

Jon Regala

From: Cook, Pamela <Pamela.Cook@kingcounty.gov>
Sent: Tuesday, April 16, 2013 3:15 PM
To: Jon Regala
Cc: David Godfrey; Thang Nguyen
Subject: RE: Google Phase II - SEPA early public comment period

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Jon--it's interesting reading the SEPA Checklist for Google--I see they are requesting access from 5th Pl. S. via a new private drive that will cross the old BNSF line--the future Cross Kirkland Corridor. So wouldn't that drive interfere with the new recreational trail, or are they talking about building a bridge over it? Also, they refer to peak transit times as being between 5:30 - 6:00 p.m., but make no reference to the peak a.m. traffic window of 6:00 - 9:00 a.m., even though Google is a CTR-affected site with 65% of it's employees currently driving alone to the worksite. I know that Google does provide a transit subsidy to its employees, but they changed it recently from a blanket pass program for all employees to an individualized program that utilizes a third party administrator such as Wageworks. (I believe they discontinued their vanpool subsidy some time ago, which was once tied to their FlexPass contract--but hopefully their new subsidy arrangement will cover vanpools as well as transit) While they do say in the Checklist that alternate mode options would include preferential carpool parking and bike amenities, I don't see anything in there about promoting transit, even though Metro worked with Google to make the bus stop along 6th St. S. more accessible to their employees. These are just some observations I have after looking through it quickly, and wanted to let you know. Please keep me posted on how things progress--thanks.

Pamela Cook
King County Metro
Commuter Trip Reduction Svcs.
(206) 684-1008

From: Jon Regala [<mailto:JRegala@kirklandwa.gov>]
Sent: Tuesday, April 16, 2013 10:30 AM
Cc: Jon Regala
Subject: Google Phase II - SEPA early public comment period

Dear SEPA Interested Party and/or Agency with Jurisdiction:

Google is proposing to construct a new 180,000 sq. ft. two-story office building and associated parking at 451 7th Avenue South, Kirkland. The project web page and SEPA information (SEPA checklist, project plans, and traffic study) can be found at this web address:

http://www.kirklandwa.gov/depart/planning/Development/Google_Phase_II.htm

The project is currently in SEPA review. We are sending this information for early review and comment. If you wish to provide early SEPA comments for staff consideration prior to making a SEPA determination, please submit comments (email is ok) by 5 p.m. Wednesday, May 1, 2013.

Please contact me at (425) 587-3255 or at jregala@kirklandwa.gov if you have any questions.

Sincerely,

PLANNING AND COMMUNITY DEVELOPMENT

Jon Regala

Jon Regala

From: Howard McVay <howard.mcvay@frontier.com>
Sent: Tuesday, April 16, 2013 9:01 PM
To: Jon Regala
Subject: Google Phase II Questions/Comments

Follow Up Flag: Follow up
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Hi Jon,

As a home owner near this site, I have a serious concern about the plan. More specifically, as it relates to traffic.

On the web site, there is a reference to a road concurrency test, and that this project passed this test. I find the language of the test description to be most opaque and have no idea what it really means. Is this available to the public?

What I absolutely do know, as a resident in the area, is that there are only two ways into this site, along the railroad tracks and through 5th, 6th & 7th Aves S.

5th, 6th & 7th are narrow residential streets that are inadequate to handle two-way traffic as it is now. This is especially true of 5th Ave S which is only wide enough for one car at a time. It is unacceptable in my opinion to route the heavy commercial traffic that Google' plant will bring along those 3 streets.

Further, commute traffic along State St. is already a gridlock with backups that run about 10 blocks from Kirkland Ave to 68th St. Exiting 5th Ave S onto State St during these times is dangerous at best with very poor visibility. Also, the on-street parking at these intersections creates dangerous blind spots.

The added traffic from Google will just make this far worse.

I think we need to prevent any Google traffic from using 5th, 6th & 7th Aves So. This could be done by blocking access to these streets from the Google site, rendering 5th, 6th & 7th Into interconnected "No Thru Access" streets. In my opinion, it is insufficient to do things like speed bumps because that really doesn't stop the traffic no prevent the congestion and risk of accidents.

Howard McVay

Howard.mcvay@frontier.com

Jon Regala

From: Sophia <sophiafrhodes@gmail.com>
Sent: Tuesday, April 16, 2013 9:52 PM
To: Jon Regala
Subject: Google expansion

Follow Up Flag: Follow up
Flag Status: Flagged

We are concerned about the traffic impact and light glare to nearby residence on 7th ave south.

Thank you for your consideration,

Sophia rhodes
444 7th ave so
Kirkland, wa 98033

Jon Regala

From: LindaC <lindac8@me.com>
Sent: Wednesday, April 17, 2013 7:51 AM
To: Jon Regala
Subject: Google project

Follow Up Flag: Follow up
Flag Status: Flagged

How will employees access the new building? From the existing parking lot and over the RR tracks, or from a road on the west side on the tracks? I would hope you could keep traffic created away from the existing neighborhood roads on the west side of the tracks.

thanks

Linda Christensen
425 827 4630

Jon Regala

From: Margaret Bull <wisteriouswoman@gmail.com>
Sent: Tuesday, April 23, 2013 1:12 PM
To: Jon Regala
Subject: google

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Jon,

I want to take advantage of the early comment period on the Google plan.

I really care about the landscaping plan around the Google Buildings. I think they did a terrible job before. There is a lot of concrete and too few plants. Just lawn and a few trees are not 'landscaping'.

I'd also like the landscape architect to consider designing a smoking hut into the plan. I really think Kirkland should encourage developers in have smoking huts. They look a lot nicer when they are part of the original plan and situated in an area that is accessible to smokers but away from front entrances to buildings where everyone else has to pass.

Years ago when Iris spoke with some of us in CHNA she said that when the intersection at 108th /6th St and 68th was going to be redone that the parking on 6th Street across from 7/11 would be removed so that a longer left hand turn lane could be marked. This would give a better flow for those going straight south-bound or turning right because we would not be held up behind the cars waiting to turn left. The city officials changed their minds about this. I'd like this idea back on the table now that Google is expanding.

I have a lot of concerns about how much parking Google will have to provide. How well do they really manage the parking now? Giving out bus passes doesn't work if the bus doesn't actually go to people's houses. It would be nice to know what percentage of employees at Google actually walk or bike to work at least 3 times a week. There aren't very many side streets where Google employees can park.

Best regards,

Margaret Bull

Jon Regala

From: Himani Naresh <himaninaresh@hotmail.com>
Sent: Monday, April 29, 2013 3:10 PM
To: Jon Regala
Subject: Google Kirkland Proposal

Follow Up Flag: Follow up
Flag Status: Flagged

Hello

As part of the Kirkland Expansion project, I would like to see them add a sidewalk to west side of 6th street. They are lots of people who walk on 6th every day and are moving in and out of parked cars onto street traffic. This includes bus riders, children as well as many Googlers. With the expanded campus, there will be more Googlers walking to and from work. Many use 3rd Ave S to cut across from State St and other nearby streets just to get to 6th street. Its not safe without a completed sidewalk there.

Please let me know if I can help provide further information.

Thank you
Himani Naresh
3rd Ave S
Kirkland, WA

Jon Regala

From: Celeste Rind <celestehauck@gmail.com>
Sent: Tuesday, April 30, 2013 9:56 AM
To: Jon Regala
Cc: Celeste Rind; David Rind
Subject: Traffic concern - 6th Street S

Follow Up Flag: Follow up
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Hello Jon,

My husband and I are residents on 7th St South in Kirkland. I am all for the Google expansion, however I do have some real concerns about traffic. These concerns are not me guessing what is going to happen when Google expands, but is based upon what we are experiencing currently.

I am not a cautious driver, however, leaving our house through either the 5th Avenue S or 9th Avenue S is downright treacherous for a number of reasons -- all of which I think can be addressed.

1. When leaving during peak times especially in the evening, you can wait up to 7 minutes trying to get a break in the traffic. This often leads to desperate "just go for it" attempts which aren't safe for us or the oncoming traffic.
2. 99% of the time, because of parked cars on 6th Street S, I cannot even see if there is oncoming traffic so have to just poke out and hope for the best.
3. Because of the configuration of the street, there is no center turn lane at either of these location. If there was one, you could at least go half way to safety before tackling the other half.
4. On both 5th Avenue S and 9th Avenue S, there are the people that are required to park there because of the transit stop access. I am sometimes one of those people who park there, however, it leaves the street too slim for two way traffic unless there are two smaller cars. This makes it difficult for traffic turning into these streets, as well as traffic trying to exit the neighborhood.
5. Lastly, because there is no cross-walk at the two streets (5th Ave S/9th Ave S) pedestrians (sometimes me!) cross where they can. This is very dangerous because of the traffic and also because often the people trying to get out of the neighborhood see an opening -- the same opening that the pedestrian sees -- and shoots out. As a driver desperate to get out, you often do not see the pedestrian until it is too late. There is going to be an accident there under the current conditions, it's just a matter of when!

What I see as possible resolutions are the following:

1. Extend the center lane so that there is a half way point for cars to get to that are exiting the neighborhood.
2. Limit parking on all the streets - one side of 5th Ave S and 9th Ave S; and eliminate on street parking on 6th Street S by the entrances to each street. HOWEVER, have Google sponsor a portion of their parking lot for transit parkers (50 slots would help tremendously). This would also help with the pedestrians who park and then have to cross the street, this would eliminate 60% of pedestrian traffic who have to cross.
3. Add a cross walk at 9th Avenue S. Busses drop off just past 7-11, and so there are many people crossing at that location. Going all the way down to the current cross walk is not feasible (and doesn't happen -- check it out, I've NEVER seen anyone cross there!).

My reason for writing is not only to complain, but hopefully to offer some alternatives that would give relief to a very dangerous area. I know it all costs money, but it is much better to spend the money to save a life or two!

Thanks for listening!

--

Celeste Rind

Jon Regala

From: Philippe Nicolle <philippe_nicolle@hotmail.com>
Sent: Tuesday, April 30, 2013 1:51 PM
To: Jon Regala
Subject: Google phase 2

Follow Up Flag: Follow up
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I just read the traffic analysis, notably the effect on 6th St S. As a resident on 8th St S this is of particular interest to me.

I was disappointed to see there was no evaluation of 6th St S and 9th Ave intersection. The study does mention 2 things which are worrisome. They mentioned that queues southbound on 6th St S could impact the Google south exit. Let me tell you, queues already form well past Google's south exit both in the am and the pm. Either way, as 9th Ave is south of Google's south exit, if it is impacted so with the 9th Ave intersection. The study states it won't be so bad because the most will be right turns but in the case of 9th it isn't the case as most are turning left.

In my opinion, the root cause is the limited traffic capacity of 68th Ave eastbound (and to a lesser degree north/southbound) at the intersection of 68th Ave and 6th St s (108th Ave ne).

Secondly the report does say there might be cut through traffic onto 8th St s. If that is the case, exiting our neighborhood on 9th is even worse.

Phil

Jon Regala

From: Owen Paulus <owen_paulus@hotmail.com>
Sent: Tuesday, April 30, 2013 4:27 PM
To: Jon Regala
Subject: Google Expansion comments

Follow Up Flag: Follow up
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First, I think this is an excellent development for Kirkland. I applaud the city for having policies that enable a company like Google to call Kirkland home.

I have a few requests with regard to the development:

- 1) As part of traffic mitigation, please consider installing a crosswalk at 6th St S & 9th Ave S. This sidewalk serves much of Everest park that wants to access Houghton and is currently the site of significant numbers of crossings. With additional traffic, a crosswalk should be considered to improve safety
- 2) Please make sure that the google campus traffic across the cross Kirkland corridor is grade separated from the corridor traffic. Preferably, the vehicle traffic should be in a tunnel under trail and the trail should remain at grade level.
- 3) The city should extend the turns lanes on Southbound 6th St S (at NE 68th St) to hold more cars.
- 4) The city should consider implementing zone based parking permits to prevent Google & Bus ridership spillover from impacting 9th Ave S, 5th Ave S, and 7th St S. This is especially important if any street parking on 6th St S is eliminated.

