave NE |
| 5/1/2023 | Safety - pedestrian | Pedestrian safety in terms of protection from vehicular traffic. |
| 5/1/2023 | Safety - pedestrian | people walking are vulnerable |
| 5/1/2023 | Safety - pedestrian | protected crosswalks |

Transportation Public Comments

| Date Submitted | Topics | Comment Summary |
|----------------|--------------------------------------|---|
| 5/1/2023 | Self-driving vehicles | Need to think about self driving cars that park themselves |
| 5/1/2023 | Self-driving vehicles | Self-driving pod situation in 20 years |
| 4/11/2023 | Self-driving vehicles | are self-driving vehicles being considered and what are the city's thoughts about these (they could drop off people where there is no parking and return to designated parking area) |
| 3/14/2023 | Sidewalk accessibility - maintenance | Public sidewalks have lots of root problems which is hard for people with mobility issues. The City is not addressing this. |
| 3/14/2023 | Sidewalk accessibility - maintenance | There are many streets that have trees that have grown into the sidewalks or root issues that make it impossible for people in wheelchairs to pass. |
| 5/1/2023 | Sidewalk maintenance | resident vegetation trimming - sidewalk access |
| 4/11/2023 | Sidewalk maintenance | sidewalks in front of the KPC need repair |
| 3/14/2023 | Sidewalk maintenance | She wants to cut down a tree that's messing up the sidewalk in front of her property but cannot because the tree is in City right-of-way. |
| | Sidewalk maintenance | 31 comments about sidewalk improvements generally |
| 10/23/2023 | Sidewalks | add sidewalks on Juanita-Woodinville Way near Brick Yard Park and Ride |
| 10/23/2023 | Sidewalks | better sidewalk infrastructure from schools to Totem Lake |
| 6/5/2023 | Sidewalks | Complete sidewalks on all arterials |
| 5/1/2023 | Sidewalks | protected sidewalks |
| 4/11/2023 | Sidewalks | what is the city doing about sidewalks on residential streets |
| 1/6/2023 | Sidewalks - protected | fence/barrier between road and sidewalk would increase safety |
| 6/21/2023 | Speed control | Studies in Portland show that reducing speed limits to 20mph reduces the number of vehicles traveling faster than 30 mph. AAA study found that in vehicle/pedestrian collisions, increasing vehicle speed from 20 to 25 mph significantly increases the chances of severe injury and death. |
| 5/1/2023 | Speed control | change geometry of roadways to encourage slower speeds |
| 5/1/2023 | Speed control | not just more cars - control speeds |
| 5/1/2023 | Speed control | slow down cars |
| 5/1/2023 | Speed control | slower speeds |
| | Speed control | 26 comments with concerns about speeding cars/ enforcing speed limits, 3 comments concerned about racing (2/3 on 124th Ave) |
| 11/17/2023 | Street lighting | improve street-sidewalk lighting |
| 8/30/2023 | Street lighting | more street lighting |
| 4/11/2023 | Street lighting | lighting is important for pedestrian safety |
| 1/6/2023 | Street lighting | install more street lights |
| | Street lighting | 17 comments asking for more streetlights/lighted crosswalks |
| 5/1/2023 | Sustainability | Be Sustainable - Support a transportation system that can be sustained over the next 50 years. |
| 5/1/2023 | Sustainability | encourage tree planting along the roads. appropriate trees. reduce heat rising from the streets. |
| 5/1/2023 | Sustainability | environmental- reduce idling, non-vehicle travel, sustainable building, culverts |
| 5/1/2023 | Sustainability | planted traffic circles - reduce asphalt |
| 5/1/2023 | Sustainability | Q2: Make environmental sustainability more explicit, i.e., Support a transportation system that can be sustained ecologically and financially over the next 50 years and contribute to reductions in greenhouse gas emissions |
| 5/1/2023 | Sustainability | reduce environmental problems through increasing use of community vans/shuttles . |

Transportation Public Comments

| Date Submitted | Topics | Comment Summary |
|----------------|---|--|
| 7/27/2022 | Sustainability - HB 1099 | <p>Dear Transportation Commissioners:</p> <p>Make sure that the provisions of HB 1099 are incorporated in the Comprehensive Plan will address climate change, resiliency and sustainability now and for the future of our city.</p> <p>The purpose of HB 1099 was to modify the RCW's that describe how Comprehensive Planning is to be done and it contains several provisions that are transportation related. These include items like:</p> <ul style="list-style-type: none"> •revising transportation goals •forecasting of Multimodal mobility •adjustments to concurrency •reductions to greenhouse gas emissions |
| 5/1/2023 | Sustainability/multimodal mobility/ckc/paving | Holistic sustainability-- environmental sustainability of walk/bike infrastructure to improve air quality, reduce congestion and greenhouse gas emission. Ensure proper transportation system maintenance through proper budget and staffing to repair and sweep sidewalks/bike lanes and pave CKC. |
| 5/24/2023 | Taxes | The way things are going with taxes vs my pay check I'll be forced to move long before 2044. |
| 5/21/2024 | Traffic | <p>New housing is making traffic congestion in Kirkland is out of control and poses multifaceted challenges, impacting travel time, safety, the environment, and overall quality of life.</p> <p>Increased Travel Time: Congested roads lead to longer travel times. Commuters spend more hours stuck in traffic, affecting their productivity and quality of life. Constant delays can be frustrating, especially when people are trying to reach work, school, or other essential destinations.</p> <p>Environmental Impact: Congestion contributes to increased emissions of greenhouse gases and air pollutants. Idling vehicles consume more fuel and release harmful substances.Noise pollution from honking, engine noise, and braking also affects the environment and residents living near busy roads.</p> <p>Safety Concerns: High congestion levels can lead to an increase in traffic incidents due to closer vehicle spacing and overheating of vehicles during summer months. Bad weather conditions can exacerbate congestion and lead to crashes. The turbulence caused by an initial crash can even trigger additional accidents.</p> <p>Reduced Economic Efficiency: Congestion impacts the economy by wasting time and fuel. Businesses face higher transportation costs due to delays in goods delivery.Inefficient traffic flow affects supply chains, logistics, and overall economic productivity.</p> <p>Quality of Life Decline:Crowded roads create stress and frustration for commuters. Mental well-being suffers due to the daily grind of traffic congestion.</p> |
| 5/1/2023 | Traffic | If things stay the same, assuming more density. More people needing cars and driving. More traffic & congestion. |
| 5/1/2023 | Traffic | traffic calming - circles |
| | Traffic | "Solve the traffic problem" |
| | Traffic | 51 comments about traffic generally |
| 5/1/2023 | Traffic | And the science from other cities doing some implementation actually shows that inserting bike lanes and remove parking, actually doesn't affect driving time AT ALL! |
| 5/1/2023 | Traffic | level of traffic stress |
| 2/8/2024 | Traffic - calming | Plant trees as a way to calm traffic |
| 11/16/2023 | Traffic - data | SEIS should analyze the likely "per capita vehicle miled traveled" of Kirkland employees and residents for each growth alternative |
| 5/1/2023 | Traffic - data | count people, not cars |
| 5/1/2023 | Traffic - data | measure success of roadways using LTS. transition away from LOS |
| 4/30/2024 | Traffic - development | The proposed development for 132nd st and 100th Ave does not consider the appropriate scale and impact on the neighborhoods. To add some six hundred units over retail is not think about what engages well with the neighborhood. The traffic during school pickup and dropoff times on 132nd is already quite backed up, compounded by southbound traffic on 100th during morning commute times and traffic to/from Juanita High School on 132nd |
| 11/16/2023 | Traffic - development | SEIS should compare transportation impacts of each housing growth alternative |
| 5/1/2023 | Traffic - equity | Congestion Relief, Transportation Equity |

