



**CITY OF KIRKLAND**  
**Planning and Community Development Department**  
**123 Fifth Avenue, Kirkland, WA 98033 425.587-3225**  
[www.kirklandwa.gov](http://www.kirklandwa.gov)

**ADVISORY REPORT  
 FINDINGS, CONCLUSIONS, AND RECOMMENDATIONS**

**To:** Kirkland Hearing Examiner

**From:**  Tony Leavitt, Project Planner

 Paul Stewart, AICP, Deputy Planning Director

**Date:** June 11, 2014

**File:** **MERITAGE RIDGE PRELIMINARY SUBDIVISION, FILE NO. SUB13-02088**

**Hearing Date and Place:** June 18, 2014  
 City Hall Council Chambers  
 123 Fifth Avenue, Kirkland

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## **I. INTRODUCTION**

### **A. APPLICATION**

1. Applicant: Harbor Homes, LLC for the Property Owners
2. Site Location: 12817 136TH Avenue NE; 13407, 13419, & 13505 NE 129th Street and 13511 NE 129th Place (See Attachment 1)
3. Request: Proposal to subdivide five existing parcels (totaling 5.98 acres) into 36 separate lots in a RSA 8 Zone (see Attachment 2). Access to the lots will be provided via a new access road off of 136th Avenue NE. The new access road will also connect to the existing NE 129th Street right-of-way, to the west of the plat, to create a new through road.
4. Review Process: Process IIA, Hearing Examiner conducts public hearing and makes final decision on Preliminary Subdivision. A Final Subdivision application will be reviewed and, if consistent with the approved preliminary subdivision, approved by the City Council.
5. Summary of Key Issues:
  - a. Compliance with Kirkland Municipal and Zoning Code Approval Criteria (see Section II.D).
  - b. Applicable Development Regulations (see Section II.E).

### **B. RECOMMENDATIONS**

Based on Statements of Fact and Conclusions (Section II), and Attachments in this report, we recommend approval of this application subject to the following conditions:

1. This application is subject to the applicable requirements contained in the Kirkland Municipal Code, Zoning Code, and Building and Fire Code. It is the responsibility of the applicant to ensure compliance with the various provisions contained in these ordinances. Attachment 3, Development Standards, is provided in this report to familiarize the applicant with some of the additional development regulations. This attachment does not include all of the additional regulations. When a condition of approval conflicts with a development regulation in Attachment 3, the condition of approval shall be followed.
2. The applicant shall comply with the applicable tree retention requirements of KZC Chapter 95. The tree retention conditions as outlined in Attachment 3 shall be followed (See Conclusion II.E.1).
3. Prior to recording the subdivision, the applicant shall record the proposed lot line alteration to adjust the property boundaries to match the proposed site plan (See Conclusion II.A.1).
4. As part of any development permits, the applicant shall follow the recommendations contained in the report by Earth Solutions NW, LLC dated October 3, 2013 (see Conclusion II.E.3).

## **II. FINDINGS OF FACT AND CONCLUSIONS**

### **A. SITE DESCRIPTION**

1. Site Development and Zoning
  - a. Facts:
    - (1) Size: Currently, the subject properties have a total of 240,151 Square Feet (5.53 acres). A proposed lot line alteration (LLA14-

00720) with the property to the north will increase the property to 260,327 Square Feet (5.98 acres).

- (2) Land Use: The subject property contains multiple single family residences and accessory structures. These structures are proposed to be removed as part of the development proposal. Additionally, the subject property contains overhead Puget Sound Energy transmission lines and the underground Olympic Pipeline.
  - (3) Zoning: RSA 8, Residential Single Family with a density of 8 units per acre and a minimum lot size of 3,800 square feet. Based on the parcel size of 260,327 square feet (5.98 acres), the maximum density is 48 units. The proposal includes 36 units. All lots meet the minimum lot size of 3,800 square feet.
  - (4) Terrain: The site slopes significantly from north to south. The site is designated as a high landslide hazard area.
  - (5) Vegetation: The site contains approximately 198 significant trees.
- b. Conclusions:
- (1) Size, land use, and zoning are not constraining factors in the review of this application.
  - (2) Prior to recording the subdivision, the applicant should record the proposed lot line alteration to adjust the property boundaries to match the proposed site plan.
  - (3) Terrain and retention of significant trees is addressed in Section II.E.

2. Neighboring Development and Zoning:

- a. Facts: The neighboring properties are zoned as follows and contain the following uses:
- East: Zoned RSA 6, Single-family residences. NE 129<sup>th</sup> Street dead-ends into the west property line of the subject property.
- North and West: Zoned RSA 8, Single-family residences
- South: TL 7, Industrial Park and vacant
- b. Conclusion: The neighboring development and zoning are not factors in the review of this application.

**B. PUBLIC COMMENT**

1. Facts:

- a. The initial public comment period ran from January 7 to February 7, 2014. The Planning Department received a total of 18 comment letters and emails (see Attachment 4) during this comment period. Below is a summary of public comments followed by a brief staff response.

Comment: Numerous letters and emails opposed the proposed NE 129<sup>th</sup> Street. The main reasons for opposition were the narrowness and the sharp turn on the existing NE 129<sup>th</sup> Street stub road, impacts to homes near the new intersection, impacts to NE 133<sup>RD</sup> Place NE and residences that use this street, and the potential for cut thru traffic.

*Staff Response: Staff outlines the code reasoning for the proposed NE 129<sup>th</sup> Street Road Connection in Section II.E.2.*

In regards to the narrowness of the NE 129<sup>th</sup> Street road connection, Public Works and Fire Staff have determined that the widths of the existing and proposed right-of-ways will be adequate for both normal and emergency vehicle traffic.

**The City's Transportation Engineer** has concluded that traffic from the proposed subdivision and the NE 129<sup>th</sup> Street road connection will not have a significant impact on 133rd Place NE and the neighborhoods to the west (see Attachment 6, Enclosure 6). As part of the SEPA Review, Public Works Staff recommended that the applicant use traffic calming measures to discourage cut-through traffic and speeding on NE 129<sup>th</sup> Street. Additionally, it was recommended that stop signs be installed at the new intersections. The applicant has agreed to these requirements.

Comment: One letter expressed concern about the development's proposed stormwater conveyance to an existing private stormwater system.

*Staff Response: It is Staff's understanding that the applicant is working with the neighboring property owner to address this issue. The issue will need to be addressed prior to issuance of a grading permit for the project.*

A petition signed by numerous residents of the subdivisions to the west of the proposed plat was submitted on February 3rd (see Attachment 5). The petition requested that the City not allow the proposed NE 129<sup>th</sup> Street road connection and the same reasoning as many of the comment letters that Staff received. Additionally, the petition requested that the signers of the petition receive a copy of the notice hearing and receive a copy of the staff report for the hearing.

*Staff Response: KZC Section 150.80 states that a party who signed a petition may not appeal unless such party also submitted independent written comments or information. As a result, petition signatories are not Parties of Record for this application. Staff did send all signatories a copy of the Notice of Hearing and they will receive a copy of the hearing agenda which will include a web address to this report.*

## **C. STATE ENVIRONMENTAL POLICY ACT (SEPA) & CONCURRENCY**

1. Facts: A Determination of Nonsignificance (DNS) was issued on May 13, 2014. The project passed Traffic Concurrency on October 14, 2013. The comment and appeal period for both SEPA and Concurrency ended on May 27, 2014. No appeals were received. The Environmental Determination is included as Attachment 6.
2. Conclusion: The applicant and the City have satisfied the requirements of SEPA and Concurrency.

## **D. APPROVAL CRITERIA**

### 1. Preliminary Plats

- a. Facts: Kirkland Municipal Code section 22.12.230 states that the Hearing Examiner may approve a proposed plat only if:
  - (1) There are adequate provisions for open spaces, drainage ways, rights-of-way, easements, water supplies, sanitary waste, power service, parks, playgrounds, and schools; and
  - (2) It will serve the public use and interest and is consistent with the public health, safety, and welfare. The Hearing Examiner shall be guided by the policy and standards and may exercise the powers and authority set forth in RCW 58.17.
  - (3) Zoning Code section 150.65 states that the Hearing Examiner may approve a proposed plat only if it is consistent with the all applicable development regulations, including but not limited to the Zoning Code and Subdivision Code, and to the extent there is no applicable development regulation, the Comprehensive Plan.
- b. Conclusions: The proposal complies with Municipal Code section 22.12.230 and Zoning Code section 150.65. It is consistent with the Comprehensive Plan (see Section II.F) and the Transportation Policies contained in the Transportation Element (see Section II.E.2). With the recommended conditions of approval, it is consistent with the Zoning Code and Subdivision regulations (see Sections II.D & E) and there are adequate provisions for open spaces, drainage ways, rights-of-way, easements, water supplies, sanitary waste, power service, parks, playgrounds, and schools. It will serve the public use and interest and is consistent with the public health, safety, and welfare because the proposal will create infill residential development while meeting the goals of the Comprehensive Plan including the Transportation Policies.

## **E. DEVELOPMENT REGULATIONS**

### 1. Natural Features - Significant Vegetation

- a. Facts:
  - (1) Regulations regarding the retention of trees can be found in Chapter 95 of the Kirkland Zoning Code. The applicant is proposing phased review pursuant to Section 95.30.6.a.
  - (2) The applicant submitted an arborist report and tree inventory (see Attachment 7) **that was reviewed by the City's Urban Forester. The City's Urban Forester agreed with the assessment of the trees.**
  - (3) There are 172 viable trees on the site, 20 of which are High Retention Value trees, 84 of which are Moderate Retention Value trees and 68 are Low Retention Value trees.
  - (4) Attachment 3, Development Standards, outlines the tree retention requirements.
- b. Conclusions: The applicant should comply with the applicable tree retention requirements of KZC Chapter 95. The tree retention conditions as outlined in Attachment 3 should be followed.

2. NE 129th Street Road Connection

a. Facts:

- (1) The proposed site design includes a new access road that will connect to the existing NE 129th Street right-of-way to the west of the subject property. The connection will create a new through road that runs from 133rd Place NE to 136th Avenue NE.
- (2) As part of the SEPA Review, Public Works Staff recommended that the applicant use traffic calming measures to discourage cut-through traffic and speeding on NE 129th Street. Additionally, it was recommended that stop signs be installed at the new intersections.
- (3) The applicant revised their site design to incorporate a slotted speed hump on NE 129th Street as a traffic calming measure.
- (4) Per KZC Section 110.60.6, the City has the authority to require stop signs at the proposed locations. Stop signs will be required to be installed as part of the land surface modification permit application.
- (5) Zoning Code section 150.65 states that the Hearing Examiner may approve a proposed plat only if it is consistent with the all applicable development regulations, including but not limited to the Zoning Code and Subdivision Code, and to the extent there is no applicable development regulation, the Comprehensive Plan.
- (6) The Zoning Code does not specifically address road connections other than KZC section 110.60.1 which states that the Public Works Director may require the applicant to make land available, by dedication, for new rights-of-way and utility infrastructure if this is reasonably necessary as a result of the development activity.
- (7) Comprehensive Plan Policy T-4.3 states that the City should **"maintain a system of arterials, collectors, and local access streets that forms an interconnected network for vehicular circulation"** (see Attachment 8)
- (8) Comprehensive Plan Policy T-4.5 states that the City should **"maintain and improve convenient access for emergency vehicles"**.
- (9) Properties to the west of the proposed subdivision are comprised of 3 subdivisions approved under the jurisdiction of King County (see Attachment 10). The northern most plat, Totem Vista, was approved in 1978 and included dedication of a new road (133<sup>rd</sup> Place NE) to serve the Totem Vista plat and to serve future development to the south. Property south of Totem Vista was subdivided in 1980 in a plat called Wethersfield and continued 133<sup>rd</sup> Place NE to its south boundary to serve future development to the south. In 1986, property south of Wethersfield was subdivided in a plat called Meadow View. Meadow View was served by the continuation of 133<sup>rd</sup> Place NE and included a spur called NE 129<sup>th</sup> Street connecting to its east boundary to serve properties to the east.

b. Conclusions:

- (1) Based on KZC Section 150.65 and applicable Comprehensive Plan Policies, the Public Works Director recommends that the proposed NE 129th Street connection be required as part of this proposal.
- (2) The proposed connection will provide for even traffic distribution by connecting existing neighborhoods to the west with the proposed neighborhood. Additionally the connection will provide emergency vehicles with more direct access to residences in both the existing and proposed subdivisions.
- (3) The development of the interconnected network discussed in the Comprehensive Plan is not completed all at once. Rather, it is built out over time as development occurs. The development of neighborhood to the west of the proposed subdivision demonstrate the incremental nature of building this network and the recommended street connection would complete this part of a network that has been under development since 1978.

3. High Landslide Area

a. Facts:

- (1) **The City's Sensitive Area Maps designate the property as a High Landslide Area** due to significant slope on the south side of the property.
- (2) Per KZC Section 85.15.3, the applicant submitted a geotechnical report prepared by Earth Solutions NW, LLC dated October 3, 2013 (see Attachment 9).
- (3) The study concludes that construction of the proposed development is feasible from a geotechnical standpoint. The report does have a list of recommendations for development of the site.
- (4) KZC Section 85.25 outlines the requirements that the City can require to ensure implementation of the geotechnical report recommendations.

b. Conclusions:

- (1) As part of any development permits, the applicant should follow the recommendations contained in the report by Earth Solutions NW, LLC dated October 3, 2013.

**F. COMPREHENSIVE PLAN**

1. Facts: The subject property is located within the Kingsgate neighborhood. Figure LU-1, Comprehensive Land Use Map, on page VI-5 designates the subject property as LDR-8, low density residential use, 8 dwelling units per acre. The proposed density is 6 dwelling units per acre.
2. Conclusions: The proposal is consistent with the low density residential use designation within the Comprehensive Plan

**G. DEVELOPMENT STANDARDS**

1. Facts: Additional comments and requirements placed on the project are found on the Development Standards, Attachment 3.
2. Conclusions: The applicant should follow the requirements set forth in Attachment 3.

**III. SUBSEQUENT MODIFICATIONS**

Modifications to the approval may be requested and reviewed pursuant to the applicable modification procedures and criteria in effect at the time of the requested modification.

**IV. APPEALS AND JUDICIAL REVIEW**

The following is a summary of the deadlines and procedures for appeals. Any person wishing to file or respond to an appeal should contact the Planning Department for further procedural information.

**A. APPEALS**

Appeal to City Council:

Section 150.80 of the Zoning Code allows the Hearing Examiner's decision to be appealed by the applicant and any person who submitted written or oral testimony or comments to the Hearing Examiner. A party who signed a petition may not appeal unless such party also submitted independent written comments or information. The appeal must be in writing and must be delivered, along with any fees set by ordinance, to the Planning Department by 5:00 p.m., \_\_\_\_\_, fourteen (14) calendar days following the postmarked date of distribution of the Hearing Examiner's decision on the application.

**B. JUDICIAL REVIEW**

Section 150.130 of the Zoning Code allows the action of the City in granting or denying this zoning permit to be reviewed in King County Superior Court. The petition for review must be filed within 21 calendar days of the issuance of the final land use decision by the City.

**V. LAPSE OF APPROVAL**

Under Section 22.16.010 of the Subdivision Ordinance, the owner must submit a final plat application to the Planning Department, meeting the requirements of the Subdivision Ordinance and the preliminary plat approval, and submit the final plat for recording, within seven years following the date the preliminary plat was approved or the decision becomes void; provided, however, that in the event judicial review is initiated per Section 22.16.110, the running of the four years is tolled for any period of time during which a court order in said judicial review proceeding prohibits the recording of the plat.

**VI. APPENDICES**

Attachments 1 through 10 are attached.

1. Vicinity Map
2. Development Plans
3. Development Standards
4. Public Comment Letters and Emails
5. Petitions
6. SEPA Determination
7. Arborist Report prepared by Greenforest Incorporated
8. Comprehensive Plan Section IX, Pages 12 thru 14
9. Geotechnical Engineering Study prepared by Earth Solutions NW, LLC

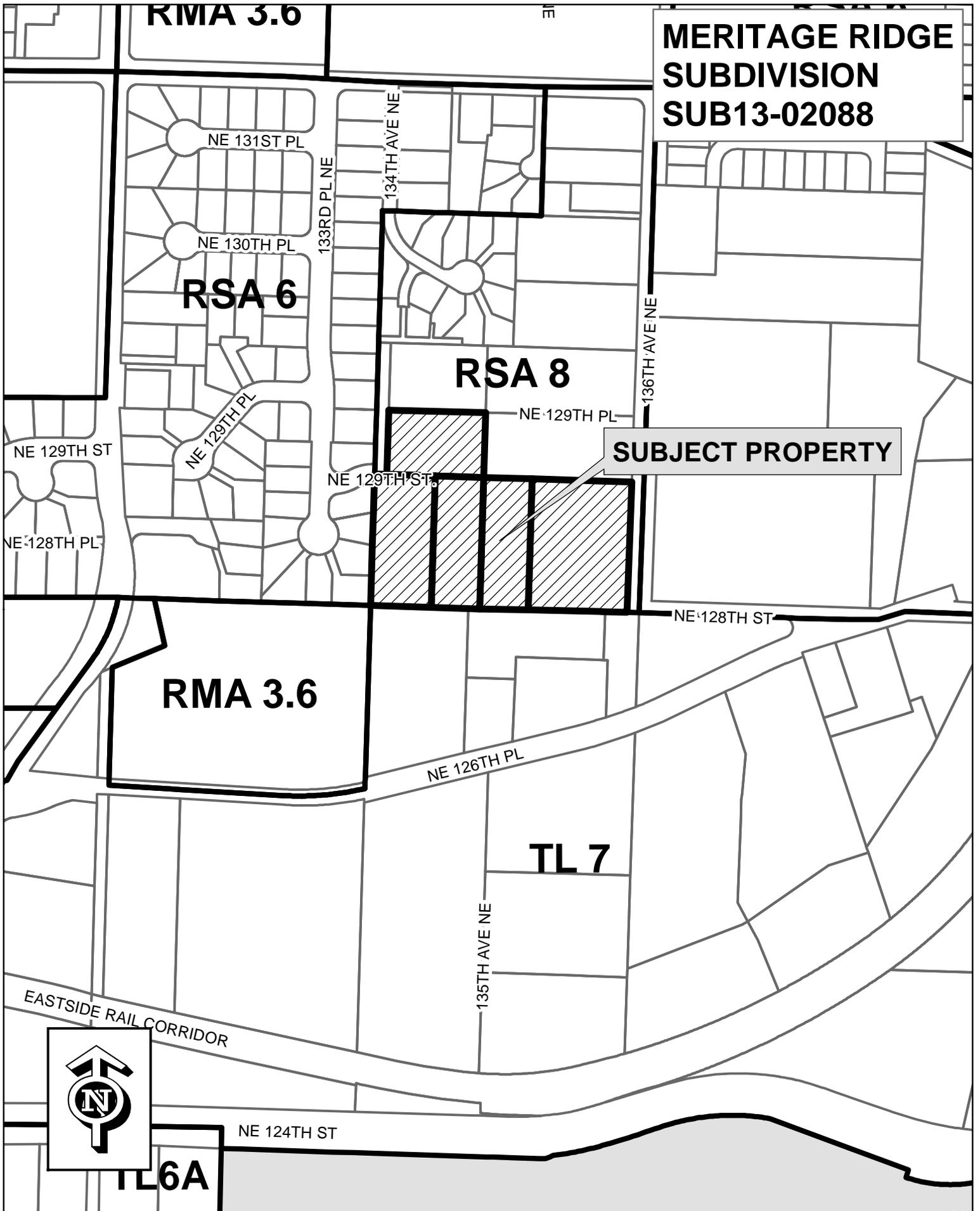
10. Totem Vista, Wethersfield, and Meadow View Plat Maps

**VII. PARTIES OF RECORD**

Applicant  
Parties of Record  
Department of Planning and Community Development  
Department of Public Works  
Department of Building and Fire Services

A written decision will be issued by the Hearing Examiner within eight calendar days of the date of the open record hearing.







NW 1/4 SECTION 27, TOWNSHIP 26 N, RANGE 5 E, W.M.  
**MERITAGE RIDGE**



**MERITAGE RIDGE**  
COVER SHEET  
12817 128TH AVENUE NE  
KIRKLAND, WASHINGTON

**HARBOR HOMES, LLC**  
1441 N. 34TH STREET, SUITE 200  
SEATTLE, WASHINGTON 98103  
(206) 315-9100



APR  
MAJ

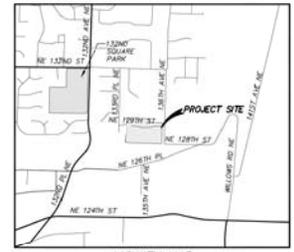
DATE: 02.08.14  
REVISION: 02.08.14  
REV. EMB/TW/MS/CLAWING

DRAFTED BY: YLP  
DESIGNED BY: YLP  
PROJECT ENGINEER: MAJ  
DATE: 11.08.13  
PROJECT NO.: 13029

DRAWING: CT  
SHEET: 1 OF 9

**PROJECT DESCRIPTION:**  
ADDRESS OF THE PROPERTY: 12817 128TH AVENUE NE  
PARCEL NUMBERS: 272605-9033 - 9095 - 9096 - 9099 - 9100  
EXISTING ZONING: RS4-B  
PROPOSED ZONING: RS4-B  
PROPOSED CHELLING UNITS: 36  
ADDRESS: 5.98 ACRES (260,327 S.F.) GROSS  
R.O.W. AREA: 55,174 S.F.  
PROPOSED USE: SINGLE FAMILY DETACHED HOUSING  
SEWER DISTRICT: NORTHSHORE UTILITY DISTRICT  
WATER DISTRICT: WOODVILLE WATER DISTRICT  
SCHOOL DISTRICT: LAKE WASHINGTON NO. 414  
TELEPHONE SERVICE: JERUON  
POWER SOURCE: PUGET SOUND ENERGY

**PROJECT CONTACTS:**  
APPLICANT / OWNER: HARBOR HOMES, LLC  
1441 N. 34TH STREET, SUITE 200  
SEATTLE, WASHINGTON 98103  
PHONE: 206-315-9100  
CONTACT: JAMES WALTON  
JAMES.WALTON@HARBORHOMES.COM  
CIVIL ENGINEER: D.R. STRONG CONSULTING ENGINEERS, INC.  
6202 7TH AVENUE  
KIRKLAND, WASHINGTON 98033  
(425) 821-3063  
CONTACT: MANEER A. JOUDI, P.E.  
MANEER.JOUDI@DRSTRONG.COM  
SURVEYOR: D.R. STRONG CONSULTING ENGINEERS, INC.  
6202 7TH AVENUE  
KIRKLAND, WASHINGTON 98033  
(425) 821-3063  
CONTACT: STEPHEN J. SCHMIDT, P.L.S.  
STEVE.SCHMIDT@DRSTRONG.COM



**SITE PLAN NOTES:**  
1. CITY HAS REQUESTED A PEDESTRIAN CONNECTION BETWEEN OLE-DE-SAC AND 128TH AVENUE NE, OVER A PARKWAY TO BE INSTALLED.  
**TYPICAL BUILDING SETBACKS**  
UNLESS OTHERWISE NOTED, BUILDING SETBACKS ARE AS FOLLOWS:  
FRONT YARD SETBACK: 20 FEET  
GARAGE SETBACK: 20 FEET  
SIDE YARD SETBACK: 5 FEET  
STREET SIDE YARD SETBACK: 5 FEET  
REAR YARD SETBACK: 10 FEET  
PIPELINE EASEMENT: 30 FEET

**LEGAL DESCRIPTION**  
LOT 1, KING COUNTY SHORT PLAT NUMBER 678100, RECORDED UNDER RECORDING NUMBER 190424065 BEING A PORTION OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 27, TOWNSHIP 26 NORTH, RANGE 5 EAST, WILAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON.  
TOGETHER WITH AN EASEMENT FOR ingress, egress and UTILITIES AS DESCRIBED AND DELINEATED IN SAID SHORT PLAT.  
EXCEPT ANY PORTION THEREOF LYING WITHIN THE ABOVE DESCRIBED MAIN TRACT OF LAND.