Thanks,
Owen Paulus
7th St S resident

Jon Regala

From: Julian Odell <julianodell@hotmail.com>
Sent: Tuesday, April 30, 2013 9:44 PM
To: Jon Regala
Subject: Google Campus Phase 2 and Traffic

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Jon,

My name is Julian Odell and I live at 714 7th St S in Kirkland about a block away from the existing Google campus (at least as the crow flies).

Although I welcome the development and think the jobs and campus expansion will be very good for Kirkland in general I have a couple of areas of concern.

The junction between 9th Av S and 6th St S (the principle egress to the South for our neighborhood) is frequently "busy" with the possibility of waiting for several minutes to turn left.

At the other end of our street 5th Av S exiting onto 6th St S is typically easier although even though most traffic typically turns right (North) the queue from Kirkland Way can frequently extend past that egress.

Looking at the [traffic impact analysis](#) I don't see any consideration of the impact of the additional traffic on those junctions and to be honest, given the frequent queuing along 6th St S and 108 Av NE, I am not sure the impact analysis does a reasonable job of quantifying the additional delays one might expect when the development adds another 25% or so onto streets already getting busier (my reading of the numbers shows an additional 86 vehicles per hour in that direction adding to the existing 400 or so). Just recently the city almost approved a significant possible expansion of the commercial developments around the 68th/6th/108th junction which would obvious add to traffic along 6th St S. Most evenings there is at least 3-4 minutes of queuing to cross 68th St NE from 108th Av NE to 6th St S during the busiest hour in the afternoon and most mornings the queue from the lights extends past the 9th Av S/6th St S junction.

The report looks into the possibility of significant queuing for the driveways leaving Google (given the significant increase of traffic heading south with the additional vehicles leaving the Google) but notes that as most traffic will be making the "easier" right turn south the queuing on campus should be manageable. However that traffic will end up frequently queuing all the way to the lights at 68th/6th/108th making a left turn from 9th Av S difficult.

I urge the planning department to carefully study the impact of the additional traffic on the local Everest neighbor and do so in conjunction with the comprehensive plan update that is looking into the effect of further development of the commercial (and possible industrial) areas along the 6th St S and 68th St corridors (and I guess now needs to consider the cross Kirkland trail as that gets developed). The city needs a comprehensive and forward looking plan to deal with the effects of further development on an already fragile traffic situation and this seems like a good forcing function to start that ball rolling.

Thank you for your consideration.

Julian Odell
Cell: 425 301 4873

Jon Regala

From: Larry Anderson <unclelarry77@gmail.com>
Sent: Tuesday, April 30, 2013 10:09 PM
To: Jon Regala
Subject: Google Traffic plan

Follow Up Flag: Follow up
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Sir

In reading the traffic study, I see some problems that were possibly overlooked.

8th street was not in the study as well as 9th Ave S.

We have a lot of speeding cars at this time, to avoid the traffic lights, coming down from 85th to Google. This is a safety issue and we feel it will only get worse.

Bus traffic has increased do to the fares for crossing the 520 bridge and other reasons.

The people I have interview say they will continue to get on the bus at this location even after the park and ride is completed. They say the buses are already full when it arrive at the park and ride.

No painted sidewalks creates a lot of 'J ' walking and unsafe conditions.

The parking, legal or not has maxed out on 9th Ave south every day except weekends.

At this time, we have no guest parking at Everest Estates and other building along 9th Ave do the design of these buildings. We and our guests should be able to park on the streets in front of our building .. we are owners

and pay taxes. This problem will only get worse.

We have a problem leaving are residence area do to the traffic backup on 6th Ave S.

Right now, you should provide a center lane on 6th going south in front of 9th Ave S.

This would just be a temporary fix until the new Google exit is activated.

The city planners allowed only one complete north south street to exist in the Everest area.

This seems like the overall future plan may have been to keep this area residential.

I understand the new future plan is to go industrial and high density in this area.

Possibly 6 story building to attract builder, road and tax money for Kirkland.

If you look at a Google map and create just one accident, your police and fire response time would be affected considerable.

We in the Everest area enjoy our new and old neighbors, Google, PCC, and the Market.

We just know we have a car problem and your plan does nothing to make us feel better.

Regards

Lawrence Anderson

President

Everest Estates HOA

Jon Regala

From: Brian <brian@playtank.com>
Sent: Tuesday, April 30, 2013 10:09 PM
To: Jon Regala; City Council; David Godfrey; Eric Shields; Kurt Triplett; Marilynne Beard
Subject: Comments on the Google Traffic Study

Follow Up Flag: Follow up
Flag Status: Flagged

My name is Brian Marshall, and I'm an Everest resident since 2003. I've been reading the traffic study for the Google expansion, and I've got some public comments that I'd like to make.

1) Zero analysis of Everest Traffic

The study makes absolutely no mention of the impact of the entrances or exits from the Everest Neighborhood. These are the intersections of 9th Ave S and 5th Ave S with 6th St S. 9th Ave. is a primary ingress and egress for Everest, and has a significant impact on the traffic on 6th St S. Furthermore, the majority of turning activity from 9th Ave. S to 6th St. S is a left turn onto southbound 6th, to access the freeway (east on 68th) and the shopping district.

In the analysis of "significant intersections", neither of these two intersections is discussed. Yet traffic flow into and out of the neighborhood is significantly impacted by the traffic volume, and affected even more by the length of the traffic backups on 6th St. S.

Neither of the entrances or exits from Everest are listed in Table 3. In fact, the maps in the study do not even show the existence of 5th Ave S. Therefore, they were not even analyzed for possible impacts. Neither is the only other exit, from 8th St. S to Kirkland Ave, listed for evaluation. As traffic increases on the 9th Ave. S exit, we will in turn see a significant increase in traffic onto Kirkland Ave, and at the intersection of Kirkland Ave. and 85th St.

When the study gives an analysis of intersections in Totem Lake with 132nd, I cannot see how these key intersections, two of which are visible from the Google driveway, were overlooked. There is a thorough analysis of the Google driveway patterns, but we have an entire neighborhood with an effectively driveway on 9th Ave. These intersections need to be analyzed for impact, and will likely be candidates for your top list of impacted areas.

2) Flawed Analysis of Traffic Volumes

The study reports on page 5 that the traffic volumes on NE 68th St and 6th St S. have not changed since 1997. I believe that the measurement used to come to this conclusion is misleading and yields an erroneous view of the traffic situation.

As long as I have lived in this neighborhood (since 2003), the light at 68th and 6th has been fully saturated during peak hours. By this, I mean that the number of cars which gets through a single green iteration of the lights in any direction is not sufficient to relieve the traffic waiting at the lights. During peak hours, the backups increase in length during each cycle, increasing the delay and lengthening the peak period.

Traffic on 108th Ave NE regularly backs up past Northwest College or farther, requiring 15-30 minutes to travel from the Kirkland southmost boundary to 68th. I've sat in traffic backed up on NE 68th St. westbound up over the freeway and beyond the light and back up Old Redmond Road, and spent 20-30 minutes to get

down the hill. I've seen cars lined up past Google to Kirkland Way southbound, and backed up to almost 9th Ave S trying to get into downtown Kirkland on 6th.

The reason we don't have an increase in "peak hour volume" is simply because we don't have any capacity for an increase. We have a parking lot. The lights allow a certain number of cars per hour, and no more. This is a completely invalid measurement. Let me illustrate this with an analogy.

If you give me a 100 gallon reservoir and a small fixed diameter spigot, the amount of water I can release from the reservoir is going to be a constant, provided there is enough water in the bucket to drain for an hour. No matter how much you fill up the bucket, the flow rate will hit a maximum, and then it will not be able to increase. This happens irregardless of how much water you put in the reservoir. The volume of water in the bucket will increase, but the outflow is constant. Unless, of course, the reservoir overflows, which is known as "gridlock".

The study is stating that the hourly flow rate of traffic has not changed since 1997. This may be correct, but I can tell you that the traffic reservoir is seriously overburdened during the peak times. The backups are increasing, and these backups make it exceedingly difficult to exit from side entrances onto an already packed street. This affects Google driveways, and it affects Everest at 9th Ave S (and, to a lesser extent, 5th Ave S.)

The new turn lane did improve westbound 68th to northbound 6th St traffic, but only to the extent that a few extra cars can turn onto 6th St. S until the number of cars waiting to go straight blocks the entrance to the turn lane. This takes about 5 cars. If you assume a 50/50 split of cars turning left or going straight, we've gained an additional 5 car per traffic light cycle making a right turn. Or roughly 100 cars in one direction at peak time given a 3-minute cycle time on the light. However, reality, as suggested by your numbers is nowhere near as rosy. For you state that traffic flow, measured in cars per hour, has not increased since 1997.

I submit that in terms of arguing that the current traffic infrastructure can handle the Google traffic, measuring hourly flow rates is irrelevant at best. While this is valid "data", it does not provide any actual "information". Measuring traffic flow by measuring the size of the spigot, and determining that the spigot hasn't changed since 1997, gives us no insight into whether or not the spigot is too small. In fact, quite the opposite. If the numbers show that the intersection "spigot" is providing a flow rate now that is the same as 1997, when we have tangible photographic evidence that the intersection is saturated for more than the hour being measured, this proves that the changes recently made to the intersection have made no difference to the size of the spigot.

To put it bluntly, your own numbers indicate that the recent "improvements" to NE 68th St. and 6th St S have had no positive effect; traffic flow rates are unchanged. The Google traffic added since 1997, therefore, is simply extending the length of the existing window of peak traffic time. By extension, if you don't improve the flow rates at the outlets, the new Google expansion will simply add cars to the road, and extend the peak time window further and add to the delays getting into and out of the area. Your study is flawed at best, and begs an invalid conclusion. The data you provide leads to the exact opposite case. The roads cannot support current traffic levels, and adding more is just increasing the burden on an already overtaxed road network.

I'm not opposed to the Google expansion. But I want to make it clear that I believe the traffic study is seriously misleading in a way that will hurt Kirkland neighborhoods, the business district between Houghton/Everest, and slow traffic going into downtown along State St. and Kirkland Way, decreasing downtown revenue. If we are going to welcome Google expansion, we need to work with them to fund the necessary traffic improvements to make the relationship work. Traffic volumes in this part of Kirkland are already beyond saturation levels, and your own studies show that.

Thank you for your time,

Brian Marshall
745 7th St S
Kirkland
425-785-2706
brian@playtank.com

Jon Regala

From: Christine Heinrich <christine.heinrich.c8x0@statefarm.com>
Sent: Wednesday, May 01, 2013 6:46 AM
To: Jon Regala
Subject: google traffic study

Follow Up Flag: Follow up
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Hi Mr. Regala~

As a resident on 9th Ave south in Kirkland, I can directly offer my observations as to the increase of traffic on 6th Street, particularly around 8-9 am and around 4-6pm. The traffic has increased substantially since Google has joined our neighborhood. I am hopeful in this planning process consideration will be given to the residents trying to make left (south) turns onto 6th street from 9th Ave S, as at times, it can be close to impossible. Thank you~
Christine Heinrich 425-770-6404

Jon Regala

From: Stacey Sanner <staceysanner@hotmail.com>
Sent: Wednesday, May 01, 2013 7:46 AM
To: Jon Regala
Cc: Larry Anderson; amrising@gmail.com
Subject: Google traffic study/impact on neighborhoods

Follow Up Flag: Follow up
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Dear Jon,

I am a resident of the Everest Estates and have been for seven years. I am writing to express my deep concern over the city's assessment of traffic in Houghton/Everest area and the impact of future increased traffic and its dangers if/as Google expands.