Transportation Public Comments

| Date Submitted | Topics | Comment Summary |
|----------------|---|--|
| 5/22/2024 | Transit | Having more frequent buses at school endings would be efficient. Some buses around Kirkland (specifically 239, the one I take) can be delayed up to 30 minutes. This delay is extremely inconvenient and other buses start arriving every 15 minutes. Having the buses arrive on time can be beneficial to all riders, especially students. |
| 6/6/2023 | Transit - flexible service | Rides and smiles is great. This should be a permanent service. |
| 5/1/2023 | Transit access | free orca cards for students |
| 5/1/2023 | Transit Infrastructure | more frequent transit service |
| 5/1/2023 | Transit Infrastructure | Transit infrastructure is way behind over countries. |
| 8/31/2023 | Transit infrastructure/ alt. public transit | Facilitate mobility to ease traffic and parking demands. Suggests a Kirkland public shuttle to/from park and rides, within the city public shuttle/ride service, more bike lanes. Suggests more weather-sheltered pedestrian areas and park spaces given our wet climate. |
| 6/6/2023 | Transit network | Transportation to human service providers like Hopelink is difficult, especially since the bus routes to Hopelink were cut. Can the City provide public transportation, particularly to access services? |
| 5/1/2023 | Transit network | hyperlocal transit. circular bus around the city |
| 5/1/2023 | Transit network | Increased transit service - frequency, fewer transfers, more geography |
| 5/1/2023 | Transit network | Innovative transit services like local shuttles, increased frequency and transit coverage will ensure all of Kirkland's neighborhoods can access the land uses they want to get to without having to drive to them. |
| 5/1/2023 | Transit network | major changes in transit because of the way people work. need diverse transit movement throughout cities, not just a main bus to another city |
| 5/1/2023 | Transit network | shuttle service is too restricted for my family to utilize. places they need to go, mainly teens, are outside the service zone |
| | Transit network | Increase number of bus stops near parks/playgrounds and residential areas |
| 5/1/2023 | Transit network - routes | longer transit routes-fewer xfers |
| 11/29/2023 | Transit service | connect the library to schools |
| 11/29/2023 | Transit service | More transit and better synergy with metro |
| 11/29/2023 | Transit service | Promote 10 minute neighborhood concept by increasing accessibility to different parts of the commercial center |
| 11/8/2023 | Transit service | Commercial center should be served by frequent and reliable transit |
| 11/8/2023 | Transit service | NE 132nd St and 132nd Ave NE needs better transit options |
| 10/23/2023 | Transit service | Transit access to Kingsgate Library should be prioritized, students rely on it |
| 7/31/2023 | Transit service | Transit service has been reduced and it is concerning for all trips but getting to the Sea-Tac Airport has become more difficult now. |
| 1/6/2023 | Transit service | increase transit frequency and reliability |
| | Transit service | 36 comments asking for increased public transit (whether through expanding bus routes, increasing frequency, or reaching key destinations) |
| 2/14/2024 | Transit service - routes | Comment passed to him, from a community member: "As a daily commuter, we need to encourage City of Kirkland, Metro, and Sound Transit to invest in more transit. Feedback from my fellow commuters and colleagues is that the difficulty of reliable and frequent routes from the eastside to downtown Seattle continues to drive people away from public transit as a primary mode of commuting." |
| 7/17/2023 | Transit-Oriented Development | need for more affordable housing within walking distance near Metro Transit routes, frequent service, and need for balance of jobs to affordable housing. |
| 6/21/2023 | Transit-Oriented Development | No need to widen roads/add lanes except to add dedicated transit lanes |
| 5/24/2023 | Transit-Oriented Development | Dedicated transit lanes on arterials so buses aren't crawling in gridlock. |
| 5/1/2023 | Transit-Oriented Development | dedicated bus lanes, transit priority |
| 5/1/2023 | Transit-Oriented Development | if encouraging more people to use transit, need to make them go faster and less crowed. remove car lanes |
| 5/1/2023 | Transit-Oriented Development | shuttles and transit lanes |

Transportation Public Comments

| Date Submitted | Topics | Comment Summary |
|----------------|-------------------------------------|--|
| 2/10/2023 | Transit-Oriented Development | Increase housing density, affordable housing, and job access near transit corridors and in preparation for transit expansion. |
| 3/10/2024 | Transportation | Policy LU-3.3: Encourage housing, offices, shops, and services at or near the park and ride lots. As someone who consistently uses the South Kirkland Park and Ride, a location that demonstrates the ideal residential/transportation/commercial relationship, I agree that encouraging more of these types of developments is important. However, my question is how do we plan to do this? With Kirkland already being a widely developed city, is the plan to move outwards into totem lake, or rebuild old developments? As a Kirkland resident, I believe that a transit center next to Juanita Village could align very well with this plan. |
| 12/12/2023 | Transportation | Light pollution needs to be reduced. Reduce lumens in streetlights and if shields are used paint them flat black to reduce reflection. City needs to be more proactive in reducing light pollution. PSE will not change without city involvement. |
| | Transportation | Before the City moves forward with a project, please identify and quantify the desired outcome. For example, # of users, ect.... Then go back and see if the decision or project is performing. If the project is not performing, then remove it rather than continue to spend money on it if it's not performing. Also, the city is way behind in maintenance. Focus on maintaining what you have. |
| 5/1/2023 | Transportation Equity | Transportation Equity |
| 11/29/2023 | Transportation infrastructure | Connect Kingsgate to Juanita and other neighborhoods |
| 11/29/2023 | Transportation infrastructure | Connect major roads to CKC |
| 11/29/2023 | Transportation infrastructure | Employ traffic calming measures like more roundabouts |
| 5/24/2023 | Transportation infrastructure | If we keep the current pace of growth the infrastructure will just choke. No new roads, recreation, parks, stores and just bunch of new homes and apartment complexes. The roads, stores, parks and restaurants are already packed. |
| 5/1/2023 | Transportation infrastructure | aesthetics of bike/ped infrastructure - totem lake connector |
| 5/1/2023 | Transportation infrastructure | skinny streets |
| 5/1/2023 | Transportation Infrastructure (ITS) | automation, smart systems/signals for detection and cycles |
| 5/1/2023 | Transportation Infrastructure (ITS) | intelligent transportation systems. city has invested in this to improve LOS & car traffic flow. can create more demand when you free up traffic. |
| 5/1/2023 | Transportation Infrastructure (ITS) | ITS |
| 5/1/2023 | Transportation Infrastructure (ITS) | using automation & tech. If there is no vehicle in a lane, have lights auto turn green. |
| 5/1/2023 | Transportation network | transportation is more than just moving people. other considerations such as how smoothly & accessible. 124th bridge is great example |
| 5/1/2023 | Transportation; Policy | Transportation Guiding Principles |
| 5/1/2023 | Vision zero | vision zero |
| 11/29/2023 | Walkability | create new i-405 pedestrian overpass at NE 140th St |
| 11/16/2023 | Walkability | SEIS should measure impacts to pedestrians' ability to cross the street |
| 11/8/2023 | Walkability | Sidewalk conditions near and within Kirkland Heights area make it hard to get around without a car |
| 5/1/2023 | Walkability | Investments in pedestrian infrastructure to support walkability. |
| 5/1/2023 | Walkability | more pedestrian bridges. connect neighborhoods that are split by 405. take design into consideration to motivate people to use it |
| 5/1/2023 | Walkability | ped bridges across 405 |
| 4/11/2023 | Walkability | pedestrian environment is very important for seniors. Commenter walks often downtown. |
| 1/6/2023 | Walkability | create pedestrian-only zones |
| | Walkability | 13 comments requesting improved walkability |

Transportation Public Comments

| Date Submitted | Topics | Comment Summary |
|----------------|---------------------------------------|---|
| 5/1/2023 | Walkability - mixed use | Bridle Trails, Kirkland urban. Walkable areas. Mix of uses |
| 5/1/2023 | Walkability - multimodal options | invest in safe, connected walking and bicycling infrastructure as well as increased transit service so people can get around without cars |
| 5/1/2023 | Walkability/ outreach & communication | Street closures for pedestrian activity |
| 5/1/2023 | Walkability/transit network | Walkable communities, transit access |
| 5/1/2023 | Walkable neighborhoods | Walkable communities - Policies should enhance and improve connectivity by locating housing, parks, entertainment, and commercial uses where there is access to public transportation, walking, and biking trails to reduce the reliance on cars and parking. |