LOT 2, KING COUNTY SHORT PLAT NUMBER 678100, RECORDED UNDER RECORDING NUMBER 190424065 BEING A PORTION OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 27, TOWNSHIP 26 NORTH, RANGE 5 EAST, WILAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON.  
TOGETHER WITH AN EASEMENT FOR ingress, egress and UTILITIES AS DESCRIBED AND DELINEATED IN SAID SHORT PLAT.  
EXCEPT ANY PORTION THEREOF LYING WITHIN THE ABOVE DESCRIBED MAIN TRACT OF LAND.

LOT 3, KING COUNTY SHORT PLAT NUMBER 678100, RECORDED UNDER RECORDING NUMBER 190424065 BEING A PORTION OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 27, TOWNSHIP 26 NORTH, RANGE 5 EAST, WILAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON.  
TOGETHER WITH AN EASEMENT FOR ingress, egress and UTILITIES AS DESCRIBED AND DELINEATED IN SAID SHORT PLAT.  
EXCEPT ANY PORTION THEREOF LYING WITHIN THE ABOVE DESCRIBED MAIN TRACT OF LAND.

LOT 4, KING COUNTY SHORT PLAT NUMBER 678100, RECORDED UNDER RECORDING NUMBER 190424065 BEING A PORTION OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 27, TOWNSHIP 26 NORTH, RANGE 5 EAST, WILAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON.  
TOGETHER WITH AN EASEMENT FOR ingress, egress and UTILITIES AS DESCRIBED AND DELINEATED IN SAID SHORT PLAT.  
EXCEPT ANY PORTION THEREOF LYING WITHIN THE ABOVE DESCRIBED MAIN TRACT OF LAND.

PANEL A, CITY OF KIRKLAND LOT LINE ALTERATION NO. RECORDS OF KING COUNTY, WASHINGTON.  
TOGETHER WITH AN EASEMENT FOR ingress, egress and UTILITIES OVER UNDER AND ACROSS A PARCEL LYING 33 FEET, AS MEASURED AT RIGHT ANGLES ON EACH SIDE OF THE FOLLOWING DESCRIBED LINE:  
COMMENCING AT THE SOUTHWEST CORNER OF THE NORTH HALF OF THE NORTH HALF OF THE SOUTH HALF OF THE EAST HALF OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 27, TOWNSHIP 26 NORTH, RANGE 5 EAST, WILAMETTE MERIDIAN, 330.0 FEET TO THE TRUE FRONT OF RECORD, THENCE CONTINUING NORTH 88°10' WEST 370.0 FEET TO THE TERMINUS OF SAID LINE, ALSO.  
TOGETHER WITH AN EASEMENT FOR ingress, egress and UTILITIES OVER, UNDER AND ACROSS A PARCEL LYING SOUTHEASTERSLY OF A CURVE, HAVING A RADIUS OF 25.00 FEET BEING TANGENT WITH THE NORTH LINE OF SAID 30.00 FOOT STRIP AND TANGENT WITH THE WEST LINE OF THE EAST 30.00 FEET OF SAID EAST HALF, AND A PARCEL LYING NORTHEASTERSLY OF A CURVE, HAVING A RADIUS OF 25.00 FEET BEING TANGENT WITH THE SOUTH LINE OF SAID 30.00 FOOT STRIP AND TANGENT WITH THE WEST LINE OF THE EAST 30.00 FEET OF SAID EAST HALF.

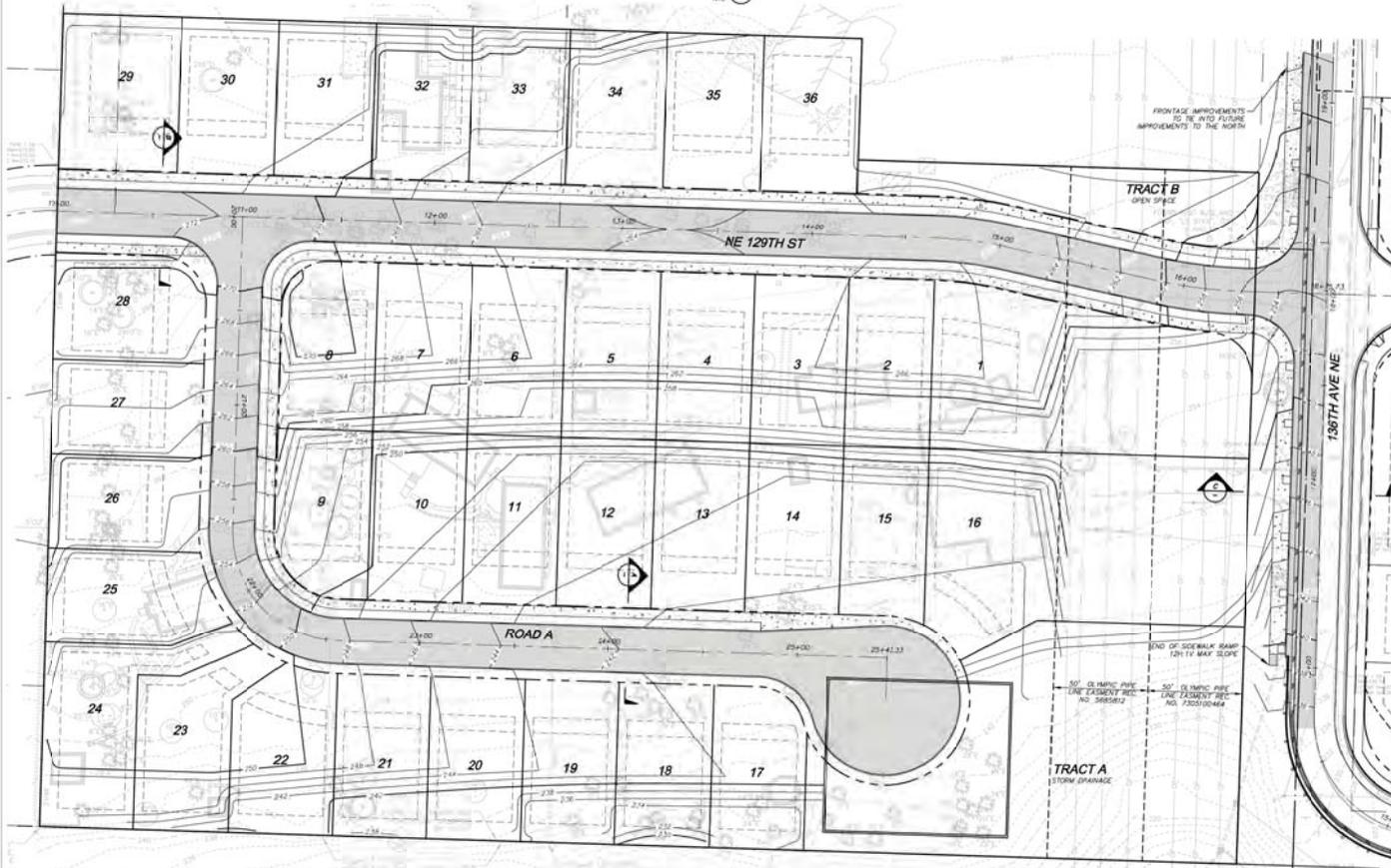
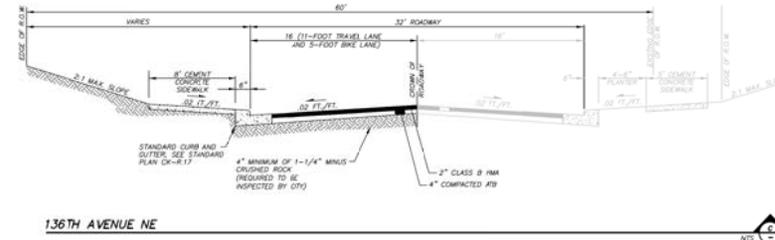
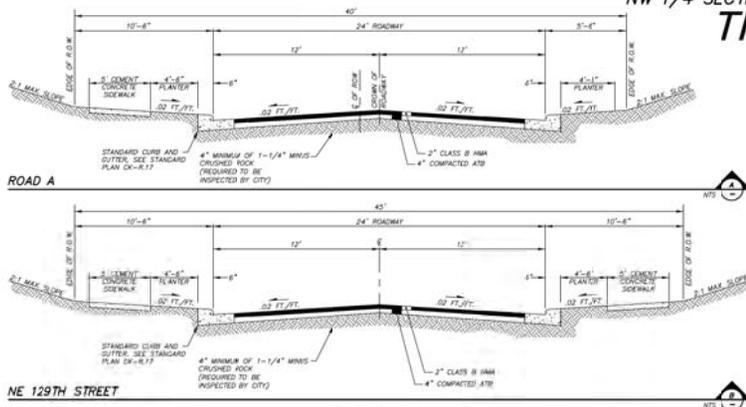
**VERTICAL DATUM:**  
NAVD 88 PER CITY OF KIRKLAND VERTICAL CONTROL.  
**BENCHMARK:**  
CITY OF KIRKLAND CONTROL POINT NUMBER 5.3.  
FOUND 4"X4" CONCRETE MONUMENT WITH IRON IN LEAD PLUMB DOWN 0.7" IN MONUMENT CASE AT THE INTERSECTION OF 132ND AVENUE NE AND NE 128TH STREET, AND THE NORTHWEST CORNER OF SECTION 27-26-5.  
TEMPORARY BENCH MARK SET MARK IN UTILITY POLE ON THE SOUTHWEST FACE OF POLE, WITH ORANGE FLAGGING, LOCATED AT THE SOUTHWEST PORTION OF THE SITE, ON THE EASTSIDE, NORTH OF THE SOUTHWEST QUARTER TO HOUSE NUMBER 12820, 138TH AVE NE, ELEVATION=345.00 FEET.

**SHEET INDEX:**  
CT OF 9 COVER SHEET  
C1 OF 9 CONCEPTUAL ROAD AND GRADING PLAN  
C2 OF 9 CONCEPTUAL UTILITY PLAN  
C3 OF 9 CONCEPTUAL ROAD PROFILES  
C4 OF 9 CONCEPTUAL ROAD PROFILES  
C5 OF 9 CONCEPTUAL ROAD PROFILES  
C6 OF 9 TREE REPLACEMENT PLAN  
C7 OF 9 TREE REPLACEMENT PLAN



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ES:\PLOT\013029.ctb (13029) - 10/1/2014 10:54:17 AM PLOT  
COPYRIGHT © 2013, D.R. STRONG CONSULTING ENGINEERS, INC.

NW 1/4 SECTION 27, TOWNSHIP 26 N, RANGE 5 E, W.M.  
**THE VINEYARDS**



**VERTICAL DATUM:**  
NAVD 88 FOR CITY OF KIRKLAND VERTICAL CONTROL

**BENCHMARK:**  
CITY OF KIRKLAND CONTROL POINT NUMBER 03 FOUND 4"x4" CONCRETE MONUMENT WITH TACK IN LEAD PLUG COPY 0.7" IN MONUMENT CASE AT THE INTERSECTION OF 129TH AVENUE NE AND NE 129TH STREET AT THE NORTHWEST CORNER OF SECTION 27-26-N, ELEVATION=310.18 FEET.

**TEMPORARY BENCH MARK:**  
SET MAG NAIL IN STUDY POLE ON THE SOUTHWEST FACE OF POLE WITH GRANGE PLASCON, LOCATED AT THE SOUTHWEST PORTION OF THE SITE, ON THE EASTSIDE, NORTH OF THE SOUTHWEST DRIVEWAY TO HOUSE NUMBER 13628 136TH AVE NE, ELEVATION=340.00 FEET.



**BASIS OF BEARINGS:**  
N01°32'35"E BETWEEN THE MONUMENTS FOUND AT THE WEST QUARTER AND NORTHWEST QUARTER CORNER OF SECTION 27-26-N FOR CITY OF KIRKLAND CONTROL POINTS 03 AND 07

© 2013 DRS  
11/17/2013 4:55:35 PM PST  
COPYRIGHT © 2013, DRS ENGINEERS, INC.



**THE VINEYARDS**  
CONCEPTUAL ROAD AND GRADING PLAN  
12817 136TH AVENUE NE  
KIRKLAND, WASHINGTON

**HARBOUR HOMES, LLC**  
1441 N 34TH STREET, SUITE 200  
SEATTLE, WASHINGTON 98103  
(206) 315-8130



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DRAFTED BY: YLP  
DESIGNED BY: YLP  
PROJECT ENGINEER: MAJ  
DATE: 11.08.13  
PROJECT NO.: 13029  
DRAWING: C2  
SHEET: 2 OF 9

NW 1/4 SECTION 27, TOWNSHIP 26 N, RANGE 5 E, W.M.  
**THE VINEYARDS**



**THE VINEYARDS**  
CONCEPTUAL UTILITY PLAN  
12817 138TH AVENUE NE  
KIRKLAND, WASHINGTON

**HARBOUR HOMES, LLC**  
1441 N 34TH STREET, SUITE 200  
SEATTLE, WASHINGTON 98103  
(206) 315-8130



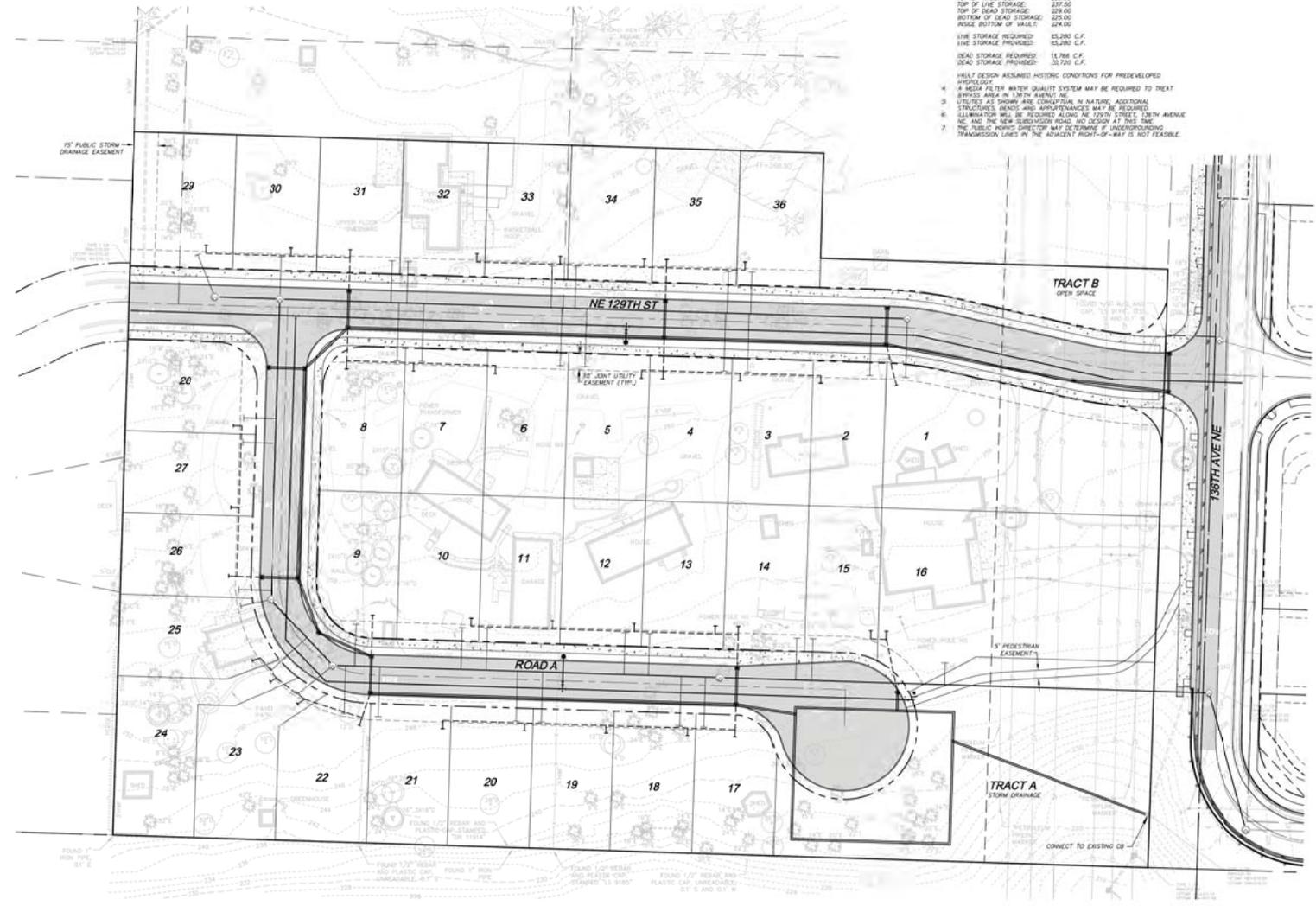
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DESIGNED BY: YLP  
PROJECT ENGINEER: MAJ  
DATE: 11.08.13  
PROJECT NO.: 13029

DRAWING: C3  
SHEET: 3 OF 9

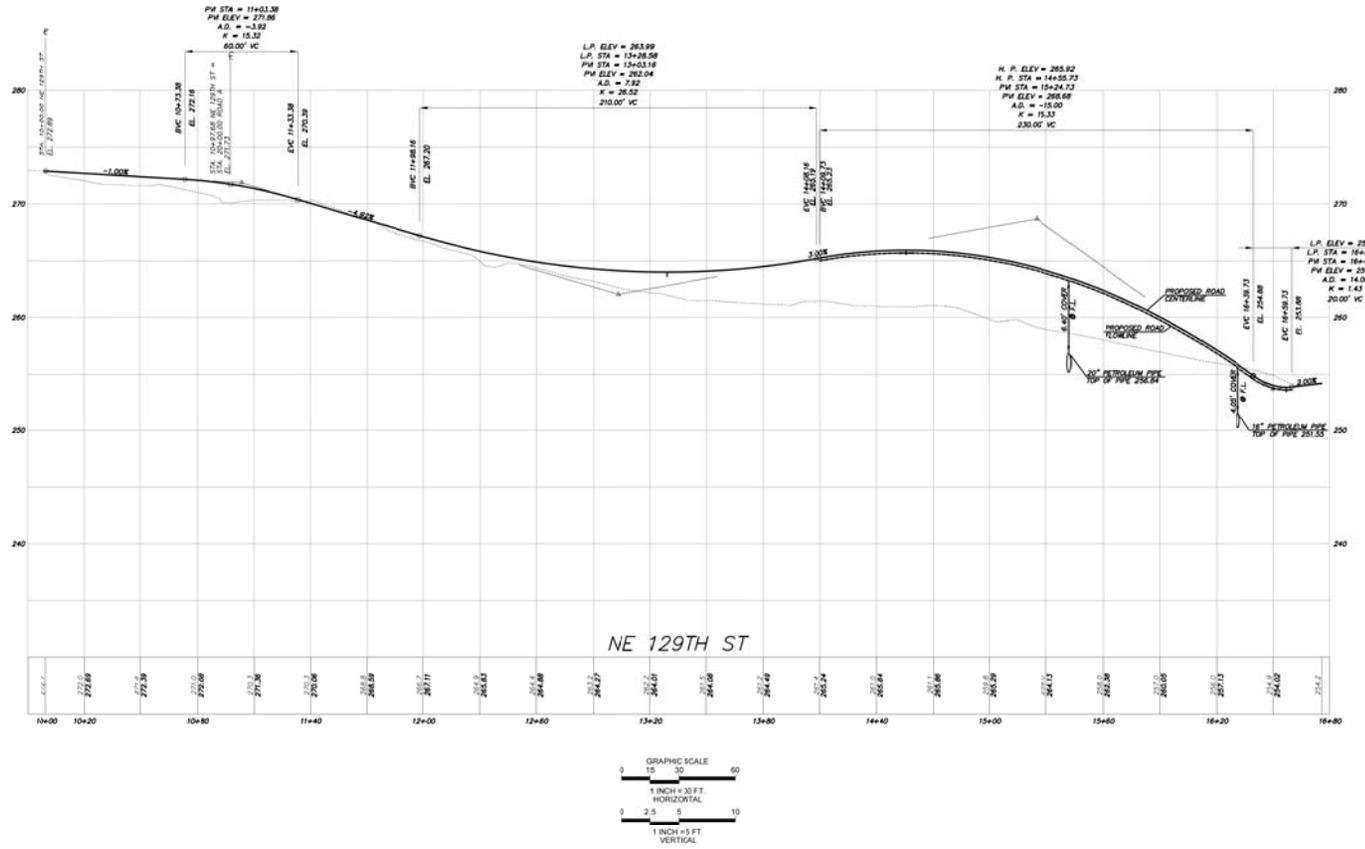
**UTILITY NOTES**

1. JOINT UTILITY EASEMENT ON ALL LOTS FRONTING RIGHT-OF-WAY.
2. SEWER DISTRICT IS NORTHSHORE UTILITY DISTRICT. WATER DISTRICT IS WICKIACUM WATER DISTRICT. LOW-GRADE/STREET LIGHTS, UPPER FLOOR MUST GRAVITY AND INTERNAL DRAINAGE PUMPS ARE ALLOWED EX. ROAD; HOWEVER, ROAD PREFER ALL LEVELS TO GRAVITY IF FEASIBLE.
3. DETENTION VALVE SPECIFICATIONS:  
 PG. ON TOP OF VALVE: 241.00  
 TOP OF VALVE JOINT: 239.00  
 TOP OF LIVE STORAGE: 237.00  
 TOP OF DEAD STORAGE: 229.00  
 BOTTOM OF DEAD STORAGE: 225.00  
 INSIDE BOTTOM OF VALVE: 224.00  
 LIVE STORAGE REQUIRED: 65,280 C.F.  
 LIVE STORAGE PROVIDED: 65,280 C.F.  
 DEAD STORAGE REQUIRED: 15,768 C.F.  
 DEAD STORAGE PROVIDED: 32,200 C.F.  
 HULST DESIGN ASSUMES HISTORIC CONDITIONS FOR PREDEVELOPED HYDROLOGY.  
 A MEDIA FILTER WATER QUALITY SYSTEM MAY BE REQUIRED TO TREAT EFFLUENT AREA IN 1/4 MILE AROUND NE UTILITIES AS SHOWN ARE CONCEPTUAL IN NATURE, ADDITIONAL STRUCTURES, BENDS AND APPURTENANCES MAY BE REQUIRED.  
 ILLUMINATION WILL BE REQUIRED ALONG NE 129TH STREET, 138TH AVENUE NE AND THE NEW SUBDIVISION ROAD AND DESIGN AT THIS TIME THE PUBLIC WORKS DIRECTOR MAY DETERMINE IF UNDERGROUND TRANSMISSION LINES IN THE ADJACENT RIGHT-OF-WAY IS NOT FEASIBLE.

