

Chapter 4. Clarifications and Corrections

This Chapter includes only Draft Environmental Impact Statement (DEIS) clarifications or corrections based on responses to comments presented in Chapter 5 of this Final Environmental Impact Statement (FEIS) or based on City staff review of the DEIS information. The clarifications or corrections are organized in the same order as the DEIS sections and by page numbers. Text that has been inserted or deleted since the DEIS is shown in cross-out or underline format.

4.1. Revision to Table 2-2 Alternatives Comparison

Revise Table 2-2 showing alternatives to show total jobs by 2022 and to correct the new jobs by 2022 for No Action.

| Features | Proposed Action | No Action |
|----------------------------|---|---|
| New Jobs by 2022 | 6,138 ^a | 2,340 <u>3,182</u> ^a |
| <u>Total Jobs by 2022</u> | <u>6,980</u> ^a | <u>3,182</u> ^a |
| New Dwellings by 2022 | 0-71 ^b | 0-71 ^b |
| Employment Square Footage | 2,041,200 square feet ^c | 900,100 square feet ^d |
| Private Amendment Requests | City approval of the three private amendment requests that results in amendments to the Comprehensive Plan text and map, zoning text, and Zoning Map as outlined in Table 2-1, above. | Retain existing City of Kirkland Comprehensive Plan Land Use text and map, zoning text, and Zoning Map. |
| Planned Action | Designate the three noncontiguous areas (A, B, and C) as a Planned Action and streamline environmental review for individual | Maintain standard SEPA review process for individual area-specific development |

| Features | Proposed Action | No Action |
|----------|---|------------|
| | development proposals that are consistent with the Planned Action designation. Facilitate future development permit procedures with advanced environmental review by adopting a Planned Action ordinance. | proposals. |

^aThis number reflects the following square footage/employee rates: 250 square feet for office and 500 square feet for the commercial component.

^bA potential multifamily development allowed under existing zoning regulations is being studied on Area B for purposes of reviewing height and views in Chapter 3.3, Aesthetics for the No Action alternative. In addition, potential multifamily development in the planned action areas is being reviewed for purposes of a review of school impacts under Public Services.

^cArea A: 1,792,700 square feet; Area B: 145,000 square feet; and Area C: 103,500 square feet.

^dArea A: 838,700 square feet; Area B: 33,700 square feet; and Area C: 27,700 square feet.

4.2. Revision to DEIS Tables 3.3-40 Aesthetics

Revise the Other Potential Mitigation Measures shown on page 3.3-40 as shown below:

Areas B and C

The City could include Areas B and C within a design district that allows the City to employ design guidelines similar to those discussed under Applicable Regulations and Commitments above.

As part of the Zoning Code amendment requested by the Area C applicant (and as outlined in Section 3.1.3, *Mitigation Measures*), the City could require greater setbacks for any building proposed for over 30 feet in height above average building elevation on less than 1 acre of land in the PLA 5C zone. This mitigation measure primarily affects Areas B and C—since other parcels in the PLA 5C zone are larger than 1 acre in size—and would account for the effect that taller buildings would have on smaller building sites. The following design considerations are also recommended:

- All building entries could be well lit. Building facades in pedestrian areas could provide lighting to walkways and sidewalks through building-mounted lights, canopy or awning-mounted lights, and display window lights. Design could encourage variety in the use of light fixtures to give visual variety from one building facade to the next. Back-lit or internally-lit translucent awnings could be prohibited.
- External building lights could be constructed in such a way as to shield nearby development from excess light and glare, particularly when adjacent to residential uses.
- Blank walls could be avoided near sidewalks, parks, and pedestrian areas. Where unavoidable, blank walls could be treated with landscaping, art, or other architectural treatments.

Area C

~~The Moss Bay Neighborhood Plan states that a vehicular and pedestrian pathway between Central Way and Kirkland Way be preserved in Design District 5 and be enhanced with pedestrian improvements. As 6th Street is the only street to make this connection in Design District 5, the following mitigation measures are recommended for Area C.~~

- ~~▪ Screen on-site parking from the street through the use of landscaping or locate it so as not to be visible from the street.~~
- ~~▪ With future development located adjacent to the street, provide pedestrian amenities (awnings, textured external finishes, varied window treatments, street trees, etc.) in order to preserve an inviting pedestrian environment.~~

4.3. Revision to DEIS Tables 3.4-10 and 3.4-11

DEIS Table 3.4-2. Existing LOS of IA Intersections

| ID | Intersection | Traffic Control ¹ | Approach | | Approach | |
|-------------------|---|------------------------------|----------|-------|----------|-------|
| | | | LOS | Delay | LOS | Delay |
| Southwest Subarea | | | | | | |
| 4 | Central Way/Parkplace Driveway | TWS | F | 200 | F | 25.2 |
| 7 | Kirkland Way/Parkplace Driveway | TWS | B | 10.7 | C | 20.2 |
| 101 | Lake Washington Boulevard/ NE 38th Place | Signal | -- | -- | D | 45.3 |
| 102 | Lake Washington Boulevard/Lakeview Drive | Signal | -- | -- | B | 19.8 |
| 103 | State Street/NE 68th Street | Signal | B | 19.0 | C | 24.9 |
| 104 | 108th Avenue NE/NE 68th Street | Signal | D | 53.7 | E | 58.6 |
| 105 | Central Way/6th Street | Signal | C | 28.1 | C | 30.9 |
| 106 | Central Way/3rd Street | Signal | C | 21.3 | C | 28.1 |
| 107 | Central Way/Lake Street | Signal | C | 32.2 | C | 34.9 |
| 108 | Lake Street/Kirkland Avenue | Signal | B | 13.2 | B | 19.0 |
| 109 | NE 85th Street/114th Avenue NE | Signal | D | 46.4 | F | 8.1 |
| 110 | 6th Street/4th Avenue | Signal | A | 6.2 | B | 12.7 |
| 111 | Kirkland Avenue/3rd Street | AWS | B | 11.3 | C | 21.8 |
| 112 | Kirkland Way/6th Street | AWS | C | 18.2 | F | 8.8 |
| 113 | Kirkland Avenue/6th Street | TWS | -- | -- | C | 22.3 |
| 128 | Central Way/5th Street | TWS | C | 16.3 | E | 48.2 |

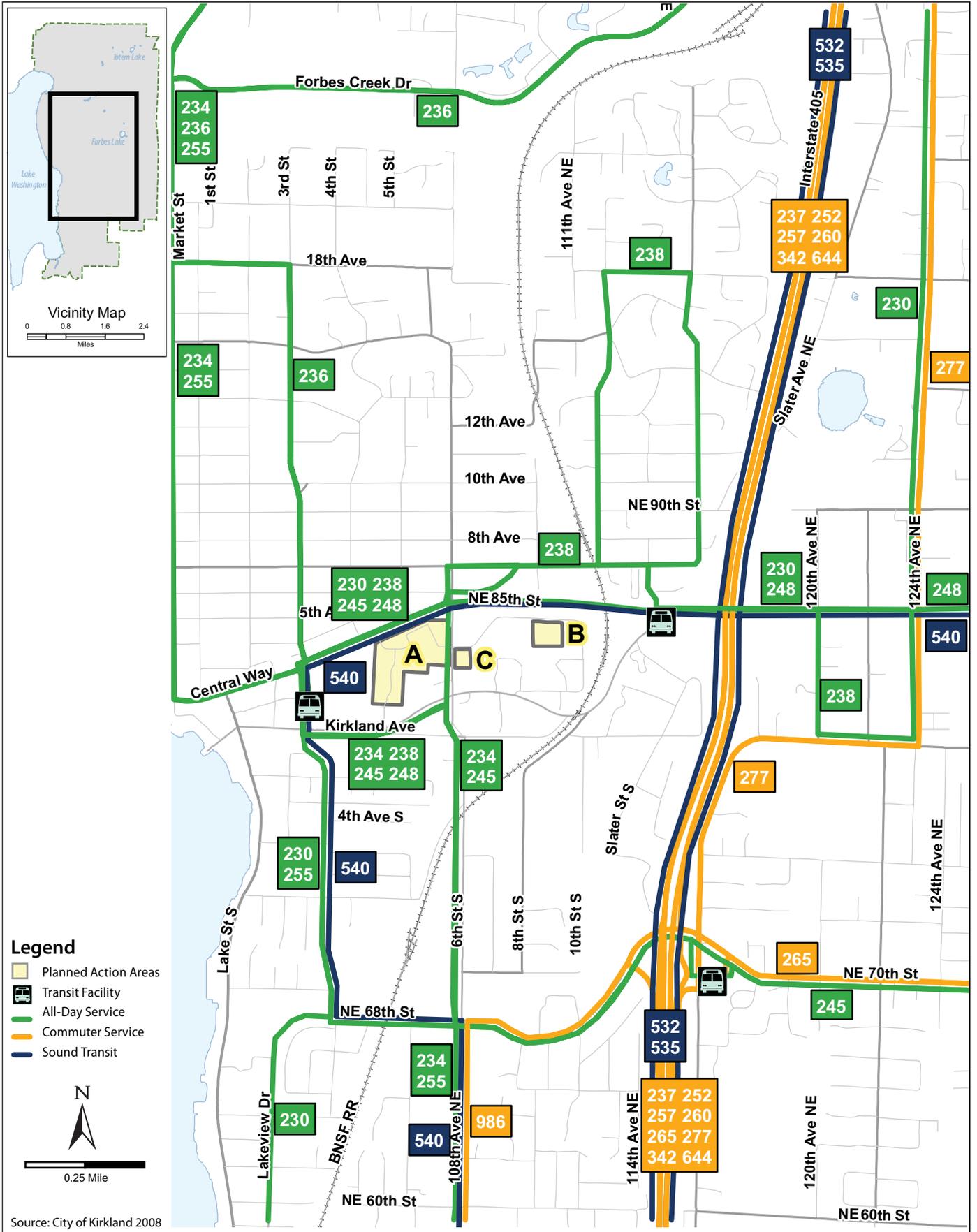
| ID | Intersection | Traffic Control ¹ | A eak | | eak | |
|-----------------------|----------------------------------|------------------------------|-------|-------|-----|-------|
| | | | LOS | Delay | LOS | Delay |
| 129 | Central Way/4th Street | TWS | C | 16.9 | E | 48.3 |
| 169 | 6th Street/7th Avenue | AWS | C | 16.7 | B | 13.7 |
| 179 | Kirkland Way/Kirkland Avenue | TWS | B | 10.9 | C | 17.0 |
| Northwest Subarea | | | | | | |
| 201 | 98th Avenue NE/Juanita Drive | Signal | -- | -- | D | 49.3 |
| 202 | 100th Avenue NE/NE 124th Street | Signal | -- | -- | D | 53.9 |
| 203 | 100th Avenue NE/NE 132nd Street | Signal | -- | -- | D | 56.8 |
| 205 | Market Street/Forbes Creek | Signal | -- | -- | B | 14.8 |
| 206 | 98th Avenue NE/NE 120th Place | Signal | -- | -- | B | 11.1 |
| 208 | Juanita Drive/97th Avenue NE | Signal | -- | -- | B | 18.2 |
| 209 | Market Street/7th Avenue | TWS | -- | -- | F | 116.5 |
| 211 | Market Street/15th Avenue | TWS | -- | -- | C | 23.0 |
| 227 207 | Juanita Drive/93rd Avenue NE | TWS | -- | -- | F | 5.6 |
| Northeast Subarea | | | | | | |
| 301 | 120th Avenue NE/NE 132nd Street | Signal | -- | -- | B | 13.4 |
| 303 | 120th Avenue NE/NE 128th Street | Signal | -- | -- | B | 11.6 |
| 304 | NE 132nd Street/124th Avenue NE | Signal | -- | -- | F | 166.2 |
| 306 | NE 124th Street/Slater Avenue NE | Signal | -- | -- | F | 83. |
| 307 | Totem Lake Blvd/120th Avenue NE | Signal | -- | -- | E | 57.2 |
| 310 | NE 116th Street/120th Avenue NE | Signal | -- | -- | D | 37.7 |
| 311 | NE 116th Street/124th Avenue NE | Signal | -- | -- | D | 33.6 |
| 312 | NE 124th Street/116th Avenue NE | Signal | -- | -- | D | 43.1 |
| 314 | Slater Avenue NE/NE 120th Street | Signal | -- | -- | F | 86. |
| 315 | NE 124th Street/Totem Lake Blvd | Signal | -- | -- | F | 122.2 |
| 316 | Totem Lake Blvd/NE 132nd Street | Signal | -- | -- | D | 38.7 |
| 319 | I-405 / SB On NE 116th Street | TWS | -- | -- | B | 12.9 |
| 320 | I-405 / NB Off NE 116th Street | Signal | -- | -- | E | 72.8 |
| 323 | Slater Avenue NE/NE 116th Street | TWS | -- | -- | E | 35.4 |
| East Subarea | | | | | | |
| 401 | NE 85th Street/132nd Avenue NE | Signal | -- | -- | D | 45.7 |
| 402 | NE 85th Street/124th Avenue NE | Signal | -- | -- | E | 67.0 |

| ID | Intersection | Traffic Control ¹ | Peak | | Peak | |
|-----|---------------------------------|------------------------------|------|-------|------|-------|
| | | | LOS | Delay | LOS | Delay |
| 403 | NE 85th Street/120th Avenue NE | Signal | -- | -- | C | 25.6 |
| 404 | 124th Avenue NE/NE 100th Street | Signal | -- | -- | A | 8.0 |
| 407 | NE 70th Street/116th Avenue NE | Signal | -- | -- | C | 33.6 |
| 408 | NE 90th Street/124th Avenue NE | Signal | -- | -- | C | 23.7 |
| 409 | NE 85th Street/122nd Avenue NE | Signal | -- | -- | B | 15.6 |
| 412 | NE 85th Street/128th Avenue NE | Signal | -- | -- | A | 7.5 |
| 416 | NE 80th Street/132nd Avenue NE | AWS | -- | -- | E | 47.2 |

Notes: ¹ AWS = All Way Stop; TWS = Two Way Stop (LOS/Delay shown for worst movement at TWS).
 Rows that are shaded indicate intersections where impacts have been identified.
 Source: Heffron Transportation, Inc. 2008

4.4. Revisions to DEIS page 3.4-18 Figure 3.4-4

Revised DEIS Figure 3.4-4 as shown on the following page.