Increased traffic is not something the current structure of the streets and neighborhoods can tolerate without significant changes by the city. Those changes need to be made with input from those of us who live here. Let me share with you the issues we already have today that need to be addressed:

Traffic

- Traffic on 6th St. has increased dramatically due to Google and to the 255 bus (and perhaps others) that now use that street.
- Traffic has increased dramatically on 9th Ave. South. Drivers are using our street as a short cut. They are driving fast up the street and take the turn off 6th St. very fast, very dangerously.
- It is to the point on 9th Ave. South where at times, two cars cannot pass going in opposite directions. I can't imagine an emergency vehicle, fire truck or large vehicle can easily make it up or down our street. As it is Waste Management has to pull over each time a car tries to pass.

Parking

- Parking on our street is OUT OF CONTROL because commuters use our street to park to take the bus.
- While this might not seem like an issue to you, it is. Pulling out of condo driveways and out of side streets is like taking our lives in our hands each time. There is little to NO visibility of oncoming cars. Because these drivers are driving above speed limit, it is dangerous.
- Exiting 9th Ave. S onto 6th St. is like pulling out onto a race track. There is no visibility because of parked cars on 9th Ave. S and 6th St. It is increasingly dangerous as pedestrians dart across the street at all points as I mention below.
- And to reference Waste Management again, there is insufficient room on our street to place garbage cans in the way Waste Management requests. This has made it harder for them.

Jaywalking

- As I said, people parking on 9th Ave. South are crossing 6th St. at various points without cross walks. They are darting out in the midst of oncoming traffic. It is a danger to them and to the drivers. I can rarely make a turn on to 6th St. without risking hitting someone. There will be a fatality at some point. Even when the park and ride is finished with construction, people will continue to park on our street because once the bus gets to the park and ride, there are no seats left.
- Driving speeds on Railroad Rd. and Kirkland Way have only increased. People treat these streets like unseen highways.

I am sure the city is very excited about the prospect of a Google expansion. If you deal with the increased traffic by adding more lights and crosswalks AND police patrol of the area to enforce speed limits and overnight parking rules, that would be a start.

For the safety of residents on 9th Ave. South, the commuter parking needs to end. Street parking signs that limit parking to 2-4 hours and/or parking permits for residents are both good options.

While a right turning lane was added to the intersection of 68th and 6th St., it has little impact in reducing the line of traffic going west. Plus, drivers take that right turn so fast that customers of the 7-11 parking lot take their lives in their hands every time they try to exit that parking lot.

I think if you work with us and listen to the issues you will find ways it all can be addressed. The city's lack of attention to the matter so far is already distressing. For the city to fail to predict and recognize not only the impact, but the danger of increased traffic and parking issues is truly alarming.

I would appreciate hearing from you.

Stacey Sanner

Stacey Sanner
staceysanner@hotmail.com
425.896.8505

Jon Regala

From: SETH M ARLOW <arlow2@msn.com>
Sent: Wednesday, May 01, 2013 8:16 AM
To: Jon Regala

Follow Up Flag: Follow up
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In regards to the Traffic Impact Report concerning the Google expansion project, the Everest Neighborhood is completely ignored!

To state that traffic loads on 6th Street have been constant for years is disingenuous at best: anyone who tries to turn south from 9th Avenue South already knows this, and increased loads from the new campus will only exaggerate the problem, if permitted.

The Everest Neighborhood already suffers from Google's parking/commuter overflow, especially on garbage pickup days.

Your Traffic Impact Report is incomplete!

Sincerely,

Seth Arlow, MD
Resident at Everest Estates

Jon Regala

From: SETH M ARLOW <arlow2@msn.com>
Sent: Wednesday, May 01, 2013 8:18 AM
To: Jon Regala
Subject: Traffic study for Google expansion

Follow Up Flag: Follow up
Flag Status: Flagged

May 1, 2013

Dear John Regala,

I live at 709 9th Avenue S. in the Everest neighborhood of Kirkland and am very concerned about the impact of future traffic, due to the Google expansion, in getting to and from my home. Currently, it is very difficult and at times dangerous, to turn south (a left turn) from 9th Avenue S onto 6th Street.

According to your study “daily traffic volumes on 6th Street South and 68th have remained consistent since 1997.” This is simply not true. A revision at the intersection of 68th and 6th was completed over the last year due to increased traffic heading to Google. As you must know a left turn lane was added.

I encourage a study of future traffic patterns in the area that would take into account the following:

Increased bus traffic

Increased on- street parking

The ability of residents to make a left turn southbound onto 6th from 9th Avenue South

Keeping pedestrians safe when the traffic increases

It is your job to ensure a thorough and fair assessment of the impact of future traffic on our community.

I would like a reply to my letter.

Thank you

Vicky Arlow

Jon Regala

From: mrhoten@gmail.com on behalf of Matthew Rhoten <mrhoten@surly.org>
Sent: Wednesday, May 01, 2013 10:11 AM
To: Jon Regala
Subject: Feedback for Google Campus Phase 2

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning! I am an Everest neighborhood resident in Kirkland. I have some feedback on the Google Phase II project. I've read the traffic impact analysis document.

First off, I'm thrilled that the intersection at 6th St / Kirkland Way will become a signal instead of a 4-way stop. This 4-way stop has been a problem for years. I'm sure you must be seeing collision data to that effect. Since I cross this intersection regularly as a pedestrian or cyclist, I will be very happy to have a protected crossing. I found the LOS data very interesting, but I'm mostly concerned about pedestrian safety there, not the backup at peak hours.

Unfortunately I think the traffic volume data in the paper may be a little misleading in one respect. Looking at the throughput is important of course. But what has definitely changed since the Google campus opened is that the number of cars waiting at the light at NE 68th St / 6th St. heading southbound on 6th St has increased at peak hours. I don't really see this fact reflected in the data in the document.

At peak times, the backup of cars heading southbound extends from the light far past 9th Ave S, making it a sketchy proposition to make a left turn from 9th St S onto 6th St. Some Everest neighborhood residents are now heading north on 7th St S. in order to be able to make a successful left turn from 5th Ave S onto 6th St S. This works OK right now, but as the volume heading in/out of the Google campus increases, it seems like more people will need to do this workaround, which will increase the volume of cars heading southbound past the Google campus. That doesn't seem ideal. Other motorists are turning left from 9th Ave S and just driving onto the striped island, then using that as an informal merge lane. It may be worth looking into formalizing that, adding the capability for vehicles to turn left into a dedicated merge lane onto 6th St S. from 9th Ave S - or, just increasing the holding capacity of the lanes leading up to that light.

Another related problem to solve also has to do with people heading south from 6th St. S turning left onto NE 68th St. At peak times, many drivers stuck in the backup mentioned above just cross the double yellow line and drive in oncoming traffic, in order to get into the left turn lane at the light. Increasing the holding capacity of the lanes leading up to that light might mitigate this problem as well.

As a cyclist I also have feedback on the striping of the bike lanes on 6th St S, so if you are curious about that, I can send further feedback!

Thanks for reading, and thanks for working on the project.

-Matt Rhoten
425-827-3370

Jon Regala

From: Paul DeVries <pdevries@r2usa.com>
Sent: Wednesday, May 01, 2013 10:35 AM
To: Jon Regala
Cc: City Council; Kurt Triplett; amrising@gmail.com; 'Karee Oliver'
Subject: Google Campus Phase 2 Traffic Impact Study Comment

Dear Mr. Regala et al.,

I was recently made aware of the subject study performed by William Popp Associates and prepared for SRM Development. Much of the analysis will require significant time for city traffic engineers to carefully verify; the study should not be accepted as-is.

For example I note a major set of statements that will require much closer scrutiny, and are at risk of not standing up to legal challenge should one be made:

On page 5, first bullet regarding traffic volume since 1997: "According to historical AWDT traffic count records, the daily traffic volume on this roadway has remained relatively constant since 1997 with some minor peaking in the 2000 era." A similar statement is made in the second bullet.

The data supporting these statements are not provided.

Please note I have lived on 7th Street South since around 1997, and I can attest that these statements are not true based on my experience living and driving here. A claim could be made that they appear to reflect a degree of advocacy. Our neighborhood (Everest Park) has noticed a gradual increase in traffic volume over the last ten years, where, for example:

- 1) Traffic is now regularly backed up a significant distance to the north in the mornings on 6th Street South from the Houghton Market intersection, and in every direction in the evenings. It is difficult to dangerous trying to drive from and to 9th Ave S/5th Ave S and 6th Street S at both times, and traffic is backed up the hill to and over the I-405 freeway, and to the South on 108th Avenue NE to the BEST school regularly in the evenings. It is especially dangerous crossing 6th Street S as a pedestrian now during peak times.
- 2) Traffic in the evenings is also regularly and substantially backed up to the south on 6th Street S from the Kirkland Way intersection to past the current Google Offices at peak times.

I think I can safely state that these trends have become much more notable the past ten years, and especially in the past five years. Traffic congestion in the vicinity of 6th Street S and NE 68th Street has increased substantially over the past five to ten years, reflecting the considerable urban growth that has occurred in the vicinity of downtown Kirkland.

To state that traffic volume has stayed relatively the same since 1997 is either a reflection of a significant error in the analysis, or is a misuse of statistics by using one parameter to effectively represent another. Either way, based on this observation, I am quite concerned that the report may not be correctly reporting all of the facts, and that the conclusions are based on an inappropriate baseline. The City should be equally concerned.

Also, the present infrastructure can barely support current traffic volumes. The estimated traffic impact fee appears insufficient to cover the cost of long term road upgrades and maintenance that will be needed. A considerably larger fee should be required.

Sincerely,

Paul DeVries Ph.D. P.E.

798 7th Street South
Kirkland WA 98033

Jon Regala

From: Molly Rhoten <molly@rhoville.com>
Sent: Wednesday, May 01, 2013 11:37 AM
To: Jon Regala
Subject: Google Phase II Traffic Impact analysis

Follow Up Flag: Follow up
Flag Status: Flagged

Hello!

I received a copy this morning of the PDF talking about traffic flow in light of the Google expansion.

I wanted to call one thing to your attention. Those of us who live in the Everest neighborhood have very limited access to/from our neighborhood. We can only go west (via 9th Ave. S. and 6th St. S.) or north via Kirkland Way.

In general going north from our neighborhood is fine. But every other direction is difficult at peak traffic times because it requires us to turn left off of 9th Ave. S. onto 6th St. S. Since Google moved into our neighborhood, this turn has become very difficult because 6th St. S. gets backed up so far to the north, and there is heavy traffic headed northbound on 6th St. S. during peak hours.

Keep in mind that the major intersection 1 block away (6th St. S. and NE 68th St.) is very busy at 9am because of the school (Lakeview) located very nearby, Google employees arriving at work, and people from all over Kirkland heading to the 405 on-ramps. Despite what the report says, those of us driving in that traffic are very aware that the number of cars during those peak hours has gone way up, and that left turn is much hard to make than it used to be.

Also, please be aware that during the spring, the traffic increases greatly during the afternoon rush hour because of baseball games held at the 4 baseball fields at Everest Park. Again, there are only 2 ways to get to/from the park – from the north and from the west, so that same 9th Ave. S./6th St. S. intersection is heavily used by all the baseball traffic.

I'd also like to add my concerns as a pedestrian who walks to/from the school, the local stores, the nearby bus stop, etc on a regular basis. The intersection at 9th Ave. S. and 6th St. S. is a disaster from a pedestrian perspective as well.