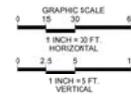


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NW 1/4 SECTION 27, TOWNSHIP 26 N, RANGE 5 E, W.M.  
**THE VINEYARDS**



NE 129TH ST



**THE VINEYARDS**  
CONCEPTUAL ROAD PROFILES  
12817 136TH AVENUE NE  
KIRKLAND, WASHINGTON

**HARBOUR HOMES, LLC**  
1441 N 34TH STREET, SUITE 200  
SEATTLE, WASHINGTON 98103  
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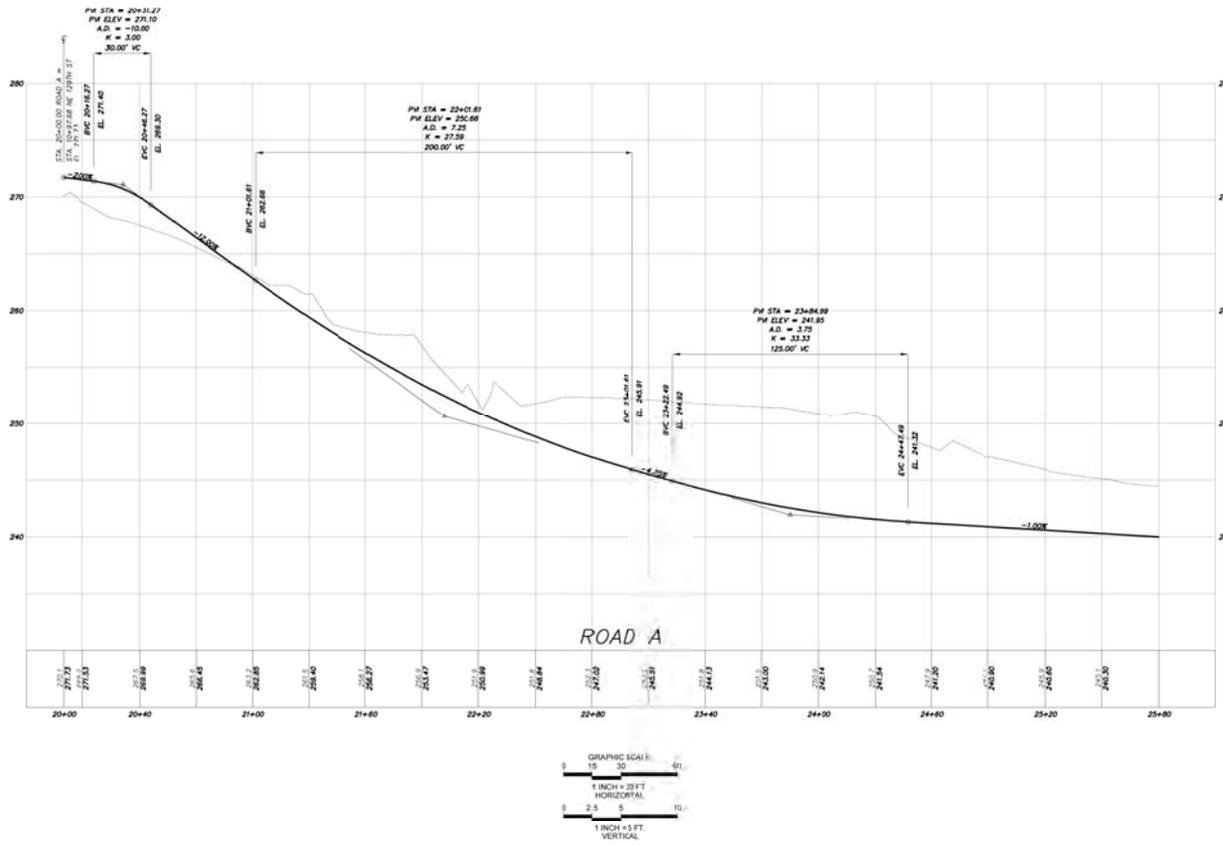
DATE: 11.08.13  
REGION: AP01

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DESIGNED BY: YLP  
PROJECT ENGINEER: MAJ  
DATE: 11.08.13  
PROJECT NO.: 13029

DRAWING: C4  
SHEET: 4 OF 9

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NW 1/4 SECTION 27, TOWNSHIP 26 N, RANGE 5 E, W.M.  
**THE VINEYARDS**



**D.R. STRONG  
CONSULTING ENGINEERS**  
ENGINEERING PLANNING SURVEYORS  
407 7th Avenue, Kirkland, WA 98033  
© 425.837.3853 F 425.837.3825

**THE VINEYARDS**  
CONCEPTUAL ROAD PROFILES  
12817 136TH AVENUE NE  
KIRKLAND, WASHINGTON

**HARBOUR HOMES, LLC**  
1441 N 34TH STREET, SUITE 200  
SEATTLE, WASHINGTON 98103  
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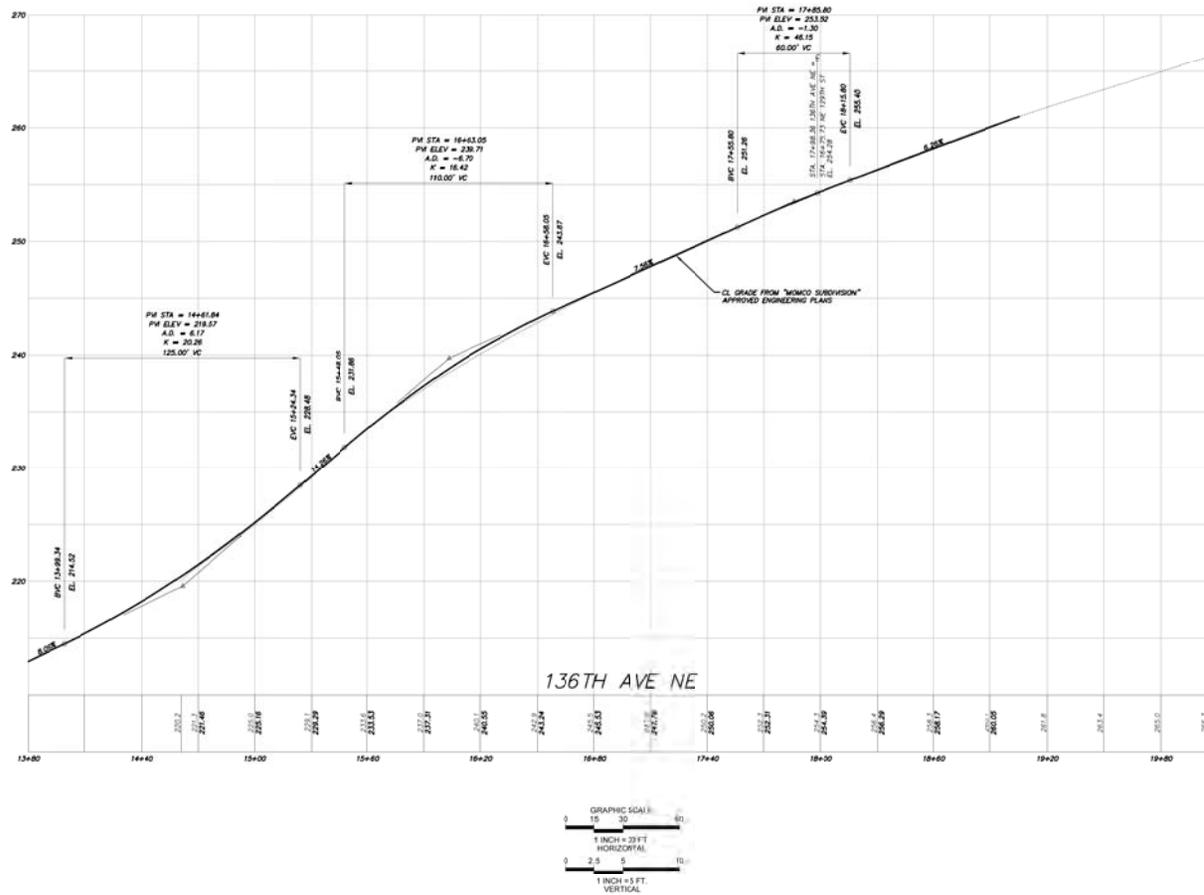
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DESIGNED BY: YLP  
PROJECT ENGINEER: MAJ  
DATE: 11.08.13  
PROJECT NO.: 13029

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SHEET: **5** OF **9**

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NW 1/4 SECTION 27, TOWNSHIP 26 N, RANGE 5 E, W.M.  
**THE VINEYARDS**



**THE VINEYARDS**  
CONCEPTUAL ROAD PROFILES  
12817 136TH AVENUE NE  
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DRAWING: C6  
SHEET: 6 OF 9

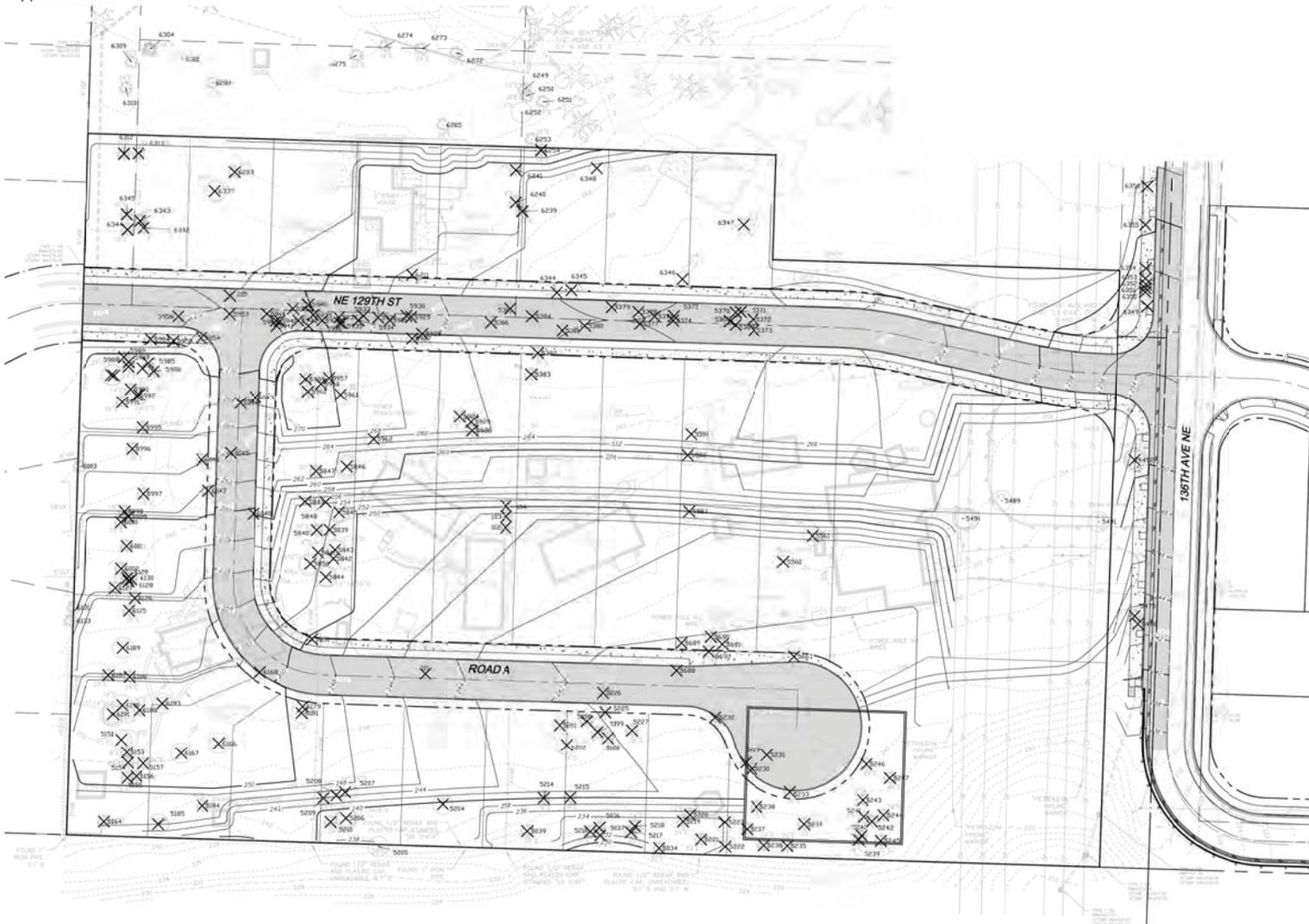
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NW 1/4 SECTION 27, TOWNSHIP 26 N, RANGE 5 E, W.M.  
**THE VINEYARDS**

**TREE REMOVAL NOTES**

1. ALL ON SITE TREES WILL BE REMOVED.
2. TREE INFORMATION PER ARBORIST REPORT, "TREE INVENTORY AND ARBORIST REPORT", DATED SEPTEMBER 5, 2013 BY GREENFOREST, INC.
3. ADDITIONAL TREES MAY HAVE BEEN LOCATED WITH SITE TOPOGRAPHIC SURVEY. NUMBERED TREES INDICATE SIGNIFICANT TREES PER ARBORIST ASSESSMENT.

X TREES TO BE REMOVED



**THE VINEYARDS**  
TREE RETENTION PLAN  
12817 138TH AVENUE NE  
KIRKLAND, WASHINGTON

**HARBOUR HOMES, LLC**  
1441 N 34TH STREET, SUITE 200  
SEATTLE, WASHINGTON 98103  
(206) 315-8130



APP

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DRAFTED BY: YLP  
DESIGNED BY: YLP  
PROJECT ENGINEER: MAJ  
DATE: 11.08.13  
PROJECT NO.: 13029

DRAWING: C7  
SHEET: 7 OF 9

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NW 1/4 SECTION 27, TOWNSHIP 26 N, RANGE 5 E, W.M.  
**THE VINEYARDS**

TREE TABLE

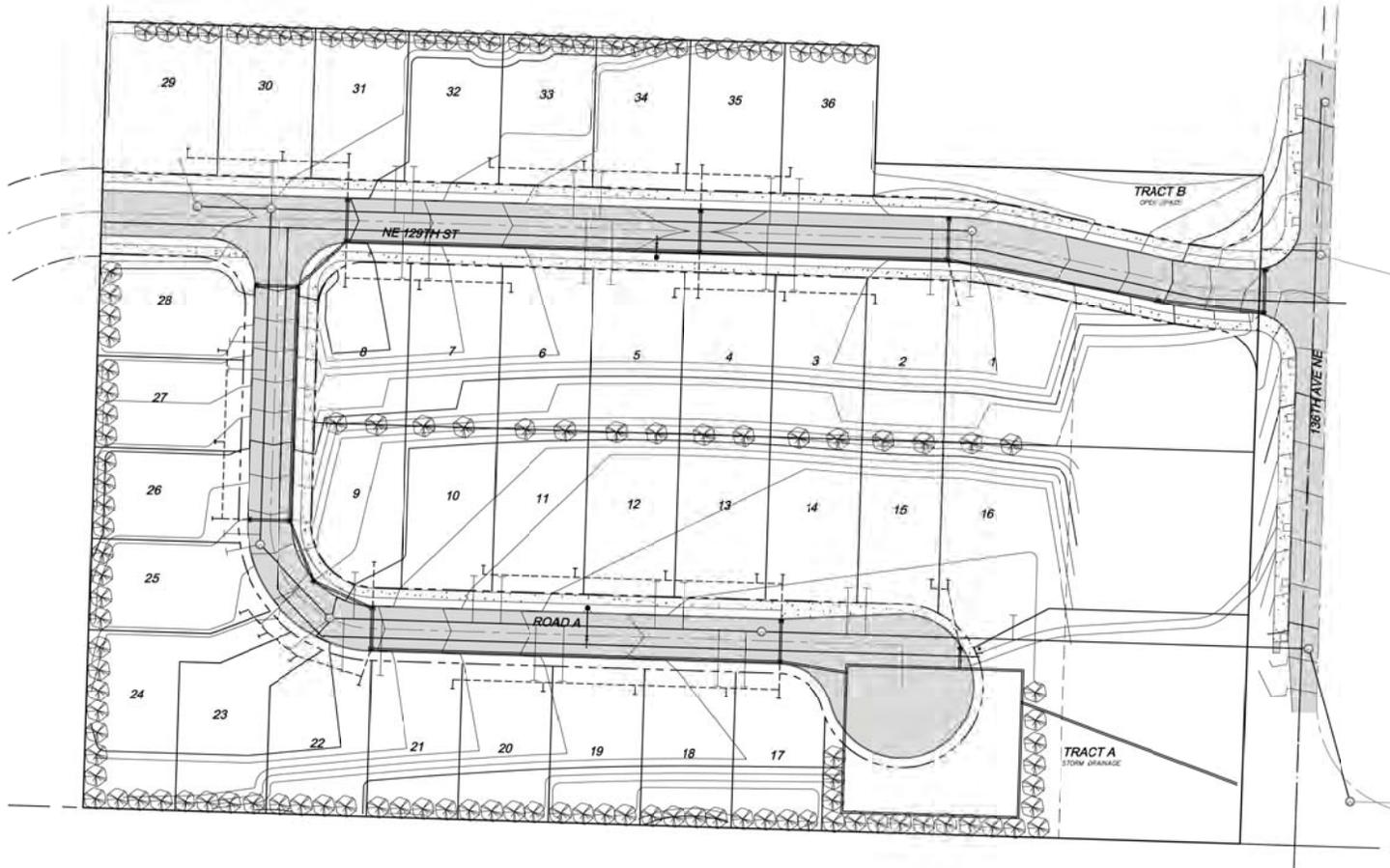
TREE CREDIT	NO.	DBH	SPECIES	DL	HEALTH	STRUCTURE	NOTES
1	101	7	APRNL	8	2	1	APPLE SEAR FLEWIS
1	102	7	WHITE FIR	7	1	1	
2	103	12	SCOTS PINE	8	1	1	
1	104	6	NORWAY SPRUCE	4	2	1	APHID INJURY
10	105	28	DOUGLAS-FIR	16	1	1	
12	5034	22	WESTERN RED-CEGAR	12	1	1	
6	5036	20	DOUGLAS-FIR	16	1	1	
5	5037	18	DOUGLAS-FIR	14	1	3	LEANING INTO ADJACENT TREE
7	5039	22	DOUGLAS-FIR	16	1	1	
8	5051	20	BIGLEAF MAPLE	21	1	2	ASYMMETRIC CANOPY
1	5153	8	WESTERN RED-CEGAR	6	1	2	SNEEP IN TRUNK
8	5154	24	WESTERN RED-CEGAR	16	1	2	ASYMMETRIC CANOPY
4	5155	16	WESTERN RED-CEGAR	12	1	2	ASYMMETRIC CANOPY
5	5156	18	WESTERN RED-CEGAR	12	1	2	ASYMMETRIC CANOPY
14	5157	36	WESTERN RED-CEGAR	18	1	1	
12	5164	32	DOUGLAS-FIR	18	1	1	
17	5184	42	WESTERN RED-CEGAR	18	1	1	
12	5185	32	BIGLEAF MAPLE	20	1	1	
8	5196	24	WESTERN RED-CEGAR	18	1	1	
8	5199	24	DOUGLAS-FIR	15	1	1	
4	5200	16	DOUGLAS-FIR	14	1	1	
2	5201	12	DOUGLAS-FIR	16	1	2	ASYMMETRIC CANOPY
3	5202	14	BIGLEAF MAPLE	20	1	2	SAME TREE AS 5201, ASYMMETRIC
10	5204	28	BIGLEAF MAPLE	21	1	1	
5	5206	16 18 18 22	BIGLEAF MAPLE	25	1	3	WOOD DECAY IN TRUNK
10	5207	28 12	BIGLEAF MAPLE	22	1	2	DEAD
8	5208	24	BIGLEAF MAPLE	25	1	2	ASYMMETRIC CANOPY
8	5209	24	DOUGLAS-FIR	18	1	1	
8	5210	24	DOUGLAS-FIR	18	1	1	
1	5214	6	DOUGLAS-FIR	10	1	1	
1	5215	9	DOUGLAS-FIR	10	1	1	
3	5218	18	DOUGLAS-FIR	14	1	2	ASYMMETRIC CANOPY
6	5217	20	DOUGLAS-FIR	16	1	1	
3	5218	14	DOUGLAS-FIR	16	1	1	
8	5219	24	DOUGLAS-FIR	16	1	1	
3	5220	14	DOUGLAS-FIR	12	1	3	CRACK IN TRUNK
7	5221	22	DOUGLAS-FIR	16	1	1	
16	5222	40	BIGLEAF MAPLE	35	1	2	ASYMMETRIC CANOPY
9	5223	26	BIGLEAF MAPLE	18	1	2	ASYMMETRIC CANOPY
6	5225	20	DOUGLAS-FIR	14	1	1	
12	5226	32	DOUGLAS-FIR	18	1	1	
14	5227	36	DOUGLAS-FIR	18	1	1	
14	5229	36	DOUGLAS-FIR	20	1	1	
7	5230	22	DOUGLAS-FIR	14	1	1	
1	5231	9	CHERRY	12	1	1	
14	5232	36	WESTERN RED-CEGAR	14	1	1	
14	5233	36	DOUGLAS-FIR	16	1	1	
7	5234	22	DOUGLAS-FIR	16	1	1	
6	5235	20	DOUGLAS-FIR	14	1	1	
8	5236	24	DOUGLAS-FIR	14	1	1	
6	5237	20	DOUGLAS-FIR	16	1	1	
3	5238	15	DOUGLAS-FIR	12	1	1	
9	5239	26	DOUGLAS-FIR	18	1	2	ASYMMETRIC CANOPY
1	5240	10	DOUGLAS-FIR	8	1	3	ODDING RESIN, CANKERS ON TRUNK
5	5241	18	DOUGLAS-FIR	14	1	1	
6	5242	20	DOUGLAS-FIR	16	1	1	
5	5243	18	DOUGLAS-FIR	16	1	3	BROKEN TOP
13	5244	34	DOUGLAS-FIR	18	1	1	
7	5245	22	DOUGLAS-FIR	16	1	1	
10	5246	28	WESTERN RED-CEGAR	16	1	1	
20	5247	48	WESTERN RED-CEGAR	16	1	1	
14	5269	36	WESTERN RED-CEGAR	18	1	2	ASYMMETRIC CANOPY
4	5272	16	BIGLEAF MAPLE	18	1	2	ASYMMETRIC CANOPY
14	5277	36	WESTERN RED-CEGAR	18	1	2	DECLINING WOOD/HEALTH, IVY
2	5280	12	BIGLEAF MAPLE	18	1	3	WOOD DECAY IN TRUNK
11	5281	30	DOUGLAS-FIR	18	1	1	
14	5282	36	DOUGLAS-FIR	18	1	2	DEAD HANGING/BROKEN BRANCHES
12	5283	32	DOUGLAS-FIR	18	1	2	DEAD HANGING/BROKEN BRANCHES
5	5285	18	DOUGLAS-FIR	16	1	1	
11	5286	30	DOUGLAS-FIR	20	1	3	ODD LED IN UPPER TRUNK
1	5488	8	APPLE	8	1	1	
1	5490	6	ARBUTUS UNEDO	5	1	1	
1	5491	6	APPLE	10	2	2	DISEASED
1	5560	8	ITALIAN PRINC	6	1	1	DISEASED
1	5561	6	PAPER BARK MAPLE	7	1	1	DISEASED
1	5581	8	APPLE	8	2	1	DISEASED
1	5582	6	FLOWERING CHERRY	6	2	2	DISEASED
1	5658	6	PASTURE	6	1	1	
1	5667	6	DOGWOOD	10	1	1	
8	5688	24	DOUGLAS-FIR	16	1	1	
14	5689	36	WESTERN RED-CEGAR	18	1	1	
8	5690	24	WESTERN RED-CEGAR	14	1	1	
9	5691	26	WESTERN RED-CEGAR	14	1	1	
10	5692	28	WESTERN RED-CEGAR	18	1	1	
3	5839	14	BIGLEAF MAPLE	16	1	2	IVY COVERING TRUNK
14	5840	36	DOUGLAS-FIR	18	1	1	IVY COVERING TRUNK
1	5841	6	BIGLEAF MAPLE	8	1	2	SUPPRESSED IVY
3	5842	14	BIGLEAF MAPLE	18	1	2	ASYMMETRIC CANOPY
3	5843	12 14	BIGLEAF MAPLE	18	1	3	MULTIPLE LEADER/IVY
4	5844	10 14 16	BIGLEAF MAPLE	20	1	2	ASYMMETRIC CANOPY
4	5845	2 10 18	BIGLEAF MAPLE	16	1	2	ASYMMETRIC CANOPY
5	5846	10 14 16 18	BIGLEAF MAPLE	21	1	2	MULTIPLE LEADERS
6	5847	20	DOUGLAS-FIR	16	1	1	IVY COVERING TRUNK
1	5848	10	BIGLEAF MAPLE	14	1	2	IVY COVERING TRUNK
2	5849	12	BIGLEAF MAPLE	14	1	2	CRACK IN TRUNK
1	5850	10 10	BIGLEAF MAPLE	16	1	3	TOP HALF OF TREE IS DEAD