**Figure 3.4-4
Bus Routes**

4.5. Revisions to DEIS page 3.4-20

Table 3.4-7 on page 3.4-20 is amended as follows:

DEIS Table 3.4-7. Local Bus Service

| Route | Service | Area or Destinations | Directly Serves the Analysis Area |
|----------------------|--------------------------|---|-----------------------------------|
| Metro 220 | Weekdays-only | South Kirkland Park & Ride – Bellevue – Redmond. | No |
| Metro 230 | Daily | Kingsgate Park & Ride – Bellevue – Redmond. | Yes |
| Metro 234 | Daily | Kenmore – Bellevue | Yes |
| Metro 236 | Daily | Woodinville – Kirkland Transit Center | Yes |
| Metro 238 | Daily | Bothell – Kirkland Transit Center | Yes |
| Metro 245 | Daily | Bellevue – Kirkland | Yes |
| Metro 248 | Daily | Kirkland – Redmond – Avondale | Yes |
| Metro 254 | Daily | Woodinville – Kirkland | No |
| Metro 254 | Daily | Redmond – Kirkland | No |
| Metro 255 | Daily | Downtown Seattle – Kirkland | Yes |
| Metro 935 | Weekdays only | Kenmore – Kingsgate Park and Ride | No |

4.6. Revision to DEIS page 3.4-2

The following clarification is made to DEIS page 3.4-27:

Vehicle trips were estimated using trip generation rates provided in the Trip Generation Manual (Institute of Transportation Engineers 2003). Adjustments to vehicle trips were made, assuming pedestrian and bicycle modes would make up 3.5% of retail trips and 4% of office trips, and 6% of total office trips would be made via transit. These mode split assumptions were based upon local census data and CTR data for the City.

DEIS Table 3.4-10. Peak Hour Vehicle Trip Projections

| Site ¹ | Scenario | Trips Entering Site | Trips Exiting Site |
|-------------------|------------------------------|---------------------|--------------------|
| Area A | No Action ² | 544 | 1,001 |
| | Proposed Action ³ | 1,470 | 2,061 |
| Area B | No Action ² | 19 | 38 |

| Site ¹ | Scenario | Trips Entering Site | Trips Exiting Site |
|-------------------|------------------------------|---------------------|--------------------|
| | Proposed Action ³ | 38 | 181 |
| Area C | No Action ² | 15 | 32 |
| | Proposed Action ³ | 30 | 146 |

¹ Development of Areas A, B, and C is assumed to occur by 2014 under both the No Action and Proposed Action scenarios – so the number of projected vehicle trips to and from the planned action sites would be approximately the same under the 2014 and 2022 scenarios.

² Trip generation derived from the BKR model.

³ Vehicle trips were estimated using trip generation rates provided in the Trip Generation Manual (Institute of Transportation Engineers 2003). Adjustments to vehicle trips were made, assuming pedestrian and bicycle modes would make up 3.5% of retail trips and 4% of office trips, and 6% of total office trips would be made via transit. These mode split assumptions were based on local census data and CTR data for the City.

4. . Revision to DEIS pages 3.4-31 to 3.4-34.

Table 3.4-11 is amended as shown below:

Traffic Impact Analysis

Table 3.4-11 shows the results of the PM peak hour LOS assessment for the 2014 No Action and Proposed Action scenarios. Table 3.4-12 shows the results of the AM peak hour LOS assessment.

DEIS Table 3.4-11. IA Assessment - 2014 Peak Hour LOS

| ID | Intersection | Traffic Control ¹ | No Action | | | | Proposed Action | | | |
|-------------------|--|------------------------------|-----------|-------|--------|-----------------|-----------------|-------|--------|-----------------|
| | | | LOS | Delay | Impact | it ² | LOS | Delay | Impact | it ² |
| Southwest Subarea | | | | | | | | | | |
| 4 | Central Way/Parkplace Driveway | TWS | F | 300 | 5 | | F | 300 | 5 | |
| 7 | Kirkland Way/Parkplace Driveway | TWS | E | 42.4 | <15% | N | D | 28.8 | <15% | N |
| 101 | Lake Washington Boulevard/NE 38th Place | Signal | D | 49.2 | 0.2% | N | D | 48.4 | 2.0% | N |
| 102 | Lake Washington Boulevard/Lakeview Drive | Signal | C | 20.4 | 0.3% | N | C | 22.0 | 2.6% | N |
| 103 | State Street/NE 68th Street | Signal | C | 26.7 | 0.4% | N | C | 30.7 | 3.0% | N |
| 104 | 108th Avenue NE/NE 68th Street | Signal | D | 50.5 | 1.6% | N | E | 62.0 | 12.1% | N |
| 105 | Central Way/6th Street | Signal | C | 34.5 | 5.1% | N | F | 6.3 | 16. | |
| 106 | Central Way/3rd Street | Signal | C | 29.4 | 1.5% | N | C | 29.9 | 9.0% | N |
| 107 | Central Way/Lake Street | Signal | D | 35.4 | 1.0% | N | C | 34.9 | 6.1% | N |
| 108 | Lake Street/Kirkland Avenue | Signal | C | 21.2 | 0.5% | N | C | 21.9 | 2.8% | N |

| ID | Intersection | Traffic Control ¹ | Proposed Action | | | | Proposed Action | | | |
|------------------------------|----------------------------------|------------------------------|-----------------|-------|--------|-----------------|-----------------|-------|--------|-----------------|
| | | | LOS | Delay | Impact | it ² | LOS | Delay | Impact | it ² |
| 109 | NE 85th Street/114th Avenue NE | Signal | F | 132.1 | 5.3 | | F | 22.1 | 34.3 | |
| 110 | 6th Street/4th Avenue | Signal | B | 17.5 | 4.5% | N | E | 5.1 | 33.8 | |
| 111 | Kirkland Avenue/3rd Street | AWS | D | 27.7 | 1.6% | N | E | 37.9 | 10.9% | N |
| 112 | Kirkland Way/6th Street | AWS | F | 149.6 | 1.6% | N | F | 231.0 | 11.0 | |
| 113 | Kirkland Avenue/6th Street | TWS | D | 27.1 | 0.0% | N | E | 43.8 | 1.6% | N |
| 128 | Central Way/5th Street | TWS | F | 103.5 | <5.0% | N | E | 66.2 | 15.0 | |
| 129 | Central Way/4th Street | TWS | F | 82.4 | 5.0 | | F | 111.0 | 5.0 | |
| 169 | 6th Street/7th Avenue | AWS | E | 45.9 | <15.0% | N | F | 86.0 | 5.0 | |
| 179 | Kirkland Way/Kirkland Avenue | TWS | C | 21.2 | -- | N | C | 17.9 | -- | N |
| Northwest Subarea | | | | | | | | | | |
| 201 | 98th Avenue NE/Juanita Drive | Signal | D | 50.9 | 1.3% | N | D | 54.6 | 8.1% | N |
| 202 | 100th Avenue NE/NE 124th Street | Signal | E | 58.3 | 0.7% | N | E | 62.6 | 4.5% | N |
| 203 | 100th Avenue NE/NE 132nd Street | Signal | E | 59.6 | 0.6% | N | E | 62.0 | 3.9% | N |
| 205 | Market Street/Forbes Creek | Signal | B | 17.5 | 1.6% | N | C | 26.9 | 10.0% | N |
| 206 | 98th Avenue NE/NE 120th Place | Signal | B | 12.1 | 0.7% | N | B | 12.3 | 4.4% | N |
| 208 | Juanita Drive/97th Avenue NE | Signal | B | 19.6 | 0.5% | N | C | 22.2 | 3.1% | N |
| 209 | Market Street/7th Avenue | TWS | F | 180.0 | 0.6% | N | F | >200 | 3.6% | N |
| 211 | Market Street/15th Avenue | TWS | F | 70.1 | 1.8% | N | F | 153.3 | 10.0 | |
| 227 <u>207</u> | Juanita Drive/93rd Avenue NE | TWS | F | >200 | 1.4% | N | F | >200 | 1.4% | N |
| Northeast Subarea | | | | | | | | | | |
| 301 | 120th Avenue NE/NE 132nd Street | Signal | B | 19.0 | 0.3% | N | B | 19.1 | 1.4% | N |
| 303 | 120th Avenue NE/NE 128th Street | Signal | B | 14.5 | 0.4% | N | B | 14.7 | 2.4% | N |
| 304 | NE 132nd Street/124th Avenue NE | Signal | F | 213.4 | 0.3% | N | F | 217.4 | 1.8% | N |
| 306 | NE 124th Street/Slater Avenue NE | Signal | E | 62.8 | 0.8% | N | E | 63.1 | 5.1% | N |
| 307 | Totem Lake Blvd/120th Avenue NE | Signal | D | 45.5 | 0.9% | N | D | 46.6 | 5.3% | N |
| 310 | NE 116th Street/120th | Signal | D | 61.9 | 0.2% | N | D | 66.1 | 1.4% | N |

| ID | Intersection | Traffic Control ¹ | Proposed Action | | | | Proposed Action | | | |
|--------------|----------------------------------|------------------------------|-----------------|-------|--------|-----------------|-----------------|-------|--------|-----------------|
| | | | LOS | Delay | Impact | it ² | LOS | Delay | Impact | it ² |
| Avenue NE | | | | | | | | | | |
| 311 | NE 116th Street/124th Avenue NE | Signal | D | 45.4 | 0.5% | N | D | 48.2 | 4.6% | N |
| 312 | NE 124th Street/116th Avenue NE | Signal | D | 50.7 | 0.2% | N | D | 52.4 | 2.0% | N |
| 314 | Slater Avenue NE/NE 120th Street | Signal | F | 90.6 | 0.3% | N | F | 95.1 | 2.0% | N |
| 315 | NE 124th Street/Totem Lake Blvd | Signal | F | 108.0 | 0.5% | N | F | 110.4 | 3.2% | N |
| 316 | Totem Lake Blvd/NE 132nd Street | Signal | D | 48.2 | 0.2% | N | E | 48.7 | 1.1% | N |
| 319 | I-405/SB On NE 116th Street | TWS | B | 13.9 | 3.5% | N | B | 14.6 | 7.9% | N |
| 320 | I-405/NB Off NE 116th Street | Signal | D | 57.3 | 0.5% | N | E | 58.0 | 3.6% | N |
| 323 | Slater Avenue NE/NE 116th Street | TWS | E | 46.0 | 0.4% | N | E | 47.9 | 3.0% | N |
| East Subarea | | | | | | | | | | |
| 401 | NE 85th Street/132nd Avenue NE | Signal | D | 47.8 | 1.0% | N | D | 48.3 | 6.4% | N |
| 402 | NE 85th Street/124th Avenue NE | Signal | E | 74.2 | 1.4% | N | F | 81.0 | 1.1% | N |
| 403 | NE 85th Street/120th Avenue NE | Signal | C | 29.2 | 1.7% | N | C | 30.4 | 11.1% | N |
| 404 | 124th Avenue NE/NE 100th Street | Signal | A | 8.4 | 0.4% | N | A | 9.2 | 2.5% | N |
| 407 | NE 70th Street/116th Avenue NE | Signal | D | 36.0 | 0.5% | N | D | 36.8 | 3.1% | N |
| 408 | NE 90th Street/124th Avenue NE | Signal | C | 24.4 | 0.5% | N | C | 25.7 | 3.4% | N |
| 409 | NE 85th Street/122nd Avenue NE | Signal | B | 15.7 | 1.5% | N | B | 15.8 | 9.7% | N |
| 412 | NE 85th Street/128th Avenue NE | Signal | A | 8.0 | 1.1% | N | A | 8.4 | 7.1% | N |
| 416 | NE 80th Street/132nd Avenue NE | AWS | F | 56.1 | 0.2% | N | F | 58.2 | 1.4% | N |

AWS = All Way Stop; TWS = Two Way Stop (LOS/Delay shown for worst movement at TWS)
 Mit = Mitigation; Y = mitigation is needed, based upon city standards – If LOS = E and Project accounts for >15% of traffic through intersection; or if LOS = F and Project accounts for >5% of traffic through intersection
 Rows that are shaded indicate intersections where impacts have been identified.

Source: Heffron Transportation, Inc. 2008

4.8. Revisions to DEIS Figure 3.4-6 on page 3.4-35

DEIS Figure 3.4-6, Traffic Impacts 2014 – No Action is amended to show intersection #406.

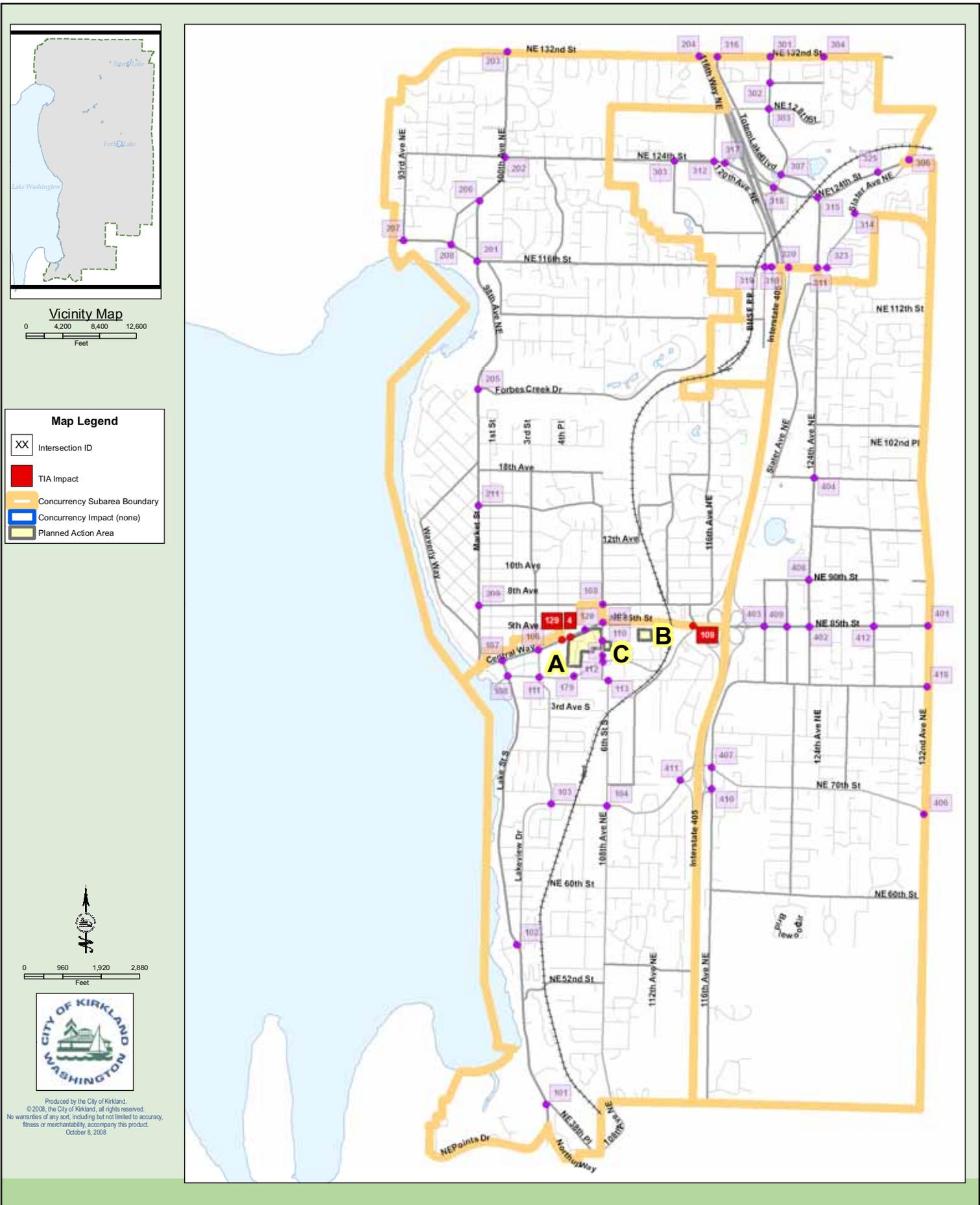


Figure 3.4-6
Traffic Impacts 2014 - No Action
FEIS Review

4. . Revisions to DEIS Figure 3.4- on page 3.4-3

DEIS Figure 3.4-7, Traffic Impacts 2014 – Proposed Action is amended to show intersection #406.

