

# 3 Comments and Responses

## 3.1 Introduction

Chapter 3 of this Final EIS contains written and verbal comments provided on the Draft EIS during the EIS comment period. The comment period for the Draft EIS extended from July 1 to July 30, 2004. Written comments received during this period, as well as comments received at the July 22, 2004 Planning Commission hearing are included in this Chapter. Responses to comments follow the comments section.

During the comment period, the City held an Open House, a Houghton Community Council courtesy public hearing and a joint Planning Commission and Transportation Commission public hearing on the draft Comprehensive Plan and Zoning Code amendments. In addition, the Open House included a table with information on the EIS and where comments could be made. The Planning Director, as the Responsible SEPA Official, held a hearing on the EIS in conjunction with the Planning Commission's public hearing. No oral comments on the EIS were received at either the Open House or at the public hearing. For the reader's information, summary and minutes from these meetings are included as Appendix H to this Final EIS.

## 3.2 Public Comments

Public comments received during the comment period for the Draft Environmental Impact Statement for the City of Kirkland Comprehensive Plan: Includes both letters received and comments made during the Kirkland Planning Commission Meeting on July 22, 2004.

<b>July 2004, Submitted Letters</b>		
<b>Letter Number</b>	<b>Date of Comment</b>	<b>Author</b>
<b>Comprehensive Plan Update Comments</b>		
<b>Agencies and Interest Groups</b>		
1	July 30, 2004	King County Department of Transportation (Gary Kriedt)
2	July 9, 2004	Greater Kirkland Chamber of Commerce (Patti Smith)
<b>Private Amendment Request Comments</b>		
<b>Comments on Both Private Amendment Requests</b>		
3	June 30, 2004	Monika and Bill Owens
4	July 17, 2004	Jerry, Billie, Andrea Steiert
<b>Sedorco Private Amendment Request Comments</b>		
5	Undated, received July 2, 2004	G. Kilrain

<b>July 2004, Submitted Letters</b>		
<b>Letter Number</b>	<b>Date of Comment</b>	<b>Author</b>
6	July 30, 2004	Stalzer and Associates (Bill Stalzer)
7	July 30, 2004	Western Pneumatic Tube Company (Richard A. Warden)
<b>Lakeshore Clinic Private Amendment Request Comments</b>		
8	July 14, 2004	Kenneth W. and Barbara G. Arasim
9	July 25, 2004	Patricia Block
10	July 13, 2004	Mark Boyer and Diana Price
11	July 28, 2004	Steve and Robin Clawson
12	July 20, 2004	Owners - Fifth Avenue Townhomes (8 signatures)
13	July 19, 2004	Fred F. Kahn
14	July 8, 2004	Richard and Cathy Klug
15	July 27, 2004	Jane and Andrew Hatt
16	July 26, 2004	Lakeview West Homeowners Association (Carol Hallen)
17	July 26, 2004	Rita and Ross Nicoll
18	July 15, 2004	Suzanne Olson
19	July 28, 2004	Suzanne Olson, Steve and Robin Clawson
20	July 26, 2004	Jerry O'Neill
21	July 21, 2004	Hans G. Person
22	July 26, 2004	Ruth Ann and Sam C. Saunders
23	July 21, 2004	The Shumway Homeowners' Association (62 signatures)
24	July 15, 2004	Steve and Amy Sirich
25	July 16, 2004	Helen M. Turner
26	July 19, 2004	Pat Williams

<b>July 22, 2004 Public Hearing Comments</b>		
<b>Comment Number</b>	<b>Date</b>	<b>Author</b>
1	July 22, 2004	Greater Kirkland Chamber of Commerce (Mike Nelson)
2	July 22, 2004	Robert Holzclaw
3	July 22, 2004	Mark Boyer
4	July 22, 2004	John Carpenter
5	July 22, 2004	Carson Odegard
6	July 22, 2004	Jerry O'Neil
7	July 22, 2004	Robin Clasner
8	July 22, 2004	Suzanne Olson
9	July 22, 2004	Robert Petchavich
10	July 22, 2004	Steven Dougan



King County Department of Transportation  
Metro Transit Division  
201 South Jackson Street  
Seattle, Washington 98104-3856

RECEIVED

AUG - 4 2004

PLANNING DEPARTMENT PM  
BY \_\_\_\_\_

July 30, 2004

Mr. Eric Shields, Director  
Kirkland Planning and Community Development  
123 Fifth Avenue  
Kirkland, WA 98033

**Subject: Kirkland Comprehensive Plan Draft EIS**

Dear Mr. Shields:

King County Metro Transit staff reviewed the Kirkland Comprehensive Plan Draft EIS and have the following comments.

Metro staff appreciates the City's efforts to encourage land use patterns that support transit and non-SOV modes. Staff would like to know what specific measures, goals and policies the City intends to implement to encourage transit-supportive land use patterns.

1

On page 3-116, measures to avoid transportation system impacts on neighborhoods include developing and implementing neighborhood street design standards that are appropriate for the neighborhood. Does the City have specific neighborhood design standards in place? Metro would encourage policies and design standards that promote safe pedestrian and bicycle connections to local retail, office and other destinations. Those connections tend to reduce vehicular use and provide easier access to public transportation.

2

Thank you for the opportunity to comment on this document.

Sincerely,

Gary Kriedt  
Senior Environmental Planner

Letter 2

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JUL 15 2004

AM PM  
PLANNING DEPARTMENT  
BY \_\_\_\_\_



July 9, 2004

Kirkland Planning Commission  
City of Kirkland  
Kirkland, WA 98033

RE: Draft Economic Development Chapter  
Comprehensive Plan

Dear Planning Commission Members,

On behalf of the Kirkland Chamber of Commerce Board of Directors, I would like to commend the City Council for its efforts to emphasize the importance of economic vitality for the overall health of our community. Since last September, members of the Kirkland Economic Partnership, including representatives from the Chamber, the Downtown Action Team, Downtown Kirkland, and the Alliance of Neighborhoods have been working as a subcommittee reviewing the Economic Development Element of the Comprehensive Plan.

We have met frequently, with the assistance of City staff, to come up with a number of recommendations, which we believe improve the overall quality of the Comprehensive Plan. With that said, however, we believe the Council should take the following additional actions to insure that our community's intentions, to emphasize the importance of a vibrant business community, are not undermined.

- Eliminate qualifying statements that appear to diminish the importance/priority of economic vitality.
- Reinstate the "removal of unnecessary barriers" language as part of Goal 2.
- Take a more proactive role in updating City codes that affect business.
- Recognize the importance of our educational facilities, i.e. Lake Washington Technical College.
- Change the definition of Juanita from a neighborhood center to a business district, especially in light of its potential for more retail, business and housing opportunities.

Explanations for these recommendations are more fully described in the following paragraphs.

First, the tone set by the very first recommended goal suggests that economic vitality is more of an after thought, rather than an integral part of a vibrant community. No other element within the comprehensive plan is singled out to be "consistent with the community values, goals and policies". Although this language in and of itself is workable as a framework, we believe that the message it sends is unequivocal - that business activities will be a second tier priority. Reasonable people understand that we need a balance between all of the various elements, not only in our comprehensive plan, but in reality. Why is it that we are compelled to use language like this for this element and no other? We feel that the first goal would send a better message to businesses that are located within the City, or who are planning on moving here, if it simply said; "Foster and support a strong and diverse economy." We should save the qualifying language regarding balance for the preamble to the Comp Plan, thus expressing our community's desires to balance all elements equally.

1

ATTACHMENT 17  
W-02-1, #1

3-4

Second, originally Goal 2 was, "Create a positive business climate and remove unnecessary barriers to economic development". Regrettably, the last part of this statement was removed. In these economically trouble times, when competition between cities is fierce, we can ill afford to send weak statements to potential and current businesses. We, as a community, should not be afraid to say that we are actively pursuing the removal of unnecessary barriers to economic development.

2

Once again by changing this language we gloss over the first policy statement of this goal which is to "recognize that businesses are a valued part of the community". We should not think twice about actively seeking out and eliminating unnecessary regulations that prevent us from fulfilling the goals we have set out in the Comp Plan. Why would we single out this element for such qualifiers? Once again the message it sends is that economic vitality is a second tier priority.

Furthermore, the second policy under this goal should convey the City's desire for collaboration between itself, the neighborhoods and the business community. The policy puts the onus on business to come to the City and neighborhoods to make recommendations. If our community intends to compete to keep businesses in Kirkland and to attract others to Kirkland, we should not miss opportunities to express our desire to work proactively. Passive statements that businesses "are encouraged to work with the City and neighborhood organizations" diminishes the importance and significance of businesses being a major necessity and contributors to the City. Why are we not saying, "the City will proactively work with businesses and neighborhoods to improve the business climate in our community for the benefit of residents and businesses"?

3

Similarly, the fourth policy under this goal takes an opportunity for a strong positive statement and waters it down by stating that the "City should periodically review its regulations". We have an opportunity here to make a positive statement that the City "will" review its regulations. There is no question that this review will need to balance all the needs of the community. Why again must we qualify this commitment by stating that it must conform to "goals, policies and developments standards established by the Comprehensive Plan and City codes". This last statement goes without saying. Once again it merely expresses our trepidation towards giving business concerns an equal footing in the debate over how to make our community balanced to serve the needs of its residents.

4

Finally, we would like to reiterate that in no way are we suggesting that business related goals and policies should supersede the rest of the elements addressed by the Comprehensive Plan. However, if we, as a community are going to put forth a document that sets the tone for the next 5-10 years we should make sure that we create a realistic vision.

5

We appreciate the partnerships we have with the City. We value the shared goal of generating the needed revenues to meet the needs of the community so that Kirkland continues as a great place to live and be in business.

Sincerely,

*Patti Smith*  
Patti Smith  
President, Board of Directors

CC: Mayor Burleigh  
Council Members

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JUL - 1 2004

AM PM  
PLANNING DEPARTMENT  
BY \_\_\_\_\_

Letter 3

510 Lake St.

# B-302

Kirkland, WA 98033

June 30, 2004

Michael Bergstrom  
90 Planning Dept.  
City of Kirkland  
123 5th Ave  
Kirkland, WA 98033

File: ZON04\_00015  
and  
ZON 04-00016

Dear Mr. Bergstrom,

I would like to express my opposition to the two private amendment rezoning requests. Traffic and cars backing up in afternoons and on weekends on Lake St. are becoming a serious quality of life issue for Kirkland residents. Any more high density zoning should be opposed.

We already have more traffic than our small streets can reasonably handle. Lake Washington Blvd/Lake St. is already horrible (and noisy from car radios booming). Let's not make State St. equally horrible to enrich one person. Think "traffic/quality of life".

Thank you.

Monika Owens  
and

Bill Owens

July 17, 2004

C/O Teresa Swan  
Planning Department  
City of Kirkland  
123 Fifth Avenue  
Kirkland, WA 98033

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JUL 21 2004

PLANNING DEPARTMENT  
BY *[Signature]* AM *[Signature]* PM

Dear Sirs/Madams:

We are writing this letter with respect to some proposed land use changes. The first item, the Billet private amendment request (File ZON04-00015) is of particular concern to us since we live directly across the street from the Lakeshore Clinic. Our concern is the increased traffic that would be added to an already overburdened State Street if this amendment to increase the housing density from medium density to high density occurs. In the 12 years that we have lived here, we have seen a steadily increasing number of cars using State Street. It is not unusual for the traffic to be backed up from Kirkland Ave to NE 68<sup>th</sup> Street during the weekdays between 4:00 and 6:00 PM. This makes it very difficult to exit our own driveway. Likewise, with an increasing number of people parking cars on the street, it is increasingly difficult to exit our driveway safely at other times during the day. WE FIRMLY OPPOSE THIS PROPOSED CHANGE IN LAND USE.

1

The second issue that we would like to address has to do with the Sedorco private amendment request (File ZON04-00016). This request is to change the current Industrial/Light Industrial Technology to medium density Off-Multi-Family/PR3.6. Again our concern is the added traffic flow that would be added to State Street and 108<sup>th</sup> Avenue NE/6<sup>th</sup> Street S. WE OPPOSE THIS CHANGE IN LAND USE.

2

An overall comment about the recent planning decisions, and the way future developments are heading. It seems to us that little is taken into consideration re: quality of life for current residents in Kirkland. Building a 90 room hotel in downtown Kirkland is good for businesses and tax revenue, but not for local residents. It is understandable that more property in the future will need to be designated for multi-unit buildings in order to house a growing population. However, this is truly only feasible when the infrastructure is developed to support the development. Realistically, there is little that can be done to impact the traffic on State Street. The opening of the hotel will increase the traffic flow. It is rumored that a multi-unit building is proposed to be built at the site of the old Safeway building across from the Performing Arts Center... this would add additional traffic.

3

We understand that a decision has been made to narrow Central Avenue to one lane each way in downtown Kirkland—this would certainly worsen the congestion that is already there. If this decision is in fact true, we can only say WHAT WERE YOU GUYS THINKING? Again it seems a decision to enhance business interests at the cost of the negative impact on the community of Kirkland.