TREE TABLE (SEE NOTE)

TREE CREDIT	NO.	DBH	SPECIES	DL	HEALTH	STRUCTURE	NOTES
1	5851	8	PORFOLIA LAUREL	8	1	1	
1	5824	8	NORWAY SPRUCE	6	2	1	NEEDLES THIN FROM APHD INJURY
1	5825	8	NORWAY SPRUCE	4	1	1	
2	5826	12	NORWAY SPRUCE	6	1	2	TREE LEANS NORTH, SELF-CORRECTED LEAN
14	5827	36	DOUGLAS-FIR	24	1	2	ASYMMETRIC CANOPY
16	5828	40	DOUGLAS-FIR	24	1	2	ASYMMETRIC CANOPY
8	5825	24	DOUGLAS-FIR	16	1	1	
2	5835	13	DOUGLAS-FIR	12	1	2	
2	5837	12	DOUGLAS-FIR	8	1	2	SUPPRESSED GROWTH/ASOR
11	5832	20	DOUGLAS-FIR	16	1	1	
7	5831	22	DOUGLAS-FIR	12	1	1	
1	5834	8	DOUGLAS-FIR	4	1	3	SUPPRESSED GROWTH/ASOR
1	5833	8	DOUGLAS-FIR	4	1	3	SUPPRESSED GROWTH/ASOR
1	5836	8	DOUGLAS-FIR	12	1	3	SUPPRESSED GROWTH/ASOR
5	5831	18	DOUGLAS-FIR	14	1	2	SUPPRESSED GROWTH/ASOR
5	5838	18	DOUGLAS-FIR	16	1	1	
9	5835	26	DOUGLAS-FIR	18	1	1	
2	5842	12	DOUGLAS-FIR	12	1	2	SUPPRESSED GROWTH/ASOR
1	5841	10	DOUGLAS-FIR	10	1	3	SUPPRESSED INTERNAL DECAY
2	5842	13	DOUGLAS-FIR	14	1	2	ASYMMETRIC CANOPY
5	5843	18	DOUGLAS-FIR	16	1	2	ASYMMETRIC CANOPY
6	5844	20	DOUGLAS-FIR	16	1	1	
1	5845	12	DOUGLAS-FIR	12	1	2	SUPPRESSED GROWTH/ASOR
1	5846	10	DOUGLAS-FIR	12	1	2	SUPPRESSED GROWTH/ASOR
10	5853	28	DOUGLAS-FIR	18	1	1	
9	5854	26	DOUGLAS-FIR	16	1	1	
5	5855	18	DOUGLAS-FIR	16	1	3	TRUNK DECAY VISIBLE IN OPEN WOUND
9	5856	26	DOUGLAS-FIR	18	1	1	
10	5857	28	DOUGLAS-FIR	18	1	2	ASYMMETRIC CANOPY
11	5858	30	DOUGLAS-FIR	18	1	2	ASYMMETRIC CANOPY, IVY COVERING TRUNK
9	5855	26	DOUGLAS-FIR	18	1	2	ASYMMETRIC CANOPY, IVY COVERING TRUNK
7	5865	22	DOUGLAS-FIR	18	1	2	ASYMMETRIC CANOPY
5	5861	18	BIGLEAF MAPLE	21	1	2	ASYMMETRIC CANOPY, IVY COVERING TRUNK
4	5862	14 16	BIGLEAF MAPLE	20	1	3	MULTIPLE LEADERS, IVY
8	5865	24	WESTERN RED-CEGAR	18	1	1	
1	5886	10	WESTERN RED-CEGAR	10	1	2	ASYMMETRIC CANOPY
3	5887	14	WESTERN RED-CEGAR	14	1	2	ASYMMETRIC CANOPY
3	5888	14	WESTERN RED-CEGAR	14	1	2	ASYMMETRIC CANOPY
4	5885	16	WESTERN RED-CEGAR	14	1	2	ASYMMETRIC CANOPY
3	5895	14	WESTERN RED-CEGAR	12	1	1	
4	5899	16	WESTERN RED-CEGAR	16	1	2	ASYMMETRIC CANOPY
1	5992	10	BIGLEAF MAPLE	21	1	3	WOOD DECAY IN TRUNK
7	5993	22	DOUGLAS-FIR	14	1	1	
14	5998	36	DOUGLAS-FIR	16	1	1	
5	5992	18	DOUGLAS-FIR	16	1	1	
8	5996	18	DOUGLAS-FIR	16	1	2	ASYMMETRIC CANOPY
4	5995	16	DOUGLAS-FIR	16	1	2	ASYMMETRIC CANOPY
8	6002	26	DOUGLAS-FIR	18	1	1	
14	6001	36	DOUGLAS-FIR	18	1	1	
1	6003	7	DOUGLAS-FIR	6	1	2	ASYMMETRIC CANOPY
1	6003	8	DOUGLAS-FIR	6	1	1	
5	6043	18	DOUGLAS-FIR	14	1	1	
5	6044	18	DOUGLAS-FIR	24	1	3	WOOD DECAY IN TRUNK
6	6045	20	BIGLEAF MAPLE	24	1	2	INCLUDED BARK AT ATTACHMENTS
8	6046	24	DOUGLAS-FIR	18	1	1	
1	6047	7	WESTERN RED-CEGAR	6	1	1	
10	6048	28	DOUGLAS-FIR	20	1	2	IVY COVERING TRUNK
9	6125	26	DOUGLAS-FIR	16	1	1	
4	6126	16	DOUGLAS-FIR	12	1	1	
16	6127	40	DOUGLAS-FIR	22	1	1	
3	6128	14	DOUGLAS-FIR	8	1	2	SUPPRESSED GROWTH/ASOR
1	6129	8	DOUGLAS-FIR	6	1	2	ASYMMETRIC CANOPY
2	6130	12	DOUGLAS-FIR	8	1	2	ASYMMETRIC CANOPY
1	6131	10	DOUGLAS-FIR	6	1	3	ODD LED IN UPPER TRUNK
1	6166	10	APPLE	12	2	1	DISEASED
1	6167	10	APPLE	8	2	1	DISEASED
1	6168	8	BLUE ATLAS CEDAR	7	2	1	DISEASED
1	6179	10	BIRCH	8	1	3	TOP TREE IS DEAD AND BROKEN
1	6181	10	BIRCH	12	1	3	TOP TREE IS DEAD AND BROKEN
14	6186	36	DOUGLAS-FIR	20	1	1	
10	6187	28	WESTERN RED-CEGAR	14	1	1	
8	6188	24	DOUGLAS-FIR	18	1	2	SNEEP IN TRUNK
4	6189	16	CHERRY	16	1	1	
3	6192	14	BIGLEAF MAPLE	25	1	1	
2	6197	10 TO 14 14	BIGLEAF MAPLE	25	1	2	ASYMMETRIC CANOPY
1	6193	8	FLOWERING CHERRY	12	1	3	TRUNK IS INFESTED WITH GBT
1	6211	8	ALDER	14	1	2	ASYMMETRIC CANOPY
1	6242	8	BLACK PINE	8	1	3	ASYMMETRIC CANOPY
3	6241	14	SCOTS PINE	10	1	2	ASYMMETRIC CANOPY
1	6252	8	SWEETGUM	8	1	2	ASYMMETRIC CANOPY
4	6272	16	DOUGLAS-FIR	16	1	1	
8	6273	24	DOUGLAS-FIR	18	1	1	
7	6275	22	DOUGLAS-FIR	18	1	1	
11	6282	30	DOUGLAS-FIR	25	1	1	
6	6284	20	DOUGLAS-FIR	16	1	1	
10	6285	28	DOUGLAS-FIR	18	1	1	
1	6304	6	HOLY	10	1	1	
1	6303	6	ALDER	12	1	2	TREE LEANS WEST, SELF CORRECTED
11	6313	30	DOUGLAS-FIR	18	1	1	
1	6337	6	MARTHORNE	10	1	1	
2	6342	12	DOUGLAS-FIR	16	1	2	ASYMM

NW 1/4 SECTION 27, TOWNSHIP 26 N, RANGE 5 E, W.M.  
**THE VINEYARDS**

**TREE REPLACEMENT NOTES:**  
 100 REPLACEMENT TREES ARE REQUIRED TO BE INSTALLED.  
 TOTAL LOT AREA - PLANTED BY = 4.08 ACRES  
 4.08 X 25 = 102 REPLACEMENT TREES  
 RECOMMENDED TREES FOR REPLACEMENT  
 OF REDWOOD AND CEDAR  
 FT 30/30/30/30 TREES



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**THE VINEYARDS**  
 TREE REPLACEMENT PLAN  
 12817 138TH AVENUE NE  
 KIRKLAND, WASHINGTON

**HARBOUR HOMES, LLC**  
 1441 N 34TH STREET, SUITE 200  
 SEATTLE, WASHINGTON 98103  
 (206) 315-8130



DATE REGION APP

DRAFTED BY: YLP  
 DESIGNED BY: YLP  
 PROJECT ENGINEER: MAJ  
 DATE: 11.08.13  
 PROJECT NO.: 13029

DRAWING: C9  
 SHEET: 9 OF 9





**CITY OF KIRKLAND**  
**Planning and Community Development Department**  
**123 Fifth Avenue, Kirkland, WA 98033 425.587-3225**  
**www.kirklandwa.gov**

**DEVELOPMENT STANDARDS LIST**  
**FILE: SUB13-02088**  
**MERITAGE RIDGE PRELIMINARY SUBDIVISION**

<b>TREE PLAN SUMMARY</b>
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**KMC 22.28.210 & KZC 95.30 Significant Trees.**

A Tree Retention Plan was submitted with the short plat. During the review of the short plat, all proposed improvements were unknown. Therefore KZC Section 95.30 (6)(a) – Phased Review applies in regards to tree retention. There are 198 significant trees on the site, of which 172 are viable. These trees have been assessed by staff and the City’s Arborist. They are identified by number in the following chart.

<b>Viable Significant Trees</b>	<b>High Retention Value</b>	<b>Moderate Retention Value</b>	<b>Low Retention Value</b>
101			✓
102		✓	
103		✓	
104		✓	
105			✓
5034	✓		
5036	✓		
5039	✓		
5151		✓	
5153		✓	
5154		✓	
5155		✓	
5156		✓	
5157		✓	
5164	✓		
5184		✓	
5185	✓		
5198		✓	
5199		✓	
5200		✓	
5201	✓		

<b>Viable Significant Trees</b>	<b>High Retention Value</b>	<b>Moderate Retention Value</b>	<b>Low Retention Value</b>
5202	✓		
5204		✓	
5207		✓	
5208		✓	
5209		✓	
5210	✓		
5214		✓	
5215		✓	
5216	✓		
5217	✓		
5218	✓		
5219		✓	
5221	✓		
5222	✓		
5223	✓		
5225			✓
5226			✓
5227		✓	
5229			✓
5230			✓
5231			✓
5232			✓
5233			✓
5234			✓
5235			✓
5236			✓
5237			✓
5238			✓
5239			✓
5241			✓
5242			✓
5244			✓
5245			✓
5246			✓
5247			✓
5368			✓
5369			✓
5370			✓
5372			✓

<b>Viable Significant Trees</b>	<b>High Retention Value</b>	<b>Moderate Retention Value</b>	<b>Low Retention Value</b>
5373			✓
5376			✓
5377			✓
5378			✓
5379			✓
5381			✓
5382			✓
5383		✓	
5384			✓
5385			✓
5489			✓
5490			✓
5560		✓	
5561		✓	
5581		✓	
5582		✓	
5583		✓	
5667			✓
5688			✓
5689		✓	
5690		✓	
5691		✓	
5692			✓
5839		✓	
5840		✓	
5841		✓	
5842		✓	
5844		✓	
5845		✓	
5846		✓	
5847		✓	
5848		✓	
5851		✓	
5924		✓	
5925		✓	
5926		✓	
5927			✓
5928			✓
5929			✓

<b>Viable Significant Trees</b>	<b>High Retention Value</b>	<b>Moderate Retention Value</b>	<b>Low Retention Value</b>
5930			✓
5931			✓
5932			✓
5933			✓
5937			✓
5938			✓
5939			✓
5940			✓
5942			✓
5943			✓
5944			✓
5945			✓
5946			✓
5953			✓
5954			✓
5956			✓
5957		✓	
5958		✓	
5959		✓	
5960		✓	
5961		✓	
5984			✓
5985		✓	
5986		✓	
5987		✓	
5988		✓	
5989		✓	
5990		✓	
5991		✓	
5995		✓	
5996		✓	
5997		✓	
5998		✓	
5999		✓	
6000		✓	
6001		✓	
6002		✓	
6003		✓	
6043			✓

<b>Viable Significant Trees</b>	<b>High Retention Value</b>	<b>Moderate Retention Value</b>	<b>Low Retention Value</b>
6045		✓	
6046			✓
6047			✓
6048			✓
6125		✓	
6126		✓	
6127		✓	
6128		✓	
6129		✓	
6130		✓	
6166		✓	
6167		✓	
6168			✓
6186		✓	
6187		✓	
6188		✓	
6189		✓	
6190		✓	
6191		✓	
6211			✓
6239		✓	
6240		✓	
6241	✓		
6254	✓		
6283		✓	
6312	✓		
6313	✓		
6337		✓	
6342		✓	
6344			✓
6345			✓
6346	✓		
6347			✓
6348	✓		

No trees are to be removed with an approved short plat or subdivision permit. Based on the approved Tree Retention Plan, the applicant shall retain and protect all viable trees throughout the development of each single family lot except for those trees allowed to be removed for the installation of the plat infrastructure improvements with an approved Land Surface Modification permit. Subsequent approval for tree removal is granted for the construction of the house and

other associated site improvements with a required Building Permit. The Planning Official is authorized to require site plan alterations to retain High Retention value trees at each stage of the project. In addition to retaining viable trees, new trees may be required to meet the minimum tree density per KZC Section 95.33.

## SUBDIVISION STANDARDS

**22.28.030 Lot Size.** Unless otherwise approved in the preliminary subdivision or short subdivision approval, all lots within a subdivision must meet the minimum size requirements established for the property in the Kirkland zoning code or other land use regulatory document.

**22.28.050 Lot Dimensions.** For lots smaller than 5,000 square feet in low density zones, the lot width at the back of the required front yard shall not be less than 50 feet unless the garage is located at the rear of the lot or the lot is a flag lot.

**22.28.130 Vehicular Access Easements.** The applicant shall comply with the requirements found in the Zoning Code for vehicular access easements or tracts.

**22.32.010 Utility System Improvements.** All utility system improvements must be designed and installed in accordance with all standards of the applicable serving utility.

**22.32.030 Stormwater Control System.** The applicant shall comply with the construction phase and permanent stormwater control requirements of the Municipal Code.

**22.32.050 Transmission Line Undergrounding.** The applicant shall comply with the utility lines and appurtenances requirements of the Zoning Code.

**22.32.060 Utility Easements.** Except in unusual circumstances, easements for utilities should be at least ten feet in width.

**27.06.030 Park Impact Fees.** New residential units are required to pay park impact fees prior to issuance of a building permit. Please see KMC 27.06 for the current rate. Exemptions and/or credits may apply pursuant to KMC 27.06.050 and KMC 27.06.060. If a property contains an existing unit to be removed, a "credit" for that unit shall apply to the first building permit of the subdivision.

### *Prior to Recording:*

**22.16.030 Final Plat - Lot Corners.** The exterior plat boundary, and all interior lot corners shall be set by a registered land surveyor.

**22.16.040 Final Plat - Title Report.** The applicant shall submit a title company certification which is not more than 30 calendar days old verifying ownership of the subject property on the date that the property owner(s) (as indicated in the report) sign(s) the subdivision documents; containing a legal description of the entire parcel to be subdivided; describing any easements or restrictions affecting the property with a description, purpose and reference by auditor's file number and/or recording number; any encumbrances on the property; and any delinquent taxes or assessments on the property.

**22.16.150 Final Plat - Improvements.** The owner shall complete or bond all required right-of-way, easement, utility and other similar improvements.

**22.32.020 Water System.** The applicant shall install a system to provide potable water, adequate fire flow and all required fire-fighting infrastructure and appurtenances to each lot created.

**22.32.040 Sanitary Sewer System.** The developer shall install a sanitary sewer system to serve each lot created.

**22.32.080 Performance Bonds.** In lieu of installing all required improvements and components as part of a plat or short plat, the applicant may propose to post a bond, or submit evidence that an adequate security device has been submitted and accepted by the service provider (City of Kirkland and/or Northshore Utility District), for a period of one year to ensure completion of these requirements within one year of plat/short plat approval.

*Prior to occupancy:*

**22.32.020 Water System.** The applicant shall install a system to provide potable water, adequate fire flow and all required fire-fighting infrastructure and appurtenances to each lot created.

**22.32.040 Sanitary Sewer System.** The developer shall install a sanitary sewer system to serve each lot created.

<b>ZONING CODE STANDARDS</b>
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**85.25.1 Geotechnical Report Recommendations.** The geotechnical recommendations contained in the report by Earth Solutions NW, LLC dated October 3, 2013 shall be implemented.

**85.25.3 Geotechnical Professional On-Site.** A qualified geotechnical professional shall be present on site during land surface modification and foundation installation activities.

**95.50 Tree Installation Standards.** All supplemental trees to be planted shall conform to the Kirkland Plant List. All installation standards shall conform to Kirkland Zoning Code Section 95.45.

**95.52 Prohibited Vegetation.** Plants listed as prohibited in the Kirkland Plant List shall not be planted in the City.

**100.25 Sign Permits.** Separate sign permit(s) are required. In JBD and CBD cabinet signs are prohibited.

**105.10.2 Pavement Setbacks.** The paved surface in an access easement or tract shall be set back at least 5 feet from any adjacent property which does not receive access from that easement or tract. An access easement or tract that has a paved area greater than 10 feet in width must be screened from any adjacent property that does not receive access from it. Screening standards are outlined in this section.

**105.19 Public Pedestrian Walkways.** The height of solid (blocking visibility) fences along pedestrian pathways that are not directly adjacent a public or private street right-of-way shall be limited to 42 inches unless otherwise approved by the Planning or Public Works Directors. All new building structures shall be setback a minimum of five feet from any pedestrian access right-of-way, tract, or easement that is not directly adjacent a public or private street right-of-way. If in a design district, see section and Plate 34 for through block pathways standards.

**105.47 Required Parking Pad.** Except for garages accessed from an alley, garages serving detached dwelling units in low density zones shall provide a minimum 20-foot by 20-foot parking pad between the garage and the access easement, tract, or right-of-way providing access to the garage.

**110.60.5 Street Trees.** All trees planted in the right-of-way must be approved as to species by the City. All trees must be two inches in diameter at the time of planting as measured using the standards of the American Association of Nurserymen with a canopy that starts at least six feet above finished grade and does not obstruct any adjoining sidewalks or driving lanes.

**115.25 Work Hours.** It is a violation of this Code to engage in any development activity or to operate any heavy equipment before 7:00 am. or after 8:00 pm Monday through Friday, or before 9:00 am or after 6:00 pm Saturday. No development activity or use of heavy equipment may occur on Sundays or on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas Day. The applicant will be required to comply with these regulations and any violation of this section will result in enforcement action, unless written permission is obtained from the Planning official.

**115.40 Fence Location.** Fences over 6 feet in height may not be located in a required setback yard. A detached dwelling unit abutting a neighborhood access or collector street may not have a fence over 3.5 feet in height within the required front yard. No fence may be placed within a high waterline setback yard or within any portion of a north or south property line yard, which is coincident with the high waterline setback yard.

A detached dwelling unit may not have a fence over 3.5 feet in height within 3 feet of the property line abutting a principal or minor arterial except where the abutting arterial contains an improved landscape strip between the street and sidewalk. The area between the fence and property line shall be planted with vegetation and maintained by the property owner.

**115.42 Floor Area Ratio (F.A.R.) Limits.** Floor area for detached dwelling units is limited to a maximum floor area ratio in low density residential zones. See Use Zone charts for the maximum percentages allowed. This regulation does not apply within the disapproval jurisdiction of the Houghton Community Council.

**115.43 Garage Requirements for Detached Dwelling Units in Low Density Zones.** See applicable section for garage requirements.

**115.75.2 Fill Material.** All materials used as fill must be non-dissolving and non-decomposing. Fill material must not contain organic or inorganic material that would be detrimental to the water quality, or existing habitat, or create any other significant adverse impacts to the environment.

**115.90 Calculating Lot Coverage.** The total area of all structures and pavement and any other impervious surface on the subject property is limited to a maximum percentage of total lot area. See the Use Zone charts for maximum lot coverage percentages allowed. Section 115.90 lists exceptions to total lot coverage calculations See Section 115.90 for a more detailed explanation of these exceptions.

**115.95 Noise Standards.** The City of Kirkland adopts by reference the Maximum Environmental Noise Levels established pursuant to the Noise Control Act of 1974, RCW 70.107. See Chapter 173-60 WAC. Any noise, which injures, endangers the comfort, repose, health or safety of persons, or in any way renders persons insecure in life, or in the use of property is a violation of this Code.

**115.115 Required Setback Yards.** This section establishes what structures, improvements and activities may be within required setback yards as established for each use in each zone.

**115.115.3.g Rockeries and Retaining Walls.** Rockeries and retaining walls are limited to a maximum height of four feet in a required yard unless certain modification criteria in this section are met. The combined height of fences and retaining walls within five feet of each other in a required yard is limited to a maximum height of 6 feet, unless certain modification criteria in this section are met.

**115.115.3.n Covered Entry Porches.** In residential zones, covered entry porches on dwelling units may be located within 13 feet of the front property line if certain criteria in this section are met. This incentive is not effective within the disapproval jurisdiction of the Houghton Community Council.

**115.115.3.p HVAC and Similar Equipment:** These may be placed no closer than five feet of a side or rear property line, and shall not be located within a required front yard; provided, that HVAC equipment may be located in a storage shed approved pursuant to subsection (3)(m) of this section or a garage approved pursuant to subsection (3)(o)(2) of this section. All HVAC equipment shall be baffled, shielded, enclosed, or placed on the property in a manner that will ensure compliance with the noise provisions of KZC 115.95.

