



**CITY OF KIRKLAND**  
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**MEMORANDUM**

**To:** David Ramsay, City Manager

**From:** Daryl Grigsby, Public Works Director  
Ray Steiger, P.E., Capital Projects Manager

**Date:** January 28, 2008

**Subject:** DOWNTOWN TRANSIT CENTER SEPA COMMENTS FROM MR. WILSON

RECOMMENDATION:

It is recommended that City Council authorize the attached response letter to Mr. Wilson.

BACKGROUND DISCUSSION:

The Downtown Transit Center is currently in the preliminary design phase and a SEPA determination of non-significance (DNS) was issued by Sound Transit. During the public comment period, Mr. Wilson and a number of other parties submitted concerns about the modeling and anticipated noise from the new Transit Center. Based on the number of concerns raised, Sound Transit has withdrawn the DNS and will be undertaking a more complete look at the issues being raised. Sound Transit will be responding directly to Mr. Wilson and other parties, and the City response offers to continue to work with Sound Transit (as the lead agency) to address Mr. Wilson's concerns.

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**From:** Wilson, Michael E [mailto:michael.e.wilson@boeing.com]

**Sent:** Thursday, January 17, 2008 4:13 PM

**To:** weinbergp@soundtransit.org; KirklandCouncil

**Cc:** Bea L. Nahon CPA; Jessica Greenway; marna@yogaatlarge.com; Sally Barkley; don@heathmanhotel.com

**Subject:** Sound Transit DNS for Kirkland Wa dated 01/15/2008

Greetings Perry,

I am in receipt of your letter dated Jan 15, 2008 regarding the Determination of Nonsignificance (DNS) for the project at Kirkland Transit Center. After a thorough review of the **SEPA Environmental Checklist – Kirkland Transit Center Enhancement, notably section 7. Environmental Health**, I must take exception to the data given regarding **Noise**. I believe your data is skewed and that the information given regarding current and projected noise levels, is either old, inaccurate and/or not real time actual data. (Model By Analysis?)

As residents of the Kirkland Central Condominiums on Kirkland Ave and 3rd Street, we are directly impacted and are very sensitive to any level of noise, whether it be from Bus, Auto, Motorcycle and/or especially Construction. Our neighbors at the "Heathman Hotel" and "Plaza on State Condominiums" are impacted as well and accordingly these 4 and 5 story structures along with the Kirkland Library create an "echo chamber" condition which only exacerbates the high noise levels we are currently experiencing from mostly noisy bus traffic and the Kirkland Transit Center. Currently there are 497 buses transiting the Kirkland Ave and 3rd street intersection from 5AM to 12:40AM (19.6 hours) daily with, as the SEPA Checklist notes, more planned for the future.

High levels of diesel Bus noise emissions can be heard by many residences from buses at the Transit station at all times of the day and much, much more during late evening and early morning hours, most likely violating the 10pm to 7am reduced noise level requirement outlined in **"WAC 173-60-40 Maximum permissible environmental noise levels"**

When the city approved the construction of these buildings it is most likely that due diligence was not given during the permitting process for environmental noise pollution impacts.

I believe your noise decibel calculations and modeling are flawed by these conditions. Kirkland Central Condos face northeast overlooking the intersection of Kirkland Ave and 3rd street and looking straight down 3rd street to the Transit Center. I and others cannot use our balconies, the common thread here again is bus engine and exhaust noise levels. Our window and door screens are coated with black Diesel exhaust soot requiring many of us to keep our windows closed at all times and only allowing their use during the times of non-transit operations (12:40 AM to 5 AM). I cannot hold normal voice level conversations or watch television within my living room without my balcony door and windows being closed.

Currently the downtown Kirkland Ave/3rd Streets and intersection are heavily affected by the transit center operations. The noted intersection and transit center bus noise impacts approximately 500 residential units not including what future plans hold for the Antique Mall directly west of the transit center now. This realistically is a Residential zone with minimal commercial utilization without any environment noise buffers to speak of and only vertical walls of concrete structures and the pavement as sound enhancers.

I would propose that a hold or moratorium be put on the Kirkland Transit Center Enhancement project until "real factual data" (not modeled data by analysis) can be gathered and analyzed to determine the real impacts of any perceived transit center improvements.

As noted in the SEPA Checklist the only noise analysis conducted was based on a Federal Highway Administration Traffic Noise Model (TNM version 2.5), **"not actual real time data."**

Based on my experience as an Engineer with over 25 years in aerospace I believe current noise levels far exceed those provided for in **"WAC 173-60-30 Identification of environments"** and **"WAC 173-60-40 Maximum permissible environmental noise levels"** which is adopted by the **State Noise control act of 1974, RCW 70.107 and City of Kirkland KZC115.95**

I propose that a noise study be conducted of the "current" environmental noise levels with certified decibel meter "receivers" at Heathman Hotel's north, east and south facing abutments, Kirkland Central Condominium's north, and east abutments, Plaza On State

Condo's north and west abutments and finally the Kirkland Library. Until real time factual data is received and analyzed a true picture cannot be shown to determine if all environmental noise impacts have been accurately accounted for on this project.

Perry, could you please address these concerns not just by me but for all the residence affected by this project.

<<KTC\_FinalSEPAChecklist1-10-08.pdf>>

Thanks for your support,

*Michael E Wilson*

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M/S 2L- 57

February 6, 2008

**DRAFT**

Mr. Michael E. Wilson  
211 Kirkland Ave #406  
Kirkland, WA 98033

RE: Comments on SEPA Checklist for Kirkland Transit Center Project

Dear Mr. Wilson:

We appreciate you including the City in your recent email comments to Sound Transit on the SEPA Environmental Checklist for the proposed Kirkland Transit Center; as lead agency for the Project, Sound Transit is in the best position to address your specific issues. The City of Kirkland and King County METRO also have a significant vested interest in the success of the project, and as partners in the design, construction, and long term viability of the facility, Kirkland will endeavor to address the issue of noise by working cooperatively with Sound Transit.

Acknowledging the long standing use of Third Street as the City's Downtown Transit Center, the new Transit Center will incorporate a number of mitigation measures to address the anticipated long term growth in ridership. There will be a significant amount of new landscaping installed in the Transit Center, including new trees and a center landscaped median island; new paving will also be installed throughout the Transit Center. These amenities will help to reduce noise associated with the existing Transit Center and will streamline traffic flow through the corridor by restricting left-turns with the installation of the median. A new signal will be installed at the intersection of Third Street and Kirkland Avenue to keep traffic moving smoothly and thereby minimize the amount of noise associated with starting and stopping traffic at the intersection.

In response to a number of comments from nearby residents such as yourself, Sound Transit has decided to conduct additional noise analyses of the Kirkland Transit Enhancement Project. Consequently, Sound Transit and the City of Kirkland have withdrawn the Determination of Non-significance (DNS) that was issued on January 16, 2008 under the State Environmental Policy Act (SEPA). After completion of these analyses, Sound Transit and the City will review and consider the additional information and make a new determination of the Project's environmental impacts.

It is our understanding that this information has been previously conveyed to you directly from Sound Transit and this correspondence merely confirms Kirkland's desire to continue to support the community's interests.

KIRKLAND CITY COUNCIL

by James Lauinger  
Mayor

Cc: Ray Steiger, P.E., Capital Projects Manager