Housing Public Comments

| Date Submitted | Topics | Comment Summary |
|----------------|--|---|
| 6/27/2023 | ADA codes | Require road widths, turn around, parking stalls for ADA accessibility |
| 3/19/2024 | Affordable Housing | Housing options for all income levels is critical and that includes those considered homeless or in transition. |
| 10/31/2023 | Affordable Housing | 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 |
| 9/6/2023 | Affordable Housing | Should have places available and at low cost for those who cannot afford "\$1500" a month to rent. There are those who get social security and low-income who cannot afford the rent prices. Why not take an old hotel/motel and turn that into housing the homeless. |
| 8/3/2023 | Affordable Housing | There is a high need for affordable housing in Kirkland. Please include affordable housing in your 2044 Comprehensive Plan, Parcel 3885808616 is ready and waiting. Before the city parking project that parcel had a duplex and a single home/ Let's put in homes for city employees and downtown workers. |
| 7/31/2023 | Affordable Housing | How can we keep the cost of market rate housing down? Affordable housing is great but it can take years to get placed in housing. |
| 7/31/2023 | Affordable Housing | Require and greatly increase the construction of starter homes that lower income folks can purchase. |
| 7/12/2023 | Affordable Housing | With such high prices, I think that the dream of buying a house seems more and more distant. :(|
| 7/11/2023 | Affordable Housing | I really want to buy a house or condo here but most places are 1.2 million starting for a house or close to it |
| 6/13/2023 | Affordable Housing | City could encourage or facilitate matching renters like young people, college students, etc. to home owners who want to rent out a room |
| 6/13/2023 | Affordable Housing | How can the City better support new homebuyers, such as requiring developers to allow rental dollars to go toward down payments? Children and their friends are struggling to stay in the Kirkland area due to the steep cost of housing and other basic necessities. NIMBYs do exist, but she thinks that there are too many large, boxy homes. |
| 6/13/2023 | Affordable Housing | We need more housing. Do not want to see high rise residential, but rather plan for housing in a more "responsible" manner that compliments current character. SFR have become wildly expensive and rental housing needs to become a greater piece of the conversation. Would like to recognize affordable single-family homes are needed. |
| 4/28/2023 | Affordable Housing | Increase number of multifamily housing; lower permit fees; expedite permit review; support HB 1110 |
| 4/28/2023 | Affordable Housing | City should amend code to require 20% of housing units to be affordable units; make it easier to find housing assistance; how to buy a home; find affordable housing. |
| 7/17/2023 | Affordable Housing - Transit | Increase affordable housing within walking distance near Metro Transit routes, frequent service, and need for balance of jobs to affordable housing |
| 8/23/2023 | Affordable Housing - Equity/Low Income | Kirkland is criminally unaffordable to the all but the 1%. You've built a city for the rich and the people that work in your city can not afford to live here. The criminal use of real estate trading forces people who have lived here their entire life to leave. Empty million dollar homes are everywhere yet there are no options for the 99% of people who work here. Your policy's have forced the public to die on the streets but you end up shipping all the homeless to Seattle instead of fixing the problem. Your actions have told the world that Kirkland hates poor people (especially minorities) and if you work here you don't deserve to live. |
| 6/13/2023 | Affordable Housing - Transit | There are a lot of barriers for many people to be able to live in Kirkland, and how can we advocate on behalf of those who are marginalized and reduce NIMBYs |
| 6/13/2023 | Affordable Housing - Equity/Low Income | Refugees who have a lot of contributions to make to the community cannot afford housing in Kirkland, and they have to commute to the IMAN Center for up to 1.5 hours from other towns. |
| 6/13/2023 | Affordable Housing - Equity/Low Income | How can we ensure better quality control of both new and old buildings to ensure they are mold and chemical free? Even with Section 8 vouchers, there is nothing available locally in Kirkland. Vouchers cannot be used for homes on wheels. Has a unique situation, and would like the City to think outside the box for people like her. She is looking for a lot where she could park a home on wheels. |
| 6/13/2023 | Affordable Housing - Equity/Low Income | Moved to Kirkland in 1996. Both she and partner had well-paying jobs and bought a house for 1-1.5x their annual salary. Today, it would cost 5x their salary to afford a home of the same size. Has been helping folks use their housing vouchers in the Kirkland area. Sees how expensive it is to move into a place. Is now standard practice to require \$300 to hold an apartment while doing background checks. We need to become denser so that a wide variety of folks can live in Kirkland |
| 6/6/2023 | Affordable Housing - Equity/Low Income | Some landlords blatantly discriminate against those who have Section 8 vouchers (some landlords say they won't rent to them, which is illegal). Can the City enforce equal treatment? |
| 6/6/2023 | Affordable Housing - Equity/Low Income | More support for low-income renters is needed so they can continue to live in Kirkland. |

Housing Public Comments

| Date Submitted | Topics | Comment Summary |
|----------------|--|---|
| | Affordable Housing - Equity/Low Income | <p>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.</p> <p>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.</p> <p>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. 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.</p> <p>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.</p> |
| 8/31/2023 | Affordable Housing - First Responders | Housing incentives to support first responders living in the community. Affordable housing to welcome people from a broad socio-economic spectrum. |
| 6/13/2023 | Affordable Housing - Renters Rights | He is a renter in the Velocity building near the South Kirkland Park and Ride. A quarter of the units in the Velocity building are affordable, but he lives in a market rate unit with his partner. His landlord would not give him a guaranteed 2-year lease and cited a city policy from the 70s. His partner and him have 1 car between them and neither drive to work. They use transit or bike. If he was to move to a place that they could afford in Kirkland, both him and his partner would need to drive and shoulder the cost of gas. Have looked at buying homes in a similar size to their current rental, but the price would be 100K a year. |
| 7/18/2023 | Affordable Housing - Transit (Renter) | 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. |
| 7/17/2023 | Affordable Housing - Transit (Renter) | <p>New to Kirkland. Consider these points and represent them in the plan (summarized):</p> <ol style="list-style-type: none"> 1. Kirkland, needs more housing. If the city is projecting job growth, it needs commensurate housing growth. 2. Allow for denser construction within a short 5-10 minute walk from transit. 3. Encourage construction of affordable and sustainable housing. Prioritize permitting. Create zoning overlay created for just this goal. 4. Downtown/Moss Bay and Totem Lake, needs greater walkability and reduced car traffic. Pedestrianize Park Lane, create east-west foot and bike corridor, and buildnew pedestrian scramble on Lake Street. 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. |
| 4/17/2024 | Affordable Housing - Zoning Code | <p>On behalf of several residential developers submitted ideas to generate additional housing:</p> <ul style="list-style-type: none"> -consider cash contribution and other alternatives for developers to meet affordable housing requirements -extend timing of MFTE credit from 8 years to 12 or 20 years -allow flexible ground floor retail requirements -expand NE 85th ST zoning between 128th-132nd Ave to allow 5 stories -Revise Kirklands AMI percents (vs King County's) to be more relevant to Kirkland's high land and development costs -Relax FAR and lot coverage requirements for middle housing -Reduce permit review times by issuing a permitting schedule with application submittal; or provide external permit review |
| 12/6/2023 | Affordable Housing/Parking/Land | With the 2044 Comprehensive Plan on the horizon, I am writing to express my concern about the parking minimums in our city. I believe that these minimums are unnecessarily high and are in direct opposition to the stated goals of the city of Kirkland. |
| 6/5/2023 | Communication/Outreach | Does city publish the results of these surveys? Where can we see those?Does city publish the results of these surveys? Where can we see those? |

Housing Public Comments

| Date Submitted | Topics | Comment Summary |
|----------------|------------------------|---|
| | Communication/Outreach | <p>Question #2: Besides the internet, there are several methods the City can use to improve information sharing:</p> <ul style="list-style-type: none"> 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. |
| 5/20/2024 | Density | <p>As a Kirkland homeowner, I want to see the city add housing much faster. Much more housing than currently envisioned in the plan update is needed. I'd like to see a tripling of our population by 2044. When we build a sustainable 0 carbon city many people will want to live here and we should accommodate that. To each carbon the goal should be that most residents do not store or regularly use cars and that should be reflected in new builds and new city infrastructure.</p> |
| 5/23/2024 | Design Review Process | <p>Reconsider the value that the design review process has when compared to providing more livable space and affordable housing.</p> |
| 5/23/2024 | General | <p>Washington Department of Fish and Wildlife comments: We strongly recommend incorporating Low Impact Development policies within this element. Also 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</p> |
| | General | <p>Question #3: To better reach renters and increase their engagement in civic processes, the City can consider the following:</p> <ul style="list-style-type: none"> 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. <p>Question #4: To identify the areas most impacted by transportation concerns and address service accessibility, the City can:</p> <ul style="list-style-type: none"> 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. <p>Question #5: To meet basic needs in conjunction with affordable housing or permanent supportive housing, the City can consider the following services or uses:</p> <ul style="list-style-type: none"> 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. |
| 5/22/2024 | Growth targets/housing | <p>The City seems to think it needs to solve the housing needs for all of King County and/or the greater region. If every community in the region is doing its part, the housing needs will be met. Kirkland is and always has been well ahead of its growth targets as set by PSRC. Yet the city is insisting it needs to do more. Why? The recently released 2023 census numbers show that Kirkland's population is actually on the decline - decreased ~1.1% from 2022. The City acknowledges that even under the existing zoning and land use policies, Kirkland has the capacity to far exceed its 2044 growth targets.</p> |
| 9/9/2023 | Homeless Encampments | <p>Zoning Code amendments are needed to KZC 127 for homeless encampments to extend time and other changes. See email</p> |