At a minimum, there should be a crosswalk with stripes, flags, and flashing lights at this intersection. Ideally, though, there would be something to help us make that left turn out of our neighborhood so we can go south, or east. I'm hesitant to suggest a traffic light there, but a roundabout with pedestrian crossings might be a very good improvement.

Thank you,
-Molly

Molly Rhoten

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Response to the Traffic Impact Analysis for Google Campus Phase 2.

Submitted by: Sherman Knight
844 9th Ave So
Kirkland WA 98033
Knight@mediate.com
425-576-8777

Everest Neighborhood did not receive notice.

This issue has risen before. Although the property is in the State St neighborhood, the Primary traffic load is on the street that divides State St from Everest Neighborhood.

Prior to Google Phase 1, there was an effort to develop what is now phase 1. Because phase 1 is only inside State St, Everest did not receive the same notice as State St. Everest has been told on several occasions that Everest would be notified if anything impacted 6th St.

The response period should be extended so property owners to the east can be notified and given a chance to respond.

I only received notice this morning (Apr 30)

Assumptions

Traffic studies are not a science. Because so many assumptions must be used, traffic studies are more of an art. Unfortunately, traffic studies are ALWAYS done by someone that does not travel the impacted roads on a daily basis over several years.

Most of the following challenges some of these traffic assumptions.

Page 3, Existing Conditions. The second bullet point mentions the Houghton Neighborhood, nowhere does the report mention Everest Neighborhood. The report should be amended. The report does mention roads that pass through Everest and it is primarily those road assumptions that will be challenged.

Footnote 3 bottom of page 11. Table 2 Trip generation is for Phase 2 which does not exist yet. Yet the footnote states "trip rates for Daily, AM and PM peak hours based on local counts." How can you have a local count for a parking structure that does not exist yet?

Page 12, There are LOTS of assumptions here. Some that conflict with other assumptions and some that are plain wrong.

- Page 28 Potential Neighborhood Impacts.
 - Paragraph 2 states “It is estimated that approximately 80 trips will enter the site on the north on 5th PI S in the morning peak and 75 trips will exit the site to the north on 5th PI S in the evening.
 - Earlier at page 12 under Trip distribution and Assignment, it states “It was assumed that the trips in and out of the two project driveways would be evenly split.”
 - This does not square with a project of over 700 parking stalls.

- Page 28 , third paragraph states “8th St S has the **potential** for neighborhood cut-through traffic for trips to and from the north to NE 85th St and I-405 at the north end. The future level of service *estimates and congestion (LOS F) at the Kirkland Way/6th St S with an existing* all-way stop control **could** shift project traffic as well as other traffic from land uses south on 6th St S to 8th St S to 9th Ave S. However, it is **estimated** that with installation of a signal at the Kirkland Way/6th St S intersection, the **diversion potential** to 8th St S **should** be effectively mitigated.”
 - This paragraph is not only full of assumptions, it makes statements that contradict itself. The following is digested to the critical words.
 - Future estimates at the Kirkland Way/6th St S with an existing all-way stop control **could shift project traffic** as well as other traffic from land uses south on 6th St S to 8th St S to 9th Ave S. However, it is **estimated** that with installation of a signal at the Kirkland Way/6th St S intersection, the diversion potential to 8th St S **should be** effectively mitigated.
 - 8th St has always been a pass through. The above comment states that a 4 way stop may shift the traffic, but a signal will shift uses back 6th St.
 - There is significant Google parking on 9th Ave So. The road is narrow enough that when cars are parked on both sides, the driving lanes are too narrow.
 - This is an interesting way to snap your fingers and make a problem go away.

- Page 28, fourth paragraph states: Kirkland Ave also has the **potential** for project cut-through traffic. However, in particular for the AM commute, the **potential** delay to turn left (westbound to southbound) at the Kirkland Ave/6th St S intersection **may** result in excessive delay as to negate the benefit of the cut-through. Also, as noted above, with the installation of a signal at the Kirkland Way/6th St S intersection, **this cut-through potential should be effectively mitigated.**
 - Again I am lost on how a change from a 4 way stop to a signal will reduce the cut through traffic on Kirkland Ave.
 - This is an interesting way to snap your fingers and make a problem go away.

- There is no mention of how this increased traffic will change the intersection and old railroad bridge.
 - Nothing about improving sight lines or slowing uphill traffic.
- Page 34 paragraph 6. “It should be noted that Google traffic and employee pattern suggest that most Google employees arrive later in the morning period than typical street peaks and leave slightly later than the afternoon/evening peaks.”
 - This information should not enter into the equation, especially if it is close. Google won’t always be in this building.
- Can the mitigation fee be spent on the intersection at the railroad overpass and maybe raise the overpass?
- A major concern, and not addressed in the report is the problem turning right from 9th Ave So onto southbound 6th Street.
 - Southbound traffic on 6th Street can back up 30 to 50 cars deep. You might have to wait for three signal cycles to get through the intersection of NE 68th St and 6th St. These backed up cars make it impossible to turn right where 9th Ave So intersects 6th St. Not only is traffic coming down south on 6th St, but the south driveway of Google also contributes to this problem. Phase 2 will more than double the traffic in and out of the south driveway.
- I have not had time to review Future Service Levels in detail. But again assumptions are making it difficult.
 - There is a D and an F rating for two of the critical intersections. 108th St & Ne 68th St and Kirkland Way/6th St S.
 - There has been a lot of discussion concerning a new comp plan and updated zoning of the business district. Many have said just fix the traffic. I know you hear it a lot, but here it is a REAL problem. Any time you add 750 cars to an already bad situation, it can ONLY get worse.
- Sorry but I just don’t have any more time today. I have only had 90 minutes to review it.

Jon Regala

From: Sales <sales@thereevesco.com>
Sent: Wednesday, May 01, 2013 1:17 PM
To: Jon Regala
Cc: 'Anna Rising'
Subject: Google Traffic Study

Follow Up Flag: Follow up
Flag Status: Flagged

Jon,

RE: Everest Estates Resident 713 9TH AVE S

My wife and I purchased a unit in Everest Estates in 1999. We chose the location due to the walking distance to the shopping center and Lake Washington.

We have noted the traffic on 6th Ave S has increased heavily. Your comment regarding the study appears to be slanted for some reason. Exiting 9th Ave S on 6th Ave southbound is a real challenge.

Street parking is occupied by people who do not wish to pay 520 tolls and take the bus, parking their automobiles in various neighborhoods.

Prior to the toll issue, Google employees were parking on the side streets. We complained to the Kirkland traffic division who addressed the problem with Google and they provided on-site parking.

We are so concerned regarding the street parking and the increased traffic on 6th Ave S that we are contemplating moving to an area where traffic is less hectic. We appreciate your considerations and handling the traffic issue upon Google's expansion.

Thanks,

Lee Reeves

THE REEVES COMPANY
sales@thereevesco.com

713 - 9th AVENUE S.
KIRKLAND, WA 98033
PH 425.822.2520
FAX 425.827.7646

From: Anna Rising [<mailto:amrising@gmail.com>]
Sent: Monday, April 29, 2013 9:46 PM

To: Anna Rising

Subject: Everest Neighborhood news

GOOGLE EXPANSION

The City has published a page about the Google expansion. You can sign up for the list serve to receive updates for the project. Also, toward the bottom of the page is a link to the road concurrency(traffic) study. **The public comment period is April 16 - May 1 – please send your comments in before the deadline.**

http://www.kirklandwa.gov/depart/planning/Development/Google_Phase_II.htm

Spring Residential Recycling Collection Event

Saturday May 11 – 9 AM to 3 PM – Lake Washington High School Parking Lot (12033 NE 80th St.)

Examples of accepted items: motor oil; antifreeze; batteries; clothing; cardboard; mattresses; box springs; packing peanuts; electronic equipment; florescent tubes/bulbs; confidential material for shredding (limit four file-sized boxes).

Jon Regala

From: Jolene Cable <cablejd@comcast.net>
Sent: Wednesday, May 01, 2013 4:08 PM
To: Jon Regala
Subject: Trafic Study for Everest Neighborhood

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

It was my understanding that when the traffic study was to be done it would include the impact of residents coming out of the Everest neighborhood from 9th avenue onto 6th street. I cannot see anything in this study that addresses this issue. I have lived in the Everest neighborhood for the past 19 years and the traffic coming onto 6th street has gotten much worse since Google moved in. I cannot see that it mentions anywhere in the study the issues of turning left onto 6th street. I can tell you that in the morning taking my children to school it is next to impossible to get onto 6th without forcing my way into the extremely long line of cars. How do they plan to address this issue and why was it not mentioned? Did they even look at it when they did the study?

Jolene cable

Jon Regala

From: Anna Rising <amrising@gmail.com>
Sent: Wednesday, May 01, 2013 4:09 PM
To: Jon Regala; David Godfrey; Eric Shields; Kurt Triplett
Subject: Traffic Impact Analysis for Google Phase 2

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Jon Regala
Sr. Planner
City of Kirkland

Dear John,

I am responding to the Traffic Impact Analysis for Google Phase 2. I have lived in my house in the Everest neighborhood since 1994.

I have been actively involved in the Everest Neighborhood Association for many years. The fact that the impact from traffic from the Google development (and traffic increases from other developments) on the residents of the Everest Neighborhood were not considered is incredibly frustrating. The city has heard from many of our residents about the difficulty entering and exiting our two main access points for the neighborhood (9th Ave S onto 6th St S. and Rail Road Ave. onto Kirkland Ave.) for a long time and yet, the impact on us was not even mentioned (except to anticipate extra cut through traffic onto 8th St. S.).

When Google Phase I was developed, our neighborhood did not oppose it. It fell within the zoning guidelines and we welcomed the addition of Google. Even though this development was located in the Everest Neighborhood, no one from the city (or SRM) ever reached out to the neighborhood to discuss the impact. With Phase II, even though the project is located within Moss Bay and they will be impacted by the construction, I understand that none of the Google employee traffic will enter or exit from State Street so that all of the traffic will impact Everest. For some reason, the city did not feel that we were owed any kind of notification and I first found out about the expansion from someone forwarding the Moss Bay Neighborhood Newsletter to me where it was mentioned.

During the last few years the traffic congestion at the 68th & 108th/6th St S. intersection has increased dramatically. Often, the roads in all directions are backed up with traffic at a stand-still for up to a mile. For this traffic analysis to say that traffic volumes have remained relatively consistent makes absolutely no sense.

In addition to the traffic being backed up at the intersection and causing major slow-downs, there is also a prominent concern for safety among many residents. Because there is a Fire Station located within a few hundred feet of the intersection, many are afraid that this congestion could endanger someone's life. Also, since it is so difficult to exit from 9th Ave S (onto 6th), I have witnessed people repeatedly shoot out in front of oncoming traffic to try to get into the southbound lane. I have also often seen people drive the wrong way through the oncoming traffic lanes (the northbound lanes heading south) to try and make the left turn light. We need a light to let residents out and stop traffic at 9th Ave S and the left hand turn lane at the intersection needs to be extended.

The number one issue affecting our neighborhood that is not addressed in this study is the impact that the additional traffic will have on residents attempting to head southbound on 6th Street S from 9th Avenue S, or residents attempting to turn East on 9th St S while heading south on 6th Street S as well as residents attempting to head west from Railroad Ave. onto Kirkland Way. I have spoken with Dave Tompson (from SRM) about this issue. Dave mentioned the stop light at Kirkland Way but I cannot see how that will improve the traffic flow for residents exiting onto 6th St S when most of the Google employees are travelling north on 6th St S. As a side note, last fall I timed how long it took me to head south onto 6th St S from 9th Avenue and it was 8 minutes.

It is very hard to trust that the city cares about the resident's concerns and safety when we were not included in this study and so far no proposal for traffic mitigation would help solve any of our problems.