**115.115.5.a Driveway Width and Setbacks.** For a detached dwelling unit, a driveway and/or parking area shall not exceed 20 feet in width in any required front yard, and shall be separated from other hard surfaced areas located in the front yard by a 5-foot wide landscape strip. Driveways shall not be closer than 5 feet to any side property line unless certain standards are met.

**115.135 Sight Distance at Intersection.** Areas around all intersections, including the entrance of driveways onto streets, must be kept clear of sight obstruction as described in this section.

**150.22.2 Public Notice Signs.** Within seven (7) calendar days after the end of the 21-day period following the City's final decision on the permit, the applicant shall remove all public notice signs.

***Prior to recording:***

**110.60.5 Landscape Maintenance Agreement.** The owner of the subject property shall sign a landscape maintenance agreement, in a form acceptable to the City Attorney, to run with the subject property to maintain landscaping within the landscape strip and landscape island portions of the right-of-way. It is a violation to pave or cover the landscape strip with impervious material or to park motor vehicles on this strip.

**110.60.6 Mailboxes.** Mailboxes shall be installed in the development in a location approved by the Postal Service and the Planning Official. The applicant shall, to the maximum extent possible, group mailboxes for units or uses in the development.

***Prior to issuance of a grading or building permit:***

**85.25.1 Geotechnical Report Recommendations.** A written acknowledgment must be added to the face of the plans signed by the architect, engineer, and/or designer that he/she has reviewed the geotechnical recommendations and incorporated these recommendations into the plans.

**85.45 Liability.** The applicant shall enter into an agreement with the City, which runs with the property, in a form acceptable to the City Attorney, indemnifying the City for any damage resulting from development activity on the subject property which is related to the physical condition of the property.

**95.30(4) Tree Protection Techniques.** A description and location of tree protection measures during construction for trees to be retained must be shown on demolition and grading plans.

**95.34 Tree Protection.** Prior to development activity or initiating tree removal on the site, vegetated areas and individual trees to be preserved shall be protected from potentially damaging activities. Protection measures for trees to be retained shall include (1) placing no construction material or equipment within the protected area of any tree to be retained; (2) providing a visible temporary protective chain link fence at least 6 feet in height around the protected area of retained trees or groups of trees until the Planning Official authorizes their removal; (3) installing visible signs spaced no further apart than 15 feet along the protective fence stating "Tree Protection Area, Entrance Prohibited" with the City code enforcement phone number; (4) prohibiting excavation or compaction of earth or other damaging activities within the barriers unless approved by the Planning Official and supervised by a qualified professional; and (5) ensuring that approved landscaping in a protected zone shall be done with light machinery or by hand.

**27.06.030 Park Impact Fees.** New residential units are required to pay park impact fees prior to issuance of a building permit. Please see KMC 27.06 for the current rate. Exemptions and/or credits may apply pursuant to KMC 27.06.050 and KMC 27.06.060. If a property contains an existing unit to be removed, a "credit" for that unit shall apply to the first building permit of the subdivision.

***Prior to occupancy:***

**85.25.3 Geotechnical Professional On-Site.** The geotechnical engineer shall submit a final report certifying substantial compliance with the geotechnical recommendations and geotechnical related permit requirements.

**95.51.2.b Tree Maintenance.** For detached dwelling units, the applicant shall submit a 5-year tree maintenance agreement to the Planning Department to maintain all pre-existing trees designated for preservation and any supplemental trees required to be planted.

**95.51.3 Maintenance of Preserved Grove.** The applicant shall provide a legal instrument acceptable to the City ensuring the preservation in perpetuity of approved groves of trees to be retained.

**110.60.5 Landscape Maintenance Agreement.** The owner of the subject property shall sign a landscape maintenance agreement, in a form acceptable to the City Attorney, to run with the subject property to maintain landscaping within the landscape strip and landscape island portions of the right-of-way. It is a violation to pave or cover the landscape strip with impervious material or to park motor vehicles on this strip.

**110.60.6 Mailboxes.** Mailboxes shall be installed in the development in a location approved by the Postal Service and the Planning Official. The applicant shall, to the maximum extent possible, group mailboxes for units or uses in the development.

**110.75 Bonds.** The City may require or permit a bond to ensure compliance with any of the requirements of the Required Public Improvements chapter.

# DEVELOPMENT STANDARDS

## SUB13-02088



### BUILDING DEPARTMENT

#### BUILDING General Conditions

Contact: Tom Jensen      tjensen@kirklandwa.gov

1 This project will be subject to Building Department fees. At the pre-application stage, the fees can only be estimated. It is the applicant's responsibility to contact the Building Department by phone or in person to determine the fees. The fees can also be reviewed at the City of Kirkland Development Services web site. The applicant should anticipate the following Building Department fees:

- o Intake Fee (paid at application of a Building Permit)
  - o Inspection Fee (paid with the issuance of a Building Permit)
  - o Plumbing, Mechanical and Electrical, Intake and Inspection Fees
  - o Land Surface Modification (Grading), Intake and Inspection Fees
2. There may be additional development fees due the Planning and/or the Public Works Departments. It is the applicant's responsibility to contact the Planning and Public Works Departments by phone or in person to determine the fees.
3. Prior to issuance of Building, Demolition or Landsurface Modification permit applicant must submit a proposed rat baiting program for review and approval. Kirkland Municipal Ordinance 9.04.040
4. A Demolition permit is required for removal of existing structures.
5. Plumbing meter and service line shall be sized in accordance with the current UPC. We are currently using the 2012 edition.
6. Any vault or retaining wall will require a separate permit.

#### Structure:

7. Building permits must comply with the International Building, Residential and Mechanical Codes and the Uniform Plumbing Code as adopted and amended by the State of Washington and the City of Kirkland. Kirkland currently has adopted the 2012 editions.
8. Structures must comply with International Energy Conservation Code as adopted and amended by the State of Washington. We are currently using the 2012 edition.
9. Kirkland reviews, issues and inspects all electrical permits in the city. Kirkland currently uses the 2009 Washington Cities Electrical Code chapters 1 and 3 as published by WABO.
10. Structures must be designed for seismic design category D, wind speed of 85 miles per hour and exposure B.

### FIRE DEPARTMENT

Contact: Grace Steuart at 425-587-3660; or gsteuart@kirklandwa.gov

Fire flow requirement for this project is 1,000 gpm. The project is in Woodinville Water District. A certificate of water availability shall be provided from Woodinville Water District.

All new hydrants and the existing hydrant at the corner of 133rd Place NE and NE 129th Street shall be equipped with 5" Storz fittings.

### PUBLIC WORKS DEPARTMENT

Permit #: SUB13-02088

Project Name: Meritage Ridge, 35 lots, Harbour Homes

Project Address: 12817 136th Ave. NE, 13419 and 13407 NE 129th St., and 13511 NE 129th Pl.

Date: December 24, 2013

#### PUBLIC WORKS CONDITIONS

Public Works Staff Contacts

Land Use and Pre-Submittal Process:

Rob Jammerman, Development Engineering Manager

Phone: 425-587-3845 Fax: 425-587-3807

E-mail: rjammer@kirklandwa.gov

Building and Land Surface Modification (Grading) Permit Process:

John Burkhalter, Development Engineer Supervisor

Phone: 425-587-3846 Fax: 425-587-3807

E-mail: jburkhalter@kirklandwa.gov

General Conditions:

1. All public improvements associated with this project including street and utility improvements, must meet the City of Kirkland Public Works Pre-Approved Plans and Policies Manual. A Public Works Pre-Approved Plans and Policies manual can be purchased from the Public Works Department, or it may be retrieved from the Public Works Department's page at the City of Kirkland's web site at [www.kirklandwa.gov](http://www.kirklandwa.gov).
2. This project will be subject to Public Works Permit and Connection Fees. It is the applicant's responsibility to contact the Public Works Department by phone or in person to determine the fees. The fees can also be review the City of Kirkland web site at [www.kirklandwa.gov](http://www.kirklandwa.gov) The applicant should anticipate the following fees:
  - o Surface Water Connection Fees (paid with the issuance of a Building Permit)
  - o Right-of-way Fee
  - o Review and Inspection Fee (for utilities and street improvements).
  - o Traffic, Park and School Impact Fee (paid with the issuance of Building Permit). Any existing single family homes within this project which are demolished will receive a Traffic Impact Fee credit, Park Impact Fee Credit and School Impact Fee Credit. This credit will be applied to the first Building Permits that are applied for within the subdivision The credit amount for each demolished single family home will be equal to the most currently adopted Fee schedule
3. All street and utility improvements shall be permitted by obtaining a Land Surface Modification (LSM) Permit. If a Building Permit for a new house is applied for prior to applying for the LSM Permit, the Building Permit will not be issued until a complete LSM Permit is applied for.
4. The subdivision can be recorded in advance of installing all the required street and utility improvements by posting a performance security equal to 130% of the value of work. Contact the Development Engineer assigned to this project to assist with this process.
5. This project received Concurrency on October 14, 2013

CERTIFICATE OF CONCURRENCY: This project has been reviewed and approved for water, sewer, and traffic concurrency. Any water and sewer mitigating conditions are listed within the conditions below. Any traffic mitigating conditions will be found in an attached memorandum from the Public Works Traffic Engineering Analyst to the Planning Department Project Planner. Upon issuance of this permit, this project shall have a valid Certificate of Concurrency and concurrency vesting until the permit expires. This condition shall constitute issuance of a Certificate of Concurrency pursuant to chapter 25.12 of the Kirkland Municipal Code.

6. Building Permits associated with this proposed project will be subject to the traffic, park, and school impact fees per Chapter 27 of the Kirkland Municipal Code. The impact fees shall be paid prior to issuance of the Building Permit(s).
7. All civil engineering plans which are submitted in conjunction with a building, grading, or right-of-way permit must conform to the Public Works Policy titled ENGINEERING PLAN REQUIREMENTS. This policy is contained in the Public Works Pre-Approved Plans and Policies manual.
8. All street improvements and underground utility improvements (storm, sewer, and water) must be designed by a

Washington State Licensed Engineer; all drawings shall bear the engineers stamp.

9. All plans submitted in conjunction with a building, grading or right-of-way permit must have elevations which are based on the King County datum only (NAVD 88).

10. A completeness check meeting is required prior to submittal of any Building Permit applications.

11. Puget Sound Energy (PSE) Easements: The applicant shall notify PSE by certified mail, return receipt requested, of their plans to subdivide the property or install improvements with a copy of the notice and the return receipt provided to the City. If the applicant does not provide documentation of PSE approval before recording of the plat or installation of the improvement in a form acceptable to the City, the property owner shall also sign an agreement to defend, indemnify and hold the City harmless in the event that a dispute arises between PSE and the developer, property owner, or any future property owners.

15. Olympic Pipe Line: See Per KZC 118.40 for full code language:

- The applicant shall show the hazardous pipeline corridor and applicable setbacks on site plans, subdivisions and short subdivisions for proposed development.
- The applicant shall provide verification that the pipeline operator has received and reviewed the development notice required in section KZC 115.52.030. All comments provided by the operator shall be submitted or the operator shall confirm in writing that the operator has no comments.
- No landfilling or excavation and no construction or expansion of structures is allowed within the corridor other than those authorized by the pipeline operator. All development activity, landfilling, excavation and construction shall be setback a minimum of 25 feet from the edge of the corridor. However, streets, utilities, trails and similar uses shall be exempt from the setback and construction requirements above, provided that the pipeline operator shall be notified prior to landfilling, excavation or construction.

16. Because this project is within 150' of the Olympic Pipe Line (Gas), the applicant is required to locate the eastern edged of the pipeline easement on all plans and is required to give notice to Olympic Pipeline prior to any construction on this property. The City will not issue any construction related permits until proof of notice has been given and acknowledged by Olympic Pipe Line. Contact Information:

Holly Williamson  
Olympic Pipe Line Field Project Coordinator  
2319 Lind AVE SW  
Renton, WA 98057  
Holly.Williamson@bp.com  
425-235-7767

17. The required tree plan shall include any significant tree in the public right-of-way along the property frontage.

18. All subdivision recording mylar's shall include the following note:

Utility Maintenance: Each property owner shall be responsible for maintenance of the sanitary sewer or storm water stub from the point of use on their own property to the point of connection in the City sanitary sewer main or storm water main. Any portion of a sanitary sewer or surface water stub, which jointly serves more than one property, shall be jointly maintained and repaired by the property owners sharing such stub. The joint use and maintenance shall "run with the land" and will be binding on all property owners within this subdivision, including their heirs, successors and assigns.

Public Right-of-way Sidewalk and Vegetation Maintenance: Each property owner shall be responsible for keeping the sidewalk abutting the subject property clean and litter free. The property owner shall also be responsible for the maintenance of the vegetation within the abutting landscape strip. The maintenance shall "run with the land" and will be binding on all property owners within this subdivision, including their heirs, successors and assigns.

Water and Sanitary Sewer Conditions:

1. Northshore Utility District approval required for sewer service and Woodinville Water District approval required for water

service. A letter of utility availability is required from each Utility District.

Surface Water Conditions:

1. Provide temporary and permanent storm water control per the 2009 King County Surface Water Design Manual and the Kirkland Addendum. See Policies D-2 and D-3 in the PW Pre-Approved Plans for drainage review information, or contact city of Kirkland Surface Water staff at (425) 587-3800 for help in determining drainage review requirements. Summarized below are the levels of drainage review based on site and project characteristics:

Full Drainage Review

- A full drainage review is required for any proposed project, new or redevelopment, that will:
  - Add or replaces 5,000ft<sup>2</sup> or more of new impervious surface area,
  - Propose 7,000ft<sup>2</sup> or more of land disturbing activity, or,
  - Be a redevelopment project on a single or multiple parcel site in which the total of new plus replaced impervious surface area is 5,000ft<sup>2</sup> or more and whose valuation of proposed improvements (including interior improvements but excluding required mitigation and frontage improvements) exceeds 50% of the assessed value of the existing site improvements.
2. Evaluate the feasibility and applicability of dispersion, infiltration, and other stormwater low impact development facilities on-site (per section 5.2 in the 2009 King County Surface Water Design Manual). If feasible, stormwater low impact development facilities are required. See PW Pre-Approved Plan Policy L-1 for more information on this requirement.
3. Because this project site is one acre or greater, the following conditions apply:
- Amended soil requirements (per Ecology BMP T5.13) must be used in all landscaped areas.
  - If the project meets minimum criteria for water quality treatment (5,000ft<sup>2</sup> pollution generating impervious surface area), the enhanced level of treatment is required if the project is multi-family residential, commercial, or industrial. Enhanced treatment targets the removal of metals such as copper and zinc.
  - The applicant is responsible to apply for a Construction Stormwater General Permit from Washington State Department of Ecology. Provide the City with a copy of the Notice of Intent for the permit. Permit Information can be found at the following website: <http://www.ecy.wa.gov/programs/wq/stormwater/construction/>
    - o Among other requirements, this permit requires the applicant to prepare a Storm Water Pollution Prevention Plan (SWPPP) and identify a Certified Erosion and Sediment Control Lead (CESCL) prior to the start of construction. The CESCL shall attend the City of Kirkland PW Dept. pre-construction meeting with a completed SWPPP.
  - Turbidity monitoring by the developer/contractor is required if a project contains a lake, stream, or wetland.
  - A Stormwater Pollution Prevention and Spill (SWPPS) Plan must be kept on site during all phases of construction and shall address construction-related pollution generating activities. Follow the guidelines in the 2009 King County Surface Water Design Manual for plan preparation.
4. The storm water detention system shall be designed to Level II standards. Historic (forested) conditions shall be used as the pre-developed modeling condition.
5. This project is creating or replacing more than 5000 square feet of new impervious area that will be used by vehicles (PGIS - pollution generating impervious surface). Provide storm water quality treatment per the 2009 King County Surface Water Design Manual. The enhanced treatment level is encouraged when feasible for multi-family residential, commercial, and industrial projects.
6. Provide a level one off-site analysis (based on the King County Surface Water Design Manual, core requirement #2).
7. This permit condition serves as notice that the developer has been notified that the Army Corps of Engineers (COE) has asserted jurisdiction over upland ditches draining to streams. Either an existing Nationwide COE permit or an Individual COE permit may be necessary for work within ditches, depending on the project activities. Applicants should obtain the applicable COE permit; information about COE permits can be found at: U.S. Army Corps of Engineers, Seattle District Regulatory Branch [http://www.nws.usace.army.mil/PublicMenu/Menu.cfm?sitename=REG&pagename=mainpage\\_NWPs](http://www.nws.usace.army.mil/PublicMenu/Menu.cfm?sitename=REG&pagename=mainpage_NWPs)

Specific questions can be directed to: Seattle District, Corps of Engineers, Regulatory Branch, CENWS-OD-RG, Post Office Box 3755, Seattle, WA 98124-3755, Phone: (206) 764-3495

8. Provide an erosion control report and plan with Building or Land Surface Modification Permit application. The plan shall be in accordance with the 2009 King County Surface Water Design Manual.
9. Construction drainage control shall be maintained by the developer and will be subject to periodic inspections. During the period from May 1 and September 30, all denuded soils must be covered within 7 days; between October 1 and April 30, all denuded soils must be covered within 12 hours. Additional erosion control measures may be required based on site and weather conditions. Exposed soils shall be stabilized at the end of the workday prior to a weekend, holiday, or predicted rain event.
10. Provide a separate storm drainage connection for each lot.
11. All roof and driveway drainage must be tight-lined to the storm drainage system or utilize low impact development techniques.

Street and Pedestrian Improvement Conditions:

1. The subject property abuts 136th Ave. NE. This street is a Collector type street. The project also has new internal streets that will be Neighborhood Access type streets. Zoning Code sections 110.10 and 110.25 require the applicant to make half-street improvements in rights-of-way abutting the subject property. Section 110.30-110.50 establishes that this street must be improved with the following:

136th Ave. NE

- A. Widen the street to 32 ft. from the face of the new curb being installed on the east side of the street (this cross section provides two 11 ft. travel lanes and 2 5-ft wide bike lanes).
- B. Install storm drainage, curb and gutter, an 8 ft. wide sidewalk with street trees in 4x6 tree wells 30 ft. on-center. This sidewalk standard is required as a modification to standard 5 ft. wide sidewalk with a 4.5 ft. landscape strip so that the property owners of lots 1 & 16 or the HOA will not have to maintain a landscape strip along 136th Ave. NE (the distance is prohibitive). If the developer would rather install the landscape strip standard, they will need to sign a maintenance agreement and have the HOA be responsible for maintenance of the landscape strip. This standard will be constructed in the areas where existing trees are not in conflict. Some portions of the sidewalk may meander into Tract A in a pedestrian easement if the design is approved by Public Works.
- C. The street improvements shall extend along the entire frontage to the curve in the road as shown.

Neighborhood Access Roads through the project.

NE 129th Street

The Public Works Director has determined that NE 129th Street shall be connected to the existing dead-end street to the west (as depicted on the plans). The street shall be improved with the following:

- A. Dedicate 45 ft. of right-of-way.
- B. Install 24 ft. of pavement, storm drainage, curb and gutter, 4.5 ft. wide landscape strips with street trees 30 ft. on center and a 5 ft. wide sidewalk.
- C. Extend an 8 ft. wide sidewalk within a 10 ft. wide pedestrian easement between lots 30 and 31. Per KZC 105.19 the homes built on these two lots shall be set back 5 ft. from the said pedestrian easement.

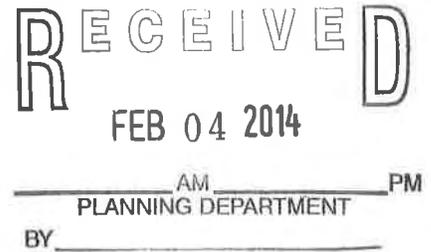
Road A (new cul-de-sac)

- A. Dedicate 40 ft. of right-of-way.
- B. Install 24 ft. of pavement, storm drainage, curb and gutter, 4.5 ft. wide landscape strips with street trees 30 ft. on center and a 5 ft. wide sidewalk along one side (as shown).
- C. The sidewalk along one side of the cul-de-sac is allowed as long as the developers opt to developer participate in the sidewalk Construction-in-lieu program as allowed by Chapter 110.35 and 110.70.
- D. Extend an 8 ft. wide sidewalk within a 10 ft. wide pedestrian easement from the east end of the cul-de-sac to the sidewalk along 136th Ave. NE.