Housing Public Comments

| Date Submitted | Topics | Comment Summary |
|----------------|---------------------------------|---|
| 5/21/2024 | Housing | 1. Do not add requirements that make housing more expensive, such as mandating recreational areas in large complexes as I heard in the previous public hearing. 2. Enable to the fullest extent possible the creation of housing density within walksheds of transit corridors which will both increase housing stock and help justify increased transit, which we desperately need. Take a hard look at pushing past the 50 dwelling units per acre ceiling in order to expand housing options, including apartments, along these corridors. 3. Eliminate barriers to building more homes of all types sprinkled throughout the city. Specifically, though not exhaustively: <input type="checkbox"/> Do away with Design Review or severely streamline it <input type="checkbox"/> Increase height limits and reduce setbacks <input type="checkbox"/> Reduce minimum lot sizes <input type="checkbox"/> Reduce costly permit review time <input type="checkbox"/> Eliminate parking requirements, not just reduce or restructure 4. When you “explore” increasing allowances for small-scale neighborhood commercial uses and home-based businesses think expansively rather than restrictively. Being able to access day-to-day needs and other services within walking distance from home is important on so many levels, including community cohesion and sustainability. |
| 11/28/2022 | Housing Availability | Regulate vacant homes (e.g., criteria around what is an acceptable time period for vacancy (e.g., < 6 months), possibly ban foreign investment for a given period of time, increase tax levels for foreign investment, etc). 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. |
| 3/28/2024 | Housing Regulations | Support housing policies H-1.D - modify development and environmental regulations; H-1.E - Permitting speed and predictability; H-1.J - Increased housing density near transit; H-1.S - Interjurisdictional consistency in regulating housing; and, H-2.H - Density minimums and flexible development standards to increase site capacity. |
| 6/27/2024 | Housing Supply | Support for increase in housing density near transit and reducing minimum parking requirements. |
| 3/6/2024 | Housing Supply | Increase housing to lower housing costs and meet housing demand. |
| 2/20/2024 | Housing Supply | Support of increasing housing supply and density to improve capacity, address basic human needs, economic growth, and environmentally sustainable. |
| 5/22/2024 | Housing/Land Use | Supports housing along transit corridors, eliminating parkign minumums, fixing middle housing regulations, building apartments, supports accessory commercial units (ACUs), cornerstores, and cafes in residential zones. |
| 6/26/2024 | Housing/Land Use changes | Support increasing housing density along transit corridors to greater than 100 dwelling units per acre |
| 5/22/2024 | Housing/Land Use/Transportation | Does not support building more housing in areas with roads that do not support growth. |
| 5/22/2024 | Housing/SCE | Does not support additional housing development do to negative ecological impacts. |
| 10/31/2023 | Land Use - Minimum Lot Size | 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. |
| 6/6/2023 | Land Use - Mixed Use | City should have a policy that promotes facilities that are multi-use (e.g., affordable or supportive housing + services + something else like a day care) |
| 5/21/2024 | Land Use Changes | Does not support Par Mac CAR. Won't meet needs of average residents. Supports moderate density with abundant affordable housing, with retail supporting local residents. |
| 5/19/2024 | Land Use Changes | Supports Micheal's and Goodwill CAR land use changes |
| 5/1/2024 | Land Use Changes | Support land use changes to allow for denser uses, affordable housing in general citywide in order to have a less car dependant community, to be safer, greener, resilient tax base. |
| 4/30/2024 | Land Use Changes | Support change in land use along transit corridors to increase residential capacity and density to greater than 50 dwelling units per acre |
| 4/30/2024 | Land Use Changes | Support greater density than 50 dwelling units per acre; enable transit oriented development; increase apartments; support commercial uses in residential neighborhoods |
| 4/29/2024 | Land Use Changes | Support proposed land use changes; allow greater density than 50 dwelling units per acre |
| 4/29/2024 | Land Use Changes | Support proposed land use changes; allow greater density than 50 dwelling units per acre |
| 4/29/2024 | Land Use Changes | Opposed to proposed land use changes including along transit corridors; focus growth in Totem Lake with improved vehicle access |

Housing Public Comments

| Date Submitted | Topics | Comment Summary |
|----------------|------------------|---|
| 4/29/2024 | Land Use Changes | Opposed to proposed land use changes including along transit corridors |
| 5/23/2024 | Land Use/Housing | Support building more housing; simplify zoning districts |
| 5/23/2024 | Land Use/Housing | Does not support Par Mac CAR. Too many units, would negatively affect the neighborhood and neighboring homes - views, traffic, infrastructure, privacy, and construction impacts. |

Housing Public Comments

| Date Submitted | Topics | Comment Summary |
|----------------|------------------------------|---|
| 5/23/2024 | Land Use/Housing | Supports reducing or removing parking minimums; accessory commercial units (ACUs) on residential lots; reducing complex zoning and project reviews. |
| 5/22/2024 | Land Use/Housing | Does not support 50 unit/acre capacity study, especially along Market street/98th/100th. Supports policies for commercial businesses, but not high density mixed use. Supports streamlining development regulations. |
| 4/26/2024 | Middle Housing/Density | Encourage City Council and Planning Commission to direct staff to support housing policies-implementation of greater than 50 dwelling units per acre along the frequent transit service routes being considered for upzoning and include an analysis in the Supplemental EIS. |
| 5/2/2024 | Middle Housing/Density | 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. |
| 1/18/2024 | Middle Housing/Density | Opposed to middle housing construction of 3-6 units impacts in low density neighborhoods |
| 1/17/2024 | Middle Housing/Density | Supports increased housing density in single family neighborhoods |
| 1/10/2024 | Middle Housing/Density | Supports expanding housing options and increased density at a min. density of 6 unit buildings along frequent transit routes. Could expand from 1/4-1/2 walkshed. |
| 6/13/2023 | Middle Housing/Density | The City should take a step back and talk to community members to see what parts of missing middle housing are working and what aren't. She thinks missing middle could better align with the character of her neighborhood. |
| 6/29/2023 | Misc | Half if not 3/4 of your City officers and ELECTED city officials are corrupted, and some as far as partaking in human trafficking. Last thing people need is the government's "help" whether it be local or federal |
| | Parking Minimums | <p>Building an ADU would require setting aside 2 parking spaces (~400 sqft). A fourplex of 1 bedroom units would require 7 parking spaces (1000+ sqft). A small, 1000sqft restaurant would need to provide 10 parking spaces (1500+ sqft). It simply does not make sense to build reasonably affordable, multi-unit housing with such high parking requirements!</p> <p>Reducing parking minimums would allow developers to provide parking based on the actual demand and preferences of their customers, rather than on arbitrary and excessive standards. This would free up land and resources for more productive and beneficial uses, such as housing, retail, office, green space, and community amenities. Reducing parking minimums would also encourage more people to choose alternative modes of transportation, which would reduce our environmental impact, improve our public health, and enhance our livability.</p> <p>Thank you for your time, Oliver Chen</p> <p>Below is a link to an article that goes into more detail. More resources can be found online. https://www.planning.org/planning/2022/spring/a-business-case-for-dropping-parking-minimums/</p> |
| 3/22/2024 | Senior housing | I've lived on the Eastside my whole life and now that I'm a senior, what is your plan to not price us out of our homes? |
| 12/11/2023 | Senior housing | What can Kirkland do to help keep existing residents in Kirkland house? Only thing I'm aware of is a King County Senior Property Tax exemption and that's County. What is Kirkland doing? Can you quantify it? |
| 8/23/2023 | Senior housing | As a self-supportive retired, senior housing that is affordable is crucial. We must be able to live in a safe and clean community. Kirkland is in dire need of affordable housing. |
| 7/12/2023 | Senior housing | The aging community is seldom discussed. Many long-time residents have paid the bills (taxes) and contributed their time to bring Kirkland to the wonderful place it currently is. But many are becoming property-rich (because of appreciation) but income-poor (because of escalating property taxes and low fixed monthly income). Shouldn't Kirkland include this demographic in their long-term plans? |
| 10/17/2022 | Senior housing | Separate building codes for senior housing-larger doors, halls, bathrooms, no barriers to showers or parking |
| | Transit Oriented Development | Allow mid-rise, 6 story, mixed use within 1/4 mile along transit corridors and 4 story, mixed use within 1/2 of mile of every bus stop served by frequent transit line; plan ahead for transit opportunities |