Thank you for taking the time to read my concerns.

Sincerely,

Anna Rising
751 8th St S
Kirkland, WA 98033

Jon Regala

From: Anna Dickinson <annadsweden@yahoo.com>
Sent: Wednesday, May 01, 2013 4:16 PM
To: Jon Regala
Subject: Traffic Impact Analysis for Google Phase 2

Follow Up Flag: Follow up
Flag Status: Flagged

From: Shirley Dickinson
11112 NE 68th St Unit 327
Kirkland, WA 98033
Resident of Laurel Park Condominiums, Everest Neighborhood
Complex of 9 Bldgs, 190 units on N side of 68th, approx halfway between 6th
and I-405.
One of 9 Laurel Park Board of Directors
Owned unit since 1996
Just received email from Anna Rising this am with Traffic Impact for Google, 37 pgs.

I put my name on email list when Google contractors made presentation at Everest Meeting
but have not received emails!

Pg 5 under Traffic Volumes NE 68th "daily traffic volume on this roadway has remained
relatively constant since 1997." What! I am nonplussed. Don't see how data could be
accurate.

The approx 190 cars coming from Laurel Park and the 22 coming from Laurel Park Vista,
212 out and 212 coming back, that might have stayed constant.

So it's almost 4 PM and want to get this to you before 5 PM.

Want an extension for public comment on this analysis.

Want a more detailed explanation of Concurrency results, Pg 13, preferably at a
public meeting when people can ask questions.

Want more time to alert other Laurel Park board members and Laurel Park residents of
this study.

What I know is this, at 5 PM the line of cars going east or west on 68th St from State St to I-405
is continuous. Actually the numbers aren't the problem, it's that whatever the number,
they fill the space. And I get into my complex by the good grace of some driver
who allows me to cross the line of cars.

And the City of Kirkland wants to allow Google to double their numbers.

Sincerely
Shirley Dickinson

Jon Regala

From: Peter Hache <hachep@comcast.net>
Sent: Thursday, May 02, 2013 12:10 PM
To: Jon Regala
Subject: Access to new Google building

Follow Up Flag: Follow up
Flag Status: Flagged

John, it was my understanding that there was not to be an access to the new Google building from 7th Ave S but rather from 6th St via the existing Google complex. I see both being presented in the plan available on the website, can you confirm whether that plan is accurate and if there will be an access from 7th Ave?

Thanks

Peter Hache
444 7th Ave S.

Jon Regala

From: James Tierney <jamesti44@gmail.com>
Sent: Thursday, May 02, 2013 12:23 PM
To: Jon Regala; amrising@gmail.com
Subject: Google Phase II

Follow Up Flag: Follow up
Flag Status: Flagged

This will increase traffic on 6th St South. I live in the Everest neighborhood and there are often long delays turning left (south) from 9th Ave South onto 6th Ave South. What would help is to make a short, limited middle lane, perhaps two car lengths, into which Everest neighbors can turn from 9th Ave South onto 6th St South.

Please contact me if you have any questions or can explain to me why this is impossible or unhelpful. The fix involves relining the street and does not need to wait for the google changes, although the problem will get much worse with the additional traffic.

Thank You!

James Tierney

jamesti44@gmail.com

1120 Kirkland Ave

Jon Regala

From: Gary Rudolf <g.rudolf@comcast.net>
Sent: Thursday, May 02, 2013 1:17 PM
To: Jon Regala
Subject: New Google Development Traffic Study

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Jon Regala

I skimmed through the traffic report and found one intersection that was not addressed, 6th Street and 9th Avenue. It would seem this intersection would be impacted because of the funneling of traffic out of Google in total (both campuses) existing the south Google exist. It may be an oversight, but I think regardless its impact should be part of the study. 9th Avenue as currently improved when cars are parked on both sides of the street does not allow sufficient clearance for cars and trucks to pass each other. Also traffic backs up north of the 68th Street intersection making turns to the south almost impossible without the added traffic from the new Google campus. 9th Avenue is within a few hundred feet of the Google south access point.

I think 7th Avenue would give the new Google campus two access points and thus relieve traffic on 6th Street and putting it on State Street a less traveled road with good road width and a second access point to 68th Avenue, Kirkland Way, etc. The distance from the new Google Campus and State Street is not that far so the cost of road improvements would not be that great to be a development breaker. Also the railroad tracks are typically a breaking point between development and neighborhood areas.

I didn't see a description of what type of crossing is planned across the tracks from one campus to the other. Railroad lines have standards as to crossings and since there is a lawsuit as to railway usage and if freight traffic is again allowed on the tracks an on-grade crossing may not be legal. The results of the lawsuit should be known before the crossing design is ok'd.

The traffic count in and out of the existing Google Campus seems low in relation to the number of parking stalls on the campus. The parking looks near full most of the time. It's possible they choose a day when the campus was not fully utilized. It would appear to me that the am and pm traffic counts should be close to the number of parking stalls. In the case of the new campus with 746 parking stalls, when the campus is fully utilized there will be 746 vehicles going in and out of the campus in the am and the pm. I don't know how many parking stalls in the current campus but it is probably near the same if not more therefore there can be as many as 1500 cars entering in the am and existing in the pm. A big difference between what is reported at 195 cars in the am and 194 in the pm currently. All of these cars will be funneled to 6th Street. It should be noted that Google will be the current tenant of the facility that does not mean that Google will be there for the life of the facility. Another user might have different vehicular usage therefore the use of the total number of parking stalls would be most relative.

In my opinion the street improvements made for the first campus should be carried out the whole length of 6th Street from 68th to 85th Avenues at a minimum. This should be part of the development

plan and the costs should be shared with Park Place, Google, and others where their projects will impact traffic on 6th street.

Also 9th Avenue and 8th Street are now used for not only residential users, but for trucks and other non-residence traffic. I don't know if that was the intent originally and I don't know how the street is designated. The increase in traffic is very noticeable. As a resident on 9th Avenue we no longer have street parking available to us since Google has gone in. The multi-family developments along 9th Avenue were allowed to be built without on-site guest parking, thus we now have nowhere for guests to park when they visit. With the added number of people I assume this will only get worse.

I have been told that the new Google developers cannot use 7th Avenue for access to the development. I think this is a mistake. From what has happen to us on 9th Avenue as far as on-street parking, will also happen to the people on 7th Avenue. If they are given special consideration I believe we on 9th Avenue should be given similar consideration.

I have not talked to anyone in our area who is opposed to the Google addition, the biggest complaint is the increased traffic and the lack of on-street parking in residential areas that has occurred since Google was completed.

It is my belief the traffic issue will be acerbated when Park Place, the Google Addition, and any new development occurring at Houghton Corner at 6th Street and should be considered. I have personally narrowly missed having an accident trying to get to our condo from 6th Street when the traffic was letting out of Google. South bound traffic was backed up from 68th Avenue to Kirkland Way that day.

I feel the traffic study was completed incorrectly and appears to be biased toward the development of the Google addition as its impact on traffic in the area.

Thank you for your attention to my comments.

Gary H. Rudolf, ARA

General Certified Real Estate Appraiser

625 9th Avenue S.

Kirkland, WA 98033

559-432-5540

g.rudolf@comcast.net

Jon Regala

From: Marvin Scott <mavio@comcast.net>
Sent: Friday, May 03, 2013 7:40 AM
To: Jon Regala
Subject: Google Expansion

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Regala,

I live in the Houghton area and am concerned about the traffic impact that will be caused by this expansion of the Google campus. While Google is a great employer to have in our city the traffic in the Houghton and Everest areas has reached unacceptable levels.

I noticed the traffic study claims that previous development has had no impact on traffic in the area. That information is absolutely flawed. I doubt the author of that study has driven in the area during peak traffic periods which are getting longer and longer. I have lived in the area for 40 years and have seen the increase grow exponentially in the last 10 years. The wait to turn onto NE 68th from 106th NE can be quite long during the day, even though it may not be during peak traffic hours.

I feel conclusions reached in the study that further development will not have an impact is also severely flawed.

While I am not opposed to the expansion I want to make sure the current traffic problem is recognized and everything that can be done to mitigate the increased traffic is included in their plans.

Thanks you for your consideration.

Marv Scott
6504 106th Ave NE
Kirkland, WA. 98033

Jon Regala

From: Anna Rising <amrising@gmail.com>
Sent: Wednesday, May 08, 2013 1:27 PM
To: Jon Regala
Cc: Jill Keeney; Anna Rising
Subject: From the Everest Neighborhood Board re Google Phase 2 Traffic Analysis
Attachments: 5.7.13 Letter from Everest NH re Google Phase 2 Traffic Analysis.docx

Follow Up Flag: Follow up
Flag Status: Flagged

EVEREST NEIGHBORHOOD ASSOCIATION

May 8, 2013

Mr. Jon Regala
Sr. Planner
City of Kirkland
jregala@kirklandwa.gov

Re: Traffic Impact Analysis for Google Phase 2

Dear Mr. Regala,

We are writing in response to the Traffic Impact Analysis for Google Phase 2. We are disappointed that no consideration was given to the impact that this additional traffic will have on the Everest Neighborhood. There are several serious issues that were not addressed in this study.

SAFETY

Due to the congestion caused by the current traffic travelling north and southbound on 6th St S., there are critical safety issues:

- Vehicles exiting from 9th Ave. S. and turning south onto 6th St S. often dart out unsafely into traffic due to the long waits and the narrow gaps between vehicles.
- Because of the congestion, vehicles exiting from 9th Ave. S and turning south onto 6th St. S often pull into a narrow space in the middle of the two lanes in hopes of being able to merge into traffic. This space is not designated as a refuge lane to allow ease of merging, but is often used as one.
- In addition, due to the back-ups on 6th St S., the short left turn lane (onto 68th) and the lack of a right turn lane (onto 68th), vehicles travelling southbound on 6th St S. are often seen driving south in the northbound lane to get into the left turn lane in order to make the light.
- During peak traffic times, the intersection of 68th & 108th/6th St. S. is often backed up with traffic for up to a mile in several directions (most often from the intersection to the south). Since Fire

Station #22 is located a few hundred feet south of the intersection, we have great concerns that the current traffic congestion compounded with a future increase in vehicles will hamper the Fire Department's response rate, and thus endanger lives.

- The impact of an increase in traffic from this project was not considered on future users (bikers and pedestrians) of the Cross-Kirkland Corridor, which crosses 6th St. S. at 5th Place S.

THIS STUDY IS INCOMPLETE BECAUSE:

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We request that the above items be completed and the results shared with the Everest Neighborhood Association so that the information can be disseminated to our residents who will then have the opportunity to give feedback.

Thank you for your time on this matter.

The Everest Neighborhood Association Board

Jill Keeney, Chair

j.keeney@comcast.net

Jon Regala

From: Noel Arwine <noel_arwine@hotmail.com>
Sent: Wednesday, May 08, 2013 6:34 PM
To: Jon Regala
Subject: EVEREST NEIGHBORHOOD CONCERNS

Follow Up Flag: Follow up
Flag Status: Flagged

May 8, 2013

Mr. Jon Regala
Sr. Planner
City of Kirkland
jregala@kirklandwa.gov

Re: Traffic Impact Analysis for Google Phase 2

Dear Mr. Regala,

We are writing in response to the Traffic Impact Analysis for Google Phase 2. We are disappointed that no consideration was given to the impact that this additional traffic will have on the Everest Neighborhood. There are several serious issues that were not addressed in this study.