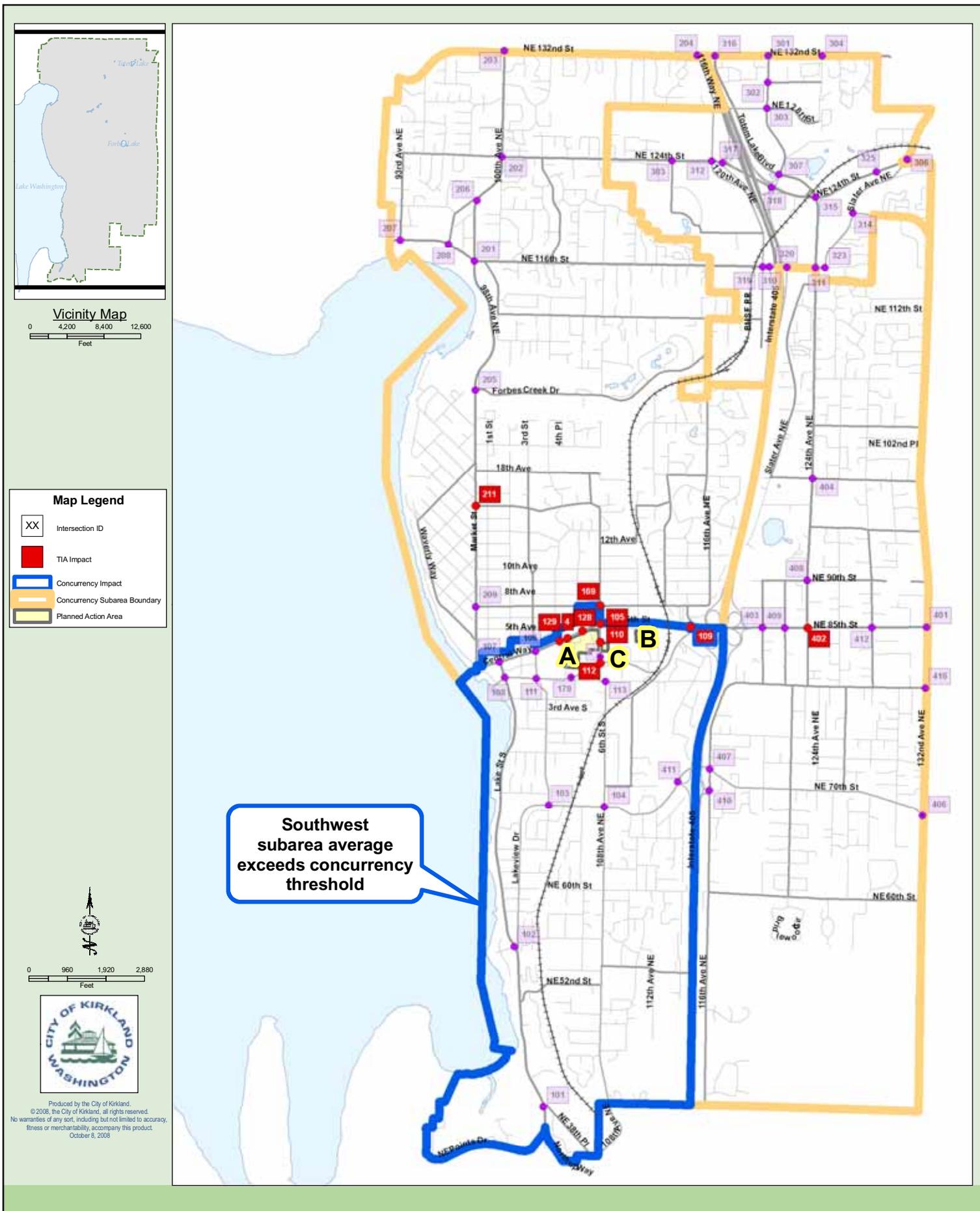


Figure 3.4-7
Traffic Impacts 2014 - Proposed Action
FEIS Review

4.10. Revisions to DEIS Figure 3.4-8 on page 3.4-43

DEIS Figure 3.4-8, Traffic Impacts 2022 – No Action is amended to show intersection #406.

4.11. Revisions to DEIS Figure 3.4- on page 3.4-44

Figure 3.4-9, Traffic Impacts 2022 – Proposed Action is amended to show intersection #406.

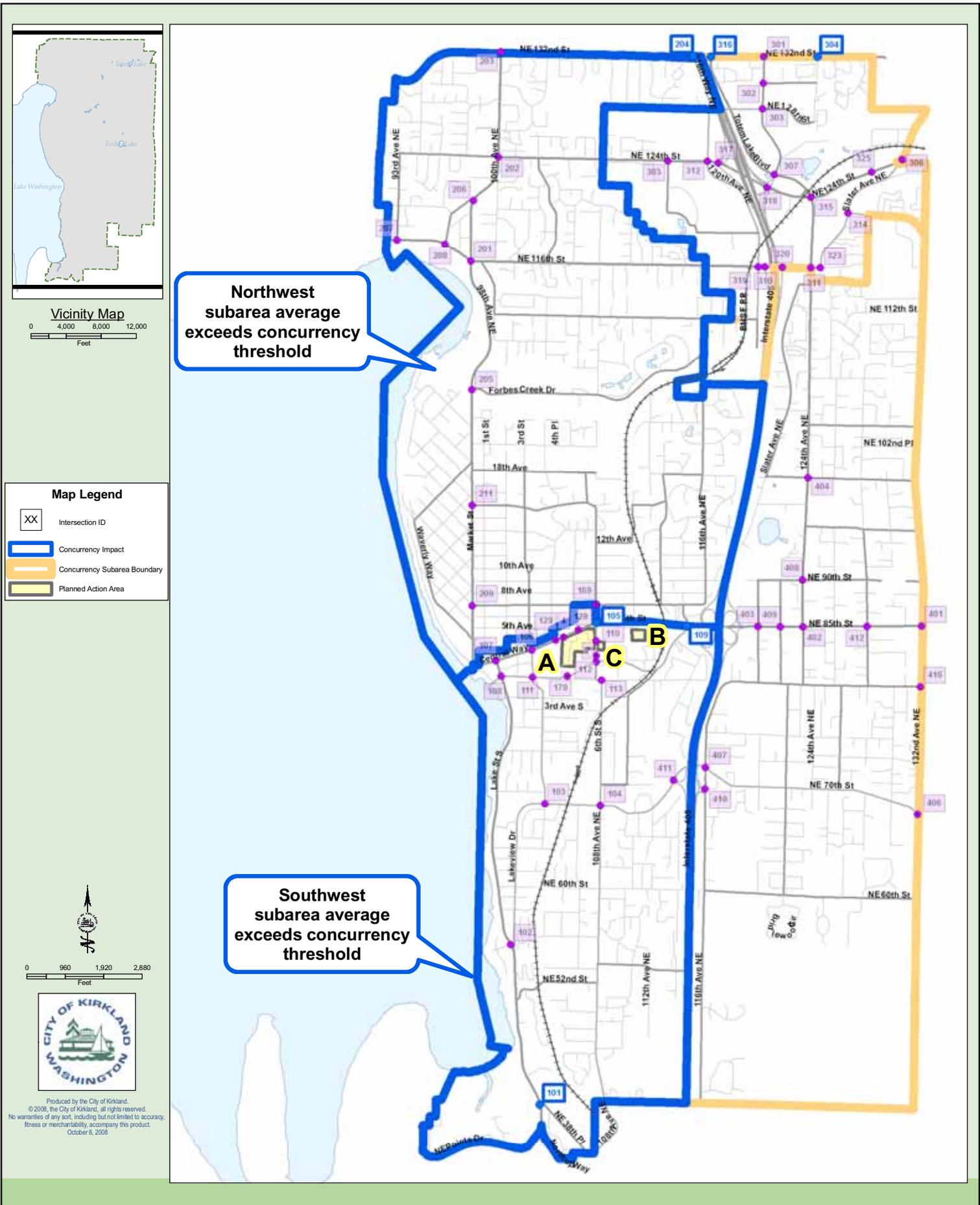


Figure 3.4-9
Traffic Impacts 2022 - Proposed Action
FEIS Review

4.12. Revisions to DEIS page 3.4-45

Table 3.4-15 is amended as shown below.

Parking

Proposed Action

Table 3.4-15 summarizes the parking supply that would be required for Area A under current city code.

DEIS Table 3.4-15. Kirkland Parking Requirements by Zoning Code

| Land Use | Subsection of K.C. 50.3 | Proposed Site | Required Parking Spaces | Equivalent Rate | Number of Code Required Spaces |
|--------------|-------------------------|---------------|-----------------------------|---------------------|--------------------------------|
| Office | .070 | 1,200,000 sf | 1 space/350 sf | 2.86 spaces/1000 sf | 3,429 |
| Supermarket | .050 | 54,000 sf | 1 space/350 sf | 2.86 spaces/1000 sf | 154 |
| Restaurants | .010 | 60,000 sf | 1 space/100 sf | 10.0 spaces/1000 sf | 600 |
| Retail | .050 | 136,000 sf | 1 space/350 sf | 2.86 spaces/1000 sf | 389 |
| Theater | Unclassified | 600 seats | 1 space/350 sf ^b | 0.076 spaces/seat | 46 |
| Hotel | 0.040 | 325 rooms | 1 space/room | 1 space/room | 325 |
| Health Club | Unclassified | 75,000 sf | 1 space/350 sf | 2.86 spaces/1000 sf | 214 |
| Total | | | | | 5,151 |

sf = square feet

Note: For more detail, see Table 1 of the DEIS Appendix E, Parking Impacts for Kirkland Parkplace.

4.13. Revisions to DEIS page 3.4-4

Insert prior to Greenhouse Gases section on page 3.4-47.

Construction Traffic

During development of Areas A, B, or C under the No Action, Proposed Action or FEIS Review alternative construction activities will disrupt vehicular and pedestrian traffic. Construction traffic will be particularly disruptive during earth excavation and concrete pours as these activities will generate the largest construction traffic volumes. This increase in traffic is mitigated by the demolition of existing buildings and the loss of existing vehicular trips to each

area prior to commencement of construction. Street closures are unlikely; however, closure of traffic and/or parking lanes may be required.

All building permits issued by the City are reviewed and conditioned to mitigate construction traffic impacts by the Public Works director. When a permit is issued, the applicant is required to develop and submit a traffic control plan and a contractor parking plan. The Public Works traffic engineer reviews each building permit and requires special construction traffic conditions depending on the scope and nature of the permit and the timing of the project in relation to other project permits. These permits may include the following measures:

- Provide on-site or nearby parking for construction workers.
- Restrict major removal and delivery of material to and from the site to the Central Avenue corridor east of 6th Street.
- Provide flaggers to direct traffic when appropriate.
- Provide on-site loading areas for removal and delivery of materials.
- Prohibit truck movements to the site during the PM traffic peak hours.
- Provide temporary sidewalks when existing sidewalks are blocked.
- Adjust traffic signal phasing and timing to reduce traffic congestion.

4.14. Revision to DEIS pages 3.4-48 to 3.4-52 Transportation

The following text is deleted from Incorporated Plan Features mitigation and moved to Other Potential Mitigation measures (see below).

Incorporated Plan Features

~~Under the Proposed Action, Area A includes a total of 3,500 parking spaces at full build-out, which is lower than the approximate 5,100 spaces that would be required under current zoning. The following analysis demonstrates how the proposed amount of parking is expected to accommodate the shared parking demand.~~

~~The parking demand estimate for the Area A mixed-use project was determined by combining parking accumulation (demand by time of day) for each of the proposed land uses. Peak parking demand rates in the ITE Parking Generation Manual (ITE 2004) were used as a basis for this analysis. However, as stated in the ITE Parking Generation Manual, "Most of the data currently available are from suburban sites with isolated single land uses and free parking."~~

~~ITE recognizes that there are many factors that affect parking demand including the "type of area, parking pricing, transit availability and quality of transportation demand management plans,~~

mixing of land uses, pedestrian friendly design, land use density, trip chaining/multi-stop trip activity, the split between employee and visitor parking, the split between long-term and short-term parking.” In Area A, the following major factors would affect the overall parking demand:

- ~~**Mode of travel.** The Area A development would include a transportation demand management plan developed for the office tenants to increase transit, carpooling, walking, and bicycling to work. Increased use of these modes would reduce the parking demand associated with the office use. In addition, some of the retail and restaurant customers are expected to walk to the site from nearby residential uses.~~
- ~~**Internal and multi-stop trips.** Many of the daytime customers to the area’s retail and restaurant uses are expected to come from offices at the area. Likewise, hotel guests could also shop or dine in the area. No additional parking would be needed for these customers. Many of the area’s customers will visit more than one use. For example, a restaurant patron may also shop at the supermarket or retail store, or visit the theater.~~
- ~~**Parking demand by time of day or day of week.** The peak parking demand for each use occurs at different times of the day or on different days of the week. This allows some of the parking to be shared among uses.~~

The following sections describe how each of the above factors is expected to affect the peak parking demand rates and the cumulative demand. A more detailed analysis is provided in Appendix E.