Human Services Public Comments

| Date Submitted | Topics | Comment Topics: |
|----------------|--------------------------------|---|
| 11/7/2023 | Affordable Housing | The Eastside emergency shelters are full, which means camping bans cannot be enforced on public property. If the eastside is interested in clearing encampments, it needs 1) more shelter space and 2) more supportive housing to open up beds at existing shelters |
| 10/31/2023 | Affordable Housing | 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 |
| 6/15/2023 | Affordable Housing | <p>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.</p> <p>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.</p> <p>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. 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.</p> <p>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.</p> |
| 6/6/2023 | Affordable Housing | Participant has unique disability/health issues that make her very sensitive to all chemicals (chemically injured- cannot be exposed to chemicals, such as those in new buildings and those in most laundry detergent) and she has been impacted by living in a place with mold. It makes living in an apartment building impossible and there are very few options for affordable housing that are single occupancy and that would accept Section 8 voucher. Andrea had an experience of using a Section 8 voucher for housing but it didn't work out, and then she wasn't able to use the voucher elsewhere. Need to be able to keep a voucher if housing does not work out. City should raise awareness about the danger of mold in buildings. Many developers spray with chemicals so mold doesn't grow but that is an issue for her... developers should bring in a dehumidifier before finalizing the building. |
| 6/6/2023 | Affordable Housing - mixed use | City should have a policy that promotes facilities that are multi-use (e.g., affordable or supportive housing + services + something else) |
| 6/6/2023 | Affordable Housing - mixed use | There should be more collaborative efforts by the City for facilities that combine multiple services or uses (i.e., housing + services or day care). There should be funding to incentivize this. Housing/affordable housing should be paired with grocery stores and services that assist low-income people like tax prep services. |
| 12/11/2023 | Affordable housing - seniors | What can Kirkland do to help keep existing residents in Kirkland house? Only thing I'm aware of is a King County Senior Property Tax exemption and that's County. What is Kirkland doing? Can you quantify it? |
| 6/15/2023 | Communication/Outreach | <p>Question #2: Besides the internet, there are several methods the City can use to improve information sharing:</p> <ul style="list-style-type: none"> 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. |
| 6/6/2023 | Communication/Outreach | The City relies on the internet for dissemination of information. But people may not know what they're looking for or need, or where to find the information on the website. This is especially hard for people who speak English as a second language. |
| 6/6/2023 | Cultural center | It would be great to have a cultural center here. Bellevue has one or is creating one. |

Human Services Public Comments

| Date Submitted | Topics | Comment Topics: |
|----------------|---|--|
| 6/6/2023 | Equity - BIPOC | High earners are in the seats of power in the City. Council/decision-makers are white homeowners. Trust is a challenge for black residents because of unequal policing and lack of representation. |
| 6/6/2023 | Equity - renters | Renters are not well-represented at City Council and commission meetings. |
| 6/6/2023 | Equity - renters | Renters' rights - renters are at the mercy of landlords. They may have poor living conditions but they cannot move because of lack of affordable options. |
| 6/6/2023 | Equity - renters | More support for low-income renters is needed so they can continue to live in Kirkland. |
| 6/6/2023 | Equity - renters | Some landlords blatantly discriminate against those who have Section 8 vouchers (some landlords say they won't rent to them, which is illegal). Can the City enforce equal treatment? |
| 6/6/2023 | Equity - seniors | There is discrimination in hiring of older adults (ageism). |
| 6/14/2024 | General | The Human Services Commission provided a letter with detailed proposed revisions for the Human Services Element goals and policies. |
| 5/14/2024 | General | <p>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.</p> <p>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.</p> |
| 5/14/2024 | General | <p>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.</p> <p>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.</p> <p>Q4: Which areas (locations) are most impacted by transportation concerns? Which types of services do people have difficulty accessing due to inadequate public transportation? What are your ideas to address transportation concerns? The areas with the least bus access are most impacted. Buses are a catch-22, I realize. Routes don't work without riders, but riders won't move into areas without routes. This encourages economically-segregated neighborhoods.</p> <p>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.</p> <p>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.</p> <p>Q7: How can the City support services like public restrooms and showers? Make them & clean them often! Yes, we need public facilities!</p> |
| 6/13/2023 | Programs - grants | City should consider giving low-income folks flexible direct cash grants. People know what they need. |
| 6/13/2023 | Programs - job training | The City should partner with community organizations/non-profits to spread the word about job training/skills training programs that exist |
| 5/22/2024 | Seniors | Here is the definition to be submitted to the Kirkland 2044 Comp Plan. Aging in place is more than 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. |
| 5/23/2024 | Seniors | Support aging populations and ensure that seniors can remain active and integrated in the community. |
| 8/23/2023 | Services | More options for community care and physical exercise. |
| 7/28/2023 | Services - behavioral | Question about behavioral service requests that can remain anonymous (Neighbor seems to have mental illness impacting neighborhood.) |
| 6/6/2023 | Services - facilities/low income | Participant has been living in her vehicle for the past 10 years. Challenges: facilities to take a shower and do laundry that are suitable for chemically-injured people (where others do not use chemicals in detergent, for cleaning the facility, etc.) |
| 6/6/2023 | Services - facilities/low income | Provide amenities to homeless people/those living in their vehicles. |
| 7/28/2023 | Services - transit/medical | More Bus Stops, More access to sexual health resources, Free Clinic |
| 6/6/2023 | Transit - access to services/low income | Transportation is an issue on the Eastside. Getting to food bank can be hard, people may not be able to afford gas. Shelters are located in areas with bus routes but then King County Metro cuts routes. There used to be a bus route to access Hopelink in Kirkland but it was cut. Can the city provide public transportation, especially to access services? |

Human Services Public Comments

| Date Submitted | Topics | Comment Topics: |
|----------------|---------|---|
| | Various | <p>To better reach renters and increase their engagement in civic processes, the City can consider the following:</p> <ul style="list-style-type: none"> 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. <p>Question #4: To identify the areas most impacted by transportation concerns and address service accessibility, the City can:</p> <ul style="list-style-type: none"> 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. |
| | Various | <p>To meet basic needs in conjunction with affordable housing or permanent supportive housing, the City can consider the following services or uses:</p> <ul style="list-style-type: none"> 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. |
| 4/24/2024 | Youth | Ron Abram, Director, and Laura Blackett, Interim Senior Director, of Homeless Youth Services - Shelter and Drop In Services will present on the opening, impact, future plans, and needs of Willows Youth Service Center - An emergency shelter and services for young adults ages 18-24. |
| 3/19/2024 | Youth | Youth are facing difficult stress and need meeting places with activities and counseling. |
| 6/6/2023 | Youth | There are not many places for teens/young people to hang out without it being considered loitering/without needing to spend money. |
| 6/6/2023 | Youth | There should be a teen crisis clinic as a safe space for youth. |