2. All lots located at an intersection shall meet the minimum driveway setbacks from an intersection; see Public Works Policy R-4.
3. Provide an 8 ft. wide pedestrian path within a 10 ft. easement across Tract B to connect to the subdivision to the north.
4. A 2-inch asphalt street overlay will be required where three or more utility trench crossings occur within 150 lineal ft. of street length or where utility trenches parallel the street centerline. Grinding of the existing asphalt to blend in the overlay will be required along all match lines.
5. The driveway for each lot shall be long enough so that parked cars do not extend into the access easement or right-of-way (20 ft. min.)
6. All street and driveway intersections shall not have any visual obstructions within the sight distance triangle. See Public Works Pre-approved Policy R.13 for the sight distance criteria and specifications.
7. Prior to the final of the building or grading permit, pay for the installation of stop and street signs at the new intersections.
8. Install "NO PARKING ANYTIME" signs along 136th Ave NE.
9. Install new monuments at all new street intersections and other points as directed by the land surveyor.
10. It shall be the responsibility of the applicant to relocate any above-ground or below-ground utilities which conflict with the project associated street or utility improvements.
11. Underground all new and existing on-site utility lines and overhead transmission lines.
12. Underground all overhead frontage lines along 136th Ave. NE.
13. New street lights are required per Puget Power design and Public Works approval. Contact the INTO Light Division at PSE for a lighting analysis. The lighting design must be submitted prior to issuance of a grading or building permit.
14. Street lights require a light district be established with serving utility district

January 31, 2014

**To:** Mr. Tony Leavitt  
City of Kirkland Planning Department  
123 Fifth Avenue  
Kirkland, WA 98033



**From:** Concerned and impacted residents in the Kirkland Subdivisions of Totem Vista, Wethersfield, and Meadow View

**Re:** Meritage Ridge, Case No. SUB13-02088

We the undersigned home owners in the above named Kirkland Subdivisions, whose current lifestyle, property value, noise level, air quality, and traffic patterns will be directly impacted by the proposed: "new access road" that " will also connect to the existing NE 129<sup>th</sup> Street right-of-way, to the west of the plat, to create a new through road," respectfully request that the City of Kirkland's Planning Department **keep NE 129<sup>th</sup> Street blocked** as has been the case for more than 30 years and to **not allow the developer to create a new through road into our Subdivisions.**

The rationale for this request is based upon the following:

1. The current "stub road" (NE 129<sup>th</sup> St.) in our Subdivisions is too narrow to accommodate through traffic;
2. The current "stub road" (NE 129<sup>th</sup> St.) has a sharp turn and would impede traffic, especially large fire trucks that might try to enter Meritage Ridge from that direction;
3. Vehicles using the proposed NE 129<sup>th</sup> St. through street would have a significant and direct impact on the four homes at its intersection with 133<sup>rd</sup> Pl. NE (12901 133<sup>rd</sup> Pl. NE; 12909 133<sup>rd</sup> Pl. NE; 12910 133<sup>rd</sup> Pl. NE; and, 13321 NE 129 129<sup>th</sup> St.); these properties are in very close proximity to the road and would be severely impacted by noise, exhaust fumes, and especially headlights at night;
4. Currently, 133rd Pl. NE is in a state of disrepair and was not made or intended to be used for through traffic. Road crews are currently repairing a large sinkhole at the corner of NE 129<sup>th</sup> Pl and 133<sup>rd</sup> Pl NE;
5. There are no existing street lights in the Meadow View Subdivision which is where the proposed NE 129<sup>th</sup> Street would enter;
6. A bright yellow sign on top of the stop sign at the corner of 133<sup>rd</sup> Pl. NE and NE 132<sup>nd</sup> says "No Outlet"; this means 133<sup>rd</sup> Pl. NE is not a through street and has it been that way since the three

subdivisions impacted were built beginning in the 1970's with Totem Vista, then Wethersfield, and finally Meadow View. Seventy-one (71) total homes are located here. Readily available research by realtors, police, psychologists, and sociologists overwhelmingly support dead end streets over through streets for residences because:

- (a) These streets are safer for adults, children, and pets that have grown accustomed to no through traffic and can play, walk, bike, walk their dog, etc.
  - (b) There is less crime and vandalism; the residents know who belongs; strange cars and people are noticed; we have participated in King County's Block Watch for over 30 years and have signs posted as such; when there is only one way in and one way out, criminal action is significantly deterred;
  - (c) There is a heightened sense of community and belonging; Wethersfield residents for example, have held their annual 4<sup>th</sup> of July potluck picnic for the past 33 consecutive years;
  - (d) Home values are higher on dead end streets than on through streets;
  - (e) There is less noise, air pollution, and stress;
7. The 14 homes facing 133<sup>rd</sup> Pl. NE will be impacted constantly with the potential of hundreds of more car trips daily. From Meritage Ridge alone, with 36 new homes and the average of 2 cars per household, they could easily add 144 new trips per day (2 cars out and in daily). In addition, the high level of "valley traffic" currently utilizing 136<sup>th</sup> Ave. NE could cut through our neighborhood as a perceived shortcut; just backing out of our driveways could become hazardous;
  8. The other 57 homes in our three Subdivisions would also be impacted every time they try to leave their cul-de-sac or exit from 133<sup>rd</sup> Pl. NE onto NE 132<sup>nd</sup>. There are already lines of cars at the stop sign in the morning and evening and the northernmost homes on 133<sup>rd</sup> Pl. NE would be directly impacted by a line-up of cars, trucks, etc.
  9. The potential for "cut-throughs" by "valley traffic" who use 136<sup>th</sup> and NE 132<sup>nd</sup> to eventually reach I-405 is very real. Two cases in point occur every time there is a back-up at the red light at 132<sup>nd</sup> NE and NE 132<sup>nd</sup>. Vehicles northbound on 132<sup>nd</sup> NE turn left on NE 129<sup>th</sup> St. and wind around that neighborhood to exit on NE 132<sup>nd</sup> nearer 124<sup>th</sup> NE. Similarly, vehicles westbound on NE 132<sup>nd</sup> cut through the parking lot of the Church of Latter Day Saints. Everyone is in a hurry and will take what they believe is a path of least resistance. If NE 129<sup>th</sup> becomes a through street, it will become a magnet for such traffic to be drawn into and through our neighborhood.
  10. The Permit Details – General Conditions for SUB13-02088, No. 12. "Street and Pedestrian Improvement Conditions," clearly states that 136<sup>th</sup> Ave. NE is a "Collector type street" and that the developer is responsible for widening it, installing bike lanes, landscape strips, street lights, no parking signs, sidewalks, etc. This is clearly where traffic is meant to go. By its very definition, 136<sup>th</sup> Ave. NE has been designed to "Collect" traffic from the valley, the new Vinter's Ridge Subdivision, the Momco Property Subdivision, the proposed Vinter's West Subdivision, the proposed Meritage Ridge Subdivision, and others in the future. In that same section in reference to the "new internal streets" proposed for Meritage Ridge, the City of Kirkland calls them "Neighborhood Access type streets." Our three Subdivisions have only "Neighborhood

Access type streets" in them. And again, very clearly, this type of street (133<sup>rd</sup> Pl NE) is not meant for through traffic. The central street in our three Subdivisions is 133<sup>rd</sup> Pl NE and it is not a "Collector type street."

11. In total, the proposed Meritage Ridge Subdivision, along with the proposed Vinter's West Subdivision abutting it to the north, will be replacing approximately 10 homes on a little over 12 acres with 71 homes in the same space. In so doing, more than 50 mature Douglas fir trees will be removed. These have been the home of squirrels, eagles, hawks, and owls, especially, for decades. In fact, the City of Kirkland now calls this area Evergreen Hill. Once these projects are completed it will be more accurately called "Clear Cut Hill." As these trees are removed along with other significant trees and vegetation, our three Subdivisions will lose our privacy, noise barrier, and our protection from the congestion and pollution to the east along 136<sup>th</sup> Ave. NE. Trees are also natural air cleaners. As a result of this development, our home values will surely depreciate. In addition, we will suffer months of noise and dust as land is cleared, homes are built, etc.

In closing, we ask how the City of Kirkland will help and protect us? We are sacrificing much for absolutely no gain. There is no apparent value to the residents of our three Subdivisions in either Meritage Ridge or Vinter's West. And, there is clearly no need to make NE 129<sup>th</sup> St. a through street. Residents in Meritage Ridge can exit on to 136<sup>th</sup> Ave. NE just like the residents of Vinter's West. Opening NE 129<sup>th</sup> St. as a new through street would only add more harm and hurt to the 71 home owners in our three Subdivisions and would offer the future home owners in Meritage Ridge very little, if any, additional benefit. In fact, we can't imagine that the home owners along NE 129<sup>th</sup> St. in lots 1-8, and 28-36 would enjoy a constant parade of through traffic at their front doorsteps.

So, for the "public benefit," and in consideration of the rationale set forth above and in recognition of the negative impacts also explained above, we respectfully ask that you **do not permit the developer of Meritage Ridge to open NE 129<sup>th</sup> St. as a through street.**

We thank you for your consideration of our request:

Name	Address	E-mail
John Bedford	12819 133 <sup>rd</sup> Pl NE	johnbedford6@hotmail.com



## Tony Leavitt

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**From:** Frankie Bottinelli <fbottinelli@frontier.com>  
**Sent:** Tuesday, February 04, 2014 4:27 PM  
**To:** Tony Leavitt  
**Subject:** Proposed link to our neighborhood through NE 129th St

This is my response to the information that i received that there is a plan to have a diversion of traffic from a new development through our neighborhood. I am retired and have lived here many years, and find that the traffic on NE 132nd is so bad that it is hard to get in and out of the development, in the morning and in the afternoon. These are dead end streets, and a quiet neighborhood. There should not be a street from the new development into this neighborhood. It would interfere with the safety and cause a traffic bottleneck that i can't even imagine. I go to an exercise class in the morning and the traffic is bad enough now. Sometimes it's almost impossible in the afternoon to get onto NE 132nd. I can foresee some bad accidents there if we have more traffic.

I did not receive the letter but am intimately involved with the results of your decision.

Sincerely,

Frankie Bottinelli  
13215 NE 130th Pl  
Kirkland, WA 98034  
425-821-5699

## Tony Leavitt

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**From:** Luanna Chandler <luannachandler@comcast.net>  
**Sent:** Wednesday, February 05, 2014 8:36 PM  
**To:** Tony Leavitt  
**Subject:** Sub 13-02088 Proposal

Dear Mr. Leavitt,

We recently received a notice from your office proposing that the NE 129<sup>th</sup> St. right of way be opened to create a new access road. We are totally opposed to this plan because we believe it will negatively impact the integrity of our little neighborhood.

The traffic is already congested on NE 132<sup>nd</sup> and on 136<sup>th</sup> Ave NE during the commuter times to and from the Sammamish Valley. This proposal would allow vehicles to divert through our neighborhood creating noise, pollution and safety concerns. This is an area that is family friendly, full of children learning to ride bikes, going back and forth from each other's homes to play as well as walking to and coming from the two nearby schools and 132<sup>nd</sup> Square Park. We have lived in this neighborhood for 34 years and are appalled at the development that has taken place in this small pocket of Kirkland, formerly unincorporated King County. Why are you allowing these projects? The roads cannot support this!!! Although not directly connected to this particular project, it would seem to me that a closer look should be taken at the number of vehicles parked on the street along NE 132<sup>nd</sup> St. in front of the Kirkland Heights Apartments, improving the road system that is already in place rather than building a new road.

We sincerely hope that you will reconsider opening NE 129<sup>th</sup> St. allowing traffic to feed into our quiet neighborhood as they try to find a short cut around an already congested area on NE 132<sup>nd</sup> and 136<sup>th</sup> Ave. NE and plan to attend the upcoming hearing so that we can voice our concerns in person.

Seriously concerned,

Kim & Luanna Chandler  
13215 NE 129<sup>th</sup> Pl  
Kirkland, WA 98034

SC  
H.C.

January 31, 2014

**To:** Mr. Tony Leavitt

City of Kirkland Planning Department

123 Fifth Avenue

Kirkland, WA 98033

**From:** Concerned and impacted residents in the Kirkland Subdivisions of Totem Vista, Wethersfield, and Meadow View

**Re:** Meritage Ridge, Case No. SUB13-02088

We the undersigned home owners in the above named Kirkland Subdivisions, whose current lifestyle, property value, noise level, air quality, and traffic patterns will be directly impacted by the proposed: "new access road" that " will also connect to the existing NE 129<sup>th</sup> Street right-of-way, to the west of the plat, to create a new through road," respectfully request that the City of Kirkland's Planning Department **keep NE 129<sup>th</sup> Street blocked** as has been the case for more than 30 years and to **not allow the developer to create a new through road into our Subdivisions.**

The rationale for this request is based upon the following:

1. The current "stub road" (NE 129<sup>th</sup> St.) in our Subdivisions is too narrow to accommodate through traffic;
2. The current "stub road" (NE 129<sup>th</sup> St.) has a sharp turn and would impede traffic, especially large fire trucks that might try to enter Meritage Ridge from that direction;
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*H.C.*

- to the road and would be severely impacted by noise, exhaust fumes, and especially headlights at night;
4. Currently, 133rd Pl. NE is in a state of disrepair and was not made or intended to be used for through traffic. Road crews are currently repairing a large sinkhole at the corner of NE 129<sup>th</sup> Pl and 133<sup>rd</sup> Pl NE;
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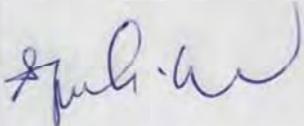
8. The other 57 homes in our three Subdivisions would also be impacted every time they try to leave their cul-de-sac or exit from 133<sup>rd</sup> PI, NE onto NE 132<sup>nd</sup>. There are already lines of cars at the stop sign in the morning and evening and the northernmost homes on 133<sup>rd</sup> PI, NE would be directly impacted by a line-up of cars, trucks, etc.
9. The potential for "cut-throughs" by "valley traffic" who use 136<sup>th</sup> and NE 132<sup>nd</sup> to eventually reach I-405 is very real. Two cases in point occur every time there is a back-up at the red light at 132<sup>nd</sup> NE and NE 132<sup>nd</sup>. Vehicles northbound on 132<sup>nd</sup> NE turn left on NE 129<sup>th</sup> St. and wind around that neighborhood to exit on NE 132<sup>nd</sup> nearer 124<sup>th</sup> NE. Similarly, vehicles westbound on NE 132<sup>nd</sup> cut through the parking lot of the Church of Latter Day Saints. Everyone is in a hurry and will take what they believe is a path of least resistance. If NE 129<sup>th</sup> becomes a through street, it will become a magnet for such traffic to be drawn into and through our neighborhood.
10. The Permit Details – General Conditions for SUB13-02088, No. 12. "Street and Pedestrian Improvement Conditions," clearly states that 136<sup>th</sup> Ave. NE is a "Collector type street" and that the developer is responsible for widening it, installing bike lanes, landscape strips, street lights, no parking signs, sidewalks, etc. This is clearly where traffic is meant to go. By its very definition, 136<sup>th</sup> Ave. NE has been designed to "Collect" traffic from the valley, the new Vinter's Ridge Subdivision, the Momco Property Subdivision, the proposed Vinter's West Subdivision, the proposed Meritage Ridge Subdivision, and others in the future. In that same section in reference to the "new internal streets" proposed for Meritage Ridge, the City of Kirkland calls them "Neighborhood Access type streets." Our three Subdivisions have only "Neighborhood Access type streets" in them. And again, very clearly, this type of street (133<sup>rd</sup> PI NE) is not meant for through traffic. The central street in our three Subdivisions is 133<sup>rd</sup> PI NE and it is **not** a "Collector type street."
11. In total, the proposed Meritage Ridge Subdivision, along with the proposed Vinter's West Subdivision abutting it to the north, will be replacing approximately 10 homes on a little over 12 acres with 71 homes in the same space. In so doing, more than 50 mature Douglas fir trees will be removed. These have been the home of squirrels, eagles, hawks, and owls, especially, for decades. In fact, the City of Kirkland now calls this area Evergreen Hill. Once these projects are completed it will be more accurately called "Clear Cut Hill." As these trees are removed along with other significant trees and vegetation, our three Subdivisions will lose our privacy, noise barrier, and our protection from the congestion and pollution to the east along 136<sup>th</sup> Ave. NE.

Trees are also natural air cleaners. As a result of this development, our home values will surely depreciate. In addition, we will suffer months of noise and dust as land is cleared, homes are built, etc.

In closing, we ask how the City of Kirkland will help and protect us? We are sacrificing much for absolutely no gain. There is no apparent value to the residents of our three Subdivisions in either Meritage Ridge or Vinter's West. And, there is clearly no need to make NE 129<sup>th</sup> St. a through street. Residents in Meritage Ridge can exit on to 136<sup>th</sup> Ave. NE just like the residents of Vinter's West. Opening NE 129<sup>th</sup> St. as a new through street would only add more harm and hurt to the 71 home owners in our three Subdivisions and would offer the future home owners in Meritage Ridge very little, if any, additional benefit. In fact, we can't imagine that the home owners along NE 129<sup>th</sup> St. in lots 1-8, and 28-36 would enjoy a constant parade of through traffic at their front doorsteps.

So, for the "public benefit," and in consideration of the rationale set forth above and in recognition of the negative impacts also explained above, we respectfully ask that you **do not permit the developer of Meritage Ridge to open NE 129<sup>th</sup> St. as a through street.**

We thank you for your consideration of our request:

Name	Address	E-mail
1. CHEN, SZUCHI 	12918 133 <sup>rd</sup> PL NE KIRKLAND, WA 98034	szuchichen@hotmail.com
2. CHEN, Hsien-yi Chen, Hsien-yi	same as above	—

## Tony Leavitt

---

**From:** Bill Collins <billcollins25@comcast.net>  
**Sent:** Friday, February 07, 2014 1:38 PM  
**To:** Tony Leavitt  
**Subject:** RE: SUB 13-02088

**Importance:** High

Dear Mr. Leavitt:

As property owners in the Kirkland Subdivision of Meadow View, 12833 133rd Pl. NE, we are writing to you to object to the proposed "new access road" that will connect NE 129th Street to the proposed new Plat, creating a through road. As detailed in the letter signed by the home owners of the Subdivisions of Totem Vista, Wethersfield and Meadow View, we wish to further reiterate our concerns with the proposed development. Citing the many objections detailed in the letter, such action will have a negative impact on our property values, noise level, air quality and traffic patterns, and the quality of life we have enjoyed for the many years we have lived here. Our home is one of the 5 houses that is directly adjacent to NE 129th Street and will be in the direct line of oncoming traffic entering and exiting these new developments. For many years now we have had to deal only with vehicles belonging to the 12 homes on our Street (Cul-de-sac). Adding the hundreds of more vehicles which would likely utilize NE 129th Street will indeed create a negative impact on our Neighborhood, greatly impacting the quality of life we now enjoy. If NE 129th Street is allowed to go through, then the traffic it will create should be required to come and go via access to 136th Ave. NE, a main thoroughfare, and not via our Neighborhood.

Respectfully Yours,

Bill and Janet Collins

Respectfully,

William

# HOULIHAN LAW

3401 EVANSTON AVENUE N., SUITE C. SEATTLE, WA 98103  
P. 206.547.1075 F. 206.547.1958 JT@HOULIHAN-LAW.COM

February 7, 2014

Tony Leavitt  
Associate Planner  
City of Kirkland Planning Dept.  
123 Fifth Avenue  
Kirkland, WA 98033

**Via Email: [tlevitt@kirklandwa.gov](mailto:tlevitt@kirklandwa.gov)**

**Re: Meritage Ridge, Case No. SUB13-02088  
Comments from BERPS Associates**

Dear Mr. Leavitt:

Thank you for considering these comments made on behalf of Samuel Kyle and others (collectively referred to as "BERPS") regarding the Meritage Ridge subdivision ("Project"). BERPS owns the following three tax parcels located to the south of the Project: 2726059123, 2726059051, & 2726059122 ("BERPS Properties"). The BERPS Properties are benefited by an access and utility easement over tax parcel 2726059124 to the east. BERPS and its consultant have reviewed the application materials and believe that they do not adequately assess the probable impacts the Project will have on a steep slope located on the Project site and the adjacent BERPs Properties. Additionally, BERPS questions the feasibility of the proposal to address stormwater generated by the Project.

The Project will create 36 residential lots and 143,252 square feet of impervious surface on a six acre site. To prepare the Project site approximately 30,000 cubic yards of soil on the Project site will be moved. The majority of the Project site is designated as a landslide hazard area sits just above a steep slope designated as an erosion hazard area. Because of the site's physical attributes, the Project will significantly impact slope stability and create a significant landslide and erosion risk during and after construction if not properly mitigated. Accordingly, it is imperative that the slope characteristics and Project impacts are thoroughly and accurately investigated as required by chapter 85 of the Kirkland Zoning Code ("KZC").

The Geotechnical Engineering Study prepared by Earth Solutions NW ("Geotechnical Study") for the Project does not adequately assess or investigate the slope

characteristics and Project impacts.<sup>1</sup> For example, the Geotechnical Study concludes that there is a “low susceptibility to landslide events” due to the following observation: “the lack of surficial groundwater seeps on and around the sloped areas on site.” This observation is inaccurate. BERPS has visually observed groundwater seeping from the slope adjacent to the Project site. Indeed, historical groundwater seeps along the slope have been significant enough to damage buildings located at the toe of the slope necessitating structural modifications to divert groundwater away from the buildings. Likewise, the Geotechnical Report does not assess whether the Project will impact slope stability, surface and subsurface drainage and erosion on the BERPS Properties. *See* KCZ 85.15(3)(a) (requiring that a geotechnical report assess how development will or will not affect slope stability and drainage, among other things, on the subject and adjacent properties). At a minimum, the City should require that the applicant fund a qualified individual to review the Geotechnical Report as allowed under KZC 85.25(2).

BERPS also questions the proposal to address stormwater runoff from the Project site during construction and post-development. It is our understanding that all of the stormwater generated on the Project site will be routed to an existing system just east of BERPS Properties. BERPS agrees that collecting and conveying all stormwater on the site is necessary to preserve slope stability; however, BERPS questions the applicant’s ability to convey the stormwater as proposed. First, the existing conveyance system referenced in the application materials is a private stormwater system. The applicant has not presented any information that it has authority to connect to that system. Second, the system was constructed to collect natural sheet flow and groundwater from the slope above. It was not designed nor intended to accommodate stormwater generated from a six-acre, 36-lot development. Stormwater from the Project site should be routed directly to the City system in the 136<sup>th</sup> Ave NE right-of-way.

BERPS continues to review and assess the information on file with the City and will supplement these comments as necessary. Please place me on the list to receive future public notices regarding the Project.

Sincerely,



John T (JT) Cooke

Cc: Client (via email)  
Kirk Utley P.E. (via email)

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<sup>1</sup> Earth Solutions NW, LLC, Geotechnical Engineering Study Vineyards at Kirkland: ES-2756 (October 3, 2013).

## Tony Leavitt

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**From:** Kathryn Ellis <kathrynatellis@yahoo.com>  
**Sent:** Monday, February 03, 2014 2:13 PM  
**To:** Tony Leavitt  
**Subject:** Sub13-02088 (please use: with mailing address)

Today at 2:04 PM  
Mr. Tony Leavitt,

I am a concerned homeowner and mother of two small children who lives in the Kirkland subdivision, Meadow View.

I, along with most if not all of the homeowners in our neighborhood and surrounding neighborhoods, feel that the safety, property value, noise level, air quality and traffic patterns will be directly impacted by the proposed new access road that will make NE 129th a through street.

PLEASE keep NE 129th ST BLOCKED and do not allow the creation of a new through road into our neighborhood/subdivision! This has been the case for more than 30 years and should remain this way as the added traffic would cause unsafe and dangerous conditions for people living and driving through our small community. Our neighborhood was simply never meant to be a main thoroughfare.

The traffic on 132nd and other through roads on Evergreen Hill area are already used by drivers trying to avoid stoplights and stop signs on main thoroughfares (like 124th). PLEASE do not allow our small community to fall victim to the wants of a developer who does not live here and therefore has no care for how a through road would effect our lives and the lives of our young children.

There is ABSOLUTELY NO public benefit for this road. It would simply send shortcut-seeking drivers speeding through our small community (which is filled with young children). We will already be suffering the air and noise pollution as the developers construct the houses, not to mention the decimation of a mature forest and the loss of air quality and wildlife we will lose because of that.

I look forward to receiving information from you regarding the public hearing on this topic.

Kathryn O'Neill  
12822 133rd PL NE  
Kirkland, WA 98034  
206-755-0581  
[kathrynatellis@yahoo.com](mailto:kathrynatellis@yahoo.com)

## Tony Leavitt

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**From:** Rev Jason <revjason@hotmail.com>  
**Sent:** Friday, February 07, 2014 5:33 PM  
**To:** Tony Leavitt  
**Subject:** Case # SUB13-02088

Mr. Leavitt, I am writing in regards to the above mentioned case number currently pending in the City of Kirkland. I am a resident in the Wethersfield subdivision that is affected by the proposed connection of a through road on NE 129<sup>th</sup> St. I am not a long time resident of Kirkland, only since annexation, but was excited at the opportunities being a part of a City would bring. Kirkland did a fantastic job lobbying for the annexation of the Totem Lake / Kingsgate area, and made lots of promises to the people being annexed. Among those promises, and consistent with the vision of the Planning Commission, it was understood that as Kirkland grew, the joyful use of the City would be placed above those of developers.