~~Mode of travel~~

~~Trip generation analysis performed for the DEIS assumed that some of the project’s trips would occur by modes other than a SOV. For the office use, it was assumed that 78% of the employee trips would occur by SOV and 12% would occur by carpool. The remaining 10% would be transit and walk/bike trips. If each of the carpools has only two people (the estimate that results in the highest number of parked cars), it would mean that 84% of the employees would have a vehicle in the area (78% + (12% ÷ 2)). This level of vehicle use is based on the actual results of employers in the City that are subject to the CTR law. It is appropriate for use in this area, which is expected to have large firms that occupy the office space. If large firms do not end up occupying the space, the City can still require TDM measures that are consistent with what would be needed to comply with CTR, as part of the Planned Action Ordinance (PAO).~~

~~For all of the non-office uses except the hotel, it was assumed that 3.5% of the trips would be walking or bicycle trips. This is higher than the 1.8% to 2.2% indicated in available census and CTR data, but is considered reasonable based upon the mix of proposed uses combined with the population density in the City surrounding the area. All of the trips to the hotel were assumed to be made by automobiles that would be parked in the area. This is a conservative assumption since some of the hotel trips could arrive by taxi or shuttle bus that do not require on-site parking.~~

~~Internal and Multi-stop Trips~~

~~The trip generation estimates completed for this analysis reflect potential internal trip interactions for the AM and PM peak hours. However, there is no such methodology to determine internal trips during the middle of the day. It is expected that the highest level of internal trip activity would occur during midday when many of the area's projected 4,800 office workers could visit the on-site restaurants, retail shops, and fitness center. If, for example, 4% of the office workers came from Area A's office uses to the restaurants for lunch, they would represent 30% of all of the restaurant's expected lunchtime customers. Likewise, it would require less than 2% of the 4,800 office workers to represent 30% of the supermarket's or fitness center's midday customers. While there is no ITE or other literature available to support these projections, the projections are considered reasonable based on observations of activities at office developments with similar mixes of uses and numbers of office workers as those proposed at Area A. Therefore, the parking demand rates for the retail, restaurant, and fitness center uses were reduced by 30% between 10:00 A.M. and 4:00 P.M. to account for these internal trips. No midday internal parking demand reductions were assumed for either the hotel use or the theater even though it is likely that hotel guests would dine or shop in Area A or would be business visitors to the office buildings.~~

~~arkin Demand by Time of Day and Day of Week~~

~~Published peak parking demand rates reflect the peak demand at some time during the day. These peaks occur at different times for different uses. For example, the peak parking demand for an office occurs mid-morning, while the peak demand for restaurants occurs in the evening. ITE's Parking Generation Manual includes information about how parking for each use fluctuates by time of day—parking accumulation rates. The parking accumulation data from ITE were used for all of the land uses, except for the supermarket. The data published in ITE indicate that the weekday peak demand for a supermarket occurs at 1:00 P.M. This is not supported by experience or data for supermarkets in the Puget Sound region, and may reflect older shopping patterns when households had one working member. With current households often having two working members, shopping patterns have shifted.~~

~~Adjusted Peak arkin Demand Rates~~

~~The ITE peak parking demand rates were adjusted to account for the internal trips and non-vehicle trips described above. Table 3.4-16 summarizes the project land uses, size, ITE rates, and adjustments. Table 3.4-17 shows how these rates compare to the City's code required rates. The table also includes the rates for Saturday to reflect how peak demand would be different on different days of the week. These tables show that some of the rates, even adjusted, are higher than what the City's code requires. This also shows that the peak parking demand for some of the uses occurs on a weekend.~~

~~Table 3.4-16. Project Program and Parking Demand Rates~~

| Land Use | Proposed Site | Peak Weekday Parking Demand Rates from I-E | Reductions for | | Adjusted Peak Weekday Parking Rate |
|-------------|---------------|--|---------------------------------|------------------|------------------------------------|
| | | | Internal Trips Monday-Afternoon | Non-Auto Trips | |
| Office | 1,200,000 sf | 2.53 spaces/1,000 sf | 0% / 0% ¹ | 16% ² | 2.13 spaces/1,000 sf |
| Supermarket | 54,000 sf | 4.36 spaces/1,000 sf | 30% / 8% | 3.5% | 3.87 spaces/1,000 sf |
| Restaurants | 60,000 sf | 13.30 spaces/1,000 sf | 30% / 8% | 3.5% | 11.81 spaces/1,000 sf |
| Retail | 136,000 sf | 2.65 spaces/1,000 sf | 30% / 8% | 3.5% | 2.35 spaces/1,000 sf |
| Theater | 600 seats | 0.26 spaces/seat | 0% / 0% | 3.5% | 0.25 spaces/seat |
| Hotel | 325 rooms | 0.91 spaces/room | 0% / 0% ³ | 0% | 0.91 spaces/room |
| Health Club | 75,000 sf | 3.55 spaces/1,000 sf | 30% / 8% | 3.5% | 3.15 spaces/1,000 sf |

sf = square feet

¹Derived from equation for office building (LU 701): $P = 2.51X + 27$.

²Assumes 6% of employees commute by transit, 4% walk, and 12% carpool. The number of carpool vehicles parked in the area assumes the carpool rate divided by 2 employees per carpool. The total reduction = $(6\% + 4\% + (12\% \div 2)) \times \text{employees}$.

³Although internal trips could occur, the hotel patrons may still have a car parked in the area.

Source: Heffron Transportation, Inc., December 2007 using rates from ITE's Parking Generation Manual (3rd Edition, 2004) and methodology from ITE's Trip Generation Handbook (2nd Edition, June 2004)

~~Table 3.4-1. Comparison of Kirkland Zoning Code and Adjusted I-E Rates~~

| Land Use | Kirkland Zoning Code Rate | Adjusted Peak Weekday Parking Demand Rates from I-E | |
|-------------|---------------------------|---|-----------------------|
| | | Weekday | Saturday ¹ |
| Office | 2.86 spaces/1,000 sf | 2.13 spaces/1,000 sf | 0.10 spaces/1,000 sf |
| Supermarket | 2.86 spaces/1,000 sf | 3.87 spaces/1,000 sf | 4.75 spaces/1,000 sf |
| Restaurants | 10.0 spaces/1,000 sf | 11.81 spaces/1,000 sf | 16.30 spaces/1,000 sf |
| Retail | 2.86 spaces/1,000 sf | 2.35 spaces/1,000 sf | 2.97 spaces/1,000 sf |
| Theater | 0.076 spaces/seat | 0.25 spaces/seat | 0.19 spaces/seat |
| Hotel | 1 space/room | 0.91 spaces/room | 0.91 spaces/room |
| Health Club | 2.86 spaces/1,000 sf | 3.15 spaces/1,000 sf | 4.80 spaces/1,000 sf |

sf = square feet

¹The adjusted Saturday rates apply the same methodology as used for weekday rates. The difference is that no internal trips between the office and other uses are assumed to occur on a Saturday.

Source: Heffron Transportation, Inc., December 2007.

Based on these rates the peak office parking demand would be 3,410 vehicles and would occur at 10A.M. The other site uses would have a peak demand of 1,700 vehicles at 7P.M. The peak cumulative demand would be 3,410 vehicles at 11A.M.

~~Expected cumulative parking demand is illustrated in the more detailed assessment provided in Appendix E.~~

~~Implementation~~

~~The Proposed Action level of development and greater attention to structured parking may allow for a more efficient use of land and a more pedestrian-oriented environment.~~

~~There are two methods by which alternative parking standards may be established for Area A:~~

- ~~▪ Create a new zoning district, with alternative parking standards that are specific to that zone;~~
~~or,~~
- ~~▪ Modify existing parking standards, in conformance with Kirkland Zoning Code Section 105.103.3.e.~~

~~With either a zoning amendment or a modification request, the City will require a parking demand analysis to confirm that proposed standards are adequate to meet projected demand. The ability to achieve shared parking would be determined through a specific parking demand analysis that would demonstrate the peak parking demand over a 24-hour period based on specific proposed mix of retail and commercial uses. In addition to demand analysis, a parking management program would be required (described later in this section).~~

4.15. Revisions to DEIS page 3.4-63

Insert the following text after Other Potential Mitigation Measures. Text shown below was moved from Incorporated Plan Features (see above).

Under the Proposed Action, Area A includes a total of 3,500 parking spaces at full build-out, which is lower than the approximate 5,100 spaces that would be required under current zoning. The following analysis demonstrates how the proposed amount of parking is expected to accommodate the shared parking demand.

The parking demand estimate for the Area A mixed-use project was determined by combining parking accumulation (demand by time of day) for each of the proposed land uses. Peak parking demand rates in the ITE Parking Generation Manual (ITE 2004) were used as a basis for this analysis. However, as stated in the ITE Parking Generation Manual, “Most of the data currently available are from suburban sites with isolated single land uses and free parking.”

ITE recognizes that there are many factors that affect parking demand including the “type of area, parking pricing, transit availability and quality of transportation demand management plans, mixing of land uses, pedestrian friendly design, land use density, trip chaining/multi-stop trip

activity, the split between employee and visitor parking, the split between long-term and short-term parking.” In Area A, the following major factors would affect the overall parking demand:

- **Mode of travel.** The Area A development would include a transportation demand management plan developed for the office tenants to increase transit, carpooling, walking, and bicycling to work. Increased use of these modes of transportation would reduce the parking demand associated with the office use. In addition, some of the retail and restaurant customers are expected to walk to the site from nearby residential uses.
- **Internal and multi-stop trips.** Many of the daytime customers to the area’s retail and restaurant uses are expected to come from offices at the area. Likewise, hotel guests could also shop or dine in the area. No additional parking would be needed for these customers. Many of the area’s customers will visit more than one use. For example, a restaurant patron may also shop at the supermarket or retail store, or visit the movie theater.
- **Parking demand by time of day or day of week.** The peak parking demand for each use occurs at different times of the day or on different days of the week. This allows some of the parking to be shared among uses.

The following sections describe how each of the above factors is expected to affect the peak parking demand rates and the cumulative demand. A more detailed analysis is provided in Appendix E.

Mode of Travel

Trip generation analysis performed for the DEIS assumed that some of the project’s trips would occur by modes other than a SOV. For the office use, it was assumed that 78% of the employee trips would occur by SOV and 12% would occur by carpool. The remaining 10% would be transit and walk/bike trips. If each of the carpools has only two people (the estimate that results in the highest number of parked cars), it would mean that 84% of the employees would have a vehicle in the area ($78\% + (12\% \div 2)$). This level of vehicle use is based on the actual results of employers in the City that are subject to the CTR law. It is appropriate for use in this area, which is expected to have large firms that occupy the office space. If large firms do not end up occupying the space, the City can still require TDM measures that are consistent with what would be needed to comply with CTR, as part of the Planned Action Ordinance (PAO).

For all of the non-office uses except the hotel, it was assumed that 3.5% of the trips would be walking or bicycle trips. This is higher than the 1.8% to 2.2% indicated in available census and CTR data, but is considered reasonable based upon the mix of proposed uses combined with the population density in the City surrounding the area. All of the trips to the hotel were assumed to be made by automobiles that would be parked in the area. This is a conservative assumption since some of the hotel trips could arrive by taxi or shuttle bus that do not require on-site parking.

Internal and Multi-stop Trips

The trip generation estimates completed for this analysis reflect potential internal trip interactions for the AM and PM peak hours. However, there is no such methodology to determine internal trips during the middle of the day. It is expected that the highest level of internal trip activity would occur during midday when many of the area's projected 4,800 office workers could visit the on-site restaurants, retail shops, and fitness center. If, for example, 4% of the office workers came from Area A's office uses to the restaurants for lunch, they would represent 30% of all of the restaurant's expected lunchtime customers. Likewise, it would require less than 2% of the 4,800 office workers to represent 30% of the supermarket's or fitness center's midday customers. While there is no ITE or other literature available to support these projections, the projections are considered reasonable based on observations of activities at office developments with similar mixes of uses and numbers of office workers as those proposed at Area A. Therefore, the parking demand rates for the retail, restaurant, and fitness center uses were reduced by 30% between 10:00 A.M. and 4:00 P.M. to account for these internal trips. No midday internal parking demand reductions were assumed for either the hotel use or the theater even though it is likely that hotel guests would dine or shop in Area A or would be business visitors to the office buildings.

Parking Demand by Time of Day and Day of Week

Published peak parking demand rates reflect the peak demand at some time during the day. These peaks occur at different times for different uses. For example, the peak parking demand for an office occurs mid-morning, while the peak demand for restaurants occurs in the evening. ITE's Parking Generation Manual includes information about how parking for each use fluctuates by time of day—parking accumulation rates. The parking accumulation data from ITE were used for all of the land uses, except for the supermarket. The data published in ITE indicate that the weekday peak demand for a supermarket occurs at 1:00 P.M. This is not supported by experience or data for supermarkets in the Puget Sound region, and may reflect older shopping patterns when households had one working member. With current households often having two working members, shopping patterns have shifted.

Adjusted Peak Parking Demand Rates

The ITE peak parking demand rates were adjusted to account for the internal trips and non-vehicle trips described above. Table 3.4-16 summarizes the project land uses, size, ITE rates, and adjustments. Table 3.4-17 shows how these rates compare to the City's code-required rates. The table also includes the rates for Saturday to reflect how peak demand would be different on different days of the week. These tables show that some of the rates, even adjusted, are higher than what the City's code requires. This also shows that the peak parking demand for some of the uses occurs on a weekend.

DEIS Table 3.4-16. Project Program and Parking Demand Rates

| <u>Land Use</u> | <u>Proposed Site</u> | <u>Peak Weekday Parking Demand Rates from I E</u> | <u>Reductions for</u> | | <u>Adjusted Peak Weekday Parking Rate</u> |
|----------------------|----------------------|---|--|------------------------|---|
| | | | <u>Internal Trips Midday Afternoon</u> | <u>on-Auto Trips</u> | |
| <u>Office</u> | <u>1,200,000 sf</u> | <u>2.53 spaces/1,000 sf</u> | <u>0% / 0%¹</u> | <u>16%²</u> | <u>2.13 spaces/1,000 sf</u> |
| <u>Supermarket</u> | <u>54,000 sf</u> | <u>4.36 spaces/1,000 sf</u> | <u>30% / 8%</u> | <u>3.5%</u> | <u>3.87 spaces/1,000 sf</u> |
| <u>Restaurants</u> | <u>60,000 sf</u> | <u>13.30 spaces/1,000 sf</u> | <u>30% / 8%</u> | <u>3.5%</u> | <u>11.81 spaces/1,000 sf</u> |
| <u>Retail</u> | <u>136,000 sf</u> | <u>2.65 spaces/1,000 sf</u> | <u>30% / 8%</u> | <u>3.5%</u> | <u>2.35 spaces/1,000 sf</u> |
| <u>Movie Theater</u> | <u>600 seats</u> | <u>0.26 spaces/seat</u> | <u>0% / 0%</u> | <u>3.5%</u> | <u>0.25 spaces/seat</u> |
| <u>Hotel</u> | <u>325 rooms</u> | <u>0.91 spaces/room</u> | <u>0% / 0%³</u> | <u>0%</u> | <u>0.91 spaces/room</u> |
| <u>Health Club</u> | <u>75,000 sf</u> | <u>3.55 spaces/1,000 sf</u> | <u>30% / 8%</u> | <u>3.5%</u> | <u>3.15 spaces/1,000 sf</u> |

sf = square feet

¹ Derived from equation for office building (LU 701): $P = 2.51X + 27$.

² Assumes 6% of employees commute by transit, 4% walk, and 12% carpool. The number of carpool vehicles parked in the area assumes the carpool rate divided by 2 employees per carpool. The total reduction = $(6\% + 4\% + (12\% \div 2) \times \text{employees})$.

³ Although internal trips could occur, the hotel patrons may still have a car parked in the area.

Source: Heffron Transportation, Inc., December 2007 using rates from ITE's Parking Generation Manual (3rd Edition, 2004) and methodology from ITE's Trip Generation Handbook (2nd Edition, June 2004)

DEIS Table 3.4-1. Comparison of Kirkland Zoning Code and Adjusted I E Rates

| <u>Land Use</u> | <u>Kirkland Zoning Code Rate</u> | <u>Adjusted Peak Parking Demand Rates from I E</u> | |
|----------------------|----------------------------------|--|------------------------------|
| | | <u>Weekday</u> | <u>Saturday¹</u> |
| <u>Office</u> | <u>.86 spaces/1,000 sf</u> | <u>2.13 spaces/1,000 sf</u> | <u>0.10 spaces/1,000 sf</u> |
| <u>Supermarket</u> | <u>2.86 spaces/1,000 sf</u> | <u>3.87 spaces/1,000 sf</u> | <u>4.75 spaces/1,000 sf</u> |
| <u>Restaurants</u> | <u>10.0 spaces/1,000 sf</u> | <u>11.81 spaces/1,000 sf</u> | <u>16.30 spaces/1,000 sf</u> |
| <u>Retail</u> | <u>2.86 spaces/1,000 sf</u> | <u>2.35 spaces/1,000 sf</u> | <u>2.97 spaces/1,000 sf</u> |
| <u>Movie Theater</u> | <u>0.076 spaces/seat</u> | <u>0.25 spaces/seat</u> | <u>0.19 spaces/seat</u> |
| <u>Hotel</u> | <u>1 space/room</u> | <u>0.91 spaces/room</u> | <u>0.91 spaces/room</u> |
| <u>Health Club</u> | <u>2.86 spaces/1,000 sf</u> | <u>3.15 spaces/1,000 sf</u> | <u>4.80 spaces/1,000 sf</u> |

sf = square feet

¹ The adjusted Saturday rates apply the same methodology as used for weekday rates. The difference is that no internal trips between the office and other uses are assumed to occur on a Saturday.