4

Respectfully,

*Jerry Steiert*

Jerry Steiert  
510 State Street  
Kirkland, WA 98033-6604

*Billie Steiert Andrea Steiert*

Billie Steiert                      Andrea Steiert

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JUL - 2 2004



**CITY OF KIRKLAND**

Planning and Community Development Department  
123 Fifth Avenue, Kirkland, WA 98033 425.828.1257  
[www.ci.kirkland.wa.us](http://www.ci.kirkland.wa.us)

AM \_\_\_\_\_ PM \_\_\_\_\_  
PLANNING DEPARTMENT  
BY \_\_\_\_\_

**You Are Invited to an Informal Neighborhood Meeting  
on a Potential Comprehensive Plan and Zoning Change  
for Properties Located West of 6<sup>th</sup> Street South**

**When: 6:30 PM, Tuesday, July 6, 2004**

**Where: 733 6<sup>th</sup> Street So. - Former "Sauder Door" Site**

The City of Kirkland has received a request to amend the Comprehensive Plan and Zoning for property located at 733 and 815 6<sup>th</sup> St S. (the former Sauder Door site, owned by Sedorco Property Partnership). The request is to change the Comprehensive Plan designation from Industrial to Office/Multifamily, and the zoning from LIT (Light Industrial Technology) to Professional Residential (PR 3.6) or another zone that would allow a similar range of uses. No specific property development plans are known at this time.

The City Council will act on this request in November or December of this year. The City will evaluate whether the request should be approved, and whether the amendments should apply to other surrounding properties. The City will consider a range of residential densities, including 12, 18, and/or 24 dwelling units per acre (the PR 3.6 zone would allow 12 units per acre). A map showing the Sauder Door site and the parcels included in the "study area" is attached.



I invite you to come to an informal meeting to learn more about this proposal and to voice your questions and concerns. I will attend on behalf of the City to answer questions about the review process.

This meeting is in addition to the Comprehensive Plan Update Open House that the Planning Commission will hold at the City Hall on July 12, and the July 22 Planning Commission public hearing on the Sedorco proposal which will provide the formal opportunity for comment.

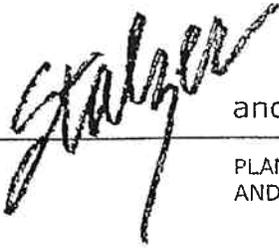
I hope to see you at the meeting.

Regards,

Michael Bergstrom, Planning Consultant  
Planning & Community Development  
City of Kirkland  
(206) 633-0595 (direct line)  
[michael.bergstrom@comcast.net](mailto:michael.bergstrom@comcast.net)

File No. ZON04-00016 - Sedorco

*\* The lower numbers the better, keeping the height and the density down  
Comps or office preferred over rentals  
J. Kilrain  
10832 NE 6<sup>th</sup> - 7  
98033*



and Associates

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PLANNING, LAND USE  
AND DEVELOPMENT SERVICES

July 30, 2004

Michael Bergstrom, AICP  
Planning Consultant  
City of Kirkland  
Department of Planning and Community Development  
123 Fifth Avenue  
Kirkland, Washington 98033

Re: Sedorco Private Request for Comprehensive Plan and Zoning Map Amendments, File No.  
ZON04-00016

Dear Mike,

I have reviewed your staff report dated July 15, 2004 to the Kirkland Planning Commission related to the above matter and want to compliment you on an excellent analysis. After discussing your analysis and conclusions with my clients, I am in full support of your conclusion on page 19 of the report and I urge the Planning Commission to approve your recommendation for PR 2.4 zoning and adoption of the provisions in Attachments 9, 10, 11 and 12.

For the record, I do have the following comments related to your report:

Factors for Consideration. As you point out on page 10 of your report, one of the factors for consideration of a Comprehensive Plan Amendment is ***“the effect upon the economic environment.”*** You state that redevelopment of the property under the proposed zoning might or might not affect the economic environment and that exclusive residential use would result in the loss of the economic contribution from industrial uses. I maintain that in fact, redevelopment of the property under the uses permitted in the PR zone would have a positive effect upon the economic environment compared to a continuation of uses permitted under the LIT zoning.

Residential and/or office uses would result in residents and/or employees patronizing the businesses in the nearby Houghton neighborhood business center, clearly an economic benefit both to the individual businesses in terms of increased income and to the city in terms of greater tax revenues. Also, the retail uses permitted in the PR zone would generate retail sales tax revenue to the city. Additionally, redevelopment of the current dilapidated buildings and site with residential, office, and/or limited retail uses will raise the property tax value not just of the Sedorco property but also of the surrounding properties, thereby creating a positive economic impact in the area.

Taken together, these economic effects clearly should create greater benefits for the neighborhood's and the city's economic environment than any loss of economic contribution from a continuation of the industrial uses permitted in the LIT zone. A Comprehensive Plan Amendment changing the zoning from LIT to PR definitely satisfies the criteria of having a beneficial effect upon the economic environment.

1

Consistency with GMA. Five of the 13 Growth Management Act planning goals are supported by a change in the zoning from LIT to PR2.4:

- Encourage development in urban areas where adequate public facilities and services exist;
- Reduce sprawl;
- Encourage efficient multi-modal transportation systems;
- Encourage the availability of affordable housing and promote a variety of residential densities and housing types; and
- Encourage economic development consistent with adopted comprehensive plans.

2

Given the above GMA planning goals, this property is better suited for the PR zone uses and densities recommended in your staff report than it is for continued LIT uses:

- The infrastructure needed to support the uses allowed by the PR2.4 zoning exists;
- Neighborhood services are only a short walk south on Sixth Street;
- The property is served by 4 transit routes, providing service in all four directions;
- A park and ride lot is located at I-405;
- Everest Park is about a 1/3 mile walk away;
- Lakeview Elementary school is nearby;
- The PR 2.4 zoning would allow a variety of residential housing types and densities; and
- The PR 2.4 zoning would allow for office and limited retail uses.

In fact, the availability of the above services and amenities is much more important for the success of housing and office uses than it is for the success of light industrial uses.

Planned Area Zone. On page 17 of your report you discuss the possibility of a new planned area zone that would allow a hybrid of industrial, office and residential uses (and possibly others.) I am strongly opposed to this option because it would allow for incompatible land uses that will just result in future conflict and controversy for neighbors and for city staff, not to mention among the residents and businesses who would occupy the property. This option would perpetuate the kind of conflicts already experienced by the city in the PLA 6G zone and would exacerbate them by expanding the amount of area allowed for such incompatible uses.

3

My understanding of the reason for considering this option is to preclude the existing industrial uses from becoming non-conforming under the PR zoning. As you point out, the existing industrial users can continue to operate in a PR zone; they just would be restricted in their ability to expand. Given the character of the surrounding area, the types of services available, and the locational needs of industrial uses, unrestricted expansion of the existing industrial businesses is inappropriate and would lead to even greater conflict between nearby residents and businesses and the industrial users.

For the above reasons I am opposed to a PLA 6G type solution.

I appreciate your consideration of my comments and am in full support of your recommendation to the Kirkland Planning Commission to change the zoning from LIT to PR2.4.

Sincerely,

Bill Stalzer

## Western Pneumatic Tube Company

Richard A. Warden  
T- 610/964-2051  
F- 610/964-2064  
E-Mail: [rick.warden@superior-group.com](mailto:rick.warden@superior-group.com)

July 30, 2004

Mike Bergstrom  
Contract Planner  
CITY OF KIRKLAND  
325 - 6<sup>th</sup> Ave  
Kirkland, Washington 90833

### **RE: COMMENTS REGARDING SEDORCO PRIVATE AMENDMENT TO CITY OF KIRKLAND COMPREHENSIVE PLAN**

Dear Mr. Bergstrom:

Thank you, on behalf of Western Pneumatic Tube Company, for the opportunity to provide comments regarding the Private Amendment Proposal to the City of Kirkland Comprehensive Plan proposed by Sedorco Properties LLC.

As you are aware, WPT is the property owner of the parcel directly south of the Sedorco property. On this property it operates an ongoing Light Industrial business and has done so for the past forty plus years. WPT provides jobs in the Puget Sound area for up to 62 people directly and a multiple of this number indirectly (sub-contractors & suppliers). It is our intention to continue this operation for the foreseeable future.

We understand that there is no development plan currently being reviewed by the City of Kirkland for the Sedorco Property. Without a formal plan having been submitted for review and with the large list of options for development in a PR-3.6 area, it is difficult for a business like WPT to fully understand the potential adverse effects to its operation in the City of Kirkland's Comprehensive Plan. We further understand that while Sedorco is seeking a zoning change for its property only, the City of Kirkland is also entertaining broader changes for adjacent properties. If this is the case, we would like to maintain, at a minimum, the Light Industrial Zoning for WPT's property.

Thank you again for this opportunity to provide comments regarding this issue.

Sincerely

Richard A. Warden  
for Western Pneumatic Tube Company

100 Matsonford Road, P.O. Box 6760, Suite 400 \* Radnor, PA 19087

Letter 8

July 14, 2004

To: Michael Bergstrom  
Planning Consultant  
City of Kirkland

From: Kenneth W. Arasim  
Barbara G. Arasim  
7718 NE 183<sup>rd</sup> St. (Former address 13414 218<sup>th</sup> Ave NE)  
Kenmore, WA 98028 (Woodinville, WA 98077)

Subject: Opposition to PLA6B zone amendment

We strongly oppose any change to the residential density limit. Traffic on State St. has become progressively worse in the past two years and the addition of the forthcoming new hotel will make it miserable. I would also be strongly opposed to any increase in building height in this PLA6B zone.

1

Thank you for reviewing our comments.

*Kenneth W. Arasim*  
Kenneth W. Arasim

Barbara G. Arasim  
*Barbara G. Arasim*

Letter 9

July 25, 2004

Michael Bergstrom  
c/o Planning Department  
City of Kirkland  
123 5<sup>th</sup> Avenue  
Kirkland, WA 98033

Re: Request for zoning change, File #ZONO4-00015

To Whom It May Concern:

I am a resident of the beautiful city of Kirkland who owns a home in Planned Area 6C (PLA6C) directly North and adjoining the proposed zoning change for Planned Area 6B (PLA 6B). Our neighborhood is a unique pocket of single family homes which has existed since the 1940's.

I am writing to join my neighbors in voicing opposition to any increase in density for PLA6B. My concern is the negative impact the increased number of units will have on the area. In addition to the already obvious and often discussed traffic problems, I feel the increased density and reduced buffer to our neighborhood will cause excessive congestion and noise pollution. The requested density of multi-family units will be too much of a contrast looming over this single family neighborhood. The current zoning would provide a bit more buffer and transition to the already existing and approved high density developments in the area.

1

I do support growth for Kirkland and have seen a lot of positive things being considered for the economic vitality of our city. There are quite a number of high density areas in the works, most of them adjoining already high density or commercial areas. This makes sense.

2

Let's give single family homes a chance to survive in areas near downtown.

Thank you for your time and consideration regarding this important matter.

Sincerely,

Patricia Block  
205 3<sup>rd</sup> Avenue South  
Kirkland, WA 98033  
(424) 828-4888

Letter 10

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JUL 16 2004

AM PM  
PLANNING DEPARTMENT  
BY \_\_\_\_\_

Michael Bergstrom  
Planning and Community Development  
City of Kirkland  
123 Fifth Avenue  
Kirkland, WA 98033

RE FILE# ZON04-00015

July 13, 2004

Dear Mr. Bergstrom,

We are responding to the request to change the zoning in PLA6B by doubling the density from about 12 units per acre to 24 units per acre. We are opposed to this change as we feel that not only will it make an already congested traffic situation even worse, but it will change the basic nature and atmosphere of downtown Kirkland, making it a less desirable place to live, work and shop.

1

We are relative newcomers to the area, having lived here approximately one year. We came from "silicon valley" in California where many of the cities are like what Kirkland may eventually resemble if this zoning change and others like it are granted. We, like many others, chose to live in Kirkland not only for its proximity to Lake Washington, but also its unique and diverse neighborhoods and lively downtown. To live in a place where all the houses don't look the same, there are offices mixed in with single and multifamily units, you are not surrounded by high-rise buildings, you can walk to downtown and see the lake, is a privilege that persuaded us to purchase a house in Kirkland.

We urge you to examine this request carefully, with special attention given to the consequences and long term effect of your actions. As it currently exists, Kirkland has many things to recommend it, however two of its most valuable assets are the accessibility to Lake Washington and its individual and distinct neighborhoods. Both are fragile and not easily replaced, and both would be adversely affected by this proposed zoning change.

2

Sincerely,

*Mark Boyer Diana Preice*  
Mark Boyer and Diana Preice  
410 6<sup>th</sup> Avenue South  
Kirkland, WA 98033

**From:** "Clawson" <clawsonsr@comcast.net>  
**To:** <michael.bergstrom@comcast.net>  
**Cc:** "Hans Person" <hgperson@msn.com>, "Jerry Steiert" <jillberr@comcast.net>, "Maurice Breslin" <maurice@enniskerrygardeninn.com>, "Joe Lynch" <JLynch@gvakm.com>, "Ken Allender" <K\_MAllender@verizon.net>, "Robert Holtzclaw" <rlholtzclaw@aol.com>, "Suzanne Olson" <Suzanne.olson@noa.nintendo.com>, "Amy Sirich" <sirichax@hotmail.com>, <clawsonsr@comcast.net>  
**Subject:** RE: File No. ZON04-00015  
**Date:** Wed, 28 Jul 2004 03:11:24 +0000

Reference FILE #: ZON04-00015

Dear Mr. Bergstrom,

We are writing this letter to formally oppose the request to change zoning of the Lakeshore Clinic site or any part of PLA6B. As we understand it, this zone change would double the current number of family units currently allowed in this zone area.

There are at least four other major properties along State Street in PLA6B that are currently "ripe" for this re-zoning, including the Billett property. Based on current market trends (including the re-zoning hearing that followed this one at the meeting last week, ZON04-00016), we expect that each of these properties, when sold and developed, would become multiple dwelling units. We also anticipate that if zoning were to change in PLA6B more property owners in this zone would be interested in selling to developers. The redevelopments to add a new hotel at the corner of State Street and Kirkland Avenue (with 90 guests plus equivalent staff) and the rental units along Kirkland Avenue only heighten our concern.