Parks, Recreation & Open Space Public Comments

| Date Submitted | Topics | Comment Summary |
|----------------|-----------------------|--|
| 3/14/2023 | Accessibility - CKC | CKC does not have any wheelchair accessible access in its southern third. The hills that cross the trail are quite steep. The parking lot at 108th St could have an accessible parking space/area so that people can access the CKC. Overall, more comprehensive ADA access to parks/trails is needed. |
| 3/14/2023 | Accessibility - Parks | Parks Department needs to be mindful of accessibility issues when there is construction next to parks. For a while, people in wheelchairs could not access Kirkland Urban from Peter Kirk Park because of construction. This has come up in PFEC – they discussed parking garages at parks, but parking garages are difficult for seniors because they are dark and the short sightline. Public sidewalks have lots of root problems which is hard for people with mobility issues. The City is not addressing this. Concerned that trees are being cut down because of issues with overhead power lines. |
| 7/28/2023 | Biking | I wish we have more bike land! |
| 7/28/2023 | Biking | I wish there was more bike trails |
| 7/28/2023 | CKC | Love the Cross Kirkland Corridor |
| 7/28/2023 | Community | I love Kirkland because all of the parks are super fun and new! |
| 10/1/2023 | Dog parks | Increase dog parks on Lakes |
| 7/28/2023 | Dog parks | Would like more Dog Parks! |
| 7/28/2023 | Dog parks | Offleash dog park with Water access |
| 7/28/2023 | Dog parks/sidewalks | Dog park, or pop up ones in popular parks, As population increases new sidewalks in new areas |
| 2/6/2024 | General | I strongly support the new sections concerning urban parks and new uses of parks which are proposed for the Parks, Recreation and Open Space Element. We need a variety of public, open spaces that are distributed throughout the city, including areas where we are focusing development. Adding more uses to parks, such as vendor stands or other small businesses, will make our parks more attractive and vibrant, encouraging more use and fostering community. It's also a great way to encourage more walking and biking. |
| 7/28/2023 | Greenspaces | More attention by Kirkland to 'wild areas' on 94th ave |
| 3/14/2023 | Greenspaces | Commenter lives on 3rd St before the green belt. She encourages the City to pay attention to wildlife and preserve natural areas for wildlife. During the past Comp Plan where she participated as part of Planning Commission, the City was supposed to keep the area by Forbes Creek as a green belt but now it's being sold off and developed. She encourages the City to change the zoning or take other action to preserve the area. Perhaps strengthen policies around green belts and wildlife corridors. She likes the tree rebate program and would like to see Arbor Day celebrations happen again. Parks are very important to her and her family. Her grandchildren use Crestwoods Park a lot. |
| 7/28/2023 | Land use | Floating Structure as sanctuary or retreat space for the community (e.g. yoga, dancing, Sup lessons) |
| 2/8/2024 | Land use/Trees | My name is Forrest Whitehouse 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. 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.) |
| 7/28/2023 | Landscape | More Plants |
| 5/28/2024 | Natural Environment | The City's Comp Plan will benefit from the perspective of the Snoqualmie Tribe Ancestral Lands Movement (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. Some ways the City should embrace the teachings of the STALM and incorporate the values of the Snoqualmie Tribe in to the plan: Always consult with sovereign tribes in a meaningful way when developing recreation that impacts their ancestral lands within the City. 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. Ensure residents are informed about the impacts of certain behaviors associated with recreation may have on our ancestral lands (stay on trails, do not contribute to illegal trails, report illegal trails, pick up your trash and other trash you find, keep your dogs on leashes and pick up their poop to name a few). Develop trails in clusters rather than dispersed whenever possible to minimize impacts on wildlife and cultural resources. Invest in decommissioning illegal trails that impact cultural resources and wildlife. Always work with tribes to make sure they have access to critical areas for harvesting and gathering. Use native plants whenever possible and embrace sustainable measures while limiting maintenance activities that contribute to air and noise pollution and disturb humans and wildlife. |
| 5/23/2024 | Parks - General | Washington Department of Fish and Wildlife submitted a comment letter that included a table with several specific comments and recommendations about the Parks Element. |

Parks, Recreation & Open Space Public Comments

| Date Submitted | Topics | Comment Summary |
|----------------|-----------------------------|---|
| 7/28/2023 | Public safety - lifeguards | Lifeguards at Denny- Collaborate w/ King County, Lifevests are great addition thanks |
| 8/5/2023 | Recreation - marina | <p>The boat station needs to be fixed updated. Upon getting out the trip hazards from the uneven boards are to the point over the last five years that when we get out of our boat, I have tripped sprung an ankle before long you're gonna have someone really hurting themselves. They're his mothers fathers, children's grandparents, aunts and uncles. There's lawyers doctors teachers people that need their jobs and if they get hurt, they can't do it and everything breaks down injuries are going to happen physical injuries. You guys are the only ones who can take and redo that marina. It's an embarrassment when people come from other countries and other cities to use a marina to see the shape that it's in Kirkland has a lot of money there's no reason why this cannot be put on a proprietary list , the reason I'm writing this letter is because yesterday a pregnant woman was coming out of her boat with her husband and she tripped and fell. That's not good assistant to the community of boaters who pay money to park . Its bad it looks horrible but most of all it's highly dangerous. Trying to walk on that pier the slivers are so bad so so bad another thing that is of concern last year we had our boat there because there was no bumpers along the edges. We incurred \$3500 worth of damage because of that pier not being in good shape, the boating that we do, we do it as a necessity to keep our family ties strong to keep our kids away from drugs and alcohol to be able to socialize and have a good time and enjoy our beautiful lake Washington. We enjoy bringing my families here, who are from Syria from Italy from Spain in the boating. The marina has been used by my family for generations, we're creating strong family ties because of this activity we can't do it without a proper marina I'm afraid this wonderful tradition that so many families have instituted in their family will be long gone. please consider properly redoing that marina in Kirkland. and this would contribute to the enrichment of strong family ties strong family ties contribute to a strong community.</p> |
| 7/28/2023 | Recreation - pickle ball | More pickleball courts |
| 7/28/2023 | Recreation - Pool | Indoor Aquatic Center |
| 10/1/2023 | Recreation - sports fields | Increase multi-sports fields |
| 10/1/2023 | Recreation - sports fields | Expand sports field lights til 11pm |
| 7/28/2023 | Recreation - volleyball | More vollyball nets! |
| 11/3/2023 | Safety | Better and safer parks for children with more activities |
| 7/30/2023 | Services - feet washing | Consider adding feet washing facilities at parks. This is a cultural norm for Muslims. He has seen people washing their feet in sinks and it creates a mess. |
| 7/28/2023 | Services - public restrooms | Maintain opening of public restrooms during winter. |
| 7/28/2023 | Services - trash | I love Kirkland's new walking bridge by Totem Lake. I would add more trash cans outside walkway. |
| 7/31/2023 | Shade/Shelters/Trees | Suggests more weather-sheltered pedestrian areas and park spaces given our wet climate. |
| 7/28/2023 | Shade/Shelters/Trees | Love the parks, but would like more shade at them. Thank you! |
| 5/8/2024 | Sustainability-Connectivity | Focus on sustainability in parks (not only preserving our existing parks, but expanding them), connectivity, and empowering our parks and waterfront |
| 7/28/2023 | Trails | Have more trails |
| 7/28/2023 | Trails | Trails |
| 7/28/2023 | Trails | Have more trails |
| 7/28/2023 | Waterfront - boats | Better boat launch |
| 7/28/2023 | Wildlife | I wish fish had a place to have for fish to lay eggs |

Sustainability, Climate & Environment Public Comments

| Date Submitted | Topics | Comment Summary |
|----------------|-------------------------------|--|
| 3/2/2023 | Climate | The climate is constantly changing, throwing tax dollars at a non-issue is a waste of money. Don't fall into the scam. One more thing why does the city of Kirkland need a 1 billion operating budget? |
| 4/12/2024 | Climate - policy | PSE submitted an excel spreadsheet with model policy language to address climate change |
| 5/28/2024 | Climate, Indigenous Knowledge | Snoqualmie Tribe SCE comments: We would like to comment 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 gases. 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 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. |
| 5/22/2024 | Climate/Environment | 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 |
| 3/15/2023 | Density | Your massive and inappropriate densities have resulted in ugly development that has pretty much destroyed downtown and most of the surrounding area. I guess since so few who work at the city are actually from here it's no big deal for you to just destroy Kirkland. |
| 2/6/2024 | Embodied carbon | I also support the majority of the changes to the Sustainability, Climate and Environment Element, particularly those regarding water quality, restoring water features to natural conditions, reducing VMT, and promoting clean fuels/electrification. However, I would like to express strong concerns about the change to Policy E-4.6. Adding the clause for embodied carbon is unnecessarily limiting. The existing text for this policy doesn't preclude embodied carbon limits—I certainly think an embodied carbon limit counts as an "innovation in local codes". Embodied carbon limits are an interesting concept and they should be explored, without committing right now to set one for all projects. I worry that embodied carbon limits could become a hinderance to projects that we know are necessary for Kirkland, such as housing and transportation improvements. My understanding is that this is a pretty new approach in climate policy, and it's unclear how to weigh the embodied carbon of a project against the potential a project has to reduce on-going carbon emissions. Personally, I think the City should prioritize incentives for projects that reduce embodied carbon. For example, there are many new concrete formulations with much lower (or even net-negative) embodied carbon, which are currently more expensive than traditional concrete. If the city provides incentives, more projects will be able to use these innovative materials which support our sustainability goals. Finally, I think that policy E-2.1 has confusing wording. It implies that maintaining the canopy will "increase public outreach", "dedicate resources for monitoring" and "establish strategic partnerships". I think it's more accurate to say that taking these actions will improve Kirkland's tree canopy, rather than these actions being caused by improving the tree canopy. We should absolutely do and encourage these things; I just think the wording is a bit backwards. |
| 6/21/2024 | Environment/plants/trees | The Duwamish Tribe submitted comments - see comment letter for more details. [staff summary] The Duwamish Tribe recommends that woody debris be used where it makes sense in urban streams to slow down waterflow. We recommend that natural drainage systems like swales be used when reconstructing or redesigning public works like sewer or stormwater systems. We recommend native plantings in and around waterways and streams to encourage native habitat and slow down runoff in urban areas during significant rain events. We encourage homeowners and developers to plant native vegetation for the same reasons and to encourage native pollinators. It would also be beneficial to have native plants easily accessible and available for everyone along with planting guides. 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 physical and mental health. The Duwamish Tribe would like the opportunity to work with the City on such a project. We recommend that water in and around the city be monitored continuously for water quality and particularly after storm events. We recommend the ban of harmful or toxic chemical fertilizers and insecticides to further increase water quality for fish, wildlife, native birds, pollinators, and humans. For aesthetics and light pollution, the Tribe requests that the City provide responsible outdoor lighting as outlined in DarkSky International - protecting the night skies for present and future generations. They night sky was important to the Duwamish and other tribes and allowed us to understand and verify our seasonal calendars. We also recommend that mature native trees in and around development projects are evaluated culturally. Mature trees can be of profound cultural significance to the Duwamish and other tribes and provide innumerable benefits. If a tree is suspected to be culturally modified, the tribe would like to be notified and would like the opportunity to come to the site to ensure its protection. |
| 5/23/2024 | General | See letter from Washington Department of Fish and Wildlife for comments on multiple topics related to the Sustainability, Climate, and Environment Element. |