Source: Heffron Transportation, Inc., December 2007.

Based on these rates the peak office parking demand would be 3,410 vehicles and would occur at 10A.M. The other site uses would have a peak demand of 1,700 vehicles at 7P.M. The peak cumulative demand would be 3,410 vehicles at 11A.M.

Expected cumulative parking demand is illustrated in the more detailed assessment provided in Appendix E.

Implementation

The Proposed Action level of development and greater attention to structured parking may allow for a more efficient use of land and a more pedestrian-oriented environment.

There are two methods by which alternative parking standards may be established for Area A:

- Create a new zoning district, with alternative parking standards that are specific to that zone; or,
- Modify existing parking standards, in conformance with Kirkland Zoning Code Section 105.103.3.c.

With either a zoning amendment or a modification request, the City will require a parking demand analysis to confirm that proposed standards are adequate to meet projected demand. The ability to achieve shared parking would be determined through a specific parking demand analysis that would demonstrate the peak parking demand over a 24-hour period based on specific proposed mix of retail and commercial uses. In addition to demand analysis, a parking management program would be required (described later in this section).

4.16. Revisions to DEIS page 3.4-6

Insert in Other Potential Mitigation Measures after Policy and Land Use Measures on page 3.4-67

Construction Mitigation Measures

As discussed on page 3.4-47 above, construction mitigation may include the following measures tied to a permit application.

- Provide on-site or nearby parking for construction workers.
- Restrict major removal and delivery of materials to and from the site to the Central Avenue corridor east of 6th Street.
- Provide flaggers to direct traffic when appropriate.
- Provide on-site loading areas for removal and delivery of materials.
- Prohibit truck movements to the site during the PM traffic peak hours.
- Provide temporary sidewalks when existing sidewalks are blocked.

- Adjust traffic signal phasing and timing to reduce traffic congestion.

4.1 . Revisions to DEIS page 3.5-16

The following change occurs under the “Additional Firefighting and EMS Staff” heading on DEIS page 3.5-16 of the Public Services section.

The higher building heights that are part of the Proposed Action would result in a need to change the way the Fire Department responds to fires. Firefighters would need to establish more structure for responding to emergency incidents in buildings taller than five stories, such as setting up lobby control, establishing a different base of operations, etc. ~~As well, when new firefighters are added to address the need for service, the Fire Department would need to furnish additional equipment concurrently, which is an additional expense (Henderson pers. comm.).~~ The Fire Department currently has adequate equipment to respond to fire incidents in buildings taller than five stories.

Chapter 5. Comments and Responses

Chapter 5 of this Final Environmental Impact Statement (FEIS) contains written and verbal comments provided on the Draft Environmental Impact Statement (DEIS) during the EIS comment period. The comment period for the DEIS extended from April 4 to May 19, 2008. Written comments received during this period are included in this Chapter. Verbal comments were received at the Planning Commission public hearing held on April 24, 2008. Comments were also accepted at the April 10 and May 8, 2008, Planning Commission meetings and are included here. Responses to comments follow the comments section. Comments that provide for opinions on the Proposed Action or No Action alternative are noted and were forwarded to the appropriate decision makers.

5.1. Public Comments

Table 5.1 1. Public Comments Received during the Comment Period

| DEIS Comments | | |
|---------------|-----------------|-------------------|
| Letter Number | Date of Comment | Author |
| 1 | 4/22/08 | Steven B. Weed |
| 2 | 4/23/08 | Mel Cooke |
| 3 | 4/23/08 | Christopher Laing |
| 4 | 4/23/08 | Marilyn Morford |
| 5 | 4/23/08 | Kathy Shelby |
| 6 | 4/23/08 | Paul Jacroux |
| 7 | 4/24/08 | Maureen Baskin |

| DEIS Comments | | |
|-----------------|-----------------|--|
| Letter umber | Date of Comment | Author |
| 8 | 4/24/08 | Barbara and Perry Dolan |
| 9 | 4/24/08 | Roshan P. Parikh |
| 10 | 4/24/08 | Dave Hawkins |
| 11 | 4/24/08 | Sarah and Dick Johnson, Roberta Krause, Don and Betty Jo MacPhee |
| 12 | 4/28/08 | Jan Signs |
| 13 | 5/7/08 | Reed Bettinger |
| 14 | 5/7/08 | G. Richard Hill |
| 15 | 5/7/08 | Rhoda Altom and Cory Carlson |
| 16 | 5/12/08 | Marylee Tyler |
| 17 | 5/12/08 | Roberta Krause |
| 18 | 5/13/08 | Jeremy Pemble |
| 19 | 5/13/08 | Jim Hitter |
| 20 | 5/14/08 | Carol Rogers |
| 21 | 5/16/08 | Kenneth H. Davidson |
| 22 | 5/16/08 | Kenneth H. Davidson |
| 23 | 5/16/08 | Jeffrey M. Eustis |
| 24 | 5/17/08 | Jeffrey Hoyt |
| 25 | 5/19/08 | Michael D. Nelson |
| 26 | 5/18/08 | Glenda Schmidt |
| 27 | 5/18/08 | Margaret Bull |
| 28 | 5/18/08 | Jill DeRoche |
| 29 | 5/19/08 | Jon Pascal |
| 30 | 5/19/08 | Ken DeRoche |
| 31 | 5/18/08 | Donald Winter |
| 32 | 5/19/08 | Greg Schoer |
| 33 | 5/14/08 | Steve Silva |
| 34 | 5/19/08 | Susan Thornes |
| 35 | 5/19/08 | Alex Hudspeth |
| 36 | 5/19/08 | G. Richard Hill |
| 37 | 5/19/08 | Kirkland Parking Advisory Board |
| 38 | 5/19/08 | Francesco Greco |
| 39 | 5/19/08 | Carol A. Bradley |
| 40 | 5/19/08 | Karen Yu |
| 41 | 5/19/08 | Jeff Griffis |
| 42 | 5/19/08 | Robert G. Burke |

| DEIS Comments | | |
|---------------|-----------------|--|
| Letter number | Date of Comment | Author |
| 43 | 5/19/08 | Murray L. and Bonnie R. McKinney |
| 44 | 5/19/08 | Cam Bradley |
| 45 | 4/10/08 | Carol-Davidek-Waller |
| 46 | 4/14/08 | Joe Castleberry |
| 47 | 4/20/08 | Bernie and Paige Krane |
| 48 | 4/21/08 | Margaret Carnegie |
| 49 | 4/21/08 | Margaret Bull |
| 50 | 4/24/08 | Glenda Schmidt |
| 51 | 4/29/08 | Kenneth Davidson |
| 52 | 4/29/08 | Dan Kilpatric |
| 53 | 5/7/08 | Capital Enhancement Group |
| 54 | 5/17/08 | Ross Nicoll |
| 55 | 5/19/08 | Alexa Munoz |
| 56 | 4/24/08 | Petition RE: Parkplace Request and Pedestrian Pathways |
| 57 | 4/20/08–5/19/08 | Petition: Keep Kirkland From Becoming Bellevue |

Table 5.1 2. Verbal Public Comments from the April 10, 2008 Iannini Commission Meeting

| Citizen Comments | | |
|------------------|-----------------|---------------|
| Letter number | Date of Comment | Commenter |
| MC1-1 | 4/10/08 | Margaret Bull |

Table 5.1 3. Verbal Public Comments from the April 24, 2008 Iannini Commission Meeting

| Citizen Comments | | |
|------------------|-----------------|-----------------|
| Letter number | Date of Comment | Commenter |
| MC2-1 | 4/24/08 | Michael Nelson |
| MC2-2 | 4/24/08 | Lisa McConnell |
| MC2-3 | 4/24/08 | Lisa McConnell |
| MC2-4 | 4/24/08 | Lisa McConnell |
| MC2-5 | 4/24/08 | Sarah Johnson |
| MC2-6 | 4/24/08 | Brian Granowitz |
| MC2-7 | 4/24/08 | Mel Cooke |
| MC2-8 | 4/24/08 | Mel Cooke |

| Citizen Comments | | |
|------------------|-----------------|--------------------|
| Letter Number | Date of Comment | Commenter |
| MC2-9 | 4/24/08 | Skye Bradley |
| MC2-10 | 4/24/08 | Cheryl Nichols |
| MC2-11 | 4/24/08 | Ken Davidson |
| MC2-12 | 4/24/08 | Ken Davidson |
| MC2-13 | 4/24/08 | Rick Peterson |
| MC2-14 | 4/24/08 | David Garland |
| MC2-15 | 4/24/08 | Dan Kilpatrick |
| MC2-16 | 4/24/08 | Danielle McClure |
| MC2-17 | 4/24/08 | Alex Morse |
| MC2-18 | 4/24/08 | Travis McClure |
| MC2-19 | 4/24/08 | Ethan Yarborough |
| MC2-20 | 4/24/08 | Patrick Fitzgerald |
| MC2-21 | 4/24/08 | Karen Yu |
| MC2-22 | 4/24/08 | Loren Spurgeon |
| MC2-23 | 4/24/08 | Carol Bradley |
| MC2-24 | 4/24/08 | Margaret Bull |
| MC2-25 | 4/24/08 | Maureen Baskin |
| MC2-26 | 4/24/08 | Paula Peterson |
| MC2-27 | 4/24/08 | Chris Conrad |
| MC2-28 | 4/24/08 | Douglas Howe |

Table 5.1 4. Verbal Public Comments from the May 8, 2008 Planning Commission Meeting

| Citizen Comments | | |
|------------------|-----------------|--------------|
| Letter Number | Date of Comment | Commenter |
| MC3-1 | 5/8/08 | Ken Davidson |

Table 5.1 5. Responses to Comments

| Comment Letters | |
|-----------------|-------------------------------------|
| Comment Number | Response |
| Letter 1 | Steven Reed |
| 1 | Thank you. Your comments are noted. |

Comment Letters

| Comment number | Response |
|---------------------------|---|
| Letter 2 el Cooke | |
| 1 | <p>The potential parking impacts of the Proposed Action were evaluated in the DEIS, Section 3.4.3. The Google, Area B (Orni), and Area C (Altom) developments would be required to meet the City's parking code requirements. The Area A (Touchstone/Parkplace) private amendment request, through shared parking, would accommodate its peak parking demand, which is expected to occur midday on weekdays. In addition, the FEIS Review alternative increases the commercial parking supply by 150 parking stalls.</p> <p>During the evenings and on weekends, when existing parking demand in downtown Kirkland has traditionally been highest, Area A would have more parking than required for area uses, providing an additional parking supply for downtown demand.</p> <p>The traffic demand forecasting model used to determine future traffic volumes included the Google building on 108th Avenue NE in combination with the Area A, Area B, and Area C projects. See Page 3.4-30 1.b. The analysis of traffic conditions provided in the DEIS is representative of future traffic conditions with all four projects.</p> <p>The traffic analysis in the DEIS included nearly all of the intersections suggested. See Table 3.4-11 and Table 3.4-12 of the DEIS, intersection ID numbers 112, 110, and 105. The intersection of 8th Street and Kirkland Way was not analyzed as it is not adjacent to the area, nor is it an intersection requiring analysis under the City's SEPA analysis guidelines.</p> <p>The Lake Street/Market Street corridor was analyzed as part of the DEIS. See Table 3.4-11 and Table 3.4-12 intersection ID numbers 4, 7, 105, 106, 107, 109, 401, 402, 403, 409, and 412.</p> |
| 2 | Please refer to the shade/shadow analysis in DEIS and FEIS Section 3.3, Aesthetics, for more information on the impacts of taller buildings on shade and shadow. Other parts of Section 3.3 treat the impacts of taller buildings on the streetscape. |
| 3 | Thank you. Your comments are noted. |
| Letter 3 Christopher Lain | |
| 1 | Thank you. Your comments are noted. |
| Letter 4 arilyn orford | |
| 1 | Thank you. Your comments are noted. |
| Letter 5 Kathy Shelby | |
| 1 | Please refer to DEIS and FEIS Section 3.3, Aesthetics, for more information on the impacts of taller buildings on shade and shadow, and views. Please refer to Section 3.4 for more detail on the Area B private amendment request impact on area traffic. |
| 2 | Thank you. Your comments are noted. |
| Letter 6 aul acroux | |
| 1 | Thank you. Your comments are noted. |
| 2 | The existing development in Area B private amendment request is not in violation of the City of Kirkland zoning code as the commenter suggests. Instead, the existing office development on Area B is a legally existing nonconforming use. This means that the structures on Area B were permitted and constructed prior to the existing High Density Residential Comprehensive Plan designation and PLA 5D zoning. As legally existing nonconforming uses, the office buildings can continue their present use governed by the City's nonconforming regulations. |