Much to my dismay, the City of Kirkland is doing the exact opposite in regards to the proposed through road. The current NE 129<sup>th</sup> St on the East side is a private road. The West side is a dead-end road used for resident parking. The merger of these two roads creates several negative issues that I believe may affect the look, feel, and joy of my neighborhood that Kirkland has said they are trying to protect. Among them:

1. The existing roads are too narrow to accommodate two travel lanes, safe bike paths, sidewalks, and street parking. The roads aren't wide enough to handle travel lanes, bike paths, and sidewalks alone, much less parking. Expanding these roads would have a negative impact on the property owners adjacent to the proposed roadway. One house is already closer to the road than the current Kirkland allowable setback. Reducing it further places the residents of this property at danger to vehicles which may inadvertently leave the roadway.
2. 133<sup>rd</sup> PL NE is not currently in a condition to handle additional traffic. The road is in a constant state of disrepair, with City vehicles attending to the road on a regular basis. There is a sinkhole that is persistent and yet to be fixed, as well as numerous other potentially unsafe areas of travel. Nowhere in the proposal is there a plan to address this road to handle the current traffic, much less the increased traffic of a new subdivision.
3. NE 126<sup>TH</sup> PL, while not in great condition either, was designed as a collector road. Its purpose is to provide a path of travel to better and larger roads. If the new development needs additional access, the East side of NE 129<sup>th</sup> St should be extended to this road.
4. There are many arguments about converting an existing dead-end cul-de-sac into a through road. Among them increase traffic, noise pollution, emissions, but most important is the safety of the residents. There are a great number of children living in the neighborhood who regularly play on the sidewalks and in the streets. Adding a through road to allow additional subdivisions to travel through our neighborhood will have a direct impact on the existing residents of the City of Kirkland. Again, something the City said they would take preference to above the desires of developers.
5. It seems the City of Kirkland does a pretty good job of maintaining the existing trees in the City. However, this plan calls for the felling of approximately 70 trees. This doesn't seem to be consistent with the preservation of our lands.
6. There is already difficulty leaving our neighborhood on 133<sup>rd</sup> PL NE, adding additional traffic would exacerbate this problem.
7. There is additional concern that adding more through roads through more neighborhoods leads to the ability for more vehicles to bypass 405 and travel North through residential neighborhoods. It's my understanding that several roads in the area (in alignment with the Redmond Planning Commission) were not able to be connected due to this very concern. The most prominent one I remember is extending 141<sup>ST</sup> Ave NE through the Chateau Ste. Michelle winery. Every road connected that provides an easier path North-South sees increased traffic due to bypassing 405.
8. I don't believe it applies, as NE 129<sup>th</sup> St on the East side is currently a private road, but does this proposed through road fall under review by the City Council as part of the Comprehensive Plan? I'm not sure cutting down trees, infringing on homeowners' property, and reducing the safety of the City's children is in line with the Comprehensive plan.

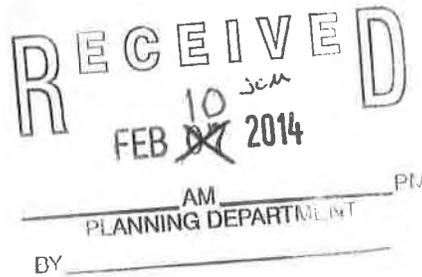
I urge you to deny the permit to create a through road per this case.

Thank you for your attention to this matter and for listening to the concerns of the residents of Kirkland,  
Jason Gardner

13222 NE 129<sup>TH</sup> PL  
Kirkland, WA 98034  
206.890.3066  
[revjason@hotmail.com](mailto:revjason@hotmail.com)

January 31, 2014

To: Mr. Tony Leavitt  
City of Kirkland Planning Department  
123 Fifth Avenue  
Kirkland, WA 98033



From: Concerned and impacted residents in the Kirkland Subdivisions of Totem Vista, Wethersfield, and Meadow View

Re: Meritage Ridge, Case No. SUB13-02088

We the undersigned home owners in the above named Kirkland Subdivisions, whose current lifestyle, property value, noise level, air quality, and traffic patterns will be directly impacted by the proposed: "new access road" that " will also connect to the existing NE 129<sup>th</sup> Street right-of-way, to the west of the plat, to create a new through road," respectfully request that the City of Kirkland's Planning Department **keep NE 129<sup>th</sup> Street blocked** as has been the case for more than 30 years and to **not allow the developer to create a new through road into our Subdivisions.**

The rationale for this request is based upon the following:

1. The current "stub road" (NE 129<sup>th</sup> St.) in our Subdivisions is too narrow to accommodate through traffic;
2. The current "stub road" (NE 129<sup>th</sup> St.) has a sharp turn and would impede traffic, especially large fire trucks that might try to enter Meritage Ridge from that direction;
3. Vehicles using the proposed NE 129<sup>th</sup> St. through street would have a significant and direct impact on the four homes at its intersection with 133<sup>rd</sup> Pl. NE (12901 133<sup>rd</sup> Pl. NE; 12909 133<sup>rd</sup> Pl. NE; 12910 133<sup>rd</sup> Pl. NE; and, 13321 NE 129 129<sup>th</sup> St.); these properties are in very close proximity to the road and would be severely impacted by noise, exhaust fumes, and especially headlights at night;
4. Currently, 133rd Pl. NE is in a state of disrepair and was not made or intended to be used for through traffic. Road crews are currently repairing a large sinkhole at the corner of NE 129<sup>th</sup> Pl and 133<sup>rd</sup> Pl NE;
5. There are no existing street lights in the Meadow View Subdivision which is where the proposed NE 129<sup>th</sup> Street would enter;
6. A bright yellow sign on top of the stop sign at the corner of 133<sup>rd</sup> Pl. NE and NE 132<sup>nd</sup> says "No Outlet"; this means 133<sup>rd</sup> Pl. NE is not a through street and has it been that way since the three

subdivisions impacted were built beginning in the 1970's with Totem Vista, then Wethersfield, and finally Meadow View. Seventy-one (71) total homes are located here. Readily available research by realtors, police, psychologists, and sociologists overwhelmingly support dead end streets over through streets for residences because:

- (a) These streets are safer for adults, children, and pets that have grown accustomed to no through traffic and can play, walk, bike, walk their dog, etc.
  - (b) There is less crime and vandalism; the residents know who belongs; strange cars and people are noticed; we have participated in King County's Block Watch for over 30 years and have signs posted as such; when there is only one way in and one way out, criminal action is significantly deterred;
  - (c) There is a heightened sense of community and belonging; Wethersfield residents for example, have held their annual 4<sup>th</sup> of July potluck picnic for the past 33 consecutive years;
  - (d) Home values are higher on dead end streets than on through streets;
  - (e) There is less noise, air pollution, and stress;
7. The 14 homes facing 133<sup>rd</sup> Pl. NE will be impacted constantly with the potential of hundreds of more car trips daily. From Meritage Ridge alone, with 36 new homes and the average of 2 cars per household, they could easily add 144 new trips per day (2 cars out and in daily). In addition, the high level of "valley traffic" currently utilizing 136<sup>th</sup> Ave. NE could cut through our neighborhood as a perceived shortcut; just backing out of our driveways could become hazardous;
  8. The other 57 homes in our three Subdivisions would also be impacted every time they try to leave their cul-de-sac or exit from 133<sup>rd</sup> Pl. NE onto NE 132<sup>nd</sup>. There are already lines of cars at the stop sign in the morning and evening and the northernmost homes on 133<sup>rd</sup> Pl. NE would be directly impacted by a line-up of cars, trucks, etc.
  9. The potential for "cut-throughs" by "valley traffic" who use 136<sup>th</sup> and NE 132<sup>nd</sup> to eventually reach I-405 is very real. Two cases in point occur every time there is a back-up at the red light at 132<sup>nd</sup> NE and NE 132<sup>nd</sup>. Vehicles northbound on 132<sup>nd</sup> NE turn left on NE 129<sup>th</sup> St. and wind around that neighborhood to exit on NE 132<sup>nd</sup> nearer 124<sup>th</sup> NE. Similarly, vehicles westbound on NE 132<sup>nd</sup> cut through the parking lot of the Church of Latter Day Saints. Everyone is in a hurry and will take what they believe is a path of least resistance. If NE 129<sup>th</sup> becomes a through street, it will become a magnet for such traffic to be drawn into and through our neighborhood.
  10. The Permit Details – General Conditions for SUB13-02088, No. 12. "Street and Pedestrian Improvement Conditions," clearly states that 136<sup>th</sup> Ave. NE is a "Collector type street" and that the developer is responsible for widening it, installing bike lanes, landscape strips, street lights, no parking signs, sidewalks, etc. This is clearly where traffic is meant to go. By its very definition, 136<sup>th</sup> Ave. NE has been designed to "Collect" traffic from the valley, the new Vinter's Ridge Subdivision, the Momco Property Subdivision, the proposed Vinter's West Subdivision, the proposed Meritage Ridge Subdivision, and others in the future. In that same section in reference to the "new internal streets" proposed for Meritage Ridge, the City of Kirkland calls them "Neighborhood Access type streets." Our three Subdivisions have only "Neighborhood

Access type streets" in them. And again, very clearly, this type of street (133<sup>rd</sup> Pl NE) is not meant for through traffic. The central street in our three Subdivisions is 133<sup>rd</sup> Pl NE and it is **not** a "Collector type street."

11. In total, the proposed Meritage Ridge Subdivision, along with the proposed Vinter's West Subdivision abutting it to the north, will be replacing approximately 10 homes on a little over 12 acres with 71 homes in the same space. In so doing, more than 50 mature Douglas fir trees will be removed. These have been the home of squirrels, eagles, hawks, and owls, especially, for decades. In fact, the City of Kirkland now calls this area Evergreen Hill. Once these projects are completed it will be more accurately called "Clear Cut Hill." As these trees are removed along with other significant trees and vegetation, our three Subdivisions will lose our privacy, noise barrier, and our protection from the congestion and pollution to the east along 136<sup>th</sup> Ave. NE. Trees are also natural air cleaners. As a result of this development, our home values will surely depreciate. In addition, we will suffer months of noise and dust as land is cleared, homes are built, etc.

In closing, we ask how the City of Kirkland will help and protect us? We are sacrificing much for absolutely no gain. There is no apparent value to the residents of our three Subdivisions in either Meritage Ridge or Vinter's West. And, there is clearly no need to make NE 129<sup>th</sup> St. a through street. Residents in Meritage Ridge can exit on to 136<sup>th</sup> Ave. NE just like the residents of Vinter's West. Opening NE 129<sup>th</sup> St. as a new through street would only add more harm and hurt to the 71 home owners in our three Subdivisions and would offer the future home owners in Meritage Ridge very little, if any, additional benefit. In fact, we can't imagine that the home owners along NE 129<sup>th</sup> St. in lots 1-8, and 28-36 would enjoy a constant parade of through traffic at their front doorsteps.

So, for the "public benefit," and in consideration of the rationale set forth above and in recognition of the negative impacts also explained above, we respectfully ask that you **do not permit the developer of Meritage Ridge to open NE 129<sup>th</sup> St. as a through street.**

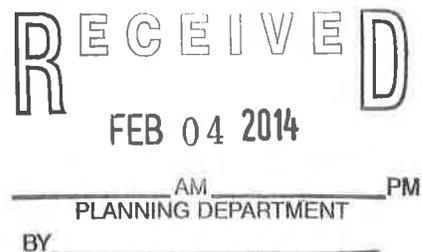
We thank you for your consideration of our request:

Name	Address	E-mail
MICHAEL MALEY	12818 133RD PL, N.E, KIRKLAND, WA. 98034	



January 31, 2014

**To:** Mr. Tony Leavitt  
City of Kirkland Planning Department  
123 Fifth Avenue  
Kirkland, WA 98033



**From:** Concerned and impacted residents in the Kirkland Subdivisions of Totem Vista, Wethersfield, and Meadow View

**Re:** Meritage Ridge, Case No. SUB13-02088

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The rationale for this request is based upon the following:

1. The current "stub road" (NE 129<sup>th</sup> St.) in our Subdivisions is too narrow to accommodate through traffic;
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  10. The Permit Details – General Conditions for SUB13-02088, No. 12. "Street and Pedestrian Improvement Conditions," clearly states that 136<sup>th</sup> Ave. NE is a "Collector type street" and that the developer is responsible for widening it, installing bike lanes, landscape strips, street lights, no parking signs, sidewalks, etc. This is clearly where traffic is meant to go. By its very definition, 136<sup>th</sup> Ave. NE has been designed to "Collect" traffic from the valley, the new Vinter's Ridge Subdivision, the Momco Property Subdivision, the proposed Vinter's West Subdivision, the proposed Meritage Ridge Subdivision, and others in the future. In that same section in reference to the "new internal streets" proposed for Meritage Ridge, the City of Kirkland calls them "Neighborhood Access type streets." Our three Subdivisions have only "Neighborhood

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11. In total, the proposed Meritage Ridge Subdivision, along with the proposed Vinter's West Subdivision abutting it to the north, will be replacing approximately 10 homes on a little over 12 acres with 71 homes in the same space. In so doing, more than 50 mature Douglas fir trees will be removed. These have been the home of squirrels, eagles, hawks, and owls, especially, for decades. In fact, the City of Kirkland now calls this area Evergreen Hill. Once these projects are completed it will be more accurately called "Clear Cut Hill." As these trees are removed along with other significant trees and vegetation, our three Subdivisions will lose our privacy, noise barrier, and our protection from the congestion and pollution to the east along 136<sup>th</sup> Ave. NE. Trees are also natural air cleaners. As a result of this development, our home values will surely depreciate. In addition, we will suffer months of noise and dust as land is cleared, homes are built, etc.

In closing, we ask how the City of Kirkland will help and protect us? We are sacrificing much for absolutely no gain. There is no apparent value to the residents of our three Subdivisions in either Meritage Ridge or Vinter's West. And, there is clearly no need to make NE 129<sup>th</sup> St. a through street. Residents in Meritage Ridge can exit on to 136<sup>th</sup> Ave. NE just like the residents of Vinter's West. Opening NE 129<sup>th</sup> St. as a new through street would only add more harm and hurt to the 71 home owners in our three Subdivisions and would offer the future home owners in Meritage Ridge very little, if any, additional benefit. In fact, we can't imagine that the home owners along NE 129<sup>th</sup> St. in lots 1-8, and 28-36 would enjoy a constant parade of through traffic at their front doorsteps.

So, for the "public benefit," and in consideration of the rationale set forth above and in recognition of the negative impacts also explained above, we respectfully ask that you **do not permit the developer of Meritage Ridge to open NE 129<sup>th</sup> St. as a through street.**

We thank you for your consideration of our request:

Name	Address	E-mail
Josh and Kira Maloof	12827-133 <sup>rd</sup> PI. NE Kirkland, WA 98034	kiramaloof@ frontier.com



## Tony Leavitt

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**From:** Emily Nagel <emily.nagel@stoneside.com>  
**Sent:** Tuesday, February 04, 2014 4:58 PM  
**To:** Tony Leavitt  
**Subject:** Letter re: SUB13-02088

**Importance:** High

February 4, 2014

Tony Leavitt  
Kirkland City Planner

Re: SUB13-02088

Dear Mr. Leavitt,

Thank you for taking the time to consider my concerns. The plan to open up the road between NE 133<sup>rd</sup> Pl and the new housing development will have a major negative impact on me and my neighborhood. I purchased my home at 13216 NE 132<sup>nd</sup> Pl in Kirkland a little over 5 years ago, and obviously travel NE 133<sup>rd</sup> Pl everyday going to work, etc. and returning to my home.

I worry a great deal about more congested and frequent traffic on NE 133<sup>rd</sup> Pl and in my neighborhood. On June 26, 2011 I was in a serious auto accident on NE 132<sup>nd</sup> St when someone exited the adjacent apartment parking lot without looking and struck my car. In that impact, I suffered herniations at 3 different spinal vertebrae. I still undergo treatment and suffer pain on a daily basis.

The idea that traffic could be SO increased within my neighborhood as new homeowners use NE 133<sup>rd</sup> Pl as their shortcut is a huge problem. Daily dog-walkers, pedestrians going to/from the nearby bus stops, pets and playing children will be at risk of drivers racing through our neighborhood. Not to mention the likelihood of more auto accidents.

There is little question that painted lanes and a traffic signal would be required at the entrance to my neighborhood to allow so much additional left-turning traffic to leave and enter. The new development on the bluff is already putting increased pressure on NE 132<sup>nd</sup> St in that area.

Our neighborhood experiences very low crime. With a second way out of it, I worry more about this changing as well.

Please do not allow this road to open between our neighborhood and a new development.

Thank you,  
Emily Nagel, Homeowner  
425-449-6386  
[emily.nagel@stoneside.com](mailto:emily.nagel@stoneside.com) or  
[Emgirl14@gmail.com](mailto:Emgirl14@gmail.com)



## Tony Leavitt

---

**From:** Stacy Oda <stacy\_oda2001@yahoo.com>  
**Sent:** Thursday, February 06, 2014 1:14 PM  
**To:** Tony Leavitt  
**Cc:** Stacy Oda  
**Subject:** Permit number SUB13-02088

Hi Mr. Leavitt,

I live in the neighborhood that will be impacted by the above and would like to be added to the list of individuals notified of any decisions made or status changes.

Currently, taking a left out of 133rd Place NE onto NE 132nd Ave NE at peak morning and afternoon traffic times is difficult due to the amount of traffic that uses Willows Road and 136th Ave NE. A traffic study should be done to evaluate if the suggested route will be able to handle the traffic volume. Traffic patterns were severely impacted when 136th Ave NE was closed last year. Traffic backed up on NE 132nd and 132nd Ave NE --especially during morning peak times.

Thank you for your consideration. I am confident that we can find a solution that works for everyone.

Stacy Oda-Segundo  
13226 NE 130th Place  
Kirkland, WA 98034

## Tony Leavitt

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**From:** Perky424@comcast.net  
**Sent:** Monday, February 03, 2014 11:48 AM  
**To:** Tony Leavitt  
**Subject:** Perposed road through our neighbor hood

Mr. Levitt, I'm Lyman Perkins. I live at 13232 NE 129 Place.

From what I understand a proposal is being considered to have an entrence and exit for the soon(?) to be Subdivision : Meritage Ridge- SUB 13-02088 pass through our neighbor on 133 Place NE. I, along with my neighbors strongly oppose this traffic in our neighborhood. We think that it would be more convient for everyone involoved to have the road to the new site coming from the east or north side of the new Subdivision.

Sincerely

Lyman Perkins

## Tony Leavitt

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**From:** Linné Pullar <linne@pullar.com>  
**Sent:** Friday, February 07, 2014 12:07 AM  
**To:** Tony Leavitt  
**Subject:** INPUT: Proposed Meritage Ridge Notice of Application (PERMIT SUB13-02088)

Tony Leavitt  
Associate Planner  
425-587-3253  
[tleavitt@kirklandwa.gov](mailto:tleavitt@kirklandwa.gov)

Dear Mr. Leavitt,

I'm writing to you in regard to the proposed Meritage Ridge Notice of Application (PERMIT SUB13-02088) to create a new access road off of 136th Ave NE and connect to NE 129<sup>th</sup> Street. My concern here is in regards to traffic congestion that currently exists and the impact of the new access road.

The issue extends beyond the connection between NE 129<sup>th</sup> Street and 133<sup>rd</sup> PL NE. At this time, access from 133<sup>rd</sup> PL NE onto NE 132nd Street during peak traffic times is barely doable short of driving into oncoming traffic. Adding more traffic attempting to make a left-hand turn onto NE 132<sup>nd</sup> Street during peak traffic, in my humble opinion, would increase the likelihood of a serious head-on collision.

The traffic study report I read was based on 2012 numbers and does not reflect traffic in 2014. Currently, traffic traveling along 136<sup>th</sup> Ave NE to the major intersection (light) at 132nd Square (NE 132<sup>nd</sup> Street & 132<sup>nd</sup> Ave NE) is driven by the traffic light at Willows Road and NE 124<sup>th</sup> Street. A steady stream of traffic flows from that intersection up the hill, around the corner and backs up from the light at NE 132<sup>nd</sup> Street & 132<sup>nd</sup> Ave NE (132 Square) all the way back to 136th Ave NE (Meritage) blocking access from the 133<sup>rd</sup> PL NE. On several occasions, I have gotten so frustrated attempting to make a left turn onto NE 132rd Street (from 133<sup>rd</sup>), that I gave up, turned right and went into Redmond instead of Kirkland.

As a traffic light is logistically not doable at the intersection of NE 132<sup>nd</sup> Street and NE 133rd PL NE, funds (or other) would be necessary to either

- a) provide a police/traffic resource to stand and direct traffic during peak hours
- b) install a traffic light at NE 132nd Street and 136th Ave NE

Personally... I wouldn't mind seeing a traffic light (or equivalent) at the intersection of NE 132nd Street and 136th Ave NE (Meritage) if it can reduce the probably of a head-on collision at 133rd.

Thank you for considering my concerns regarding this proposed new access road.

**Robin L. Pullar**  
[linne@pullar.com](mailto:linne@pullar.com)  
13221 NE 130<sup>th</sup> Place  
Kirkland, WA 98034  
425-820-3523

## Tony Leavitt

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**From:** Kevin and Peggy Smit <smitfamily@hotmail.com>  
**Sent:** Thursday, January 30, 2014 9:23 PM  
**To:** Tony Leavitt  
**Subject:** Case No. Sub13-02088-Meritage Ridge

Dear Mr. Leavitt,

We are strongly opposed to the proposed access road utilizing NE 129th Street to the west of the Subject Plat. Creating a through street connecting 133rd Place NE to 136th Avenue NE would destroy this entire neighborhood. Direct access to 136th Avenue NE is more than adequate and can be accomplished without completely disrupting the lives of those of us living on 133rd Place NE. Is this really what the City of Kirkland is all about? We are extremely disappointed with this proposal.

Can you share with us the results of the traffic impact study of this new through street? Do you know how many vehicles use 136th Avenue NE for commuting every day, morning and evening? With this proposed through street half of those vehicles would now be commuting through our once peaceful neighborhood.

We have lived here for 20 years and chose to live here in part because of the quiet, dead end streets. There is absolutely no need for this through street for the Meritage Ridge Subdivision.

We are also very concerned about the ethics of how the initial proposal was received with no mention of the proposed through street. Fortunately, one of the neighbors was on top of this and requested clarification. Now we have received this bombshell, with almost no time to respond. This is very disappointing and frustrating.

Regards,

Kevin and Peggy Smit  
12930 133rd Place NE  
Kirkland, Wa 98034  
425-501-9103

## Tony Leavitt

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**From:** DJ Stiner <dj@kiefen.com>  
**Sent:** Tuesday, February 04, 2014 2:11 PM  
**To:** Tony Leavitt  
**Subject:** MERITAGE RIDGE, CASE NO. SUB13-02088 concern

Tony,

In regards to:

<http://www.kirklandwa.gov/Assets/Planning/Planning+PDFs/Public+Notices/Meritage+Ridge+Notice+of+Application+REVISED+SUB13-02088.pdf>

Thank you for speaking with me today. As requested, I am emailing you to request that I added to the list of those to be notified when appropriate.

While we live at the end of a cul-de-sac, it is part of the neighborhood along 133rd PL NE, and the neighborhood has been steadily getting together again over the last couple years.

Myself and several others have concerns about the traffic and social impacts this would have on our neighborhood, we are currently an enclosed development with no outlet. As you can imagine this is rather nice for raising children, building a community, and keeping a safe environment.

Additional traffic raises safety concern for children being raised or to be raised in our neighborhood, there is a concern that crime rate goes up when traffic increases, and as the volume increases we also starts to distance ourselves from our neighbors across the street.

Even looking at a map of the area, there is no real reason why these two neighborhoods need to be connected. The development off 133rd was built around 1979, the lots we have will be larger and the houses older than what this new neighborhood will bring. There are no amenities in our neighborhood that would benefit this new one, nor vice versa from what I can glean from the report.

I will gladly speak in front of a council about our concerns in regards to connecting these two neighborhoods.

Thank you for allowing me to raise my concerns and I appreciate the clarity in which you provided information today.

Cheers,

David Stiner  
13204 NE 130th PL  
Kirkland, WA 98034

## Tony Leavitt

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**From:** Richard Whitehill <richardwhitehill@cbbain.com>  
**Sent:** Monday, February 03, 2014 8:32 AM  
**To:** Tony Leavitt  
**Subject:** Meritage Rezone Meritage Ridge REVISED and VinterII

Tony, my house is within a stone's throw of this project and no notices were sent to our neighborhood. Please provide the homes that are impacted by this zoning change some more notice. I am requesting that the hearing date be extended until all the homeowners, schools and businesses within a mile on Evergreen hill get written notice of a serious zoning change that will impact our schools, our traffic and our ability to enjoy the area we have lived in for years.