SAFETY

Due to the congestion caused by the current traffic travelling north and southbound on 6th St S., there are critical safety issues:

- Vehicles exiting from 9th Ave. S. and turning south onto 6th St S. often dart out unsafely into traffic due to the long waits and the narrow gaps between vehicles.
- Because of the congestion, vehicles exiting from 9th Ave. S and turning south onto 6th St. S often pull into a narrow space in the middle of the two lanes in hopes of being able to merge into traffic. This space is not designated as a refuge lane to allow ease of merging, but is often used as one.
- In addition, due to the back-ups on 6th St S., the short left turn lane (onto 68th) and the lack of a right turn lane (onto 68th), vehicles travelling southbound on 6th St S. are often seen driving south in the northbound lane to get into the left turn lane in order to make the light.
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We request that the above items be completed and the results shared with the Everest Neighborhood Association so that the information can be disseminated to our residents who will then have the opportunity to give feedback.

Thank you for your time on this matter.

Noel Arwine - Laurel Park owner
noel_arwine@hotmail.com

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May 8, 2013

Mr. Regala,

I am a resident on 9th Avenue South and have lived here for 13 years. I cannot believe that any recent traffic report states that there has not been any significant change in the amount of traffic on 6th Street and this neighborhood over the past 10 years. I would ask you to drive down 6th Street past Google between the hours of 7:00-9:00AM or 4:30 to 6:30PM on any given work day and see if you feel that that report is accurate.

I fully support the below letter submitted by our Everest Neighborhood Association.

Respectfully,

A Concerned Resident

**Carol Ann Beman
827—9th Avenue S.
Kirkland, WA
98033
C#433-1507**

EVEREST NEIGHBORHOOD ASSOCIATION

May 8, 2013

Mr. Jon Regala
Sr. Planner
City of Kirkland
jregala@kirklandwa.gov

Re: Traffic Impact Analysis for Google Phase 2

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The Everest Neighborhood Association Board

Jill Keeney, Chair
j.keeney@comcast.net

Jon Regala

From: arthur min <arthurmin@gmail.com>
Sent: Wednesday, May 08, 2013 11:14 PM
To: Jon Regala
Subject: google phase 2

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Jon Regala

Sr. Planner

City of Kirkland

jregala@kirklandwa.gov

Re: Traffic Impact Analysis for Google Phase 2

Dear Mr. Regala,

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Thank you for your time on this matter.

Jon Regala

From: Bonnie Brodd <bonnie.brodd@gmail.com>
Sent: Thursday, May 09, 2013 6:04 AM
To: Jon Regala
Cc: Anna Rising
Subject: Everest Neighborhood traffic and Google Expansion

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Regala,
I support the letter from the Everest Neighborhood Association. It addresses the concerns we have about the Google expansion and its effects on our neighborhood.
Bonnie Brodd
798 9th Ave S
Kirkland, WA 98033

Jon Regala

From: M. Edward Spring <espring@ohswlaw.com>
Sent: Thursday, May 09, 2013 7:02 AM
To: Jon Regala
Subject: Google Phase 2--traffic

Follow Up Flag: Follow up
Flag Status: Flagged

My wife and I live on 8th Street South in the Everest Neighborhood. It is already very difficult getting out of our area near Google. Please don't make it worse!!

We support the letter submitted by the Everest Neighborhood Board.

Thank you for your consideration.

ed

M. Edward Spring
Oseran, Hahn, Spring, Straight & Watts, P.S.
Suite 1430, Skyline Tower
10900 N.E. 4th Street
Bellevue, WA 98004
Phone: 425-455-3900 (ext 111)
Fax: 425-455-9201
espring@ohswlaw.com

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Jon Regala

From: Elizabeth Phillips <free4058@aol.com>
Sent: Thursday, May 09, 2013 7:39 AM
To: Jon Regala
Subject: Everest neighborhood

Follow Up Flag: Follow up
Flag Status: Flagged

I would like to let you know I fully support our board and am also very concerned about the safety of our children. We have a large population of children as well as walkers of varying ages that would be directly affected by the increased traffic through our neighborhood.

As it is now, we all drive fairly slowly because of the children playing, but with drivers not invested in our families, I am afraid speed, regardless of posted speed limits would become a hazard and afraid a life changing accident is likely to happen.

Please consider this letter as decisions are made.

Respectfully,
Elizabeth Phillips.

Sent from my iPad

Jon Regala

From: Lisa Cox <lcox78@frontier.com>
Sent: Thursday, May 09, 2013 7:56 AM
To: Jon Regala
Cc: scox.architect@frontier.com
Subject: Everest Neighborhood traffic impact - Google
Attachments: 5.7.13 Letter from Everest NH re Google Phase 2 Traffic Analysis.docx

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

Mr Regala,

I have lived in the Everest Neighborhood for over 20 years. While I welcome the Google campus and the financial impact it will have on the city, I am very concerned about the impact on traffic and safety coming in and out of our neighborhood on 6th St S and 9th Avenue. I have read the letter drafted by the Everest NH (attached) and completely concur with their issues. Please consider more study as to the impact to traffic and safety that Google's expansion will have on our neighborhood.

Thank you,
Lisa and Steve Cox
535 8th St S.
Kirkland, WA 98033
425.269.6579

Jon Regala

From: doanew@comcast.net
Sent: Thursday, May 09, 2013 8:07 AM
To: Jon Regala
Subject: traffic analysis for Google Phase 2
Attachments: 5.7.13 Letter from Everest NH re Google Phase 2 Traffic Analysis.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Sir,

Please count our household as one who has read the attached letter, written by the Everest Neighborhood Association, and feels it expresses our exact concerns regarding Google Phase 2 and how it will impact the already unsafe traffic conditions in our neighborhood.

We would appreciate it if the city would slow down and do a more *thorough* study.

Sincerely,
Dave & Wendy Doane
327 8th St S

Jon Regala

From: Julie Livas <jdlivas@gmail.com>
Sent: Thursday, May 09, 2013 9:48 AM
To: Jon Regala
Subject: Traffic Impact Analysis for Google Phase 2

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Regala,

I live in the Everest neighborhood and would like to support the recent letter sent by the neighborhood association regarding traffic safety issues along 6th St. South. I have addressed the same issues in the past. Below is a portion of an email I sent to David Godfrey in July, 2012.

Dear Mr. Godfrey,

I'm writing about a traffic safety issue in the Everest neighborhood, specifically the intersection of 9th Ave. S and 6th St. S. Almost everyone in the Everest neighborhood must use 9th Ave. S. as their primary outlet street, but at certain times when traffic is heavy on 6th St. S., it is very difficult to safely exit the neighborhood. Unfortunately, this is most often in the morning when people are trying to get to work.

As you know, this intersection is just north of the newly upgraded intersection at the Houghton shopping area (68th Ave S and 6th St S./108th). In the morning, southbound traffic is often backed up from the Houghton intersection far enough to block the Everest neighborhood outlet street. This makes it very difficult to turn left from 9th Ave. S. onto 6th St. S. Drivers must often wait until someone lets them in, or worse, turn into the center lane of 6th St. S. and wait for an opportunity to merge into the line of cars.

In the past months I have seen several near accidents and aggressive maneuvers by drivers trying to turn onto 6th St. S. One morning, two cars turned left into the center lane on 6th St. S. at the same time. The rear end of the second car was sticking out into the northbound lane of 6th St. S., and the cars driving north started honking and abruptly swerving around it. A mother with two children standing on the corner grabbed her kids and pulled them back away from the curb. There was very nearly a collision. The following week there was a lineup of four cars on 9th Ave. S. all waiting to turn out onto 6th St S. The first two cars were turning left and waiting for a break in the line up so they could pull out. The driver of the third car, wanting to make a right turn, got impatient and suddenly pulled into the opposite lane of 9th Ave. S., going around the two waiting cars, then made a fast right turn in front of them onto 6th St. S. He could have hit oncoming traffic, interfered with the cars turning left, or hit a pedestrian. It was a stupidly dangerous maneuver, but it was typical of frustrated drivers just trying to get out of the neighborhood.

Recent changes in the neighborhood have also increased the problems near this intersection. Among them:

Google traffic coming down 68th Ave. S. from the freeway and making left turns into the Google parking lot add to the congestion in the morning.

More people are parking along 9th Ave. S. and crossing 6th St. S. at this intersection to go to either Google or the bus stop. They don't walk to the marked crosswalks.

There is a more constant flow of northbound traffic going through the new Houghton intersection, which creates shorter gaps through which to make left turns onto 6th St. S.

There are more homes being built in the Everest neighborhood, creating more cars than ever having to use this one outlet street.

These traffic safety problems are very real and the city has been aware of them for a long time. Therefore, I urge the city to follow the recommendations of the Everest neighborhood association prior to approving the Google Phase 2 development.

Sincerely,
Julie Livas
842 8th Ave. S.
Kirkland, WA 98033

Jon Regala

From: Mairi McRae <mairi3322@yahoo.com>
Sent: Thursday, May 09, 2013 10:45 AM
To: Jon Regala
Subject: Traffic conjection due to increase of Google traffic in the Everest area

Follow Up Flag: Follow up
Flag Status: Flagged

I support the letter submitted by the Everest Neighborhood Board.

from Mairi McRae

Jon Regala

From: Taylor,Sarah R <Sarah.Taylor@edwardjones.com>
Sent: Thursday, May 09, 2013 10:51 AM
To: undisclosed.for.privacy
Subject: Google Phase II Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Regala,

I am a business owner at the Houghton Plaza at the corner of 6th Street and 68th. I concur with the issues raised in the letter from The Everest Neighborhood Association Board, attached below. The plaza where I work does not have available parking for employees, and the employees use the street parking on 6th Street South between 9th Ave S. and NE 68th Street.

Prior to the original Google campus, there was sufficient street parking for the employees, leaving the parking lot for our customers. Since Google opened, due to some street parking being eliminated and Google employees parking on the street, there is no longer sufficient parking on 6th Street and both Google employees and Houghton Plaza employees are parking on the public parking on 9th Ave South, where we have received complaints from neighbors.

Both entrances to my business plaza are located on 6th Street South and NE 68th Street, near the intersection and the lack of two lanes of traffic or sufficient turn lanes is making it difficult for patrons to come to these businesses. I am very concerned that increased traffic on 6th Street South from another Google campus will adversely impact our businesses, unless some changes are made to traffic flow.

My questions:

1. Does Google provide sufficient parking for their employees on their campuses?
2. Why are Google employees parking on 6th Street South and 9th Ave South?
3. Can the current campus or the proposed campus have an entrance/exit on State Street or another arterial rather than 6th Street South?
4. We need better traffic flow at the corner of 6th Street South and NE 68th Street to handle the current traffic and proposed increase in traffic.
5. If #4 results in reduced street parking, that will impact the employees at Houghton Plaza.

I concur with the recommendations from Everest Neighborhood:

Absent a traffic light being installed at 9th Ave. S., and because this study was incomplete, we are asking that the following be completed prior to the approval of this development:

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Sincerely,

Sarah R. Taylor, AAMS

Financial Advisor

The highest compliment you can pay me is the referral of a friend or relative.

**Note: Trades cannot be accepted by e-mail or voicemail.

Mr. Jon Regala
Sr. Planner
City of Kirkland
jregala@kirklandwa.gov

Re: Traffic Impact Analysis for Google Phase 2

Dear Mr. Regala,

We are writing in response to the Traffic Impact Analysis for Google Phase 2. We are disappointed that no consideration was given to the impact that this additional traffic will have on the Everest Neighborhood. There are several serious issues that were not addressed in this study.

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Thank you for your time on this matter.

The Everest Neighborhood Association Board

Sarah Taylor
Financial Advisor
Edward Jones
963 6th Street S.
Kirkland, WA 98033
(425) 828-9087
www.edwardjones.com

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Jon Regala

From: Nabila Lacey <nabilan@gmail.com>
Sent: Thursday, May 09, 2013 12:32 PM
To: Jon Regala
Subject: Google Traffic Analysis

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr Regala

I would like to let you know that I support the concerns that were submitted by the Everest Neighborhood Board. Including the need for additional cross walks across 6th St.