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| 3 | <p>The Area B private amendment request is a non-project action that requests changes to the City's Comprehensive Plan and Zoning Code as allowed by the City's development regulations in the form of a docket request (see Chapter 140 of the City of Kirkland Zoning Code). As a nonproject action, the applicant is not required to submit area-specific development applications. Therefore, the analysis of change in height and building footprint and its effects on aesthetics, including shade and shadow, are based on maximized building footprint in the area. In the instance of Area B, the applicant did provide a proposed building footprint for review of height, shade and shadow, and aesthetics in the DEIS (Section 3.3). If the applicant were to submit development application plans that differed dramatically from the building footprint analyzed in the DEIS, then the applicant would not be able to utilize the PAO prepared in conjunction with this FEIS. See DEIS Section 3.3, Aesthetics, and Section 2.3, Planned Action Process, for more detail. In addition, the FEIS Review alternative would only allow buildings as tall as 4 stories or 40 feet, consistent with existing zoning in Area B. Aside from removing an additional setback when adjacent to existing single-family homes, the setbacks proposed for Area B under the FEIS Review alternative are as large as or larger than those in existing zoning. The Area B private amendment request requests both a change to the Comprehensive Plan and Zoning Code. Therefore, the requested change to zoning designation would not violate the City's Comprehensive Plan.</p> |
| 4 | <p>Thank you. Your comments are noted.</p> |
| <p>Letter aureen askin</p> | |
| 1 | <p>Thank you. Your comments are noted.</p> |
| 2 | <p>The land use review process for Comprehensive Plan amendments are covered in Chapter 140 of the Kirkland Zoning Code. The three PARs for Areas A, B, and C have all been submitted and reviewed in accordance with the City's regulations in Chapter 140 of Kirkland Zoning Code. The three PARs have all passed a City Council threshold review of private amendments pursuant to KZC 140.20; and they have been reviewed for consistency with the requirements of KZC 140.25 and 140.30 for approval of amendments to the Comprehensive Plan. Please see DEIS Section 3.2, Plans and Policies, for areas of the Comprehensive Plan and Zoning Code that would need to be amended for approval of the Proposed Action consisting of the three PARs.</p> |
| <p>Letter 8 arbara and erry Dolan</p> | |
| 1 | <p>Thank you. Your comments are noted.</p> |
| <p>Letter Roshan . arikh</p> | |
| 1 | <p>Please see responses 7-1 and 7-2 above.</p> |
| 2 | <p>Mitigation has been identified in the DEIS and FEIS for transportation and impacts on other services. Please see FEIS Section 3.4.3, Transportation; Section 3.5.3, Public Services; and Section 3.6.3, Water and Sewer Utility, for appropriate mitigation measures.</p> |
| <p>Letter 10 Dave awkins</p> | |
| 1 | <p>Thank you. Your comments are noted.</p> |
| 2 | <p>Office employees would be charged to park in the area; retail customer parking would be free with validation. Please see response to comment letter 37 for additional information.</p> |
| 3 | <p>Thank you. Your comments are noted. Decisions on private property ownership of Area A would be decided by the private property owner at some time in the future.</p> |
| <p>Letter 11 Sarah Dick ohnson Roberta Krause Don etty o ac hee</p> | |
| 1 | <p>Thank you. Your comments are noted.</p> |

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| 2 | Please refer to DEIS Section 3.3, Aesthetics, for more information on the effects of taller buildings on shade and shadow, as well as bulk and scale of taller buildings with reduced setbacks on the streetscape. |
| 3 | <p>Thank you. Your comment is noted. Mitigation has been identified in the DEIS and FEIS for transportation impacts (see Section 3.4.3).</p> <p>A transportation management plan (TMP) is one of these mitigation measures and will provide incentives for using alternative modes other than drive-alone. The most effective strategy to reduce single occupant vehicle (SOV) commute trips is charging for parking. The applicant will charge employees to park and the parking price will be adjusted to meet the trip threshold identified in the FEIS. Historical data from an employer previously located in Parkplace and other employers within the City that have TMPs indicate that trip reductions can be attained.</p> |
| 4 | Thank you. Your comments are noted. Please see response comments to Letter 37. |
| 5 | The FEIS Review alternative includes application of design guidelines to Area A that emphasize creating new and enhancing existing pedestrian connections through Area A to the surrounding community consistent with the Moss Bay Neighborhood Plan. In addition, proposed design guidelines and development standards for the CBD 5A zone would create an attractive interface between the development on Area A and Peter Kirk Park. |
| 6 | Please see DEIS and FEIS Section 2.5, Description of Alternatives, for alternatives for Area A under the FEIS Review, Proposed Action, and No Action alternatives. This section generally describes the mix of uses anticipated in the future based on zoning allowances. |
| 7 | Thank you. Your comments are noted. |

 Letter 12 an Si ns

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| 1 | Thank you. Your comments are noted. |
| 2 | Please see DEIS page 3.3-32 and figures 3.3-10 and 3.3-11 for potential shade and shadow effects of Area B on nearby properties under the Proposed Action and No Action alternative. The City of Kirkland's Moss Bay and Everest Neighborhood Plans identify important public view corridors in the vicinity of the three PARs, but do not protect or regulate private views. Review and analysis of the public view corridors are found in DEIS and FEIS Section 3.3, Aesthetics. |
| 3 | As a point of clarification, none of the PARs are zoning variances. Please see response to comment 6-2 for detail on the Comprehensive Plan amendment and the existing nonconforming use on Area B. |
| 4 | Thank you. Your comments are noted. |

 Letter 13 Reed ettin er

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| 1 | Thank you. Your comments are noted. |
| 2 | The DEIS portrayed buildings with maximum lot coverage under current zoning to identify all of the potential impacts. The FEIS Review alternative proposes setbacks and step-backs for the Area A private amendment request. See Chapter 2 of the FEIS. |
| 3 | The DEIS included analysis of intersections adjacent to Area A. As a result, mitigation measures are proposed at the intersections of 6th Street and Central and 6th Street and 4th Avenue. See DEIS Table 3.4-18. |
| 4 | Please see response 2-1. |
| 5 | Thank you. Your comment is noted. |

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| 6 | From an aesthetic standpoint, the effect of removing building setbacks from the street is dependent on the building design and how the building relates to the streetscape and pedestrian environment. Reduced setbacks are not expected to have any impact on transportation or traffic, per se. The DEIS identifies retaining setbacks and/or enhancing setbacks in several places as mitigation measures for the PARs. Please see discussion in Section 3.2, Policies and Plans; and Section 3.3, Aesthetics. The FEIS Review alternative identifies specific setback requirements (FEIS Chapter 2, Section 2.3.5). |
| 7 | Mitigation measures identified in Table of 3.4-18 of the DEIS identified a lane widening adjacent to the area which would require right-of-way dedication from Area A. The dual left-turn lanes at 6th Street and Central Way will require another northbound lane along 6th Street. Additionally, another mitigation measure would include installation of dual left-turn lanes for eastbound to northbound traffic from the project entrance to 6th Street. This may require the removal of the traffic bulb on the northeast corner of the 4th Avenue and 6th Street intersection. In addition the applicant is proposing a southbound to westbound right turn lane at 4th Avenue. These improvements would be undertaken by the applicant at their expense. |
| 8 | Please see response 2-1. |
| 9 | Thank you. Your comments are noted. Please see response 2-1. |
| 10 | Thank you. Your comments are noted. |
| 11 | Please see DEIS Section 3.3, Aesthetics, for the shade/shadow analysis and review and analysis of other elements of aesthetics for Area A. |
| Letter 14 . Richard ill | |
| 1 | Thank you. Your comments are noted. |
| Letter 15 Rhoda Altom Cory Carlson | |
| 1 | Thank you. Your comments are noted. |
| 2 | The Area A private amendment request is currently subject to the City's design guidelines for Design District 5. The DEIS identifies compliance with these design guidelines as mitigation for helping to treat the scale of buildings with reduced setbacks. Additional mitigation measures in the DEIS include retaining and/or enhancing building setbacks in Area A from Peter Kirk Park and the existing multifamily development located southeast of Area A. These mitigation measures have been incorporated into the FEIS Review alternative. See the FEIS Review alternative for further discussion on setbacks and the proposed Kirkland Parkplace Mixed Use Development Master Plan and Design Guidelines. |
| 3 | Please see response 2-1. |
| 4 | Please see responses to comments 13-8 and 13-9. |
| 5 | See response to comment 13-11. |
| 6 | Please see DEIS Section 3.3.2 for an explanation of the analysis of a maximum building envelope rather than specific development designs. The DEIS analyzes changes in comprehensive plan and zoning for the three PARs including Area A. Mitigation measures recommended in the DEIS and incorporated into the FEIS Review alternative include application of design guidelines similar to those in existing Design District 5, as well implementation or enhancement of setbacks in key areas, including adjacent to Peter Kirk Park on the west of Area A and the existing multi-family development to the southeast of Area A abutting 6th Street. |
| Letter 16 arylee yler | |
| 1 | Thank you. Your comments are noted. |

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| 2 | Parking demand for Area A was evaluated in the DEIS (see page 3.4-48 and Appendix E.) The parking garage would be designed to accommodate the peak parking demand at mid-day. This demand includes a combination of office and retail uses at the area. The FEIS Review alternative includes 150 additional parking stalls. |
| 3 | Thank you. Your comments are noted. |
| Letter 1 Roberta Krause | |
| 1 | Thank you. Your comments are noted. |
| 2 | All building permits issued in Kirkland are reviewed and conditioned to mitigate construction traffic impacts by the Public Works Director. When a permit is issued, the applicant is required to develop and submit a traffic control plan and a contractor parking plan. The Public Works Traffic Engineer reviews each building permit and requires special construction traffic conditions depending on the scope and nature of the permit and the timing of the project in relation to other project permits. Please see FEIS Section 4.8 regarding construction. |
| 3 | Thank you. Your comments are noted. |
| 4 | Thank you. Your comments are noted. |
| Letter 18 Jeremy Temple | |
| 1 | Thank you. Your comments are noted. |
| 2 | The FEIS Review alternative proposes to signalize two of the main driveways on Central Way: the driveway located east of 4th Street and the driveway aligned with 5th Street. These signalized intersections with pedestrian crosswalks and signals would improve pedestrian access to the area. However, the FEIS Review alternative does not include provision of a pedestrian bridge as suggested by the commenter. |
| Letter 1 Jim Ritter | |
| 1 | Thank you. Your comments are noted. |
| Letter 20 Carol Rogers | |
| 1 | Thank you. Your comment is noted. |
| Letter 21 Kenneth L. Davidson | |
| 1 | Thank you for your comment. Please see responses 23 -10, 11, and 12. |
| Letter 22 Kenneth L. Davidson | |

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| 1 | <p>Trip generation for the Proposed Action was determined by using ITE trip rates. These rates represent total vehicular trips primarily at suburban sites and include carpooling. Even though a higher rate of carpooling is likely at the three planned action areas (based on their urban location and the implementation of travel demand management programs) no reduction in the ITE rate or total number of trips was made for carpooling.</p> <p>However, the ITE sites used to collect data were primarily suburban "having little or no transit service, nearby pedestrian amenities, or travel demand management programs". Because these sites would likely result in larger vehicle trip generation rates than sites within the urban center of the City, the total number of trips was adjusted for non-auto usage (see page 3.4-28 of the DEIS). These adjustments included reductions for walking, bicycling, and transit usage.</p> <p>Development of Area A will require implementation of a TMP. In addition, employers with 100 or more employees will be required to implement a Commute Trip Reduction (CTR) program and meet CTR goals. Based on historical data, CTR sites have had a 79% SOV rate; the latest 2007 survey report indicates the CTR sites are averaging a 75% SOV rate. None of the current CTR employers in the City charge for parking. The best strategy for reducing SOV is charging for parking. The applicant will be required to charge for parking as part of its TMP.</p> <p>The census data presented by the commenter represents household travel characteristics and does not correlate to employer-based travel characteristics when TMP and CTR programs have been effectively implemented. The City's CTR and TMP data were used to determine trip generation for the proposed project.</p> <p>Quote is from: Institute of Transportation Engineers. Trip Generation. 2003. 7th Edition. Volume 1 page 1.</p> |
| 2 | <p>Alternative means of transportation include transit, carpool, vanpool, bicycling, and walking. Trip generation for the FEIS Review and Proposed Action alternatives is based on a combination of trip reduction due to all of these modes of travel. As discussed in comment response 22-1, the urban location of the sites provides more transit access than the ITE sites surveyed when developing the trip generation rates. A variety of data sources were reviewed before selecting a transit ridership rate for the Proposed Action. These sources included census data with a rate of 6.6% for this area, PSRC-assumed ridership for the area which is 5.9%, an average ridership rate of 3% from the 2005 CTR survey, and a ridership rate of 12.3% for a large business previously operating at Area A. Based on a review of transit access near the area, the census data, and examples of previous ridership at the existing area, a rate of 6% was used for office trip generation and 0% for all other area uses. Additional discussion of transit access is included in the response to comment 29-6.</p> |
| 3 | <p>The SOV rate was not used to determine the total trips generated for the FEIS Review and Proposed Action alternatives (see responses 22-1 and 22-2). The total trip generation represents a conservative assumption of potential trip generation. Additional analysis based on additional trips is not warranted.</p> |
| 4 | <p>Thank you. Your comment is noted.</p> |
| 5 | <p>Thank you. Your comment is noted. See DEIS Appendix F and response to comment Letter 37 from the Kirkland Parking Advisory Board for more information that supports the analysis in the DEIS. Additionally, current parking conditions at the existing Parkplace Center will differ from the Proposed Action in several ways that will affect parking. First, parking at the existing area is free and the access points are not controlled. Very modest management is used to control off-site users from parking in the area. The Proposed Action will provide parking control at the entrances to the parking garage and differentiate between parking uses. Second the Proposed Action will include implementation of a parking management plan (PMP) that will reduce the typical demand for parking. Finally the existing area has many parking areas surrounding the complex, including a parking garage which is not well connected to the rest of the area. This can make the existing parking seem over utilized as customers will circulate around a small lot even though many spaces may be available elsewhere.</p> |

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| 6 | <p>Area A off-site parking may occur no matter how much parking is provided as a result of more convenient off-site parking or to avoid paying for parking. A PMP described in the DEIS and refined as a FEIS Review alternative required mitigation measure identifies measures that encourage Area A employees to park in the parking structure or use alternative means of transportation. This would reduce the likelihood that Area A employees would use private parking lots. In addition to reducing the potential of parking overflow onto adjacent properties, all customer parking would be free with validation and parking spaces would be reserved for customer parking to prevent office employees from using all available parking spaces. The PMP will be monitored on a regular basis. Continual reevaluation of the PMP and TMP will be undertaken with adjustments made to respond to parking impacts. Monitoring and mitigation of off-site parking impacts will be required of the developer as part of the PMP.</p> |
| <p>Letter 23 Jeffrey . Eustis</p> | |
| 1 | <p>The applications to amend the City's Comprehensive Plan and Zoning Code are privately initiated in conformance with the City's adopted docket process, consistent with the Growth Management Act. The DEIS states the private developer objectives as described in the three PARs submitted to the City. The City's objectives for placing the three PARs in a planned action are outlined in DEIS Section 2.1.2 (2-5).</p> <p>Alternatives are not only evaluated in terms of SEPA objectives. The alternatives are also evaluated in terms of consistency with the City's goals and policies contained in its Comprehensive Plan and the Moss Bay Neighborhood Plan, as outlined in DEIS Section 3.2, Plans and Policies.</p> <p>The DEIS evaluates amendments to the City's long-range Comprehensive Plan as well as development regulations, which are generally non-project actions. However, the DEIS is also considered a planned action EIS and is developed at a higher level of detail consistent with SEPA rules for planned action EISs.</p> |
| 2 | <p>SEPA only requires evaluation against a No Action alternative (WAC 197-11-440(5)).</p> <p>WAC 197-11-440(5)(b) outlines what reasonable alternatives may be considered, and these are measured against the SEPA objectives. The alternatives suggested on page 5 of the Eustis letter would not achieve the objectives of the three PARs as outlined by the applicants. Therefore, they would not be considered reasonable alternatives.</p> <p>The Planned Action EIS focuses on a No Action and a Proposed Action alternative. The City evaluated the Comprehensive Plan citywide, including the subject areas in the 2004 EIS listed on page 2-10 and in the Fact Sheet. For Area A, the City studied residential development in the mix of uses and less overall office and commercial development than shown in the No Action alternative in the planned action EIS. The planned action EIS studies commercial and office uses only based on the City's experience with development in the Downtown between 2004 and 2008, and based on the maximum height and bulk allowed by the adopted zoning.</p> <p>There is also an objection to the City developing a preferred alternative after the close of the DEIS comment period. However, SEPA allows for preparation of a preferred alternative for an FEIS so long as the impacts are within the range of impacts studied under the DEIS. In addition, there has also been the opportunity for the April 24, 2008 public hearing comments to be taken into account in the development of the FEIS Review alternative.</p> <p>DEIS Page 2-20, final paragraph prior to Section 2.5.4 outlines how the No Action alternative differs from the City's Comprehensive Plan. This paragraph also describes why the City modified the existing Comprehensive Plan assumptions as part of its No Action alternative.</p> |