These property redevelopments will create the following conditions in our neighborhood:

- Increased side street parking.
- Increased parking on State Street (making turning off of side streets more dangerous – turning left off of 6<sup>th</sup> Avenue South, we can't see southbound traffic when cars are parked on the east side of State Street without pulling out into State Street traffic).
- Increased side street traffic. 6<sup>th</sup> Ave South already has a problem with cars racing down the hill to get to State Street. The speed bumps on 7<sup>th</sup> Avenue South evidently just push traffic over to 6<sup>th</sup> Avenue South.
- Increased traffic in the general area.
- The proposed Pace Chemical/CamWest development and new hotel will also contribute to general traffic congestion, mainly on State Street and at the Houghton intersection. It is our understanding that there are no plans to address traffic concerns in this area until at least 2012. If the City of Kirkland is not willing to make the necessary changes now to



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handle existing and future traffic issues, why is it allowing the density to increase now?

- Negative effect on our property value. The more generous the zoning, the more likely the housing units would maximize height restrictions, thus affecting views from streets east of State Street. The more multi-family dwellings, the less desirable single family dwellings become.
- If Kirkland is to become even more of a condo community, there will be an increasingly negative affect on the overall ambiance that makes the City of Kirkland so attractive. The current density limits for PLA6B were put in place for a reason. The planning commission looks to the fact that other areas surrounding PLA6B have been re-zoned, and this would make it consistent. But perhaps, it should be viewed instead by looking at the existing traffic and related issues that come from putting too many people into a small space and either leaving well enough alone – or decreasing density. We do not want to become the single family home “oasis” in a sea of condos.
- The recommendation to “only” increase the number of units to 18 does not address these concerns.

4

5

Most of us still find the Moss Bay area of Kirkland to be an appealing place to live. Even as traffic increases significantly with current zoning because of Kirkland’s overall appeal, property values have continued to increase. We see no reason to change zoning, which will only increase the value of the land for a couple of landowners at the expense of the rest of us who live and have also invested in the City of Kirkland.

6

Thank you for your time, and we hope that you will take the concerns of our neighborhood into account.

Regards,

Steve and Robin Clawson  
325 6th Avenue South  
Kirkland, WA 98033  
(425) 896-2956

[ [Back](#) ]

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July 20, 2004

City of Kirkland  
Planning and Community Development Department  
123 Fifth Avenue  
Kirkland, WA 98033

Re: Request for Comprehensive Plan and Zoning Change  
By Dr. Kurt Billet (Lakeshore Clinic)  
File No. ZON04-00015

Ladies and Gentlemen:

The undersigned are owners of townhomes in the Fifth Avenue Townhomes community located at 322 through 340 Fifth Avenue South in Kirkland. We hereby wish to express our objection to the above referenced Request for Comprehensive Plan and Zoning Change.

1

The Fifth Avenue Townhomes are located just a block to the east of the Lakeshore Clinic. Access to our townhomes is via State Street. It is not uncommon for traffic to back up on State Street several blocks to the south of Fifth Avenue South. We feel strongly that your consent to amending zoning to allow for double the currently allowable density of living unit development on the Lakeshore Clinic property will increase the troublesome traffic congestion that already exists on State Street. With the impending construction of a hotel just a few blocks to the north of the Lakeshore Clinic property, traffic is already poised to get much worse along State Street.

2

We respectfully request that you consider the negative impact that such zoning change will have on the citizens of Kirkland who now live in the neighborhood of the Lakeshore Clinic property. Thank you.

Sincerely,

OWNERS - FIFTH AVENUE TOWNHOMES

Carol Allen #326  
Jean Allen #324  
Angela Higham #322  
Mr. [Signature] #322

Amie A. Vels #332  
Jo Ann [Signature] #334  
[Signature] #334  
Karin Miller #330

Letter 13

Fred F. Kahn  
P.O. Box 924  
Kirkland, WA 98083  
425-828-8989  
fkahn35@aol.com

RECEIVED

JUL 19 2004

AM PM  
PLANNING DEPARTMENT  
BY \_\_\_\_\_

July 19, 2004

Michael Bergstrom  
c/o Planning Department  
City of Kirkland  
123 - 5<sup>th</sup> Avenue  
Kirkland, WA 98033

RE: Request for zoning change file No. ZON04-00015

To whom it May Concern:

I am the owner of 2 single family homes on 3<sup>rd</sup> Avenue South in Kirkland, WA directly north of the proposed zoning change for Planned Area 6B (PLA 6B).  
233 - 3rd Avenue South  
228 - 3rd Avenue South

I strongly oppose any increase in density for PLA 6B. This would create a tremendous traffic problem on State Street and the surrounding areas. Currently, at the peak of traffic, there is a long wait to enter State Street. Parking from the surrounding apartment/condominium buildings close by is a problem. Increasing density would only compound the problem.

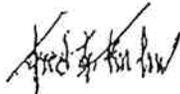
1

Currently the zoning is 12 units per acre, which provides a sufficient buffer for the single family homes in the neighborhood. I do not want the zoning to change.

2

Thank you for your consideration in this manner.

Sincerely,



Fred F. Kahn

July 8, 2004

Mr. Michael Bergstrom  
Planning and Community Development  
City Of Kirkland  
123 Fifth Avenue  
Kirkland , WA 98033

RECEIVED

JUL 12 2004

\_\_\_\_AM\_\_\_\_PM  
PLANNING DEPARTMENT  
BY\_\_\_\_\_

Reference FILE NO. ZON04-00015

Dear Mr. Bergstrom,

I am writing to register our opposition to any change in the zoning of the Lakeshore Clinic site, or any part of PLA6B. The zone change would allow 30 family units to be built on a property that is now zoned for 15. This zoning change would allow every property along State Street between 2<sup>nd</sup> Ave S and 6<sup>th</sup> Ave S to double their density.

1

State Street is already congested every night heading into downtown Kirkland, and doubling the density in PLA6B will make it worse. This section of State Street will become a corridor of high-rise condo's which will completely change the feel and image of downtown Kirkland. We think in a very unfavorable way, and contrary to the original vision of the Kirkland planners. We are currently zoned residential/office, and the density was carefully planned with that in mind.

2  
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As home owners we feel that our property values will be negatively effected if this zoning change is allowed and a high rise 30 unit condo is built on the Lakeshore property. Most of the single family homes on 6<sup>th</sup> Ave S will have some or all of their west facing view eliminated, and the other east of State Street homes will face the same fate if other properties build at the proposed double density.

4

In conclusion we see no reason for the City of Kirkland to change the existing zoning and request the zoning change be denied.

5

Sincerely,

*Richard H Klug*  
*Cathy D Klug*

Richard and Cathy Klug  
310 6<sup>th</sup> Ave S  
Kirkland, WA 98033

Letter 15

403 6<sup>th</sup> Ave S  
Kirkland, WA  
98033

Mr. Michael Bergstrom  
Planning and Community Development  
City of Kirkland  
123 Fifth Avenue  
Kirkland, WA 98033

RECEIVED

JUL 27 2004

\_\_\_\_\_ AM \_\_\_\_\_ PM  
PLANNING DEPARTMENT  
BY \_\_\_\_\_

July 27, 2004

Dear Mr Bergstrom,

Re: Request for Comprehensive Plan and Zoning Change File No. ZON04-00015

With reference to the request for the comprehensive plan and zoning change (ZON04-00015) we wish to register our objections to any increase in allowable residential density.

1

Of particular concern to us is the increase in traffic and on-street parking that would surely result from the introduction of an additional 12 residences per acre. The building of residential units with the current minimum requirement of 1.7 parking bays per unit will make State Street and the surrounding area considerably less safe for motorists, cyclists and pedestrians. Parked cars reduce visibility for drivers emerging from side-streets and for pedestrians attempting to cross the road, and more cars parked in close proximity to the much-appreciated bike lane would result in a greater potential hazard from the opening of car doors or cars pulling out from the curb.

2

Even with the current allowable density any new development is likely to cause traffic problems and together with other pressures such as the tendency for more cars to park on State Street to avoid downtown parking fees and increased traffic associated with the planned hotel development, this proposed re-zoning will have a major negative impact on the environment and the safety of the neighborhood. After all, this is an area where children walk to the nearby elementary school and many adults can be seen walking and biking -- activities that should be encouraged.

In the seven years we have lived in the neighborhood we have already witnessed a significant increase in the volume of traffic. While we accept that some further growth is inevitable we feel that now is the time to exercise some control over the scale of future development, and we urge the council to hold the allowable density at the current levels.

3

Yours faithfully

*Jane Hatt* Jane Hatt

Jane and Andrew Hatt

LAKEVIEW WEST HOMEOWNERS ASSOCIATION

July 26, 2004

RECEIVED

JUL 26 2004

City of Kirkland,  
Planning and Community Development Department,  
123 Fifth Avenue,  
Kirkland, WA 98033

AM PM  
PLANNING DEPARTMENT  
BY \_\_\_\_\_

To Whom It May Concern:

Re: Rezone of Area 6B

I am writing on behalf of the homeowners of the Lakeview West Condominium urging the City not to rezone area 6B from its current zoning of 16 or 17 units per acre to 19 to 24 units per acre.

1

We are concerned that the proposed zone change will:

- Increase traffic along State Street, which is already difficult during peak traffic hours.
- Necessitate installation of larger water and sewer lines
- Increase noise and side street traffic.
- Lead to higher and denser development of an area far larger than that occupied by the original applicant.
- Excessive building massing on a street with only two story buildings.
- Increased street parking.

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In the event the re-zoning is approved, we request that this project be presented to and approved by the Design Review Board. The allowance of additional height and density would be contingent upon the presentation by the owner of a superior design to the Board.

8

We are not opposed to further development surrounding our homes, but are concerned that the effects of increased density will negatively affect our neighborhood.

Thank you for considering our request.

Sincerely,

Carol Hallen  
President  
Lakeview West Homeowners Association  
300 7<sup>th</sup> Avenue South #12  
Kirkland, WA 98033  
(425) 822-3146

P.O. Box 576,  
Kirkland, WA 98083

26 July 2004

City of Kirkland,  
Planning and Community Development Department,  
123 Fifth Avenue,  
Kirkland, WA 98033

RECEIVED

JUL 27 2004

AM PM  
PLANNING DEPARTMENT  
BY \_\_\_\_\_

Reference: Comprehensive Plan & Zoning Change File # ZON04-00015

We are writing in opposition to the reference proposal, not merely because we live at 611 State Street (Lakeview West condos, immediately south of the Lakeshore Clinic) but also because we believe it would have a bad effect upon life in Kirkland.

1

The origin of this request was the desire of the owner of the Lakeshore Clinic to develop their property in a profitable manner. But why is it necessary to extend the scope of the change to the whole area of Zone 6B? The area includes several blocks of single family residences and numerous other uses including Green's funeral parlor on the east side of the street. It is not clear to us why a change requested by one developer needs to be applied to a whole swath of territory, as if the city could not endure small parcels of different zoning. The present zoning pattern in this area has resulted in a variety of considerable charm, which is the sort of thing for which Kirkland is known and loved.

2

Obviously Kirkland has grown very much over the years to achieve its present character. But there comes a point when some of the penalties that come with growth must be taken into account and the growth slowed. We believe that Kirkland is at such a point now. We have yet to see the effect of the forthcoming hotel accommodation and it seems unwise to allow more growth until we see the result of what has already been allowed. Also, what plans are there to increase the level of city and commercial retail services to the level necessary for this increase in population? What about plans for coping with greatly increased traffic on State Street and its associated cross streets?

3

It is widely believed that Kirkland's Planners are indifferent to the opinions of the ordinary citizen and that they favor any request from developers to increase the density of our population. It is also believed that you do not pay much attention to traffic congestion as a possible consequence of your actions. If there is any truth to these popular beliefs, you might remember that you are appointed by elected officials and that the residents of the city do, therefore, have some voice in these affairs.

For these reasons, and as residents of Kirkland for 35 years, we urge you not to allow the requested increase in density for area 6B

4

Rita Nicoll  
Ross Nicoll

Michael Bergstrom  
Planning and Community Development  
City of Kirkland  
123 Fifth Avenue  
Kirkland, WA 98033

RECEIVED

JUL 20 2004

AM PM  
PLANNING DEPARTMENT  
BY \_\_\_\_\_

RE FILE# ZON04-00015

July 15, 2004

Dear Mr. Bergstrom,

I am responding to the request to change the zoning in PLA6B by doubling the density from about 12 units per acre to 24 units per acre. I am opposed to this change as I feel that not only will it make an already congested traffic situation even worse, but it will change the basic nature and atmosphere of downtown Kirkland, making it a less desirable place to live, work and shop.

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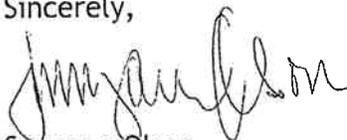
I have lived on the Eastside my entire life and have watch as the community has changed and grown. Unfortunately the infrastructure has not kept pace with the area. My deepest concern is the congestion and inability to move from one end of town to another. Doubling the density in an already maxed traffic area will do nothing other that increase frustrations, decrease property values and increase safety concerns. I can not in good conscious support the proposed new zoning unless the traffic congestion on State Street and Lake Street are addressed first.

3

I urge you to examine this request carefully, with special attention given to the consequences and long term effect of your actions. As it currently exists, Kirkland has many things to recommend it, however two of its most valuable assets are the accessibility to Lake Washington and its individual and distinct neighborhoods. Both are fragile and not easily replaced, and both would be adversely affected by this proposed zoning change.