Regards
Nabila Lacey

Jon Regala

From: Frost, Chris <chris.frost@zgf.com>
Sent: Thursday, May 09, 2013 12:47 PM
To: Jon Regala
Subject: Everest Park community letter regarding Google expansion traffic study

Follow Up Flag: Follow up
Flag Status: Flagged

I support the additional study the Everest Park letter outlines – thanks!

Chris Frost ZGF ARCHITECTS LLP
LEED AP BD+C T 206.521.3445 E chris.frost@zgf.com
Associate Partner 925 Fourth Avenue, Suite 2400
Seattle, WA 98104

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Jon Regala

From: hogbob04@comcast.net
Sent: Thursday, May 09, 2013 1:01 PM
To: Jon Regala
Cc: j.keeney@comcast.net
Subject: Everest Neighborhood Association

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Regala,

My Wife and I strongly support the letter below. At times traffic congestion and safety are already a problem. Please do something different than proposed. Listen to the people for a change and not just the potential money from a large company !

Bob & Kate Colgan

EVEREST NEIGHBORHOOD ASSOCIATION

May 8, 2013

Mr. Jon Regala
Sr. Planner
City of Kirkland
jregala@kirklandwa.gov

Re: Traffic Impact Analysis for Google Phase 2

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- In addition, due to the back-ups on 6th St S., the short left turn lane (onto 68th) and the lack of a right turn lane (onto 68th), vehicles travelling southbound on 6th St S. are often seen driving south in the northbound lane to get into the left turn lane in order to make the light.
- During peak traffic times, the intersection of 68th & 108th/6th St. S. is often backed up with traffic for up to a mile in several directions (most often from the intersection to the south). Since Fire Station #22 is located a few hundred feet south of the intersection, we have great concerns that the current traffic congestion compounded with a future increase in vehicles will hamper the Fire Department's response rate, and thus endanger lives.
- The impact of an increase in traffic from this project was not considered on future users (bikers and pedestrians) of the Cross-Kirkland Corridor, which crosses 6th St. S. at 5th Place S.

THIS STUDY IS INCOMPLETE BECAUSE:

- A Gap Analysis (such as the one which was completed for the Potala Village development) was not done for 9th Avenue S.
- Vehicle Queuing Analysis on 9th Avenue S. and the intersection of 68th & 108th/6th St S. was not measured.
- No Safety Analysis was done.

Absent a traffic light being installed at 9th Ave. S., and because this study was incomplete, we are asking that the following be completed prior to the approval of this development:

- A refuge lane be created on 6th St. S. (just south of 9th Ave S.) so that vehicles can pull out and wait to merge into southbound traffic
- That a Gap Analysis, a Vehicle Queuing Analysis and a Safety Analysis be completed for 9th Ave. S. and the intersection of 68th & 6th St./ S.108th at peak traffic times
- That the impact on future users of the Cross-Kirkland Corridor at 5th place S & 6th Street S. be considered in a Traffic Analysis.
- That the eastbound left turn lane at the intersection of 68th & 108th/6th St S., be extended to accommodate more vehicles.

We request that the above items be completed and the results shared with the Everest Neighborhood Association so that the information can be disseminated to our residents who will then have the opportunity to give feedback.

Thank you for your time on this matter.

The Everest Neighborhood Association Board

Jill Keeney, Chair
j.keeney@comcast.net

Jon Regala

From: Christine Heinrich <christine.heinrich.c8x0@statefarm.com>
Sent: Friday, May 10, 2013 7:23 AM
To: Jon Regala
Subject: everest neighborhood

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Mr. Regala~

I am writing to confirm I support the letter submitted by the Everest Neighborhood Board, regarding the Google Phase two traffic analysis. Thank you-

Christine Heinrich

May 10, 2013

Chandra Tollefsen Hughes
621 7th Street South
Kirkland, WA 98033

Jon Regala
Senior Planner
City of Kirkland
jregala@kirklandwa.gov

Re: Traffic Impact Analysis for Google Phase 2

Dear Mr. Regala,

We are writing in response to the Traffic Impact Analysis for Google Phase 2. We are disappointed that no consideration was given to the impact that this additional traffic will have on the Everest Neighborhood in terms of congestion, access to / from our neighborhood, bike and pedestrian safety. There are several serious issues that were not addressed within this study.

SAFETY

Due to the congestion caused by the current traffic travelling north and southbound on 6th ST S, there are critical safety issues:

- Vehicles exiting from 9th AVE S and 5th AVE S, turning south onto 6th ST S often dart out unsafely into traffic due to the long waits and narrow gaps between vehicles.
- Because of the congestion, vehicles exiting from 9th AVE S turning south onto 6th ST S often pull into a narrow space in the middle of the two lanes in hopes of being able to merge into traffic. This space is not designated as a refuge lane to allow ease of merging, but is often used as one.
- In addition, due to the back-ups on 6th Street South, the short left turn lane (onto 68th) and the lack of a right turn lane (onto 68th), vehicles travelling southbound on 6th Street South are often seen driving south in the northbound lane to get into the left turn lane in order to make the light.
- During peak traffic times, the intersection of NE 68th ST & 108th AVE NE / 6th ST S is often backed up with traffic for up to a mile in several directions (most often from the intersection to the south). Since Fire Station #22 is located a few hundred feet south of the intersection, we have great concerns that the current traffic congestion compounded with a future increase in vehicles will hamper the Fire Department's response rate, and thus endanger lives.
- Impact of an increase in traffic from this project was not considered on future users (bikers and pedestrians) of the Cross-Kirkland Corridor, which cross 6th Street South at 9th AVE S, 5th AVE S, and 5th PL S.

STUDY INCOMPLETE

- Gap Analysis (such as the one which was completed for the Potala Village development) was not done for 9th AVE S.
- Vehicle Queuing Analysis on 9th AVE S and the intersection of NE 68th ST & 108th AVE NE / 6th ST S were not measured.
- No Safety Analysis was done.

REQUEST

Because the study is incomplete, we are asking that the following be completed prior to the approval of this development:

- Gap Analysis, a Vehicle Queuing Analysis, and a Safety Analysis be completed for 9th AVE S, the intersection of NE 68th ST & 108th AVE NE / 6th ST S at peak traffic times.
- Impact on future users of the Cross-Kirkland Corridor at 6th Street South and 9th AVE S, 5th AVE S, and 5th PL S be considered in a Traffic Analysis.
- Review possibility of installing a traffic light at 9th AVE S which would allow for safe ingress / egress for vehicle, bicycle, and pedestrian crossing.
- Refuge lanes be created on 6th Street South (just south of 9th AVE S -and- just south of 5th AVE S) so that vehicles can pull out and wait to merge into southbound traffic.
- Eastbound left turn lane at the intersection of NE 68th ST & 108th AVE NE / 6th ST S, be extended to accommodate more vehicles.

We request that the above items be completed and the results shared with the Everest Neighborhood Association with sufficient notice and review timeframe such that the information can be disseminated to our residents who will then have the opportunity to provide feedback.

Thank you for your attention to this matter.

Sincerely,

Chandra Tollefsen Hughes
Everest Neighborhood Resident
621 7th Street South

Jon Regala

From: Brian Hughes <Brian@CasaDeHughes.com>
Sent: Friday, May 10, 2013 11:33 AM
To: Jon Regala
Subject: Google Expansion

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Jon,

We have spoken before about the traffic and safety issues on 6th Street South, and I know it will not surprise you that I **fully support the letter submitted by the Everest Neighborhood Board regarding this issue**. My concern is that this letter, in and of itself, does not make it clear enough how much of an impact traffic has on the safety of and access to our neighborhood. It also does not specifically mention access to 6th Street South from 9th Ave, though I am certain you have heard about the poor sight lines there from Beverly Gilbert, who has been vocal about this aspect in particular.

Please do whatever you can to ensure the safety of and access to our neighborhood by requiring a more thorough analysis of the traffic impacts resulting from the Google expansion. For instance, we are seeing more traffic on 7th Street South as a result of the congestion on 6th Street South, and our street, which is marked as a local access only residential street, is often full of kids.

Thank you,

Brian Hughes
621 7th Street South

Jon Regala

From: richrankin1@comcast.net
Sent: Friday, May 10, 2013 3:46 PM
To: Jon Regala
Subject: Google Phase II Traffic Impact Analysis

Follow Up Flag: Follow up
Flag Status: Flagged

It seems like the City is bound and determined to do whatever they want to in spite of feedback the Everest Neighborhood has given at numerous City meetings in the past year. The subject "traffic impact analysis" looks like another formality to make it look like you are doing your due diligence and to beat us down with your "process". The errors and especially omissions in this report are too numerous to mention in this email. So, for now, I am voicing my concerns/objections with my own document, the attached memo already sent by our Neighborhood Chair. All I can say is why don't some of the city people get out of their offices and spend some time at the corner of 6th St. So. and NE 68TH St. ?? The point is that there are already lots of traffic problems along both of these corridors without any increase traffic flow. Paying some consulting company to perform a perfunctory study with limited scope at one point in time does not substitute for enduring the day-in and day-out issues that already exist. Get down off your high perch and slow down long enough to do your job right instead of hiding behind a process and pretending that you are serving the residents along this corridor. In addition to this area, that is the subject of this report, the problem extends far beyond our area to neighboring major intersections. Check out the congestion around Exit 17 sometime. You will see that it backs up to the intersection referred to here. Is your goal to see whether you can make traffic back up onto I-405??

attached is the memo that I fully agree with. This is only intended to meet the deadline that you have imposed.

E. Richard Rankin & Laura C. Rankin
750 8th St. So.
(dissatisfied residents of Kirkland)

EVEREST NEIGHBORHOOD ASSOCIATION

May 8, 2013

Mr. Jon Regala
Sr. Planner
City of Kirkland
jregala@kirklandwa.gov

Re: Traffic Impact Analysis for Google Phase 2

Dear Mr. Regala,

We are writing in response to the Traffic Impact Analysis for Google Phase 2. We are disappointed that no consideration was given to the impact that this additional traffic will have on the Everest Neighborhood. There are several serious issues that were not addressed in this study.

SAFETY

Due to the congestion caused by the current traffic travelling north and southbound on 6th St S., there are critical safety issues:

- Vehicles exiting from 9th Ave. S. and turning south onto 6th St S. often dart out unsafely into traffic due to the long waits and the narrow gaps between vehicles.
- Because of the congestion, vehicles exiting from 9th Ave. S and turning south onto 6th St. S often pull into a narrow space in the middle of the two lanes in hopes of being able to merge into traffic. This space is not designated as a refuge lane to allow ease of merging, but is often used as one.
- In addition, due to the back-ups on 6th St S., the short left turn lane (onto 68th) and the lack of a right turn lane (onto 68th), vehicles travelling southbound on 6th St S. are often seen driving south in the northbound lane to get into the left turn lane in order to make the light.
- During peak traffic times, the intersection of 68th & 108th/6th St. S. is often backed up with traffic for up to a mile in several directions (most often from the intersection to the south). Since Fire Station #22 is located a few hundred feet south of the intersection, we have great concerns that the current traffic congestion compounded with a future increase in vehicles will hamper the Fire Department's response rate, and thus endanger lives.
- The impact of an increase in traffic from this project was not considered on future users (bikers and pedestrians) of the Cross-Kirkland Corridor, which crosses 6th St. S. at 5th Place S.

THIS STUDY IS INCOMPLETE BECAUSE:

- A Gap Analysis (such as the one which was completed for the Potala Village development) was not done for 9th Avenue S.
- Vehicle Queuing Analysis on 9th Avenue S. and the intersection of 68th & 108th/6th St S. was not measured.
- No Safety Analysis was done.