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| 3 | <p>The commenter makes an objection to the statement in Section 3.3.2 that no specific designs for development under either the Proposed Action or No Action alternative have been proposed because preliminary designs for Area A have been reviewed by the Design Review Board. At the request of the City Council, the City's Design Review Board conducted a preliminary review of the Parkplace (Area A) proposal. The Design Review Board's review was conducted to provide guidance to the Planning Commission.</p> <p>Since this design was only preliminary, the DEIS studied the maximum building envelopes for the Proposed Action and No Action alternatives. The text on page 3.3-12 of the DEIS amplifies this decision.</p> <p>"No specific designs for development under either the Proposed Action or No Action alternative have been proposed and are therefore not studied in this Draft Environmental Impact Statement (DEIS). The City is considering different design options, but has not reached a final decision. Therefore, this analysis does not assume a specific design approach, instead using maximum building envelope allowed under the Proposed Action and No Action conditions. ."</p> <p>Based on the Design Review Board's comments, DEIS analysis, and the Planning Commission's deliberations, the FEIS Review alternative is more refined than the Proposed Action. The letter also states that absence of specific proposed legislation in addition to the PAO frustrates the review of the DEIS. The DEIS mentions on page 2-15 that because the Proposed Action proposes a new zoning designation in Area A, it would review major zoning features that may affect development potential in Area A, including land uses, lot coverage and building setback, and building heights. The FEIS has specifics of legislation contained within its appendices which are subject to a public hearing and are similar to the scope of the alternatives considered within the DEIS.</p> |
| 4 | <p>The current document is a planned action EIS per WAC 197-11-164 to 172, and therefore must contain enough detail to cover the Proposed Action's environmental impacts at a project as well as a planning level of analysis.</p> <p>SEPA rules also provide flexibility for nonproject SEPA review (WAC 197-11-442).</p> <p>The City reviewed a No Action alternative as required under SEPA.</p> <p>The City develops capacity estimates and plans for growth targets consistent with the Growth Management Act.</p> <p>The DEIS studies the three areas in particular, but many of the analyses consider the proposals in the context of citywide plans and regulations, such as levels of service for transportation.</p> |
| 5 | <p>The author of the letter is confusing capacity with targets under this heading of his letter. The 2022 numbers are targets, not capacity numbers.</p> <p>The Proposed Action does add to the City's capacity.</p> <p>Both the No Action alternative and the Proposed Action would take the City over its employment target as stated in several places within the DEIS (e.g., Chapter 2 and Section 3.2).</p> <p>The author of the letter implies that the City should include economic analyses of how the additional office space contemplated in the Proposed Action would affect the economic viability of office space in other locations in the City. WAC 197-11-448(3) states that economic competition and other types of economic information are not required to be addressed in an EIS.</p> <p>The comments that the letter author brings up are points for the decision-makers (City Council) to consider, but are not SEPA issues for the DEIS.</p> |

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| 6 | <p>The land use, capital facilities, and transportation elements of the Comprehensive Plan will be consistent in a manner that complies with the Growth Management Act. The Central Puget Sound Growth Management Hearings Board's decision in Bremerton/Alpine v. Kitsap County, CPSGMHB No. 98-3-0032c (February 8, 1999), which considered amendment of an adopted Comprehensive Plan, held that the capital facility element required by RCW 36.70A.070(3) is the 6-year time frame demarked by the jurisdiction's adopted Capital Improvement Plan (CIP). The Transportation Element requirements of RCW 36.70A.070(6) are similarly bounded by varying time frames; traffic forecasts are required for a 10-year period and an unspecified multi-year financing plan. And these elements must be developed within a framework of 20-year population projections and land use assumptions.</p> <p>Population forecasts will not change. The City will, however, modify the employment forecasts in the Comprehensive Plan's Land Use Element to reflect increased employment anticipated by 2022.</p> <p>The transportation impacts of the Proposed Action and alternatives were evaluated for two time periods: 2014, which corresponds to expected build-out of the land use changes/planned action projects and the 6-year Transportation Improvement Program (TIP); and 2022, which corresponds to the adopted Comprehensive Plan's 20-year planning period. These analyses will be used to update the traffic forecast data in the Transportation Element of the Comprehensive Plan. Transportation improvements required to mitigate the impacts of the Planned Action and to maintain adopted levels of service for 2014 and 2022 are identified in the DEIS and FEIS. Improvements required to mitigate impacts for 2014 will be incorporated into the City's TIP. A development agreement may be executed subsequently with project applicants to establish the proportionate share of transportation mitigation fairly attributable to each project. For purposes of revising the TIP, it is assumed that the improvement projects required by 2014 will be funded entirely by applicants. If a public share of financing were to be determined, the TIP would be revised as necessary.</p> <p>The improvements required to mitigate impacts for 2022 either are currently included in the City's TIP or will be incorporated in the TIP.</p> |
| 7 | Please see responses 22-1 and 22-2. |
| 8 | Please see response 22-1. |
| 9 | Please see responses 22-1 and 22-2. The total trip generation represents a conservative assumption of potential trip generation. Additional analysis based on additional trips is not warranted. |
| 10 | <p>The discussion of SOV rate on Page 3.4-49 is within the context of parking requirements. The text illustrates how the application of travel demand management programs could reduce the SOV rate and thus the number of required parking spaces.</p> <p>The discussion of SOV rate on Page 3.4-63 references the City's mode split goal. In the context of this discussion the value provides the reader with some understanding of the City's desire to pursue TDM strategies.</p> |
| 11 | Please see responses 22-1 and 22-2. The total trip generation represents a conservative assumption of potential trip generation. Additional analysis based on additional trips is not warranted. |
| 12 | The PAO lists the transportation improvements that must be implemented by the applicant in conjunction with all development proposals. Also, please see response 22-1 and 22-6. |

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| 13 | <p>Noise impacts from construction is included in the SEPA checklist (section B.8) prepared for Scoping.</p> <p>DEIS Section 3.3, Aesthetics, includes discussion of construction impacts to the environment (p. 3.3-17).</p> <p>A discussion of traffic impacts and typical mitigation measures is included in Section 3.4 of this FEIS. See page 4-13 of the FEIS for a discussion on construction impacts.</p> <p>For other topics, the City's existing regulations are sufficient to address construction impacts of the Proposed Action. The City's existing regulations include:</p> <ul style="list-style-type: none"> ▪ Chapter 115.25 KZC, Development Activities, Movement of Heavy Equipment; ▪ Chapter 115.35 KZC, Erosion and Sedimentation ▪ Chapter 115.75 KZC, Land Surface Modification ▪ Chapter 115.95 KZC, Noise ▪ 115.140 KZC, Temporary Construction Trailers ▪ Title 21 of Kirkland Municipal Code, Building and Construction |
| 14 | <p>Open Space/Sense of Openness: The letter author states that the proposal for Area A conflicts with Design District 5 design principles for open space and a sense of openness. The DEIS Section 3.2.3, Plans and Policies, Applicable Regulations and Commitments, states that the redevelopment for Area A would need to meet design guidance contained in the Moss Bay Neighborhood Plan's Design District 5, and/or new design guidelines established by the PAO. Applicable Regulations and Commitments also states that enhancing the visual prominence of Peter Kirk Park would be considered in design of the proposal. Under Other Potential Mitigation Measures, limiting building heights and upper story setbacks adjacent to Peter Kirk Park, and upper story setbacks for buildings adjacent to Central Way are also considered. Further measures to preserve a sense of openness are included in the mitigation measures in DEIS Section 3.3, Aesthetics.</p> <p>Modulation of Building Heights: The letter author quotes specific Design District 5 design principles about modulating building height in Area A. The DEIS Section 3.2.3, Plans and Policies, Applicable Regulations and Commitments, states that the redevelopment of Area A would need to meet design guidance contained in the Moss Bay Neighborhood Plan's Design District 5, and/or new design guidelines established by the PAO. Under Other Potential Mitigation Measures, limiting building heights and upper story setbacks adjacent to Peter Kirk Park, and upper story setbacks for buildings adjacent to Central Way are also considered. Further measures to preserve a sense of openness are included in the mitigation measures in DEIS Section 3.3, Aesthetics.</p> <p>Public Views: The visual analysis in DEIS Section 3.3, Aesthetics, addresses the public view and associated language that the letter author cites in this section. In addition, addressing the noted public view is also discussed under Applicable Regulations and Commitments in Section 3.2, Plans and Policies, on page 3.2-19.</p> <p>Gateways: The gateway noted by the letter author is addressed under Section 3.2, Plans and Policies, Applicable Regulations and Commitments (page 3.2-19). The gateway component of Area A would need to be addressed under the Proposed Action, in response to the requirements of the Comprehensive Plan.</p> <p>The Pedestrian Experience: The DEIS did not analyze a specific proposal that is cited by the letter author, but rather focused on the maximum development envelope as indicated on page 3.3-12. The enhancements to the pedestrian and vehicular circulation and parking as outlined in the Circulation section of the Moss Bay Neighborhood Plan would need to be addressed for Area A as noted on page 3.2-19.</p> <p>Human Scale and Hometown Setting: The DEIS analysis under Section 3.2, Plans and Policies acknowledges that construction of buildings of up to 8 stories in height would make achieving a human-scale environment more challenging (page 3.2-13). However, mitigation measures, including limiting building heights in portions of the area near Peter Kirk Park, upper story setbacks of buildings proximate to Peter Kirk Park and Central Way, and application of Design District 5 or similar design guidelines, all contribute to ensuring that the development achieves a human scale. In addition, the taller buildings within Downtown Kirkland are designated for the uphill locations, such as the current CBD 5 zone, where Area A is located.</p> <p>Areas B and C: The letter author states that the proposal would frustrate efforts to create high density residential development in the downtown core area. Both Areas B and C are located in the Perimeter Area,</p> |

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|----------------|---|
| | rather than the Downtown Core (see Figure C-1 of Moss Bay Neighborhood Plan). Area C's current PLA 5B designation allows for both office and residential uses. Therefore, the office uses that currently exist on Area C would be allowed to increase in intensity even under the No Action alternative as noted in the DEIS. Area B, although designated PLA 5D, which does not allow office uses, has a current use of a legally existing nonconforming office use. The Proposed Action acknowledges an already existing office in this area. The No Action alternative acknowledges that this existing nonconforming use is likely to continue into the future, and therefore residential development was only analyzed for environmental features where it would produce greater environmental impact (Aesthetics, and schools under Public Services). |
| 15 | The letter author states that the DEIS fails to identify the broader interests of the citizens of Kirkland. The Plans and Policies section does evaluate the proposal based on the City's goals and policies contained in its Comprehensive Plan. The DEIS Section 3.2, Plans and Policies includes an evaluation of Framework Goals and Policies for major topics, and more detailed goal and policy analysis for land use, economic development, and neighborhood-specific issues of the Moss Bay Neighborhood Plan. |
| 16 | The planned action EIS is intended to identify potential impacts and mitigation associated with implementation of the Proposed Action. The Proposed Action would increase the City's employment population by 3,798 over the City's current target, represented by the No Action alternative. The City's target was determined through regional discussions and reflects the amount of jobs the City is required to accommodate by 2022. It is not a cap or maximum value limiting growth within the City. Exceeding the City's employment target does not change other cities' growth targets. The City has evaluated impacts on its own transportation system consistent with its comprehensive plan and the proposed changes. The BKR model was used to forecast, distribute, and assign trips for the No Action alternative and after adjustments for the ITE analysis of trip generation for the Proposed Action. |
| 17 | <p>The ITE rates were used over the BKR trip generation module for two reasons. First, the ITE trip generation values provide more detailed information from a number of land use types compared with the two provided in the BKR model for Area A. Secondly, the ITE trip generation manual provides a method for determining the number of trips that would occur between land uses and never leave the area. Thus, the ITE trip generation values used in the DEIS provided a more detailed determination of the number of trips generated by a mixed use development as is the case with Area A.</p> <p>The mode split rates are consistent with interpretation of the ITE trip generation manual. See response 22-1 and 22-2. The ITE trip generation for office use states "Transit service was either nonexistent or negligible at the majority of the areas surveyed in this land use. Users may wish to modify trip generation rates presented in this land use to reflect the presence of public transit, carpools and other transportation demand management (TDM) strategies. Information has not been analyzed to document the impacts of TDM measures on the total site generation." Trip reductions for alternative modes for the non-office use are minimal. A sensitivity analysis was completed to determine the effect of alternative mode splits. Changes in the amount of mode split were found to have negligible impact on the amount of vehicle trips.</p> <p>Also, the 6% transit ridership was only used for office trips and has been corrected in the FEIS.</p> |
| 18 | The commenter's assumption that the City's parking code is based on local information is erroneous. The City's parking code is based on ITE data as well as national data. The ITE parking data is the most comprehensive set of data available and is used by transportation engineering professionals throughout the United States. The use of empirical data as presented by ITE is applicable as opposed to theoretical data. The City parking code is based on individual uses and does not take into account shared parking or transportation demand and parking management programs as proposed by the FEIS Review and Proposed Action alternatives. The City code also allows applicants to provide parking demand analyses through the use of national and local data as well as parking studies to present its case for a parking supply less than what the City's code requires. Please see response to comment 26-2. |
| Letter 24 | effrey oyt |
| 1 | Thank you. Your comments are noted. Section 3.4.2 of the DEIS and FEIS describes the potential impacts of the additional traffic volumes generated by the FEIS Review and Proposed Action alternatives. Section 3.4.3 describes mitigation measures that could be implemented to reduce these impacts. |