4

Sincerely,



Suzanne Olson  
221 5<sup>th</sup> Ave S  
Kirkland, WA 98033

**From:** "Suzanne Olson" <Suzaol01@noa.nintendo.com>  
**To:** <michael.bergstrom@comcast.net>  
**Subject:** RE: File No. ZON04-00015  
**Date:** Wed, 28 Jul 2004 15:21:49 +0000

Mr. Bergstrom,

In addition to the ramifications listed below, I would also like to mention my deep concern with modifying the proposal to include affordable housing. I believe this is a mistake and I would like to call the city's attention to revisiting this specific tag on to the re-zoning requirement.



1

Thank you,  
Suzanne Olson  
221 5th Ave S

>>> "Clawson" <clawsonsr@comcast.net> 7/27/2004 8:09:25 PM >>>

Reference FILE #: ZON04-00015

Dear Mr. Bergstrom,

We are writing this letter to formally oppose the request to change zoning of the Lakeshore Clinic site or any part of PLA6B. As we understand it, this zone change would double the current number of family units currently allowed in this zone area.

There are at least four other major properties along State Street in PLA6B that are currently "ripe" for this re-zoning, including the Billett property. Based on current market trends (including the re-zoning hearing that followed this one at the meeting last week, ZON04-00016), we expect that each of these properties, when sold and developed, would become multiple dwelling units. We also anticipate that if zoning were to change in PLA6B more property owners in this zone would be interested in selling to developers. The redevelopments to add a new hotel at the corner of State Street and Kirkland Avenue (with 90 guests plus equivalent staff) and the rental units along Kirkland Avenue only heighten our concern.



2

These property redevelopments will create the following conditions in our neighborhood:

- \* Increased side street parking.
- \* Increased parking on State Street (making turning off of side streets more dangerous - turning left off of 6th Avenue South, we can't see southbound traffic when cars are parked on the east side of State Street without pulling out into State Street traffic).

3

- \* Increased side street traffic. 6th Ave South already has a problem with cars racing down the hill to get to State Street. The speed bumps on 7th Avenue South evidently just push traffic over to 6th Avenue South.
- \* Increased traffic in the general area.

- \* The proposed Pace Chemical/CamWest development and new hotel will also contribute to general traffic congestion, mainly on State Street and at the Houghton intersection. It is our understanding that there are no plans to address traffic concerns in this area until at least 2012. If the City of Kirkland is not willing to make the necessary changes now to handle existing and future traffic issues, why is it allowing the density to increase now?

4

- \* Negative effect on our property value. The more generous the zoning, the more likely the housing units would maximize height restrictions, thus affecting views from streets east of State Street. The more multi-family dwellings, the less desirable single family dwellings become.

5

- \* If Kirkland is to become even more of a condo community, there will be an increasingly negative affect on the overall ambiance that makes the City of Kirkland so attractive. The current density limits for PLA6B were put in place for a reason. The planning commission looks to the fact that other areas surrounding PLA6B have been re-zoned, and this would make it consistent. But perhaps, it should be viewed instead by looking at the existing traffic and related issues that come from putting too many people into a small space and either leaving well enough alone - or decreasing density. We do not want to become the single family home "oasis" in a sea of condos.

6

- \* The recommendation to "only" increase the number of units to 18 does not address these concerns.

Most of us still find the Moss Bay area of Kirkland to be an appealing place to live. Even as traffic increases significantly with current zoning because of Kirkland's overall appeal, property values have continued to increase. We see no reason to change zoning, which will only increase the value of the land for a couple of landowners at the expense of the rest of us who live and have also invested in the City of Kirkland.

7

Thank you for your time, and we hope that you will take the concerns of our neighborhood into account.

Regards,

Steve and Robin Clawson  
325 6th Avenue South  
Kirkland, WA 98033  
(425) 896-2956

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**From:** "Susan O'Neill" <sujeoneill@comcast.net>  
**To:** "Kirkland Michael Bergstrom" <michael.bergstrom@comcast.net>  
**Subject:** Billet -File ZON04-00015 formal-comment  
**Date:** Mon, 26 Jul 2004 07:05:16 +0000

07.25.05

Dear Mr. Bergstrom,

I attended several meetings regarding the Billet request to double the density allowed on their property and to change the Comprehensive Plan accordingly. I feel that my opposition to this request represents my neighbors and that the number of people in opposition to this proposal will grow as more people are made aware of it. Very few people were notified of this pending action.

1

As case in point, almost everyone at the public hearing was against this change.

Here is the basis for my recommendation which is to reject the request or wait until the Moss Bay Neighborhood Plan is updated with the active involvement of the whole Moss Bay neighborhood.

I feel that "splitting the pie", as was recommended, is not the prudent thing to do for a number of good reasons.

1. The Growth Management State Plan for increased density has been met by Kirkland until 2016. Why would the planning commission feel compelled to rush to exceed this plan when it is an obvious sensitive issue and exceeds the state plan?
2. The Comprehensive Plan itself sets the policy for growth in the city. If you read the Comprehensive Plan this change in zoning would be in violation of the existing plan.
3. There are already many issues being debated regarding plans for new projects within the current Comp Plan. How could this commission recommend a change to the Comp Plan when there is so much obvious concern over the existing density plan.
4. It has been stated upfront that this change would affect larger areas surrounding the Billet property. Publishing this as a "Billet" property consideration is not a fair representation to the public of the true impact of a decision.
5. The reason, given at the meeting, for approving this request was the fact that the current property's cost doesn't pencil out for a potential developer. I find this reason completely false and misdirected. Property values in this area have sky rocketed to a point that if the owners of this property wanted to build 1 million dollar single family homes they could sell them. In fact these types of homes are across the street from the property. It is not the responsibility of the

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3-27

commission to increase the profit margin on developed property at the expense of the neighbors which is exactly what will happen. Has the commission asked to see how a plan using the existing zoning would pencil out? Would it be a loss or just not as profitable? What happened to good old supply and demand? Maybe the seller should consider a lower selling price.

6 cont.

6. At the same time when things allegedly do not pencil out for potential buyers "affordable" income housing is suggested as a justification for more density. If the current zoning will not be profitable at market price of condos then how in the world would affordable housing pencil out? Would the owner of the property donate the land?

7

7. I take issue with the environmental impact study if it concludes as stated at the meeting, that small office traffic would generate more congestion than residential traffic. This would not be the case in residential Kirkland in fact the business traffic would counter the large residential traffic commuting in and out of Kirkland. As well, the reason that traffic comes to a stop in downtown during rush hour is Kirkland commuters get off the freeway early taking the side roads as a speedier solution rather than sit in 520 and 405 congestion.

8

8. It is my understanding that the impact study has a 10-20 year focus on the effect of the zoning change in question based on a percent build out of the comp plan. When is a 100% build out situation considered? This would be a true representation of future traffic issues. Problems that will be created will get worse in the future. Therefore, the impact study should make the assumption that the complete Comp Plan is built out and measured before it considers further change.

9

I would be interested in a response from the commission on my comments and ask that the commission vote NO on this request as it doesn't comply with the comprehensive plan.

10

Jerry O'Neill  
221 7<sup>th</sup> Ave S.  
Kirkland WA.

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Letter 21

RECEIVED

JUL 23 2004

PLANNING DEPARTMENT  
BY \_\_\_\_\_

July 21, 2004

Michael Bergstrom  
C/o Planning Department  
City of Kirkland  
123 - 5<sup>th</sup> Ave.  
Kirkland, WA 98033

Re: Request for Zoning Change File No. ZONO4-00015

To Whom It May Concern:

I am a resident of Kirkland and have owned a home in Planned Area 6C (PLA 6C) since 1968. PLA 6C is a small single-family neighborhood adjoining Planned Area 6B (PLA 6B), the subject of the proposed zoning change.

In 1994-95, a major review of zoning and densities was conducted by the Growth Management Commission and the results of that rather thorough and forward-looking review are the current classifications and densities for the Kirkland area., including PLA 6 and all it's parts. I do not see a valid reason for altering the densities established by that review for any total Planned Area, and therefore oppose the change in the subject Request.

1

The transition from single-family to multi-family is awkward at best and can be mitigated by using streets or parkways as separators, but unfortunately, I share a lot line with a neighbor who would double his density if the subject request is approved. This is not a pleasant prospect., but retaining the existing density of that neighbor would maintain a much needed buffer.

2

Let me point out that higher density is not always a way to greater value in a housing development; there are many examples of gated or similar developments where 'elbow room' and well planned landscaping, as well as larger units sell very well and create the kind of neighborhood we can all enjoy as neighbors. I would urge the folks at Lake Shore Clinic to go that route

3

As a summary, I am firmly opposed to modifying the density of the entire Planned Area 6B to anything higher than the existing values, but can see adjusting the Clinic property to a density to match it's adjoining neighbor, not to exceed eighteen units per acre.

4

Thank you for the opportunity to voice our opinion on this matter.

Sincerely,

Hans G. Person  
219 3<sup>rd</sup> Avenue S  
Kirkland, WA 98033  
(425)828 4267

RECEIVED

Letter 22

JUL 26 2004

AM PM  
PLANNING DEPARTMENT

BY \_\_\_\_\_

July 26, 2004

City of Kirkland  
Planning and Community Development Dept.  
123 5<sup>th</sup> Ave.  
Kirkland, WA 98033

To Whom It May Concern,

We wish to express our opposition to the proposed zoning change for area 6B from 16 or 17 units per acre to 19 to 24 units per acre. We feel this increase in density would decrease the quality of life for the residents of our area. It would increase traffic congestion, air pollution, and increase the demands on our limited supply of all natural resources including water, electricity and gas.

1

We feel it is the duty of The Planning and Development Department to champion the interests of the residents of the community above the interests of others.

Sincerely,

*Ruth Ann Saunders*  
*Sam C. Saunders*

Ruth Ann Saunders  
Sam C. Saunders  
300 7<sup>th</sup> Ave. S., 18  
Kirkland, WA 98033

CITY OF KIRKLAND  
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT  
123 Fifth Avenue, Kirkland, WA 98033

RECEIVED

JUL 21 2004

✓ AM \_\_\_\_\_ PM  
PLANNING DEPARTMENT

In re

REQUEST FOR COMPREHENSIVE )  
PLAN AND ZONING CHANGE )  
By Dr. Kurt Billet (Lakeshore Clinic) )

FILE NO. ZON04-00015

The undersigned are owners of individual living units in The Shumway as well as the Home Owners' Association of The Shumway individually and collectively hereby express their objection to the Request for Comprehensive Plan and Zone Change.

1

The Shumway is a planned unit development (PUD) of 74 living units in 8 buildings situate immediately west of the property involved in the request. The Shumway site was developed from a number of properties with various zonings. The Shumway site has a common property line with the subject property that portion of The Shumway is zoned Planned Area 6B (PLA 6B). The Shumway was developed as a PUD with 17 units per acre. The condominium project which has a common property line with the subject property to the immediate south of the subject property was developed with a density of approximately 16 units per acre.

We are advised that the subject property has an area of 12,637 square feet which under PLA 6B zoning will accommodate 15 units. The current owner of the subject property desires to change the zoning to provide for 30 living units. The current owner denies having any present plans or intention to develop the property although he has advised that the medical clinic, which is the current use of the property, is closing in the next few weeks. If the owner has no plans for development of the site all his present application represents is the desire to substantially increase the value of his investment at the expense of the surrounding properties.

Through the media and public hearings the undersigned have learned that a 92 room multi-story hotel will be under construction as early as this month (July 2004) at a site 6 blocks immediately north of the subject property at Kirkland Avenue and 3<sup>rd</sup> Street which is an extension of State Street. Also, we have learned that a property on Kirkland Avenue across from the Performance Center is nearly ready for development as an apartment complex consisting of as many as 100 units together with retail space. The latter property is no more than 2 blocks east of the soon to be built hotel. Both of those projects will add very substantial additional traffic along State Street which fronts the subject property. We are also advised that the Green Funeral Home located almost across Lake Street from the subject property is also being considered for development as multiple living units.

2

State Street carries so much traffic that during evening rush hours vehicles are routinely backed bumper to bumper from Kirkland Avenue to well south of the subject property. State Street has become an alternative for traffic through downtown Kirkland to avoid Lake Street. To add 30 to 60 additional vehicles of owners of living units on the subject property together with the added vehicles attributed to the new hotel and apartment developments discussed above will substantially add to the current traffic count and create a totally unacceptable traffic impediment. There are a number of single family residences along State Street, including a very substantial residence directly across the street from the subject property. Those property owners already encounter extreme difficulty in effecting ingress and egress to and from their properties due to the amount of traffic on State Street. Traffic entering or exiting the 5<sup>th</sup> Avenue S. entrance to The Shumway already encounter frequent delays and danger in attempting to turn onto State Street. For no other reason than the additional traffic congestion created by a more intensive development, the pending request should be summarily dismissed.

3

Many, if not most, of the owners of The Shumway living units purchased to be able to enjoy the quality of life afforded to those living in downtown Kirkland. The noise and congestion created by doubling the density of the subject property will impose a serious impediment to the quality of life of not just The Shumway owners but all neighbors of the subject property.

4

While added housing density in urban areas may be consistent with the Washington State Growth Management Act the added housing density requested by this request is certainly not judicious. Housing density is already being addressed in Kirkland with development occurring in other areas of downtown Kirkland as well as at Juanita junction.

5

Section 140.20 of the Kirkland Zoning Code dealing with the criteria for amending the comprehensive Plan, among other things, specifically provides that the proposed amendment must bear a substantial relation to public health, safety and welfare. With the substantial added traffic created by doubling the number of living units on the subject property will certainly contribute to adverse safety issues and directly impact the welfare of the surrounding community by reducing the quality of life. The Kirkland citizens are entitled to more than what the present owner envisions. This is especially true since the owner allegedly has no plans or present intentions to develop the property so all the request of the owner does is to increase his potential sales price to a developer to facilitate doubling the density of his property contrary to the density of the surrounding properties.