**Rich Whitehill**  
13212 NE 130<sup>th</sup> PL  
Kirkland WA 98034  
4252604318  
[rwhitehi@gmail.com](mailto:rwhitehi@gmail.com)

Richard Whitehill  
13212 NE 130<sup>th</sup> Place  
Kirkland WA 98034

Tony Leavitt  
City of Kirkland Planning and Community Development  
Re: Vintners Ridge II and Meritage Ridge Development Traffic and Zoning impact

I was recently informed that the city has given preliminary approval to a long plat on Evergreen Hill, on a series of land parcels adjoining 138<sup>th</sup> St NE, the cross state pipeline, and high tension wires that straddle the hillside. The parcels are zone R8. The western edge of both of these proposed developments abut a 30 year old series of developments that are zoned R6.

The issue is traffic. The Meritage traffic study was done while 138<sup>th</sup> street was TOTALLY CLOSED while under construction. Of course it showed as ZERO traffic problems. However, having lived and accessed my house for 30 years along 132<sup>nd</sup> Ave NE, I know that 138<sup>th</sup> takes over 400 cars per hour during the morning and evening commute. I already wait for 5 to 10 minutes to make left or right turn out of our development on 133<sup>rd</sup> NE. This plan includes adding those 400 cars to 133<sup>rd</sup> by connection from 138<sup>th</sup> NE. I have yet to see the traffic report for Vintners II or the two proposed long plats on the east side of 138<sup>th</sup> NE. We are lacking planning on neighborhood scale.

I am requesting that the traffic study to be expanded to include all of the hillside from the corner of NE 132 and 132<sup>nd</sup> NE all the way to the access point where Willows Road meets NE 124<sup>th</sup> in the valley. You also need to include the new avionics business at the base of the access road, and cross plan with NEW Kirkland Corridor trail system. Extending Willows road was once on your list of wants, and should be a priority that needs to be addressed before you gridlock our Evergreen Hill Neighborhood.

Zoning: I believe the density of the development has been based on King County zoning that was put in place 50 years ago so the Kirkland Heights low income housing could be hidden away in Totem Lake. This zoning was not reviewed when Kirkland took the property from King County and now the Kirkland planning department is ignoring the density of development in an area already underserved by overstretched police and fire service. In addition the schools of Muir and Kamiakan, are already over their capacity. Has the Lake Washington School District been consulted on the addition of 156 new households now in the platting process along 138<sup>th</sup> Street?

Planning means planning. Both of these developments as well as the other two being studied along 138<sup>th</sup> NE need a full report from the city of Kirkland planning department on all aspects of density, traffic, services and schools. My goal would be to put a moratorium on any new plats long or short until a full report on these issues has been done and presented to the city and the Evergreen Hill neighborhood.

Sincerely

Rich Whitehill



February 3, 2014

Mr. Tony Leavitt  
Kirkland City Planner  
123 Fifth Ave.  
Kirkland, WA 98033

**RE: Meritage Ridge, Case No. SUB13-02088**

Please find enclosed **public comment** from the homeowners residing in the three Kirkland Subdivisions of Totem Vista, Wethersfield, and Meadow View. There are 71 homes in these three Subdivisions and representative of those homeowners are the 95 signatures, addresses, and emails as requested. Everyone is strongly opposed to opening NE 129<sup>th</sup> Street as a through street into our neighborhood.

It is also very important to inform you that only about one third of these 71 homeowners, all who would be directly impacted if this road is opened, even knew about this proposal. The City of Kirkland should be obligated to inform all homeowners when impending decisions like this will have the potential to directly change their home access, value, etc.

Everyone as signers expects to be fully apprised of the Planning Department's recommendation and staff report to the Hearing Examiner, date and time of the public hearing, and all matters related to this application, SUB13-02088.

**Enclosed:**

**2 letters from Totem Vista residents with 50 signatures**

**1 letter from Wethersfield residents with 28 signatures**

**1 letter from Meadow View residents with 17 signatures**

January 31, 2014

**To:** Mr. Tony Leavitt  
City of Kirkland Planning Department  
123 Fifth Avenue  
Kirkland, WA 98033

**From:** Concerned and impacted residents in the Kirkland Subdivisions of Totem Vista, Wethersfield, and Meadow View

**Re:** Meritage Ridge, Case No. SUB13-02088

We the undersigned home owners in the above named Kirkland Subdivisions, whose current lifestyle, property value, noise level, air quality, and traffic patterns will be directly impacted by the proposed: "new access road" that " will also connect to the existing NE 129<sup>th</sup> Street right-of-way, to the west of the plat, to create a new through road," respectfully request that the City of Kirkland's Planning Department **keep NE 129<sup>th</sup> Street blocked** as has been the case for more than 30 years and to **not allow the developer to create a new through road into our Subdivisions.**

The rationale for this request is based upon the following:

1. The current "stub road" (NE 129<sup>th</sup> St.) in our Subdivisions is too narrow to accommodate through traffic;
2. The current "stub road" (NE 129<sup>th</sup> St.) has a sharp turn and would impede traffic, especially large fire trucks that might try to enter Meritage Ridge from that direction;
3. Vehicles using the proposed NE 129<sup>th</sup> St. through street would have a significant and direct impact on the four homes at its intersection with 133<sup>rd</sup> Pl. NE (12901 133<sup>rd</sup> Pl. NE; 12909 133<sup>rd</sup> Pl. NE; 12910 133<sup>rd</sup> Pl. NE; and, 13321 NE 129 129<sup>th</sup> St.); these properties are in very close proximity to the road and would be severely impacted by noise, exhaust fumes, and especially headlights at night;
4. Currently, 133rd Pl. NE is in a state of disrepair and was not made or intended to be used for through traffic. Road crews are currently repairing a large sinkhole at the corner of NE 129<sup>th</sup> Pl and 133<sup>rd</sup> Pl NE;
5. There are no existing street lights in the Meadow View Subdivision which is where the proposed NE 129<sup>th</sup> Street would enter;
6. A bright yellow sign on top of the stop sign at the corner of 133<sup>rd</sup> Pl. NE and NE 132<sup>nd</sup> says "No Outlet"; this means 133<sup>rd</sup> Pl. NE is not a through street and has it been that way since the three

subdivisions impacted were built beginning in the 1970's with Totem Vista, then Wethersfield, and finally Meadow View. Seventy-one (71) total homes are located here. Readily available research by realtors, police, psychologists, and sociologists overwhelmingly support dead end streets over through streets for residences because:

- (a) These streets are safer for adults, children, and pets that have grown accustomed to no through traffic and can play, walk, bike, walk their dog, etc.
  - (b) There is less crime and vandalism; the residents know who belongs; strange cars and people are noticed; we have participated in King County's Block Watch for over 30 years and have signs posted as such; when there is only one way in and one way out, criminal action is significantly deterred;
  - (c) There is a heightened sense of community and belonging; Wethersfield residents for example, have held their annual 4<sup>th</sup> of July potluck picnic for the past 33 consecutive years;
  - (d) Home values are higher on dead end streets than on through streets;
  - (e) There is less noise, air pollution, and stress;
7. The 14 homes facing 133<sup>rd</sup> Pl. NE will be impacted constantly with the potential of hundreds of more car trips daily. From Meritage Ridge alone, with 36 new homes and the average of 2 cars per household, they could easily add 144 new trips per day (2 cars out and in daily). In addition, the high level of "valley traffic" currently utilizing 136<sup>th</sup> Ave. NE could cut through our neighborhood as a perceived shortcut; just backing out of our driveways could become hazardous;
  8. The other 57 homes in our three Subdivisions would also be impacted every time they try to leave their cul-de-sac or exit from 133<sup>rd</sup> Pl. NE onto NE 132<sup>nd</sup>. There are already lines of cars at the stop sign in the morning and evening and the northernmost homes on 133<sup>rd</sup> Pl. NE would be directly impacted by a line-up of cars, trucks, etc.
  9. The potential for "cut-throughs" by "valley traffic" who use 136<sup>th</sup> and NE 132<sup>nd</sup> to eventually reach I-405 is very real. Two cases in point occur every time there is a back-up at the red light at 132<sup>nd</sup> NE and NE 132<sup>nd</sup>. Vehicles northbound on 132<sup>nd</sup> NE turn left on NE 129<sup>th</sup> St. and wind around that neighborhood to exit on NE 132<sup>nd</sup> nearer 124<sup>th</sup> NE. Similarly, vehicles westbound on NE 132<sup>nd</sup> cut through the parking lot of the Church of Latter Day Saints. Everyone is in a hurry and will take what they believe is a path of least resistance. If NE 129<sup>th</sup> becomes a through street, it will become a magnet for such traffic to be drawn into and through our neighborhood.
  10. The Permit Details – General Conditions for SUB13-02088, No. 12. "Street and Pedestrian Improvement Conditions," clearly states that 136<sup>th</sup> Ave. NE is a "Collector type street" and that the developer is responsible for widening it, installing bike lanes, landscape strips, street lights, no parking signs, sidewalks, etc. This is clearly where traffic is meant to go. By its very definition, 136<sup>th</sup> Ave. NE has been designed to "Collect" traffic from the valley, the new Vinter's Ridge Subdivision, the Momco Property Subdivision, the proposed Vinter's West Subdivision, the proposed Meritage Ridge Subdivision, and others in the future. In that same section in reference to the "new internal streets" proposed for Meritage Ridge, the City of Kirkland calls them "Neighborhood Access type streets." Our three Subdivisions have only "Neighborhood

Access type streets" in them. And again, very clearly, this type of street (133<sup>rd</sup> Pl NE) is not meant for through traffic. The central street in our three Subdivisions is 133<sup>rd</sup> Pl NE and it is **not** a "Collector type street."

11. In total, the proposed Meritage Ridge Subdivision, along with the proposed Vinter's West Subdivision abutting it to the north, will be replacing approximately 10 homes on a little over 12 acres with 71 homes in the same space. In so doing, more than 50 mature Douglas fir trees will be removed. These have been the home of squirrels, eagles, hawks, and owls, especially, for decades. In fact, the City of Kirkland now calls this area Evergreen Hill. Once these projects are completed it will be more accurately called "Clear Cut Hill." As these trees are removed along with other significant trees and vegetation, our three Subdivisions will lose our privacy, noise barrier, and our protection from the congestion and pollution to the east along 136<sup>th</sup> Ave. NE. Trees are also natural air cleaners. As a result of this development, our home values will surely depreciate. In addition, we will suffer months of noise and dust as land is cleared, homes are built, etc.

In closing, we ask how the City of Kirkland will help and protect us? We are sacrificing much for absolutely no gain. There is no apparent value to the residents of our three Subdivisions in either Meritage Ridge or Vinter's West. And, there is clearly no need to make NE 129<sup>th</sup> St. a through street. Residents in Meritage Ridge can exit on to 136<sup>th</sup> Ave. NE just like the residents of Vinter's West. Opening NE 129<sup>th</sup> St. as a new through street would only add more harm and hurt to the 71 home owners in our three Subdivisions and would offer the future home owners in Meritage Ridge very little, if any, additional benefit. In fact, we can't imagine that the home owners along NE 129<sup>th</sup> St. in lots 1-8, and 28-36 would enjoy a constant parade of through traffic at their front doorsteps.

So, for the "public benefit," and in consideration of the rationale set forth above and in recognition of the negative impacts also explained above, we respectfully ask that you **do not permit the developer of Meritage Ridge to open NE 129<sup>th</sup> St. as a through street.**

We thank you for your consideration of our request:

Name	Address	E-mail
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Tom McGowan	13112 133 <sup>rd</sup> Pl N.E. Kirkland, WA 98034	TJSMCGOWAN@COMCAST.NET
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Jill McGowan	13112 133 <sup>rd</sup> Pl NE Kirkland 98034	trjmcgowan@comcast.net
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KAREN STEVENS	13236 NE 131 <sup>st</sup> Place Kirkland WA 98034	KAREN@busulus.com
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Ted Morey	13224 NE 131 <sup>st</sup> Pl Kirkland, WA 98035	
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homegardenservices  
 13 ac L.  
 98035

Name

Address

E-mail

HUNK TONG

JNG10@uw.edu

29 k 20

13230 NE 131st PL Kirkland, 98034 WA

Debbie Morey 13224 NE 131st Pl, Kirkland, 98034 DebbieMorey

Jesse Sage Schreiner 13218 NE 131st Pl, Kirkland WA 98034 425 821 2876

Oloha Dentz 13218 NE 131<sup>st</sup> PL, Kirkland WA 98034 odentz@hotmail.com

DAVID HAIZLIP 13211 NE 131ST PL, KIRKLAND, WA 98034 DAVE HAIZLIP@HOTMAIL.COM

Emmy Carolyn 13217 NE 131<sup>st</sup> PL Kirkland, WA 98034 wcartym@aol.com

William Carolyn 13217 NE 131<sup>st</sup> Kirkland, WA 98034 wcartym@aol.com

Tony Margaret 13223 NE 131<sup>st</sup> PL " WA 98034 tony.margaret@hotmail.com

Scott R Emmers 13229 NE 131<sup>st</sup> Pl Kirkland

Scott R Emmers 13229 NE 131<sup>st</sup> Pl. Kirkland, WA 98034 EmmersFamily.com

Emmers 13229 NE 131<sup>st</sup> PL KIRKLAND, WA 98034 LawrenceEmmersFamily.com

Hamed Ghassemi 13046 133<sup>rd</sup> PL NE Kirkland, WA 98034 ghassemi.hamed@gmail.com

Loree Ghassemi 13046 133<sup>rd</sup> PL NE Kirkland, WA 98034 loreegh@gmail.com

Ruba F. Holland 13106 133<sup>rd</sup> PL NE Kirkland WA 98034 atyoursvc@frontier.com

Karen D Holland 13106 133<sup>rd</sup> PL NE Kirkland WA 98034 atyoursvc@frontier.com

Name

Address

E-mail

Ken Robertson 13242 NE 131<sup>st</sup> PL Kemsrobertson@gmail.com

Maer Robertson 13242 NE 131<sup>st</sup> PL KenMaer@gmail

Doriana Lee 13205 NE 131<sup>st</sup> PL dlee@avst.com

Jerry Lee 13205 NE 131<sup>st</sup> PL jll499@comcast.net

Kristina W. P. 13106 133<sup>rd</sup> PL NE Kirkland WA 98034 Kristina - James@hotmail.com

J. P. 13106 133<sup>rd</sup> PL NE Kirkland WA 98034

H. D. Gran 13040 133 PL N.E. Kirkland WA 98034

Adelia T. Gran 13040 - 133 PL NE Kirkland WA 98034

OLGA PARASCHIV 13028 ~~133~~ 133 PL NE OLGA PARASCHIV@live.com

January 31, 2014

**To:** Mr. Tony Leavitt  
City of Kirkland Planning Department  
123 Fifth Avenue  
Kirkland, WA 98033

**From:** Concerned and impacted residents in the Kirkland Subdivisions of Totem Vista, Wethersfield, and Meadow View

**Re:** Meritage Ridge, Case No. SUB13-02088

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We thank you for your consideration of our request:

Name

Address

E-mail

*[Signature]* (Bob Hedrick) 13016 133<sup>rd</sup> PL NE Kirkland 98034 bob.hedrick@comcast.net

*[Signature]* (Lisa Hedrick) 13016 133<sup>rd</sup> PL NE, Kirkland 98034 lisa.hedrick7@gmail.com

Robert C. Hermann (Robert Hermann) 13022 133<sup>rd</sup> PL NE Kirkland, WA 98034 bhermann08@comcast.net

Carol Gauthier (Carol Gauthier) 13034 133<sup>rd</sup> PL NE Kirkland 98034 emgauthier@gmail.com

Name

Address

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January 31, 2014

**To:** Mr. Tony Leavitt  
City of Kirkland Planning Department  
123 Fifth Avenue  
Kirkland, WA 98033

**From:** Concerned and impacted residents in the Kirkland Subdivisions of Totem Vista, Wethersfield, and Meadow View

**Re:** Meritage Ridge, Case No. SUB13-02088

We the undersigned home owners in the above named Kirkland Subdivisions, whose current lifestyle, property value, noise level, air quality, and traffic patterns will be directly impacted by the proposed: "new access road" that " will also connect to the existing NE 129<sup>th</sup> Street right-of-way, to the west of the plat, to create a new through road," respectfully request that the City of Kirkland's Planning Department **keep NE 129<sup>th</sup> Street blocked** as has been the case for more than 30 years and to **not allow the developer to create a new through road into our Subdivisions.**

The rationale for this request is based upon the following:

1. The current "stub road" (NE 129<sup>th</sup> St.) in our Subdivisions is too narrow to accommodate through traffic;
2. The current "stub road" (NE 129<sup>th</sup> St.) has a sharp turn and would impede traffic, especially large fire trucks that might try to enter Meritage Ridge from that direction;
3. Vehicles using the proposed NE 129<sup>th</sup> St. through street would have a significant and direct impact on the four homes at its intersection with 133<sup>rd</sup> Pl. NE (12901 133<sup>rd</sup> Pl. NE; 12909 133<sup>rd</sup> Pl. NE; 12910 133<sup>rd</sup> Pl. NE; and, 13321 NE 129 129<sup>th</sup> St.); these properties are in very close proximity to the road and would be severely impacted by noise, exhaust fumes, and especially headlights at night;
4. Currently, 133rd Pl. NE is in a state of disrepair and was not made or intended to be used for through traffic. Road crews are currently repairing a large sinkhole at the corner of NE 129<sup>th</sup> Pl and 133<sup>rd</sup> Pl NE;
5. There are no existing street lights in the Meadow View Subdivision which is where the proposed NE 129<sup>th</sup> Street would enter;
6. A bright yellow sign on top of the stop sign at the corner of 133<sup>rd</sup> Pl. NE and NE 132<sup>nd</sup> says "No Outlet"; this means 133<sup>rd</sup> Pl. NE is not a through street and has it been that way since the three

subdivisions impacted were built beginning in the 1970's with Totem Vista, then Wethersfield, and finally Meadow View. Seventy-one (71) total homes are located here. Readily available research by realtors, police, psychologists, and sociologists overwhelmingly support dead end streets over through streets for residences because:

- (a) These streets are safer for adults, children, and pets that have grown accustomed to no through traffic and can play, walk, bike, walk their dog, etc.
  - (b) There is less crime and vandalism; the residents know who belongs; strange cars and people are noticed; we have participated in King County's Block Watch for over 30 years and have signs posted as such; when there is only one way in and one way out, criminal action is significantly deterred;
  - (c) There is a heightened sense of community and belonging; Wethersfield residents for example, have held their annual 4<sup>th</sup> of July potluck picnic for the past 33 consecutive years;
  - (d) Home values are higher on dead end streets than on through streets;
  - (e) There is less noise, air pollution, and stress;
7. The 14 homes facing 133<sup>rd</sup> Pl. NE will be impacted constantly with the potential of hundreds of more car trips daily. From Meritage Ridge alone, with 36 new homes and the average of 2 cars per household, they could easily add 144 new trips per day (2 cars out and in daily). In addition, the high level of "valley traffic" currently utilizing 136<sup>th</sup> Ave. NE could cut through our neighborhood as a perceived shortcut; just backing out of our driveways could become hazardous;
  8. The other 57 homes in our three Subdivisions would also be impacted every time they try to leave their cul-de-sac or exit from 133<sup>rd</sup> Pl. NE onto NE 132<sup>nd</sup>. There are already lines of cars at the stop sign in the morning and evening and the northernmost homes on 133<sup>rd</sup> Pl. NE would be directly impacted by a line-up of cars, trucks, etc.
  9. The potential for "cut-throughs" by "valley traffic" who use 136<sup>th</sup> and NE 132<sup>nd</sup> to eventually reach I-405 is very real. Two cases in point occur every time there is a back-up at the red light at 132<sup>nd</sup> NE and NE 132<sup>nd</sup>. Vehicles northbound on 132<sup>nd</sup> NE turn left on NE 129<sup>th</sup> St. and wind around that neighborhood to exit on NE 132<sup>nd</sup> nearer 124<sup>th</sup> NE. Similarly, vehicles westbound on NE 132<sup>nd</sup> cut through the parking lot of the Church of Latter Day Saints. Everyone is in a hurry and will take what they believe is a path of least resistance. If NE 129<sup>th</sup> becomes a through street, it will become a magnet for such traffic to be drawn into and through our neighborhood.
  10. The Permit Details – General Conditions for SUB13-02088, No. 12. "Street and Pedestrian Improvement Conditions," clearly states that 136<sup>th</sup> Ave. NE is a "Collector type street" and that the developer is responsible for widening it, installing bike lanes, landscape strips, street lights, no parking signs, sidewalks, etc. This is clearly where traffic is meant to go. By its very definition, 136<sup>th</sup> Ave. NE has been designed to "Collect" traffic from the valley, the new Vinter's Ridge Subdivision, the Momco Property Subdivision, the proposed Vinter's West Subdivision, the proposed Meritage Ridge Subdivision, and others in the future. In that same section in reference to the "new internal streets" proposed for Meritage Ridge, the City of Kirkland calls them "Neighborhood Access type streets." Our three Subdivisions have only "Neighborhood

Access type streets" in them. And again, very clearly, this type of street (133<sup>rd</sup> PI NE) is not meant for through traffic. The central street in our three Subdivisions is 133<sup>rd</sup> PI NE and it is **not** a "Collector type street."

11. In total, the proposed Meritage Ridge Subdivision, along with the proposed Vinter's West Subdivision abutting it to the north, will be replacing approximately 10 homes on a little over 12 acres with 71 homes in the same space. In so doing, more than 50 mature Douglas fir trees will be removed. These have been the home of squirrels, eagles, hawks, and owls, especially, for decades. In fact, the City of Kirkland now calls this area Evergreen Hill. Once these projects are completed it will be more accurately called "Clear Cut Hill." As these trees are removed along with other significant trees and vegetation, our three Subdivisions will lose our privacy, noise barrier, and our protection from the congestion and pollution to the east along 136<sup>th</sup> Ave. NE. Trees are also natural air cleaners. As a result of this development, our home values will surely depreciate. In addition, we will suffer months of noise and dust as land is cleared, homes are built, etc.

In closing, we ask how the City of Kirkland will help and protect us? We are sacrificing much for absolutely no gain. There is no apparent value to the residents of our three Subdivisions in either Meritage Ridge or Vinter's West. And, there is clearly no need to make NE 129<sup>th</sup> St. a through street. Residents in Meritage Ridge can exit on to 136<sup>th</sup> Ave. NE just like the residents of Vinter's West. Opening NE 129<sup>th</sup> St. as a new through street would only add more harm and hurt to the 71 home owners in our three Subdivisions and would offer the future home owners in Meritage Ridge very little, if any, additional benefit. In fact, we can't imagine that the home owners along NE 129<sup>th</sup> St. in lots 1-8, and 28-36 would enjoy a constant parade of through traffic at their front doorsteps.

So, for the "public benefit," and in consideration of the rationale set forth above and in recognition of the negative impacts also explained above, we respectfully ask that you **do not permit the developer of Meritage Ridge to open NE 129<sup>th</sup> St. as a through street.**

We thank you for your consideration of our request:

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E-mail

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January 31, 2014

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So, for the "public benefit," and in consideration of the rationale set forth above and in recognition of the negative impacts also explained above, we respectfully ask that you **do not permit the developer of Meritage Ridge to open NE 129<sup>th</sup> St. as a through street.**

We thank you for your consideration of our request:

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Bill Collins	12833 133 <sup>RD</sup> PL NE KIRKLAND	billandjanet@comcast.net

SUBDIVISION: MEADOWVIEW (ONLY)

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