Sustainability, Climate & Environment Public Comments

| Date Submitted | Topics | Comment Summary |
|----------------|-----------------------------|---|
| 3/14/2023 | Greenspaces | She lives on 3rd St before the green belt. She encourages the City to pay attention to wildlife and preserve natural areas for wildlife. During the past Comp Plan where she participated as part of Planning Commission, the City was supposed to keep the area by Forbes Creek as a green belt but now it's being sold off and developed. She encourages the City to change the zoning or take other action to preserve the area. Perhaps strengthen policies around green belts and wildlife corridors. She likes the tree rebate program and would like to see Arbor Day celebrations happen again. On her street, there are no sidewalks, curbs, or gutters but the runoff water is diverted to a rain garden. However, without sidewalks, curbs, and gutters, there is limited accessibility. |
| 3/14/2023 | Heat pumps | She has all gas appliances. She watched the heat pump seminar but is worried about not being able to use appliances if the power goes out (concern about utility redundancy). Seniors are concerned about heat. So it doesn't make sense for her. However, after hearing from David Barnes that heat pumps filter the air (including smoke), installing a heat pump could make sense, as long as the electricity stays on. |
| 3/2/2023 | Parks | What a joke! Kirkland had beautiful natural park (132nd Square) w/ lawns & trees Now, 2 years of construction, Trees & Lawn & Natural areas are gone... Yet, they send off a citizen survey about "helping the environment" for 2044 How about stop destroying PARKS in 2022?? |
| 7/31/2023 | Solar | Could those that have shaded properties utilize energy from solar panels elsewhere? |
| 5/8/2024 | Sustainability-Connectivity | Focus on sustainability in parks (not only preserving our existing parks, but expanding them), connectivity, and empowering our parks and waterfront |
| 5/23/2024 | Trees | My husband and I have lived in Kirkland for over 50 years. Five years ago we moved from the West of Market area because on retired teachers salaries we could not afford the property taxes. We now live on Finn Hill in a less expensive home but are alarmed at some of the choices the City of Kirkland has made in recent years. While individual homeowners are incredibly restricted in cutting down any trees (including dead ones in danger of falling on our houses) the city allows developers to clear cut property they want to develop. While trees are replaced they will never replace the old growth trees lost. A major part of the charm of Kirkland is no high rises. Now there are two proposals for large apartment buildings at the two intersections we need to go through to get off Finn Hill. The proposal for a 7 story apartment building at the Goodwill Site across from Juanita Elementary will cause incredible traffic congestion at an already seriously overcrowded intersection not to mention the huge impact it will have on the enrollment at Juanita Elementary. The other 7 story proposed project at the current Michael's location will cause more gridlock at another choke point in Kirkland. Please consider the impact you are forcing on your current citizens in order to make room for others to move here! |
| 5/8/2024 | Trees | <p>"Preserve and enhance the tree canopy and other open spaces to reduce carbon emissions"</p> <p>This is in your proposal. and not being done city wide.</p> <p>Evergreens are being cut down all over Moss Bay where I have lived fir 25 years. Google, Urban, 85th street interchange expnsionc, condos with replacement with small spindly deciduous trees. (Also along Juanita Drive recently).</p> <p>And no additional evergreens are being planted anywhere with plans to cut down 2 acres of evergreens on Lee Johnson site if Google ever proceeds with development of three 20 story office towers.</p> <p>Evergreen Trees are vitall to reduce carbon emissions and heat pockets.</p> <p>Kirkland City Council revised Tree policy to allow all of this. They are listening to developers and not environmentalists.</p> <p>This needs to change if we the City want to seriously deal with the climate change issues.</p> <p>Please see article below. This is happening in our city as we speak. It is so counter to reducing effects of climate change.</p> <p>https://www.nytimes.com/2024/04/22/opinion/trees-cities-earth-day.html?smid=url-share</p> |
| 3/14/2023 | Trees - canopy | The tree canopy is vastly disappearing. It cleans the air and provides shade. Believes the tree code is very long, complicated, and that it seems like developers would be able to find a loophole to cut down the trees. Concerned because of air quality. She is also concerned about multifamily and high rise buildings that barely have any trees and do not have AC. Thinks developers should be required to install AC in new construction. |

Sustainability, Climate & Environment Public Comments

| Date Submitted | Topics | Comment Summary |
|----------------|---|---|
| 2/8/2024 | Trees - canopy; material reuse; embodied carbon | <p>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.</p> <p>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.</p> <p>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</p> |
| 9/28/2023 | Trees - canopy; transit; streets; walkability | Kirkland is growing too quickly. The green canopy has dropped well below the 40% target, and programs to provide trees are sparkly diversions rather than solutions. The street capacity is not sufficient, the support of public transit and alternate transit is not sufficient. Even walking to school is challenging with unsafe walk ways. |
| 7/31/2023 | Trees - development | Does tree protection increase development project costs which in turn gets placed on future renters/homeowners to absorb that cost? |
| 3/14/2023 | Trees - ROW | He is interested in information/guidelines/help (non-monetary) from the City regarding maintenance of trees in order to be more proactive and not reactive. There are many streets that have trees that have grown into the sidewalks or root issues that make it impossible for people in wheelchairs to pass. |
| 3/15/2023 | Trees - streams | Over by me they are putting in a traffic circle. We use to have a lovely creek and they put in a culvert and covered it up. They've destroyed at least 100 trees between me and 405. It's simply the most gorgeous community update I've ever seen (yea that's sarcasm). |
| 4/11/2023 | Utilities | Can we start with stopping sewage from entering Juanita Beach? |

Economic Development Public Comments

| Date Submitted | Topics | Comment Summary |
|----------------|--------------------|---|
| 10/1/2023 | Affordable housing | increase affordable housing |
| 5/8/2024 | Draft Policies | <ul style="list-style-type: none"> •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.). •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. |
| 6/6/2023 | Jobs | There should be opportunities for good jobs besides tech in Kirkland |
| 5/22/2024 | Land use | Many of the existing and proposed policies favor high density residential and office development with very little for retail or other commercial and industrial uses. It's 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 the city 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. |
| 10/23/2023 | Retail | <p>Key Themes Summary (see meeting notes for more detailed summary):</p> <ul style="list-style-type: none"> Affordable or used clothes stores – especially for youth Less expensive retail stores; thrift stores, antique stores where students could work, sell things; Sustainable clothes options; not “fast fashion” Affordable places to hang out; meet friends; “Third Places”; only places now are libraries Hardware store Outdoor equipment store Used books stores KTUB would be a good place to have a retail store |
| 11/14/2023 | Various | Key Themes Summary (see separate meeting notes document for more detail): |