6

In the event any concession is to be made to accommodate through zoning the living unit density of the subject property, any development should be required to provide substantial side yard requirements beyond existing zoning in order to protect and reduce the impact of development on The Shumway as well as the existing condominium development at the south property line of the subject property and as well as other property owners in the immediate area.

7

By executing a copy of this document, those signing below hereby register their objection to the requested comprehensive plan and zoning change.

8

The Shumway Home Owners' Association  
530 LAKE ST S, #203

By: Ken Johnson  
Its President

By: Paul P. Stojan  
Its Secretary  
VICE PRESIDENT

Name:

Donald B. Grenlee

Dorey S. Grenlee

Sue & Ken Johnson

By Keith

Synda M. Hewitson

Michael J. Quinlan

Jan M. Quinlan

Mary K. Shedd

C. Chy

David L. Ashby

Street Address:

530 LAKE ST SO H202  
KIRKLAND, WA. 98033

530 Lake Street, S # H 202  
Kirkland, WA 98033

530 LAKE ST S # 203  
KIRKLAND, WA. 98033

530 LAKE ST. SOUTH H303  
KIRKLAND, WA 98033

530 Lake St S. # H303  
Kirkland, WA 98033  
530 LAKE ST. SOUTH # H301  
KIRKLAND, WA 98033

530 Lake St S, # 301  
Kirkland WA 98033

530 LAKE ST S, H302  
Kirkland, WA 98033

530 LAKE ST SOUTH, H201  
KIRKLAND, WA 98033

530 Lake St So H 101  
Kirkland, wash 98033

Name:

Street Address:

Robert L. Hoyle

219 5th Ave S. #101

K.C. Allender / Marian Allender

219 5th Ave So #302

M. A. Allender

219 5th Ave So #204

Victor P. Paha

219-5th Ave S #304

Paul Paha

219 5th Ave S. # F103

Beverly J. Albert

219 5th Ave S. # F-103

Marian Forman

219-5th Ave S., F-202

Retha Riskey

219-5th Ave So. F 303

Jay Riskey

219 5th Ave So - F.303

Each Riskey

219 5th Ave S F102

Suzanne Sanford

219 5th Ave S F102

Alice Moore

219 5th Ave S. F 104

Darlene Holtzclaw

219 5th Ave S F ~~101~~ 101

Walt Galt

219 5th Ave S. F301

Nancy L. Galt

219 5th Ave. South F301

Name:

Charles - Hunt

PETER HUYSEN

W. J. ...

Dorothy O. ...

Bignia S. ...

...

Alley -

M. A.

Wm C. Hind

Glenn Luther

eslee other

Street Address:

532 LAKE ST. S #104 KIRKLAND, WA.

532 LAKE ST S. # 201 KIRKLAND WA

532 LAKE ST S. G-103

532 Lake St S. G-104 Kirkland WA 98033

532 Lake St S. G-201, KIRKLAND

532 LAKE ST. S. G-204

532 LAKE ST. S. G-209

532 LAKE ST. S. G-103

532 LAKE ST. S. G-103

532 LAKE SE. S., G-202

532 LAKE SE. S., G-202

Name:

Procalpt

Russel Remick

Jenifer R. Holman

To Shepherd

Phyllis Orrico

Thomas C. Wright

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Street Address:

215 5<sup>th</sup> Ave S. C101, Kirkland, WA  
98033

215-5<sup>th</sup> Ave S. C-202  
KIRKLAND, WA 98033

215-5th Ave S. C201  
Kirkland, WA 98033

215 5<sup>th</sup> Aves -C102

215-5<sup>th</sup> Ave S C-301

215 5th Ave S0 C-302

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Name:

Street Address:

Kelly J. Mace

221 5th Ave South E303  
KIRKLAND - WA 98033

Arthur Greenblatt

Arthur & Sara Greenblatt

221-5th Ave. So. E304  
Kirkland, WA 98033

ROBERT A. NEITHERCOTT & HEIDI E. RUDD

221-5TH AVE. SOUTH, E103  
KIRKLAND WA 98033

Robert A. Neithercott Heidi Rudd

221 5th Ave. S. E104

HAROLD F. EMISON

KIRKLAND WA 98033

Jarrod & Eileen onyx vi

Raye Tucker

221 5th Ave So. E203

Name:

Frankie L Kelly  
Joel Benoliet  
Maureen Benoliet

Street Address:

510 Lake St S, B101  
Arden, WA  
B.303 98299  
B503

Name:

M.S.C. / [Signature]  
[Signature]

Street Address:

223 5<sup>th</sup> Ave. S. D301  
Burkland WA  
223 5<sup>th</sup> Ave S. D301  
Burkland WA.

Name:

Street Address:

Joel Brodie

510 Lake St. S. B 303

Judge Rieger

510 Lake St. S. B-201

Monika + Bill Owens

510 Lake St. B-302

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Name:

Street Address:

*John P. Smith*  
*Ray M. Smith*

223 5th Ave. S. Apt. D201  
Kirkland, WA 98033-9012



Name:

Gayle M. Bond

Street Address:

223-5th Ave S. # D-302

Name:

James G. Thorpe

Street Address:

223 5TH Ave S. #D102  
KIRKLAND WA 98033

Name:

*[Handwritten signature]*

Street Address:

528 LAKE STREET S #A302

*Steve and Amy Strich*

Letter 24

July 15, 2004

RECEIVED

JUL 20 2004

AM PM  
PLANNING DEPARTMENT  
BY \_\_\_\_\_

Mr. Michael Bergstrom  
Planning and Community Development  
City of Kirkland  
123 Fifth Avenue  
Kirkland, WA 98033

Reference FILE #: ZON04-00015

Dear Mr. Bergstrom,

We are writing this letter to formally oppose the request to change zoning of the Lakeshore Clinic site or any part of PLA6B. As we understand it, this zone change would double the current number of family units currently allowed in this zone area.

1

Besides the Lakeshore Clinic, there are at least three other major properties along State Street in PLA6B that are currently either for sale, recently sold or interested in selling (Green Funeral Home, Assemblies of God church, and one other doctor's office building). Based on current market trends, it is assumed that each of these properties, when sold and developed, would become multiple dwelling units. It is also assumed that if zoning were to change in PLA6B more property owners in this zone would be interested in selling to developers.

2

Our decision to oppose rezoning takes the above into account plus the addition of the new hotel at the corner of State Street and Kirkland Avenue. We feel these property redevelopments will create the following unacceptable conditions in our neighborhood.

3

- Increased side street parking.
- Increased parking on State Street (making turning off of side streets more dangerous - turning left off of 6<sup>th</sup> Avenue South, we can't see southbound

*329 Sixth Avenue South  
Kirkland, Washington*

.98033

*Steve and Amy Sirich*

traffic when cars are parked on the east side of State Street without pulling out into State Street traffic).

- Increased side street traffic. We live on 6<sup>th</sup> Ave South with two young children and already have a problem with cars racing down the hill to get to State Street. The speed bumps on 7<sup>th</sup> Avenue South evidently just push traffic over to 6<sup>th</sup> Avenue South.
- Increased traffic in the general area. The proposed Pace Chemical/CamWest development and new hotel will also contribute to general traffic congestion, mainly on State Street and at the Houghton intersection. It is our understanding that there are no plans to address traffic concerns in this area until at least 2012. We see no reason to increase traffic before necessary changes are made to handle existing and future traffic issues. Why put the "cart before the horse?"
- Negative effect on our property value. The more generous the zoning, the more likely the housing units would maximize height restrictions, thus affecting views from streets east of State Street.

3 cont.

4

In conclusion, this area of Kirkland seems to be doing well on it's own with the current zoning in place. Property values have continued to increase and most of us still find it an appealing area in which to reside. We see no reason to change zoning which presumably will only increase the value of the land for a couple of landowners at the expense of the residents of the City of Kirkland.

5

Best Regards,

*Steve and Amy Sirich*  
Steve and Amy Sirich

329 Sixth Avenue South  
Kirkland, Washington

.980.33

RECEIVED

JUL 20 2004

AM PM  
PLANNING DEPARTMENT  
BY \_\_\_\_\_

July 16, 2004

Michael Bergstrom  
c/o Planning Department  
City of Kirkland  
123 - 5<sup>th</sup> Ave.  
Kirkland, WA 98033

Re: Request for Zoning Change File No. ZON04-00015

To Whom It May Concern:

I am a 25-year resident of the fine City of Kirkland and own a home in Planned Area 6C (PLA 6C) directly north of the proposed zoning change for Planned Area 6B (PLA 6B). Our neighborhood on 3<sup>rd</sup> Avenue South is one of small older homes that are historically unique and well maintained.

I strongly oppose any increase in density for PLA 6B due to the inevitable negative impact on our PLA 6C neighborhood, including the obvious associated traffic and noise pollution.

1

PLA 6C is currently zoned low density. We in the neighborhood have fought hard over the years to maintain our small single-family neighborhood and assure future viability in spite of the constant pressures of economic growth in Kirkland. The importance of a buffer of reasonably comparable density abutting our zone is significant to maintaining our neighborhood. The existing density allowed in PLA 6B of 12 units per acre currently provides us with that needed buffer and reduces the likelihood that we will end up with a huge, unbroken wall of apartments or condos looming over our yards and small one-story bungalows.

2

An increase in density for PLA 6B would put mounting pressure on our PLA 6C neighborhood to develop that would soon drive the existing homeowners out. A short walk by the Shumway condos is enough to give anyone pause when considering the impacts of adjacent higher density on single-family residential homes.

Thanks for your consideration in this matter.

Sincerely,



Helen M. Turner  
206 - 3<sup>rd</sup> Ave. South  
Kirkland, WA 98033  
(425) 822-8749

Cc. PLA 6C neighbors

Letter 26

July 19<sup>th</sup>, 2004

RECEIVED

JUL 19 2004

AM \_\_\_\_\_ PM \_\_\_\_\_  
PLANNING DEPARTMENT  
BY \_\_\_\_\_

Michael Bergstrom  
c/o Planning Dept  
City of Kirkland,  
123 5<sup>th</sup> Ave.  
Kirkland, Wa. 98033

Re: Request for Zoning Change File No. Zono4-00015

To Whom It May Concern: I am a resident of Kirkland and have lived in the Planned Area 6C (PLA 6C) directly north of the p0roposed zoning change for Planned Area 6B (PLA 6B).

I oppose any increase in density for PLA 6B due to inevitable negative impact on PLA 6C including the associated increase in traffic and noise pollution. Due to the condos in the area parking is already at a premium. With no parking in front of your own home. State is not to be used during the rush hour already and people cannot get onto it with out a long wait.

1

The residents of PLA 6C have worked together over the years to maintain our small single-family neighborhood in spite of the constant pressures of economic growth in Kirkland. The importance of a buffer adjacent to our zone is important to maintain our special neighborhood. The density already allowed in PLA 6B of 12 units per acre currently provides us with that needed buffer and makes it less likely that we will have an unbroken wall of apartments or condos looming over our small one story homes. The added traffic and noise created by allowing for PLA 6B would put mounting pressure on our PLA 6C neighborhood to develop and soon drive the existing homeowners out.

2

As a resident of 30 plus years this would be a great inconvenience to me and all other residents.

Thanks for your consideration in this matter.

Sincerely,

*Pat Williams*

Contact Information

Name: *Pat Williams*  
Address: *228 3rd Ave S. Kirkland, Wa. 98033*  
Phone: *425-822-1526*

**KIRKLAND PLANNING COMMISSION MINUTES – JULY 22, 2004**  
**Corrected August 26, 2004**

The meeting was called to order at 7:08 p.m. by Commissioner Mathew Aho. Members Present: Carolyn Hayek, Janet Pruitt and Tom Hodgson. Members Absent: Matthew Gregory, Kiri Rennaker and Karen Tennyson. Eric Shields, Michael Bergstrom and Teresa Swan represented the Department of Planning and Community Development.

**READING AND/OR APPROVAL OF MINUTES:** None

**ANNOUNCEMENT OF AGENDA**

Mr. Aho reviewed the agenda. The scheduling of the agenda items was revised due to the early completion of public comments on the comprehensive plan amendments.

**REQUESTS FROM THE AUDIENCE:** None

**PUBLIC HEARINGS**

- a. **Comprehensive Plan - Amendments and Related Zoning Code Amendments; Map Corrections and Draft Environmental Impacts Statement (DEIS), File No. IV-02-1, #1 and #4**

Ms. Swan presented the Comprehensive Plan Amendments to the commission and the audience. She explained that the elements in the Comprehensive Plan are general housekeeping changes and reflect city wide issues concerning areas such as the utilities, environment and transportation. In September and October 2002, the city has received comments from approximately 1,000 people regarding what they would like the city to look like in the next 20 years. . These comments were then used to prepare the proposed draft changes to the Comprehensive Plan. She also mentioned that all neighborhood business associations and several community organizations along with state agencies and other jurisdictions have received a draft of the proposed revisions to the Comprehensive plan and that the draft is also available on the internet and at city hall. She said that the city is in the process of updating the neighborhood maps, making them consistent with the Comprehensive Plan and Zoning maps.

Betty Spieth Mike Nelson from the Greater Kirkland Chamber of Commerce, 401 Parkplace, Suite 102, Kirkland WA 98033, presented the letter from the Chamber of Commerce dated July 9, 2004 and reviewed their comments concerning the draft changes to the Economic Development Element. | 1

Mr. Aho then closed this portion of the hearing on the draft Comprehensive Plan for oral testimony, but left the hearing open for written comments through Friday, July 30, 2004. On August 26, 2004, he noted that the Planning Commission would deliberate and make its final recommendation to the City Council on the Draft Plan.