Absent a traffic light being installed at 9th Ave. S., and because this study was incomplete, we are asking that the following be completed prior to the approval of this development:

- A refuge lane be created on 6th St. S. (just south of 9th Ave S.) so that vehicles can pull out and wait to merge into southbound traffic
- That a Gap Analysis, a Vehicle Queuing Analysis and a Safety Analysis be completed for 9th Ave. S. and the intersection of 68th & 6th St./ S.108th at peak traffic times
- That the impact on future users of the Cross-Kirkland Corridor at 5th place S & 6th Street S. be considered in a Traffic Analysis.
- That the eastbound left turn lane at the intersection of 68th & 108th/6th St S., be extended to accommodate more vehicles.

We request that the above items be completed and the results shared with the Everest Neighborhood Association so that the information can be disseminated to our residents who will then have the opportunity to give feedback.

Thank you for your time on this matter.

The Everest Neighborhood Association Board

Jill Keeney, Chair
j.keeney@comcast.net

Jon Regala

From: pamkiesel@juno.com
Sent: Friday, May 10, 2013 4:11 PM
To: Jon Regala
Subject: Google Expansion congestion and safety issues

Follow Up Flag: Follow up
Flag Status: Flagged

Please note that we support the e-mail sent by the Everest Neighborhood association on May 8th, 2013. We are NOT Everest residents but do live in Houghton (on NE 62nd) and must use the routes around the proposed Google expansion to get to the post office, shopping, 405, 520 etc. and are definitely affected by the ability of emergency vehicles to move about the area when needed. We are most concerned with the congestion and safety issues and do not feel they have been sufficiently studied and considered.

We, who live here, and have supported the city via taxes lo these many years. need to get around safely and with less congestion than we already have. Prospective business and new residential expansion is sure to be impacted by the ability to move about the area safely and with some semblance of efficiency. That will impact any new revenues planned upon from these expansions.

Thank you,

Pam and David Kiesel

Jon Regala

From: Joanne Warner <jojowarner@hotmail.com>
Sent: Friday, May 10, 2013 4:52 PM
To: Jon Regala
Subject: Letter about Google Phase 2
Attachments: Letter from Everest NH re Google Phase 2 Traffic Analysis.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Mr Regala:

Attached you will find my letter about the Google Impact for Phase 2. The current congestion is awful and the volume dangerous.

In a nutshell, the city is ruining the quality of life for Everest Park and Houghton in the name of increase revenue base. I cannot even venture out of 9th Ave S at certain hours of the day because it takes me 30 minutes versus 10 in the quiet times. Why should it take so long to get to my home each night?

I am very disappointed in your lack of planning for traffic and the sneaky way the study was done -- or in reality not done.

Thank you,

Joanne Warner
821 9th Ave. S.
Kirkland, WA 98033

Joanne Warner
Broker
Home Advantage Realty
206-786-0055

EVEREST NEIGHBORHOOD ASSOCIATION

Mr. Jon Regala
Sr. Planner
City of Kirkland
jregala@kirklandwa.gov

Re: Traffic Impact Analysis for Google Phase 2

Dear Mr. Regala:

I am writing in response to the Traffic Impact Analysis for Google Phase 2. I am very upset and disappointed that no consideration was given to the impact that this additional traffic will have on the Everest Neighborhood. There are several serious issues that were not addressed in this study.

SAFETY

Due to the congestion caused by the current traffic travelling north and southbound on 6th St S., there are critical safety issues:

- Vehicles exiting from 9th Ave. S. and turning south onto 6th St S. often dart out unsafely into traffic due to the long waits and the narrow gaps between vehicles.
- **Turning into traffic from the two major shopping centers is dangerous at rush hour. There is one middle merge lane and people use it heading west and east at the same time. This is downright dangerous.**
- Because of the congestion, vehicles exiting from 9th Ave. S and turning south onto 6th St. S must pull out into a narrow space in the middle of the two lanes in hopes of being able to merge into traffic. **This space is not designated as a refuge lane to allow ease of merging, but is often used as one. This is dangerous.**
- In addition, due to the severe back-ups on 6th St S., the short left turn lane (onto 68th) and the lack of a right turn lane (onto 68th), vehicles travelling southbound on 6th St S. are often seen driving south in the northbound lane to get into the left turn lane in order to make the light.
- During peak traffic times, the intersection of 68th & 108th/6th St. S. is often backed up with traffic **for up to a mile in several directions** (most often from the intersection to the south). Since Fire Station #22 is located a few hundred feet south of the intersection, we have great concerns that the current traffic congestion compounded with a future increase in vehicles will hamper the Fire Department's response rate, and thus endanger lives. It is do difficult to get to from one point to another point drom 4 p.m. to 6:30 p.m.

- **The increase in the traffic over the past two years and now the increase in more traffic from Google Phase 2 has a negative effect on the quality of life for residents.**
- **Lastly, 18 wheeler semi trucks load and unload, several times into two major contractor business right in front of 9th Ave. S. This causes congestion and is not safe for those turning into traffic or onto 9th Ave. S.**

THIS STUDY IS INCOMPLETE BECAUSE:

- A Gap Analysis (such as the one which was completed for the Potala Village development) was not done for 9th Avenue S. WHY?
- Vehicle Queuing Analysis on 9th Avenue S. and the intersection of 68th & 108th/6th St S. was not measured. WHY?
- No Safety Analysis was done. WHY?

Absent a traffic light being installed at 9th Ave. S., and because this study was incomplete, we are asking that the following be completed prior to the approval of this development:

- A refuge lane be created on 6th St. S. (just south of 9th Ave S.) so that vehicles can pull out and wait **safely** to merge into southbound traffic
- That a Gap Analysis, a Vehicle Queuing Analysis and a Safety Analysis be completed for 9th Ave. S. and the intersection of 68th & 6th St./ S.108th at peak traffic times
- That the impact on future users of the Cross-Kirkland Corridor at 5th place S & 6th Street S. be considered in a Traffic Analysis.
- That the eastbound left turn lane at the intersection of 68th & 108th/6th St S., be extended to accommodate more vehicles.

We request that the above items be completed and the results shared with the Everest Neighborhood Association so that the information can be disseminated to our residents who will then have the opportunity to give feedback.

Thank you for your time on this matter.

The Everest Neighborhood Association Board

Jon Regala

From: Stacey Sanner <staceysanner@hotmail.com>
Sent: Friday, May 10, 2013 5:46 PM
To: Jon Regala
Subject: RE: Google traffic study/impact on neighborhoods

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Jon,

I have been thinking about your email and was wondering if we can contact the Transportation Engineer directly.

I just tried driving through rush hour traffic in this area. It is becoming increasingly dangerous -- including a mother and child jaywalking in the middle of 6th street with heavy traffic in both directions since there is no crosswalk within reasonable distance.

I don't feel the city is responding with the level of concern and attention this situation requires. Let me know if you have any ideas on how to move this issue forward -- and I'm talking about the current mess we have on our hands. Not just the future one.

Thanks, Stacey

Stacey Sanner
staceysanner@hotmail.com
425.896.8505

From: JRegala@kirklandwa.gov
To: staceysanner@hotmail.com
CC: unclelarry77@gmail.com; amrising@gmail.com
Subject: RE: Google traffic study/impact on neighborhoods
Date: Wed, 1 May 2013 15:04:50 +0000

Stacey,

Thank you for your comments. They will be forwarded to our Transportation Engineer for further consideration as part of the environmental review for the project.

-Jon

Jon Regala, Senior Planner
City of Kirkland Planning Department
123 5th Avenue
Kirkland, WA 98033
P: 425.587.3255 F: 425.587.3232

jregala@kirklandwa.gov | www.kirklandwa.gov/planning.htm

From: Stacey Sanner [mailto:staceysanner@hotmail.com]
Sent: Wednesday, May 01, 2013 7:46 AM
To: Jon Regala
Cc: Larry Anderson; amrising@gmail.com
Subject: Google traffic study/impact on neighborhoods

Dear Jon,

I am a resident of the Everest Estates and have been for seven years. I am writing to express my deep concern over the city's assessment of traffic in Houghton/Everest area and the impact of future increased traffic and its dangers if/as Google expands.

Increased traffic is not something the current structure of the streets and neighborhoods can tolerate without significant changes by the city. Those changes need to be made with input from those of us who live here. Let me share with you the issues we already have today that need to be addressed:

Traffic

- Traffic on 6th St. has increased dramatically due to Google and to the 255 bus (and perhaps others) that now use that street.
- Traffic has increased dramatically on 9th Ave. South. Drivers are using our street as a short cut. They are driving fast up the street and take the turn off 6th St. very fast, very dangerously.
- It is to the point on 9th Ave. South where at times, two cars cannot pass going in opposite directions. I can't imagine an emergency vehicle, fire truck or large vehicle can easily make it up or down our street. As it is Waste Management has to pull over each time a car tries to pass.

Parking

- Parking on our street is OUT OF CONTROL because commuters use our street to park to take the bus.
- While this might not seem like an issue to you, it is. Pulling out of condo driveways and out of side streets is like taking our lives in our hands each time. There is little to NO visibility of oncoming cars. Because these drivers are driving above speed limit, it is dangerous.
- Exiting 9th Ave. S onto 6th St. is like pulling out onto a race track. There is no visibility because of parked cars on 9th Ave. S and 6th St. It is increasingly dangerous as pedestrians dart across the street at all points as I mention below.
- And to reference Waste Management again, there is insufficient room on our street to place garbage cans in the way Waste Management requests. This has made it harder for them.

Jaywalking

- As I said, people parking on 9th Ave. South are crossing 6th St. at various points without cross walks. They are darting out in the midst of oncoming traffic. It is a danger to them and to the drivers. I can rarely make a turn on to 6th St. without risking hitting someone. There will be a fatality at some point. Even when the park and ride is finished with construction, people will continue to park on our street because once the bus gets to the park and ride, there are no seats left.

- Driving speeds on Railroad Rd. and Kirkland Way have only increased. People treat these streets like unseen highways.

I am sure the city is very excited about the prospect of a Google expansion. If you deal with the increased traffic by adding more lights and crosswalks AND police patrol of the area to enforce speed limits and overnight parking rules, that would be a start.

For the safety of residents on 9th Ave. South, the commuter parking needs to end. Street parking signs that limit parking to 2-4 hours and/or parking permits for residents are both good options.

While a right turning lane was added to the intersection of 68th and 6th St., it has little impact in reducing the line of traffic going west. Plus, drivers take that right turn so fast that customers of the 7-11 parking lot take their lives in their hands every time they try to exit that parking lot.

I think if you work with us and listen to the issues you will find ways it all can be addressed. The city's lack of attention to the matter so far is already distressing. For the city to fail to predict and recognize not only the impact, but the danger of increased traffic and parking issues is truly alarming.

I would appreciate hearing from you.

Stacey Sanner

Stacey Sanner
staceysanner@hotmail.com
425.896.8505

Jon Regala

From: Jolene Cable <cablejd@comcast.net>
Sent: Sunday, May 12, 2013 10:09 AM
To: Jon Regala
Subject: Google Phase 2 Traffic Analysis
Attachments: 5.7.13 Letter from Everest NH re Google Phase 2 Traffic Analysis.docx

Follow Up Flag: Follow up
Flag Status: Flagged

John Regal,

I'm a resident of the Everest neighborhood and I would like you to know that we support this letter drafted by the Everest Neighborhood committee.

I would have sent this earlier but I was out of town on vacation.

Bruce and Jolene cable

Jon Regala

From: richrankin1@comcast.net
Sent: Sunday, May 12, 2013 4:12 PM
To: Jon Regala
Subject: Fwd: A Government Study

Follow Up Flag: Follow up
Flag Status: Flagged