Economic Development Public Comments

| Date Submitted | Topics | Comment Summary |
|----------------|---------|--|
| | Various | <p>Focus Group Key Themes Summary</p> <ul style="list-style-type: none"> -Provide space for entrepreneurs; small business start- ups to “test the market” -Need reliable, accessible transportation and transit system for employees to get to work and deliver goods and services -Variety of affordable housing options for workers to live and work in Kirkland -Provide year around farmers market or multi-cultural community space for non-profits or new businesses -Improve communication with businesses so they feel heard especially in the design and construction of city projects, street closures, and land use decisions that may impact businesses -Streamline permit review process and business license approval -Provide small business support for new businesses such as: how to create business plans; how to start a business; a place to “test” market products to readjust/re-invent; understanding their customers; small incubator spaces for new pop-up businesses -Downtown: Increase parking and pick up and delivery for customers to access businesses; Improve maintenance of alleys, remove weeds, garbage, add landscaping, screen garbage dumpsters, repair sidewalks and parking lots <p>Individual Comments:</p> <ul style="list-style-type: none"> Provide space for entrepreneurs; small business start- ups to “test the market” Importance of reliable, accessible transportation and transit system; consider a shuttle service (like Bellevue’s Bell Hop shuttle) Provide a variety of housing options for affordable housing for workers to live and work in Kirkland Property owners need to keep costs of commercial tenant spaces lower to discourage losing businesses and non-profits to outside of community Keep light industrial zoned property for industrial types of businesses rather than displacement for residential uses Provide year around farmers market or multi-cultural for non-profits, community space Hybrid workplaces are here to stay and changes the dynamic of vacant office with retail Online retail uses are here to stay |
| | Various | <p>City’s role:</p> <ul style="list-style-type: none"> Improve communication with businesses so they feel heard; especially related to design and construction of city projects, street closures, and land use decisions that may impacts businesses Streamline permit review process and business license approval Provide small business support for new businesses; financial literacy with creating business plans; how to start a business; a place to “test” market products to readjust/re-invent; understanding their customers; small incubator spaces for new pop-up businesses; Note-See City’s new business support consultant Understand the disparity gap for small and minority businesses to gain more insights to match up to the right resources. Ranging from education, financially, promotion, collaboration that focus on affordability and success to diverse communities (Seattle has a program). Increase public services (fire, police) for crime prevention for businesses and public safety, including parking garages City’s role is not as a business incubator Provide affordable, accessible, transit or transportation options for employees to get to work Fast, reliable internet and electric infrastructure for businesses Provide areas for pick up and drop off for delivery services City’s strategy of replacing light industrial businesses with office, High Tech employees or housing uses is disappointing for some Invest in infrastructure improvements |
| 6/6/2023 | Youth | There are not many places for teens/young people to hang out without it being considered loitering/without needing to spend money. |

Neighborhood Plans Public Comments*

| Date Submitted | Topics | Comment Summary |
|----------------|------------------------------------|--|
| 6/25/2024 | Bridle Trails | [staff summary] From The Board of SRH/BT list of responses to staff-recommended edits, reactions to edits, and comments about suggested additions to the Bridle Trail plan policies. See cumulative comment document for full list. |
| 5/23/2024 | 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. 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. |
| 6/27/2024 | Central Houghton Neighborhood Plan | [staff summary] From The Board of the Houghton Neighborhood Association: list of responses to staff-recommended edits, reactions to edits, and comments about suggested additions to the Central Houghton Neighborhood plan policies. See cumulative comment document for full list. |
| 5/23/2024 | General | 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. |
| 5/22/2024 | General | 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. |
| 5/22/2024 | General | 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. Neighborhood-specific land use maps and neighborhood-specific land use policies, definitions and specifications must be restored to the Comprehensive plan. |
| | General | Update neighborhood plans with major comprehensive plan updates; not annually |
| 6/26/2024 | Highlands Neighborhood Plan | This may be beyond the scope of the Comp Plan update but: 1) Does it make sense to remove the NE 90th St. non-vehicular bridge from the CIP, given the 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? |
| 5/23/2024 | 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. |
| 5/20/2024 | Market Neighborhood | Preserve neighborhood plans - Each neighborhood has its own individual style and needs. It would be a detriment to our city to lose our neighborhood plans and collective voices. |
| 5/20/2024 | Market Neighborhood | Preserve neighborhood plans - Each neighborhood has its own individual style and needs. It would be a detriment to our city to lose our neighborhood plans and collective voices. |
| 5/21/2024 | Market Neighborhood | Preserve neighborhood plans - Each neighborhood has its own individual style and needs. It would be a detriment to our city to lose our neighborhood plans and collective voices. |
| 5/22/2024 | Market Neighborhood | Preserve neighborhood plans - Each neighborhood has its own individual style and needs. It would be a detriment to our city to lose our neighborhood plans and collective voices. |
| 5/22/2024 | Market Street Corridor Plan | Eliminate Market Street Corridor Plan - MS-06: This language seems to contradict the language and general sentiments used in other Neighborhood Plans and the Comprehensive Plan. 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 |
| 5/23/2024 | Market Street Corridor Plan | Revise 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. |
| 5/19/2024 | Market Street Corridor Plan | Please restore policy MS-7 and MS-8 which are currently marked for deletion. |

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|-----------|-----------------------------|---|
| 6/26/2024 | Moss Bay Neighborhood Plan | <p>From Board of the Moss Bay Neighborhood Association:</p> <ul style="list-style-type: none"> - 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 - 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. - 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. |
| 6/26/2024 | Moss Bay Neighborhood Plan | <p>Kirkland Downtown Alliance:</p> <ol style="list-style-type: none"> 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 losing 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. |
| 6/19/2024 | Moss Bay Neighborhood Plan | <p>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.)</p> <p>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.</p> |
| 6/25/2024 | Rose Hill Neighborhood Plan | [staff summary] From The Board of SRH/BT list of responses to staff-recommended edits, reactions to edits, and comments about suggested additions to the Rose Hill plan policies. See cumulative comment document for full list. |
| 6/25/2024 | Rose Hill Neighborhood Plan | [staff summary] list of responses to staff-recommended edits, reactions to edits, and comments about suggested additions to the Rose Hill plan policies. See cumulative comment document for full list. |
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| | | * See the Juanita Neighborhood Plan Update webpage and Kingsgate Neighborhood Plan Update webpages for public comments on those plans. |

* = See the Juanita Neighborhood Plan Update webpage and Kingsgate Neighborhood Plan Update webpages for public comments on those plans.

Utilities, Public Services, & Capital Facilities Public Comments

| Date Submitted | Topics | Comment |
|----------------|-----------------------|---|
| 3/14/2023 | Accessibility - Parks | Parks Department needs to be mindful of accessibility issues when there is construction next to parks. For a while, people in wheelchairs could not access Kirkland Urban from Peter Kirk Park because of construction. This has come up in PFEC – they discussed parking garages at parks, but parking garages are difficult for seniors because they are dark and the short sightline. Public sidewalks have lots of root problems which is hard for people with mobility issues. The City is not addressing this. Concerned that trees are being cut down because of issues with overhead power lines. |
| 5/23/2024 | Capital Facilities | Washington Department of Fish and Wildlife suggests the following policy, "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. |
| 4/12/2024 | Climate | Puget Sound Energy (PSE) submitted an excel spreadsheet with model policy language to address climate change. |
| | Emergency Planning | Encourage more spaces that can become shelters in emergency conditions. |
| 3/14/2023 | Heat Pumps | She has all gas appliances. She watched the heat pump seminar but is worried about not being able to use appliances if the power goes out (concern about utility redundancy). Seniors are concerned about heat. So it doesn't make sense for her. However, after hearing from David Barnes that heat pumps filter the air (including smoke), installing a heat pump could make sense, as long as the electricity stays on. |
| 5/23/2024 | Planning | Washington Department of Fish and Wildlife: It is important to plan for utility infrastructure that will be resilient to future flooding and additional climate-related conditions. 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. 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. |
| | School Capacity | Remove regulatory barriers to expand school capacity |
| 7/28/2023 | Services - Trash | More Garbage Cans and Recycling receptacles |
| 8/30/2023 | Safety | Take safety into consideration as the city grows and gets denser. More street lighting. |
| 5/22/2024 | Safety/Traffic | 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. |
| 5/22/2024 | Utilities/Environment | 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? |
| | | |