- b. **Comprehensive Plan and Zoning Map Amendments - Billet (Lakeshore Clinic) Private Amendment Request - File No. ZON04-00015.**

KIRKLAND PLANNING COMMISSION MINUTES – JULY 22, 2004  
Corrected August 26, 2004

Ms. Swan presented the Moss Bay Area Land Use map and gave an overview of the parcels in question. She told the audience to keep in mind that when the city makes land use decisions, it generally does not focus on one parcel, but considers the larger area to see if the zoning should apply everywhere. She said that the city is considering the request to make the density the same for Planned Area 6B as is the density for the residential areas to the east and west. This change would allow property owners to double the density they currently have. She said that the city did an environmental review of traffic and found that p.m. peak traffic is worse for office use than multi family use. She added that this environmental review is on the internet and everyone is welcome to look at it.

Ms. Pruitt said that the number ~~calculated~~ in the Conclusion Section of the subject memo for the portion of PLA6B lying east of State Street and south of 5<sup>th</sup> Ave South should be corrected from 1 unit per ~~3,600~~ 1800 square feet to 1 unit per ~~1,800~~ 3600 square feet. Mr. Shields confirmed that the number was incorrect and will be corrected.

Mr. Shields reviewed the staff recommendation and clarified that the preservation of the Greens Funeral property is included in D3(b) of the memo as an exception to the density requirement because it is considered a historical site.

Robert Holzclaw, 219 5th Avenue South #101, opened by saying that the first two rows of citizens present at the meeting have all filed a written objection that is currently on file to the proposed application on behalf of the neighborhood's Shumway Condominium home owner's association. The homeowners feel it is wrong and not in best interest of community to increase the density of the subject property to the desire the proponent wants it to be expanded. In regard to low income housing, housing on the Shumway property sells for \$1.5M and are large units (approximately 3,600 square feet per unit) and are not appropriate to be combined with low income housing in that area. He said that the homeowners' biggest objection is the traffic, that they do not believe that State Street can handle the increase in density. The increase in traffic will affect the quality of life in the area along that corridor. There are also plans for the new 92-unit hotel to be built on 3rd Street and Kirkland Avenue which will also increase traffic. Traffic increases will be caused by both tenants of the hotel and staff. In addition, Trammel Crowe is putting in a 100-unit apartment building with commercial on the first floor which will also create an increase in traffic, and more traffic problems in addition to the existing congestions. He closed by saying that it is unreasonable to add this kind of density to State Street.

Mark Boyer, 410 6th Avenue South, agreed with Mr. Holzclaw about the traffic implications in the area, but is also concerned about traffic in other areas in Kirkland. The way the plan is set up older buildings in the area could easily be torn down and rebuilt with double the units and therefore, double the density. He said that the traffic on State Street is currently out of control, so now people are using the residential streets such as 5th, 6th and 7th to cut through and avoid the congestion. He said that an immediate action to add speed bumps or a stop sign should be considered. He also feels he may be the last person left in a single family home, surrounded by sprawling apartment buildings similar to what is seen in New York. The whole character of the neighborhood will be negatively affected because of this density increase.

2

3

KIRKLAND PLANNING COMMISSION MINUTES – JULY 22, 2004  
Corrected August 26, 2004

John Carpenter, 327 2nd Avenue South, agreed with Mr. Boyer and is also concerned about all of the same issues. Besides the subject building he is also concerned with the development of the Greens Funeral Home, a church that is close to his home, and an old post office property that if ~~rebuilt~~ redeveloped could cause ~~by~~ greater density. He said that perhaps a reasonable halfway mark in density would be 16 units per acre. In addition to these concerns, residents in Kirkland are also becoming concerned about the Safeway Plaza which if redeveloped will cause an increase in density. He said the residents should be sending letters to city council in addition to the public testimony tonight. He hopes something will be done in contrast to what the contractors want and hopes that the commission will do the right thing.

4

Carson Odegard, 433 State Street #6, Kirkland, represents the Kirkland professional center which is a block north of the Lakeshore property. He said that he supports expansion of the Billett proposal into the State Street area. He said that his property is currently limited by the 25-foot height restriction on one side of the property and 30 on the other side of property. He said that he wants more usage and increase in density to fulfill some of their goals of the future. He wants to see a multi-use site where there are doctors' complexes on the first floor and rental units above.

5

Jerry O'Neil, 221 7th Avenue South, Kirkland, is a resident who lives southwest of the property deemed for higher density along with other homeowners who live in the single family homes there. He said he is against the changes in the comprehensive plan. He said that the proposed change would affect more than just the subject property and would have a trickle down effect. The neighborhood will be encroached upon by others who will want to build higher and bigger. The end result will be more traffic and more noise and adds nothing beneficial for anyone. He stated that Ms. Swan said that the commission is to make the decision an economic one as if it's up to the commission to make the project economically feasible so that builders can make more of a profit. If this is so, the commission must have its head in the sand and doesn't see the increase in housing now let alone what will happen in 50 years. The decisions the commission makes should be based on long term information, not short term. In addition, the city's environmental impact reasoning is flawed, not considering the traffic implications of increased density. He said he would like to see an impact study that reflects the problems that we will be passing onto our children. The comprehensive plan should build years out, thoughtfully, thinking of the long term affect instead of acting in haste. He closed by saying that it is the commission's job to be proactive and protect the citizens against state mandated increased density.

6

Robin Clasner, 325 6th Avenue South, Kirkland, said she and her husband agree with all of the comments made except those made by Dr. Odegard.

7

Suzanne Olson, 221 5th Avenue South, Kirkland, said that she completely disagrees with the comprehensive plan amendment as presented in all of its forms and that she also agrees with all statements made except for Dr. Odegard's.

8

Robert Petchavich, 313 5<sup>th</sup> Avenue South, Kirkland, said that he agrees with all speakers that believe the neighborhood should be kept agreeable as it is now.

9

KIRKLAND PLANNING COMMISSION MINUTES – JULY 22, 2004  
Corrected August 26, 2004

At the conclusion of public testimony, Mr. Aho introduced Mr. Bergstrom who had additional comments for the commission and audience:

Additional letters and a petition that the Commission have has not yet received will be entered into the record as additional exhibits. These letters are all in opposition to the private amendment request changes for many of the same reasons that the public gave during testimony.

Staff recommends that the hearing remain open through July 30<sup>th</sup> for public comment and return on August 26<sup>th</sup> for a recommendation. On October 19<sup>th</sup>, the issue goes to the City Council for a study session. On November 16<sup>th</sup>, the Council makes a decision on the issue.

Mr. Shields added that the Council only allows three people to speak on one side of an issue. Therefore, the public is encouraged to use this evening's hearing process and not wait until the evening of the City Council decision in November.

Mr. Aho then closed the hearing on the PLA 6B private amendment request for oral testimony, but left the hearing open for written comments through Friday, July 30, 2004. On August 26, 2004, he noted that the Planning Commission would deliberate and make its final recommendation to the City Council on the private amendment request.

**c. Comprehensive Plan Amendments – Joint Hearing with Transportation Commission on the Transportation Element, IV-02-1, #1**

Mr. Storme, from the Kirkland Transportation Commission, announced that he and other Commissioners were present to receive public comment on the proposed draft changes to the Transportation Element of the Comprehensive Plan.

There was no one in the audience to comment. Therefore, the hearing was closed. Mr. Storme said that comments are welcome until July 30<sup>th</sup> from those who are interested.

**d. Comprehensive Plan and Zoning Map Amendments - SEDORCO Private Amendment Request, File No. ZON04-00016**

Mr. Bergstrom presented an overview of the proposal and recommendations to the commission. He explained that ~~there were~~ potential purchasers for the SEDORCO property were in the audience. He said that he has spoken with all of the property owners in study area by telephone and that there are multiple reactions to the potential changes. The owners of the SEDORCO property are in favor of the changes. The owners of the Kirkland Commerce Center are unsure about the change in zoning and the implications of being located next to a parcel that has had its zoning changed. Long term they see office/multifamily use as the trend for the area, but are not sure they want to be a part of the transition in the near future. Some of the Owners of the Western Pneumatic Tube Co parcel are concerned of about there being residential property owners who might complain to the city about night time operations and are opposed to any change. Owners of the Hirschler Manufacturing Co. property have expressed verbal support for

**KIRKLAND PLANNING COMMISSION MINUTES – JULY 22, 2004**  
**Corrected August 26, 2004**

the amendment. No written comments have been received from any of the property owners in the study area with the exception of the Sedorco property.

Staff recommends the commission consider a change in this area, but acknowledges that there are issues in regard to the long term implications of current industrial uses. He asked if the commission wants ~~want~~ to create non-conformance in this area that would occur if a large area was rezoned. The Kirkland Commerce Center does not need changes because of its continuity with other zones. However, SEDORCO needs to start laying groundwork for change in land use. Staff requests that the hearing be held open until July 30th. He closed by adding that if there is work staff needs to do before then for the commission to give direction.

Steven Dougan, 5135 240th Avenue NE, Redmond, said he is attempting to purchase the property and believes that the rezone is the best use for the property.

10

Mr. Aho then closed the hearing on the Sedorco private amendment request for oral testimony, but left the hearing open for written comments through Friday, July 30, 2004. On August 26, 2004, he noted that the Planning Commission would deliberate and make its final recommendation to the City Council on the private amendment requests.

**STUDY SESSIONS:** None

**TASK FORCE REPORTS**

Lakeshore Plaza Comprehensive Plan Open House: Mr. Hodgson attended the open house and said that the architects had come back with a recommendation that blended the two previous options shown to the public. The new plan had a lot of green space and showed the pavilion removed. The gap on the east at the perimeter was still there and Mr. Hodgson said he is concerned about the lack of an opening to downtown, and that restrictions that exist limiting certain use of the property without the property owners' consent. Although there was a good turnout, Mr. Hodgson was not clear whether the plan was being well received. (Hodgson)

I-405 Advisory Committee: There was not a lot of discussion surrounding preferences for aesthetics of the concrete wall, pavement and shrubbery. There were approximately 15 – 20 staff people involved in these discussions. (Hayek)

**UNFINISHED BUSINESS:** None

**NEW BUSINESS**

Mr. Hodgson asked Mr. Shields about two letters he received that appeared to be from the same person and what the intent of the letters might be. Mr. Shields responded that the letters refer to a design review application on the old Safeway property. A property owner is converting apartments to condos. He said that the letter contains a lot of inaccuracies and unfortunately has been distributed widely to many of the same people who were here tonight for the public hearing. The letter was misdirected because it was sent to the design review board which does

**KIRKLAND PLANNING COMMISSION MINUTES – JULY 22, 2004**

**Corrected August 26, 2004**

not handle this issue. Trammel Crowe is the proponent of the application and is expected to be conscientious and provide a good urban mixed use. Mr. Shields added that a similar situation came up about 5 or 6 years ago when the first wave of projects came into the area. He recommended that staff be mindful about how this situation is handled.

**ADMINISTRATIVE REPORTS:** None

**COMMENTS FROM THE AUDIENCE:** None

**ADJOURNMENT**

Motion by Ms. Pruitt and second by Mr. Hodgson to adjourn at 8:34 p.m. Motion carried (4-0).

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Kiri Rennaker, Chair  
Kirkland Planning Commission

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Eric Shields, Director  
Department of Planning and Community Development

Recording Secretary: Susan Hayden  
PROFESSIONAL OFFICE SERVICES

### 3.3 Responses to Comments

<b>Comment Letters</b>	
<b>Comment Number</b>	<b>Response</b>
<b>Letter 1: King County Department of Transportation</b>	
1	<p>Thank you for your comments. Specific goals and policies to encourage land use patterns that support transit and non-SOV modes have been included in the proposed amendments to the adopted Comprehensive Plan and include the following:</p> <p>Land Use Element, Goal LU-2: “Promote a compact land use pattern in Kirkland to support a multi-modal transportation system” and supporting policies (page 10 in Draft Plan).</p> <p>Land Use Element Goal LU-3: “Provide a land use pattern that promotes mobility and access to goods and services” and supporting policies (page 11 in Draft Plan).</p> <p>Land Use Element Goal LU-5.4: “Support Totem Lake development as an Urban Center...as a core district where the highest densities and intensities of land use are focused...Create a compact area to support the planned transit center and promote pedestrian activities.” (page 18 in Draft Plan).</p> <p>Transportation Element Policy T.3.1: “Design transit facilities ...that may contain residential, office, institutional and/or commercial uses where appropriate.”</p>
2	<p>The City has neighborhood street design standards that promote pedestrian and bicycle safety and access to transit and key destinations. Policies included are found in the Comprehensive Plan (Policy T-.5.5, page 22 of Draft Plan, which calls for an interconnected bike and pedestrian system to schools, transit facilities, other public facilities, commercial centers and regional pedestrian routes) and the Non-Motorized Transportation Plan, which includes goals and policies, as well as level of standards and design standards for bicycles and pedestrians.</p> <p>These policies are implemented by the following regulations:</p> <p>Zoning Code Chapters 105 and 110, which require installed pedestrian connections between certain uses and install neighborhood street improvements.</p> <p>Subdivision Ordinance Section 22.28.080 and 22.28.170, which require connecting paths and access improvements and pedestrian paths.</p>

<b>Comment Letters</b>	
<b>Comment Number</b>	<b>Response</b>
<b>Letter 2: Greater Kirkland Chamber of Commerce</b>	
1	Thank you for your comments. The Kirkland Planning Commission considered the proposed wording change to Economic Development Element Goal 1 at their August 26, 2004 public meeting. Following their discussion, the Commission recommended that the language as stated in the Draft Plan be retained.
2	The Kirkland Planning Commission considered the proposed wording change to Economic Development Element Goal 2 at their August 26, 2004 public meeting. Following their discussion, the Commission recommended that the language as stated in the Draft Plan be retained.
3	The Kirkland Planning Commission considered the proposed wording change at their August 26, 2004 public meeting. Following discussion, the Commission recommended revision of the supporting language for Policy ED-2.2 as described in Chapter 2 and Appendix G of this Final EIS.
4	The Kirkland Planning Commission considered the proposed wording change to the supporting text of Policy ED-2.5 at their August 26, 2004 public meeting. At that time, the Commission recommended that the language as stated in the Draft Plan be retained.
5	All of the issues discussed in your letter were considered by the Planning Commission at the August 26, 2004 public meeting, and will be considered by the City Council as they review the proposed amendments.
<b>Letter 3: Monika and Bill Owens</b>	
1	<p>Thank you for your comments. Your opposition to both private amendment requests is noted. Potential transportation impacts associated with the private amendments are discussed in Chapter 3 of the Draft EIS and in Chapter 2 of the Final EIS.</p> <p>Please note that the Kirkland Planning Commission at their August 26, 2004 meeting made recommendations to the Kirkland City Council regarding these requests. These recommendations are summarized as follows:</p> <p><b>Sedorco Private Request Study Area</b> -- (1) Comprehensive plan amendment for the Sedorco site (7.23 acres at 733 and 815 6<sup>th</sup> Street South) to office/multifamily (maximum 18 dwelling units/acre) and rezone to PR 2.4. Continuation the existing Light Industrial land use designation and LIT zoning designation for the balance of the study area.</p> <p><b>Lakeshore Clinic Private Request Study Area</b> -- Continuation of current land use and zoning designations in the Lakeshore Clinic study area.</p> <p>The City Council will consider the Planning Commission recommendations, as well as citizen and agency comments, as they consider adoption of the proposed amendments.</p>

<b>Comment Letters</b>	
<b>Comment Number</b>	<b>Response</b>
<b>Letter 4: Jerry, Billie, Andrea Streiert</b>	
1	<p>Thank you for your comments. Your opposition to the Lakeshore Clinic private amendment request is noted. Potential transportation impacts associated with the private amendments is discussed in Chapter 3 of the Draft EIS and in Chapter 2 of the Final EIS. The Kirkland Planning Commission at their August 26, 2004 public meeting recommended no change to the land use and zoning designations for the Lakeshore Clinic private request study area.</p> <p>Please note that the Kirkland Planning Commission at their August 26, 2004 meeting recommended a comprehensive plan amendment for the Sedorco site (7.23 acres at 733 and 815 6<sup>th</sup> Street South) to office/multifamily (maximum 18 dwelling units/acre) and rezone to PR 2.4. The Commission recommended retention of the current Light Industrial land use designation and LIT zoning designation for the balance of the study area. The City Council will consider the Planning Commission recommendations, as well as citizen and agency comments, as they consider adoption of the proposed amendments.</p>
2	Your opposition to the Sedorco private amendment request is noted. Potential transportation impacts associated with the private amendments is discussed in Chapter 3 of the Draft EIS and in Chapter 2 of the Final EIS.
3	Your comments regarding cumulative impacts of development on the transportation network are noted. The transportation analysis, level of service standards, and recommended improvements presented in Chapter 3 of the Draft EIS and Final EIS address Citywide transportation growth that is projected to result collectively from anticipated future development. As site-specific development proposals are submitted to the City, traffic impact analysis reports that identify and address area-specific impacts are prepared and reviewed by the City. Upon review, additional mitigating measures may be required to address additional transportation impacts that are projected to result from with the new development.
4	Potential narrowing of a downtown segment of Central Way is a project that is currently under consideration, but it has not been adopted and is not part of the City Comprehensive Plan update and EIS. Opportunity will be provided in future planning processes for public comment on this potential project.

<b>Comment Letters</b>	
<b>Comment Number</b>	<b>Response</b>
<b>Letter 5: G. Kilrain</b>	
1	<p>Thank you for your comments. Please note that the Kirkland Planning Commission at their August 26, 2004 meeting recommended a comprehensive plan amendment for the Sedorco site (7.23 acres at 733 and 815 6<sup>th</sup> Street South) to office/multifamily (maximum 18 dwelling units/acre) and rezone to PR 2.4. The Commission recommended continuation of the current Light Industrial land use designation and LIT zoning designation for the balance of the study area. The City Council will consider the Planning Commission recommendations, as well as citizen and agency comments, as they consider adoption of the proposed amendments.</p>
<b>Letter 6: Stalzer and Associates (Bill Stalzer)</b>	
1	<p>Thank you for your comments. Your comments regarding potential economic benefits of the proposed Sedorco Comprehensive Plan amendment are noted and were considered by the Kirkland Planning Commission in their consideration of the proposal.</p> <p>Please note that the Kirkland Planning Commission at their August 26, 2004 meeting recommended a comprehensive plan amendment for the Sedorco site (7.23 acres at 733 and 815 6<sup>th</sup> Street South) to office/multifamily (maximum 18 dwelling units/acre) and rezone to PR 2.4. The Commission recommended continuation of the current Light Industrial land use designation and LIT zoning designation for the balance of the study area.</p>
2	<p>Your comments regarding consistency of the proposal with GMA goals are noted. The Plans and Policies section of the Draft EIS includes a discussion of policy consistency for the proposal, including the private amendment requests.</p>
3	<p>A planned area designation is not recommended. Please note that the Kirkland Planning Commission at their August 26, 2004 meeting recommended a comprehensive plan amendment for the Sedorco site (7.23 acres at 733 and 815 6<sup>th</sup> Street South) to office/multifamily (maximum 18 dwelling units/acre) and rezone to PR 2.4. The Commission recommended continuation of the current Light Industrial land use designation and LIT zoning designation for the balance of the study area.</p> <p>The City Council will consider the Planning Commission recommendations, as well as citizen and agency comments, as they consider adoption of the proposed amendments.</p>

<b>Comment Letters</b>	
<b>Comment Number</b>	<b>Response</b>
<b>Letter 7: Western Pneumatic Tube Company (Richard A. Warden)</b>	
1	Thank you for your comments. Your comments regarding the Western Pneumatic Tube Company are noted.
2	<p>Please note that the Kirkland Planning Commission at their August 26, 2004 meeting recommended a comprehensive plan amendment for the Sedorco site (7.23 acres at 733 and 815 6<sup>th</sup> Street South) to office/multifamily (maximum 18 dwelling units/acre) and rezone to PR 2.4. The City Council will consider the Planning Commission recommendations, as well as citizen and agency comments, as they consider adoption of the proposed amendments.</p> <p>No change is recommended for the balance of the study area, which includes the Western Pneumatic Tube Company site (815 6<sup>th</sup> Street South). Under the recommendation, the LIT designation at the Western Pneumatic Tube Company site would be retained.</p>
<b>Letter 8: Kenneth W. and Barbara G. Arasim</b>	
1	<p>Thank you for your comments. Please refer to the Draft EIS for discussion of potential traffic, and aesthetic impacts associated with the Lakeshore Clinic private amendment proposal. As described in the Draft EIS, both the existing and requested zoning designations have a maximum allowable building height of 30 feet above average building elevation. Although the proposal would not change allowable building height, the Draft EIS notes that potential incompatibilities could occur where new multi-family residential development is adjacent to existing single-family residential housing.</p> <p>Please note that the Kirkland Planning Commission at their August 26, 2004 public meeting recommended no change to the land use and zoning designations for this area. The City Council will consider the Planning Commission recommendations, as well as citizen and agency comments, as they consider adoption of the proposed amendments.</p>
<b>Letter 9: Patricia Block</b>	
1	<p>Thank you for your comments. Your opposition to the Lakeshore Clinic private amendment request is noted. Please refer to the Draft EIS for a discussion of potential transportation and aesthetic impacts associated with this proposal. Potential noise impacts are not considered in the Draft EIS, but are discussed in the SEPA Checklist for the proposal, included as Appendix A to the Draft EIS.</p> <p>Please note that the Kirkland Planning Commission at their August 26, 2004 public meeting recommended no change to the land use and zoning designations for this area. The City Council will consider the Planning Commission recommendations, as well as citizen and agency comments, as they consider adoption of the proposed amendments.</p>
2	Your comments have been noted.

<b>Comment Letters</b>	
<b>Comment Number</b>	<b>Response</b>
<b>Letter 10: Mark Boyer and Diana Price</b>	
1	Thank you for your comments. Your opposition to the Lakeshore Clinic private amendment request is noted. Please refer to the Draft EIS for a discussion of potential transportation and aesthetic impacts associated with this proposal. Please note that the Kirkland Planning Commission at their August 26, 2004 public meeting recommended no change to the land use and zoning designations for this area. The City Council will consider the Planning Commission recommendations, as well as citizen and agency comments, as they consider adoption of the proposed amendments.
2	Please refer to the Draft EIS for a consideration of impacts associated with the proposal.
<b>Letter 11: Steve and Robin Clawson</b>	
1	Thank you for your comments. Your opposition to the Lakeshore Clinic private amendment request is noted. Please note that the Kirkland Planning Commission at their August 26, 2004 public meeting recommended no change to the land use and zoning designations for this area. The City Council will consider the Planning Commission recommendations, as well as citizen and agency comments, as they consider adoption of the proposed amendments.
2	Please refer to the Draft EIS for a discussion of potential transportation impacts associated with the proposal. Projected increases in traffic due to development in this area were included in the Citywide traffic analysis. New development must adhere to the City's parking requirements. As site-specific development proposals are submitted to the City, traffic impact analysis reports that identify and address area-specific impacts, including parking impacts, are prepared and reviewed by the City. Upon review, additional mitigating measures may be required to address additional transportation impacts that are projected to result from with the new development.
3	Please refer to the Draft EIS for a discussion of potential transportation impacts associated with anticipated future development. As described in the Draft EIS, the City regulates development by applying concurrency requirements (KMC Title 25). Concurrency regulations require that level of service results are met, projects are amended, or transportation improvements are put in place to meet level of service standards at the time of development or within six years of the development.
4	As described in the Draft EIS aesthetics analysis, both the existing and requested zoning designations have a maximum allowable building height of 30 feet above average building elevation. Although the proposal would not change allowable building height, the Draft EIS notes that potential incompatibilities could occur where new multi-family residential development is adjacent to existing single-family residential housing.

<b>Comment Letters</b>	
<b>Comment Number</b>	<b>Response</b>
(Letter 11 Cont.) 5	Your comments are noted.
6	Your comments are noted.
<b>Letter 12: Owners - Fifth Avenue Townhomes</b>	
1	Thank you for your comments. Your opposition to the Lakeshore Clinic private amendment proposal is noted. Please note that the Kirkland Planning Commission at their August 26, 2004 public meeting recommended no change to the land use and zoning designations for this area. The City Council will consider the Planning Commission recommendations, as well as citizen and agency comments, as they consider adoption of the proposed amendments.
2	Please refer to the transportation analysis in the Draft EIS for a discussion of potential traffic impacts associated with the Lakeshore Clinic private amendment proposal.
<b>Letter 13: Fred F. Kahn</b>	
1	Thank you for your comments. Your opposition to the Lakeshore Clinic private amendment proposal is noted. Please refer to the transportation analysis in the Draft EIS for a discussion of potential traffic impacts associated with the Lakeshore Clinic private amendment proposal.  Please note that the Kirkland Planning Commission at their August 26, 2004 public meeting recommended no change to the land use and zoning designations for this area. The City Council will consider the Planning Commission recommendations, as well as citizen and agency comments, as they consider adoption of the proposed amendments.
2	Your opposition to the Lakeshore Clinic proposal is noted.
<b>Letter 14: Richard and Cathy Klug</b>	
1	Thank you for your comments. Your opposition to the Lakeshore Clinic proposal is noted. Please refer to Figure 2-3 in the Draft EIS for the boundaries of the private request study area.
2	Please refer to the transportation analysis in the Draft EIS for a discussion of potential traffic impacts associated with the Lakeshore Clinic proposal.
3	Please refer to the Land Use and Aesthetics sections of the Draft EIS for discussion of potential impacts associated with the Lakeshore Clinic proposal. As described in the Draft EIS, both the existing and requested zoning designations have a maximum allowable building height of 30 feet above average building elevation. The Draft EIS notes that, although the proposal would not change allowable building height, potential incompatibilities could occur where new multi-family residential development is adjacent to existing single-family residential housing.
4	Your comments are noted.

<b>Comment Letters</b>	
<b>Comment Number</b>	<b>Response</b>
(Letter 14 Cont.) 5	Your comments are noted.
<b>Letter 15: Jane and Andrew Hatt</b>	
1	Thank you for your comments. Your opposition to the Lakeshore Clinic private amendment proposal is noted. Please note that the Kirkland Planning Commission at their August 26, 2004 public meeting recommended no change to the land use and zoning designations for this area. The City Council will consider the Planning Commission recommendations, as well as citizen and agency comments, as they consider adoption of the proposed amendments.
2	Your comments regarding potential traffic and parking impacts are noted. Revision of City parking requirements was not included in the Comprehensive Plan and Zoning update, but they could be proposed for consideration for future zoning amendments. Please refer to the transportation analysis in the Draft EIS for a discussion of potential traffic impacts associated with this proposal. As site-specific development proposals are submitted to the City, traffic impact analysis reports that identify and address area-specific impacts, which include parking impacts, are prepared and reviewed by the City. Upon review, revision to the development proposal or implementation of additional mitigation measures may be required to address additional transportation impacts that are projected to result from with the new development.
3	Your comments are noted.
<b>Letter 16: Lakeview West Homeowners Association (Carol Hallen)</b>	
1	Thank you for your comments. Your opposition to the Lakeshore Clinic private amendment proposal is noted. Please note that the Kirkland Planning Commission at their August 26, 2004 public meeting recommended no change to the land use and zoning designations for this area. The City Council will consider the Planning Commission recommendations, as well as citizen and agency comments, as they consider adoption of the proposed amendments.
2	Please refer to the Draft EIS for a discussion of potential transportation impacts associated with the proposal. Projected increases in traffic due to development in this area were included in the Citywide traffic analysis.
3	Anticipated water and sewer service needs are discussed in the Comprehensive Plan Update Environmental Checklist, Appendix A to the Draft EIS.
4	Potential noise impacts are considered in the Comprehensive Plan Update Environmental Checklist, included as Appendix A to the Draft EIS.

<b>Comment Letters</b>	
<b>Comment Number</b>	<b>Response</b>
(Letter 16 Cont.) 5	As described in the Draft EIS aesthetics analysis, both the existing and requested zoning designations have a maximum allowable building height of 30 feet above average building elevation. The Draft EIS notes that, although the proposal would not change allowable building height, potential incompatibilities could occur where new multi-family residential development is adjacent to existing single-family residential housing.
6	Please refer to the aesthetics analysis in the Draft EIS.
7	New development must adhere to the City's parking requirements. As site-specific development proposals are submitted to the City, traffic impact analysis reports that identify and address area-specific impacts, including parking impacts, are prepared and reviewed by the City. Upon review, additional mitigating measures may be required to address additional transportation impacts that are projected to result from with the new development.
8	At their August 26, 2004 public meeting, the Kirkland Planning Commission recommended no change to the land use and zoning designations for this area. Therefore, no provisions for design review were recommended. The City Council will consider the Planning Commission recommendations, as well as citizen and agency comments, as they consider adoption of the proposed amendments.
<b>Letter 17: Rita and Ross Nicoll</b>	
1	Thank you for your comments. Your opposition to the Lakeshore Clinic private amendment proposal is noted. Please note that the Kirkland Planning Commission at their August 26, 2004 public meeting recommended no change to the land use and zoning designations for this area. The City Council will consider the Planning Commission recommendations, as well as citizen and agency comments, as they consider adoption of the proposed amendments.
2	The City established the study area boundaries for the Lakeshore Clinic private request area in order to allow for consistent review of similarly situated parcels. However, it is not assumed that all property within the boundary would have the same land use and zoning designation.
3	Your comments are noted. The analysis of impacts in the Draft EIS address potential cumulative impacts of future development.
4	Your opposition to the Lakeshore Clinic private amendment proposal is noted.

<b>Comment Letters</b>	
<b>Comment Number</b>	<b>Response</b>
<b>Letter 18: Suzanne Olson</b>	
1	Thank you for your comments. Your opposition to the Lakeshore Clinic private amendment proposal is noted. Please note that the Kirkland Planning Commission at their August 26, 2004 public meeting recommended no change to the land use and zoning designations for this area. The City Council will consider the Planning Commission recommendations, as well as citizen and agency comments, as they consider adoption of the proposed amendments.
2	Please refer to the aesthetics analysis in the Draft EIS.
3	Please refer to the Draft EIS for a discussion of potential transportation impacts associated with the proposal. Projected increases in traffic due to development in this area were included in the Citywide traffic analysis. As site-specific development proposals are submitted to the City, traffic impact analysis reports that identify and address area-specific impacts are prepared and reviewed by the City. Upon review, additional mitigating measures may be required to address additional transportation impacts that are projected to result from with the new development.
4	Your comments are noted. The analysis of impacts in the Draft EIS address potential cumulative impacts of future development.
<b>Letter 19: Suzanne Olson, Steve and Robin Clawson</b>	
1	Thank you for your comments. Your comments regarding affordable housing and the Lakeshore Clinic private amendment proposal are noted. Please note that the Kirkland Planning Commission at their August 26, 2004 public meeting recommended no change to the land use and zoning designations for this area. Therefore, no provisions for affordable housing are recommended for this area. The City Council will consider the Planning Commission recommendations, as well as citizen and agency comments, as they consider adoption of the proposed amendments.
2 –7	These comments were forwarded from Letter 11 in this document, and are identical to comments 1 – 6 in that letter. Please refer to the responses to comments 1 – 6 under Letter 11.

<b>Comment Letters</b>	
<b>Comment Number</b>	<b>Response</b>
<b>Letter 20: Jerry O'Neill</b>	
1	Thank you for your comments. Your opposition to the Lakeshore Clinic private amendment proposal is noted. Please note that the Kirkland Planning Commission at their August 26, 2004 public meeting recommended no change to the land use and zoning designations for this area. The City Council will consider the Planning Commission recommendations, as well as citizen and agency comments, as they consider adoption of the proposed amendments.
2	The Growth Management Act and City of Kirkland allow consideration of amendment requests to the Comprehensive Plan on an annual basis. The Lakeshore Clinic private amendment request was made consistent with this process.
3	Your comment correctly notes that the Comprehensive Plan sets the policy for land use and growth in the City. As noted above, the Plan establishes a process for consideration of annual amendments.
4	The Draft EIS provides an analysis of cumulative impacts associated with anticipated future development in the City, including consideration of the Lakeshore Clinic private amendment request.
5	Please refer to the Draft EIS for a description and map of the study area boundary for the Lakeshore Clinic private amendment proposal.
6	Your comment is noted.
7	The affordable housing requirement referenced in the comment was a potential requirement that would have applied to any development that exceeded a density of 12 units per acre. This condition was considered by the Kirkland Planning Commission, but not carried forward. As noted previously, the Planning Commission has recommended no change to the current land use and zoning designation in the study area.

<b>Comment Letters</b>	
<b>Comment Number</b>	<b>Response</b>
(Letter 20 Cont.) 8	<p>The comparison that between office and residential traffic in the DEIS is specifically with regard to the Sedorco private request study area, and reflects a range of possible development scenarios that could occur under the proposed zoning changes at that site. Trips were compared for a typical weekday PM peak hour, which is the most congested hour of the day. Typical trip generation rates were obtained from the Institute of Traffic Engineers Trip Generation Manual, which is a nationally recognized source for trip generation data. Analysis of these typical office and multifamily trip generation rates, as applied to the specific types of development that could be possible under the proposed zoning changes, indicated that during the PM peak hour the number of trips generated by office use would be expected to be greater than the number of trips generated by residential use.</p> <p>The routing that travelers choose to reach their destinations is a component of the City's traffic model, and the tendency of some commuters to bypass congested routes by traveling on other City streets is reflected in the Citywide modeling process. Please refer to the transportation analysis in the Draft EIS for additional discussion of potential traffic impacts.</p>
9	<p>The level of future development is typically defined by what would be required to meet the City's share of regional population and employment projections. Analyses of future development patterns do not typically assume full build out, unless build-out would be required to accommodate those projections. Considerations for likely future development patterns include historical development patterns, anticipated economic conditions, available developable land, and infrastructure capacity.</p>
10	<p>Please refer to the above in response to your comments. Your opposition to the Lakeshore Clinic private amendment proposal is noted.</p>
<b>Letter 21: Hans G. Person</b>	
1	<p>Thank you for your comments. Your opposition to the Lakeshore Clinic private amendment proposal is noted. Please note that the Kirkland Planning Commission at their August 26, 2004 public meeting recommended no change to the land use and zoning designations for this area. The City Council will consider the Planning Commission recommendations, as well as citizen and agency comments, as they consider adoption of the proposed amendments.</p>
2	<p>Please refer to the land use and aesthetics analyses in the Draft EIS. These analyses note that potential incompatibilities could occur where new multi-family residential development is adjacent to existing single-family residential housing.</p>
3	<p>Your comment is noted.</p>
4	<p>Your comment is noted. As noted above, the Kirkland Planning Commission has recommended a continuation of the current 12 units per acre density on the subject site.</p>

<b>Comment Letters</b>	
<b>Comment Number</b>	<b>Response</b>
<b>Letter 22: Ruth Ann and Sam C. Saunders</b>	
1	Thank you for your comments. Your opposition to the Lakeshore Clinic private amendment proposal is noted. Please note that the Kirkland Planning Commission at their August 26, 2004 public meeting recommended no change to the land use and zoning designations for this area. The City Council will consider the Planning Commission recommendations, as well as citizen and agency comments, as they consider adoption of the proposed amendments.
<b>Letter 23: The Shumway Home Owners' Association</b>	
1	Thank you for your comments. Your opposition to the Lakeshore Clinic private amendment proposal is noted. Please note that the Kirkland Planning Commission at their August 26, 2004 public meeting recommended no change to the land use and zoning designations for this area. The City Council will consider the Planning Commission recommendations, as well as citizen and agency comments, as they consider adoption of the proposed amendments.
2	Your comments regarding future development potential in the vicinity are noted. Please refer to the transportation analysis in the Draft EIS, which considers cumulative transportation impacts of future development in the City.
3	Your comments are noted. Please refer to the transportation analysis in the Draft EIS for evaluation of the traffic impacts of the projected land use.
4	Your comments are noted. Please refer to the transportation analysis in the Draft EIS and the discussion of noise impacts in the Comprehensive Plan Update Environmental Checklist in Appendix A of the Draft EIS.
5	Your comments are noted. The City's housing target and capacity to meet the target is discussed in the population, employment and housing analysis in the Draft EIS. As noted in your comment, the change in land use designation in the Lakeshore Clinic private amendment request study area is not necessary to meet the City's housing target.
6	Please refer to the staff report on the proposed amendment for a discussion of the criteria for amendments to the Comprehensive Plan, which is available under a separate cover from the City Planning Department.
7	As noted above, the Kirkland Planning Commission has recommended no change to the land use and zoning designation for this area. Therefore, no recommendations for modifications to setback requirements have been carried forward.
8	Your opposition to the proposed amendment is noted.

<b>Comment Letters</b>	
<b>Comment Number</b>	<b>Response</b>
<b>Letter 24: Steve and Amy Sirich</b>	
1	Thank you for your comments. Your opposition to the Lakeshore Clinic private amendment proposal is noted. Please note that the Kirkland Planning Commission at their August 26, 2004 public meeting recommended no change to the land use and zoning designations for this area. The City Council will consider the Planning Commission recommendations, as well as citizen and agency comments, as they consider adoption of the proposed amendments.
2	Your comments are noted.
3	Your comments regarding potential traffic and parking impacts are noted. New development must adhere to the City's parking requirements. As site-specific development proposals are submitted to the City, traffic impact analysis reports that identify and address area-specific impacts, including parking impacts, are prepared and reviewed by the City. Upon review, additional mitigating measures may be required to address additional transportation impacts that are projected to result from with the new development. Please refer to the transportation analysis in the Draft EIS for a discussion of potential traffic impacts associated with this proposal.
4	As described in the Draft EIS, both the existing and requested zoning designations have a maximum allowable building height of 30 feet above average building elevation. The Draft EIS states that, although the proposal would not change allowable building height, potential incompatibilities could occur where new multi-family residential development is adjacent to existing single-family residential housing.
5	Your opposition to the Lakeshore Clinic private amendment proposal is noted.
<b>Letter 25: Helen M. Turner</b>	
1	Thank you for your comments. Your opposition to the Lakeshore Clinic private amendment proposal is noted. Please note that the Kirkland Planning Commission at their August 26, 2004 public meeting recommended no change to the land use and zoning designations for this area. The City Council will consider the Planning Commission recommendations, as well as citizen and agency comments, as they consider adoption of the proposed amendments.
2	Please refer to the land use and aesthetics analyses in the Draft EIS. These analyses note that potential incompatibilities could occur where new multi-family residential development is adjacent to existing single-family residential housing.

<b>Comment Letters</b>	
<b>Comment Number</b>	<b>Response</b>
<b>Letter 26: Pat Williams</b>	
1	Thank you for your comments. Your opposition to the Lakeshore Clinic private amendment proposal is noted. Please note that the Kirkland Planning Commission at their August 26, 2004 public meeting recommended no change to the land use and zoning designations for this area. The City Council will consider the Planning Commission recommendations, as well as citizen and agency comments, as they consider adoption of the proposed amendments.
2	Please refer to the Draft EIS for a discussion of potential land use compatibility, aesthetic, and traffic impacts associated with this proposal.

<b>Public Hearing</b>	
<b>Comment Number</b>	<b>Response</b>
1	Thank you for your comments. Please refer to the comments and responses in Letter No. 2, above.
2	Thank you for your comments. Comments in opposition to the Lakeshore Clinic private amendment proposal and a potential affordable housing requirement are noted. In reference to traffic comments, please refer to the transportation analysis in the Draft EIS.
3	Thank you for your comments. Please refer to the land use, aesthetic and transportation analyses in the Draft EIS.
4	Thank you for your comments. Comments regarding concerns about density and future development are noted.
5	Thank you for your comments. Comments in support of the Lakeshore Clinic private amendment proposal are noted.
6	Thank you for your comments. Comments in opposition of the Lakeshore Clinic private amendment proposal are noted. Please refer to the transportation analysis in the Draft EIS for a discussion of the potential impacts associated with the proposal.
7	Thank you for your comments. They are noted.
8	Thank you for your comments. Comments in opposition to the Comprehensive Plan are noted.
9	Thank you for your comments. Comments in opposition to the Lakeshore Clinic proposal are noted.
10	Thank you for your comments. Comment in support of the Sedorco private amendment request is noted.