 Comment Letters

| Comment number | Response |
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| 2 | Thank you. Your comments are noted. For impacts of taller buildings on shade and shadow please see DEIS and FEIS Section 3.3, Aesthetics; and for impacts on transportation infrastructure, please see DEIS and FEIS Section 3.4, Transportation. |
| Letter 25 | Michael D. Nelson |
| 1 | Thank you. Your comments are noted. |
| Letter 26 | Linda Schmidt |
| 1 | SEPA rules require an analysis of nonproject actions, such as the proposed Comprehensive Plan and Zoning Code amendments contained in the three PARs considered in the DEIS. The SEPA rules state that SEPA analysis should occur as early in the process as feasible (WAC 197-11-055) and does not preclude future City reviews and approvals. As a planned action, a more rigorous environmental review is conducted at the nonproject stage in order to eliminate potential future environmental review for impacts covered under the planned action EIS. Since a specific development design is not available for the three PARs, the City is being conservative in its assumptions on impacts, using maximum building envelopes to study impacts of building height and shade/shadow, for example, instead of specific building placement, setbacks, and heights. However, if a development application is found to cause impacts that are materially different from the impacts studied under the planned action EIS, the City can require the applicant to submit a new environmental analysis. |
| 2 | Thank you. Your comments are noted. The ITE parking demand rates used in the DEIS Area A were based on observed data throughout the country, including several sites here in the northwest. The survey evaluated offices in suburban areas with only 55% having transit access, and urban sites with 100% having transit access. The suburban peak office parking demand for 1.2 million square feet is 3,039 parking spaces and the urban peak office parking demand is 2,184 parking spaces. The DEIS evaluated the impact of a peak office demand of 2,553 parking spaces after reducing the suburban peak value based on the availability of transit access and provision of transportation demand management programs. |
| 3 | The DEIS found that the City exceeds its 2022 employment targets under either the No Action alternative or the Proposed Action as a result of changes in assumptions to the three private amendment request areas (A, B, and C) since the 2004 Comprehensive Plan update and more recent information on office and commercial development in the City since 2004. However, the City's Comprehensive Plan did see Area A as one of the City's best opportunities for future employment growth. The Moss Bay Neighborhood Plan says of this area: "...because the area between Central Way and Kirkland Way provides the best opportunities in the Downtown for a vital employment base, this area should continue to emphasize office redevelopment over residential." Additional language in the Moss Bay Neighborhood Plan describes future development in the East Core Frame as being large and intensively developed. The Area A proposal meets these criteria. |
| 4 | Mitigation costs and responsibilities have been identified in the DEIS. Some mitigation measures would depend on the timing of development. For example, if private development occurs prior to City capital improvements for water or sewer utilities, then the private developer would need to pay a larger share of the cost than if development occurred concurrent or after City-planned improvements are in place. Please see DEIS Table 1-1 for a summary of the impacts and mitigation measures. |
| 5 | Thank you. Your comments are noted. The FEIS Review alternative includes a PMP that includes monitoring and adjustments to management techniques over time. If on-site parking management measures fail to adequately address parking over time, on-street parking management measures may be needed to prevent parking overflow from the Proposed Action or FEIS Review alternative. These measures would be intended to allow short-term and residential use of on-street parking while discouraging long-term commuter parking. |

Comment Letters

| Comment number | Response |
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| 6 | The DEIS is required by SEPA to compare the Proposed Action to existing plans. The No Action alternative was designed to maximize what could be developed under existing Comprehensive Plan policy direction and zoning regulations. Therefore, the DEIS does analyze the Proposed Action in comparison to the City's existing vision, plans, policies, and regulations for the area. Please see DEIS Section 3.2, Plans and Policies, for more detail on how the Proposed Action compares to existing City goals, policies, and regulations. The mitigation measures in this section recommend retention of several features of the existing zoning, while changes to some policy statements are also recommended for consistency between the plan and regulations. |
| 7 | Areas B and C were included in the same planned action EIS as Area A because all three submitted PARs at the same time that met City Council threshold decision for consideration as Comprehensive Plan and zoning amendments consistent with Chapter 140 of the Kirkland Zoning Code, and because all three PARs were proximate to one another in the Moss Bay neighborhood plan area. SEPA requires that cumulative impacts of proposals be considered. The three PARs were included in the same DEIS in order to facilitate this cumulative impact analysis. |
| Letter 2 ar aret ull | |
| 1 | Thank you. Your comments are noted. DEIS Section 3.4.2 describes potential impacts of the additional traffic volumes generated by the Proposed Action. Section 3.4.3 describes mitigation measures that could be implemented to reduce these impacts. |
| 2 | Traffic volumes at the intersection of 6th Street NE/108th Avenue NE and 68th Street NE were forecasted based on the BKR model, which is a comprehensive travel demand forecasting model for the City and region. The additional development occurring at the Google offices was included to insure that the model was accurately forecasting future traffic volumes. |
| 3 | Thank you. Your comments are noted. |
| 4 | Thank you. Your comments are noted. |
| 5 | Thank you. Your comments are noted. |
| 6 | Thank you. Your comments are noted. The FEIS Review alternative includes a requirement for a central plaza with building height setbacks that allow sunlight to reach the central plaza. |
| 7 | Thank you. Your comments are noted. |
| 8 | Thank you. Your comments are noted. |
| 9 | Thank you. Your comments are noted. For additional information on pedestrian access see to response to comment 29-6. |
| 10 | The FEIS Review alternative includes a provision that requires a minimum amount of retail in the area. Your other comments are noted. |
| 11 | Thank you. Your comments are noted. For additional information on parking see response to Letter 37 and FEIS Review alternative parking discussion. |
| Letter 28 ill DeRoche | |
| 1 | None of the PARs are variances. A variance is a land use action that allows provisions of the Kirkland Zoning Code to be varied on a case-by-case basis if the application of zoning code provisions result in an unusual and unreasonable hardship for the property owner/applicant. The three PARs are considered amendments to the Comprehensive Plan and zoning for the City of Kirkland. Each private applicant has made application to amend the Comprehensive Plan and zoning of the City pursuant to City regulations and procedures. Variances are governed by Chapter 120 of the Kirkland Zoning Code, while amendments to the Comprehensive Plan are governed by Chapter 140 of the Kirkland Zoning Code, and amendments to the Zoning code text are governed by Chapter 135 of the Kirkland Zoning Code. |

Comment Letters

| Comment number | Response |
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| 2 | The portion of the FEIS Review alternative relating to Area B includes requirements for setbacks from existing residential uses that would keep new building containing office uses setback at least 25 feet from the condominium development on the eastern boundary. See FEIS Review alternative for Area B. Other comments related to building orientation are noted. |
| 3 | See response 28-1 above regarding the difference between variances and amendments to the Comprehensive Plan and Zoning Code. The three PARs propose amendments to the Comprehensive Plan and Zoning Code for the three geographically distinct areas (A, B, and C), and a PAO covering the three proposals to the intensity studied within the DEIS. If a development application came in that met the revised Comprehensive Plan and zoning regulations, but that was more intense in some way than studied within the DEIS, then the applicant would need to submit additional environmental documentation, and would not be able to benefit from the shorter processing time of the PAO. This provides an incentive for developers within Areas A, B, and C to comply with the development intensities anticipated within the DEIS. However, there are also processes in place that allow the City to account for any developments in the three areas that were not anticipated within the DEIS. |
| 4 | Please see Section 3.4, Transportation, of the DEIS and FEIS relating to concerns about traffic and parking in the vicinity of Areas B and C. Although not considered in the DEIS, the SEPA checklist prepared at the time of scoping did consider noise impacts of the three PARs and found that existing city policies and regulations would adequately mitigate any increases in noise anticipated from the three PARs. Please see Appendix B of the DEIS. |
| 5 | Thank you. Your comments are noted. |
| 6 | Thank you. Your comments are noted. |

Letter 2 on Fiscal Chair of City of Kirkland Transportation Commission

| | |
|---|--|
| 1 | <p>The FEIS includes additional discussion of construction-related traffic impacts in Section 4.8. All building permits issued in Kirkland are reviewed by the Public Works Director and conditioned to mitigate construction traffic impacts. When a permit is issued, the applicant is required to develop and submit a traffic control plan and a contractor parking plan. The Public Works Traffic Engineer reviews each building permit and requires special construction traffic conditions depending on the scope and nature of the permit and the timing of the project in relation to other project permits.</p> <p>The EIS is not required to consider economic impacts on downtown or adjacent businesses as a result of these construction impacts (see WAC 197-11-448).</p> |
| 2 | Please also see response 23-6 and 23-12. The DEIS identifies transportation effects both with and without mitigation. The City Council would decide which projects would be implemented by the applicant and which the City may undertake. The City Council may also choose to forgo mitigation measures and allow a degradation of the level of service. |
| 3 | <p>Data for the Lincoln Square project in Bellevue were obtained from the City of Bellevue. The Lincoln Square Traffic Impact Fee Calculation from June 2004 showed that the project has 232,513 square feet of retail space, 591,376 square feet of office, a 16-screen theater, a 266-room hotel, a 12,230-square-foot health club, and 148 residential units. The project has 1,702 parking spaces, including the valet area. Based on the land uses, the parking ratio for Lincoln Square is about 20% lower than proposed for Area A.</p> <p>The City of Redmond was contacted to obtain information for the Redmond Town Center project. However, the only available data related to both land use and parking was from that project's original EIS from nearly 20 years ago.</p> |
| 4 | Parking for the FEIS Review alternative would be increased from 3,500 spaces described in the DEIS to 3,650 spaces. The applicant will seek efficiencies in the area development to be able to provide up to 150 additional parking spaces. This supply would be managed to provide a buffer needed for the commercial uses to minimize the amount of time that customers take to find an available parking space. In addition, a PMP has been included as a mitigation measure (see Appendix F). This tool can be used to ensure optimal management of parking supply provided. |

Comment Letters

| Comment number | Response |
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| 5 | <p>Off-site parking from Area A may occur no matter how much parking is provided as drivers search for more convenient off-site parking or avoid paying for parking. If, over time, spillover parking occurs, and other parking management measures are taken but fail to prevent spillover parking, a neighborhood permit parking system that only allows long-term parking by residents would be recommended as it has been successfully implemented in a number of local jurisdictions. The parking management strategies, included as mitigation measures (see Appendix F) would also include monitoring of nearby on-street parking to allow adjustments in the parking garage management.</p> |
| 6 | <p>Based on 2008 ridership data provided by King County Metro, available bus capacity under existing conditions is sufficient to accommodate additional demand projected to result under full build-out of the proposed actions. Average occupancy was evaluated for buses serving the Kirkland Transit Center (Metro routes 230, 234, 236, 238, 245, 248, and 255; and Sound Transit 540) as they approach and depart from the Transit Center during the PM peak hour. Analysis indicated that during the PM peak hour under current conditions, over 1,100 total seats are typically available on inbound buses at the Transit Center; and over 1,100 total seats are also available on outbound buses. Mode split assumptions completed for the DEIS resulted in a projection of approximately 80 additional peak hour transit trips resulting from build-out of the proposed actions. Existing transit capacity would easily accommodate this projected increase. Implementation of the recommended TMP could result in a higher transit demand than was estimated in the DEIS. In this case, the transit capacity assessment shows that adequate capacity exists to accommodate a substantially greater increase in demand for buses serving the Kirkland Transit Center.</p> <p>Area A is located approximately 1,000 to 1,700 feet (between less than 0.2 mile and 0.4 mile) from the Kirkland Transit Center, with pedestrian access between the two sites provided adjacent to or through Peter Kirk Park. Assessment of the pedestrian facilities in the area indicates that there is adequate pedestrian connection between Area A and the Transit Center. A sidewalk is in place on 3rd Street and Central Way between the Transit Center and Area A, on the west and north sides of Peter Kirk Park. Pathways through Peter Kirk Park provide additional pedestrian connections along the south side and through the center portion of the park. General planning guidelines indicate that transit stops located within 0.25 mile of a destination are generally considered acceptable by most transit riders. Since the distance between Area A and the Transit Center is less than 0.25 mile, and continuous walkways are provided between the two sites, it has been determined that pedestrian connection between transit and the area is adequate.</p> |
| 7 | <p>Generally existing facilities provide adequate access to the Proposed Action areas for pedestrian and bicycle access.</p> <p>The DEIS Section 3.4-1 Page 3.4-22 and Figure 3.4-5 provide an overview of existing sidewalks and paths in the vicinity of the Proposed Action areas. Sidewalks surround Areas A and C and continue westward to City Center. There are no sidewalks adjacent to Area B though there is a paved public path along the south side of the area that provides a connection to the sidewalk system on 6th Street and the rest of City Center. Additionally area development will require frontage improvements including sidewalks along 5th Avenue which will facilitate pedestrian movements along this corridor.</p> <p>Sidewalks exist along most major roadways leading from the Proposed Action Areas. Except along NE 85th Street; however there is a public path approximately one block to the south of this corridor that links the Proposed Action areas to the intersection of NE 85th Street and Kirkland Way. There are a significant number of sidewalks to the south and west of Areas A and C linking multifamily residential development to the Proposed Action areas. Where there are no sidewalks there generally are shoulders for pedestrians.</p> <p>The DEIS Section 3.4-1 Page 3.4-23 describes bicycle facilities within the City. The only improved facility is along 3rd Street near Area A. Other facilities are proposed near the Proposed Action areas along 6th Street, Kirkland Way, 7th Avenue and the Burlington Northern Santa Fe Railroad right of way. However bicycles may legally use the roadway network and this system provides adequate access to the Proposed Action areas. Future completion of the City's bicycle facility plans will continue to enhance bicycle access.</p> |

Comment Letters

| Comment number | Response | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|----------------------------|--------------------|-----------------------------------|--|--|------|------------------|----------------------------|--|--|--------------|--------------|-----------------------------------|-------------|------------|---------|---------|---------|---------|-----------|-----------|---------|------------|---------|---------------|---------------|-------------|---------------|--|--|-----------|-----------|-----------|
| 8 | <p>The following table provides a comparison of various mode split assumptions. The DEIS assumptions for walking and bicycling were 3.5% of the total trips, and 2.1% for transit. Please see responses 22-1 and 22-2 for further explanation of why these are conservative assumptions for this area. Reducing the bicycle/walking assumption to 1% of total trips would result in an additional 97 vehicle trips spread throughout the City network. A 2% bicycle/walk assumption would result in an additional 60 vehicle trips. In comparison, a 2% bicycle/walk and 2% transit assumption would reduce the total vehicle trips by 14.</p> <table border="1" data-bbox="516 506 1474 1045"> <thead> <tr> <th data-bbox="516 506 686 569"></th> <th colspan="4" data-bbox="686 506 1474 569">Trips (% of total)</th> </tr> <tr> <th data-bbox="516 569 686 758" rowspan="2">Mode</th> <th data-bbox="686 569 906 758" rowspan="2">DEIS Assumptions</th> <th colspan="3" data-bbox="906 569 1474 632">Adjustments in Assumptions</th> </tr> <tr> <th data-bbox="906 632 1094 758">1% walk/bike</th> <th data-bbox="1094 632 1282 758">2% walk/bike</th> <th data-bbox="1282 632 1474 758">2% walk/bike 2% retail transit</th> </tr> </thead> <tbody> <tr> <td data-bbox="516 758 686 821">Walk / Bike</td> <td data-bbox="686 758 906 821">133 (3.5%)</td> <td data-bbox="906 758 1094 821">36 (1%)</td> <td data-bbox="1094 758 1282 821">72 (2%)</td> <td data-bbox="1282 758 1474 821">72 (2%)</td> </tr> <tr> <td data-bbox="516 821 686 884">Transit</td> <td data-bbox="686 821 906 884">78 (2.1%)</td> <td data-bbox="906 821 1094 884">78 (2.1%)</td> <td data-bbox="1094 821 1282 884">78 (2%)</td> <td data-bbox="1282 821 1474 884">125 (3.3%)</td> </tr> <tr> <td data-bbox="516 884 686 947">Vehicle</td> <td data-bbox="686 884 906 947">3,546 (94.4%)</td> <td data-bbox="906 884 1094 947">3,643 (96.9%)</td> <td data-bbox="1094 884 1282 947">3,606 (96%)</td> <td data-bbox="1282 884 1474 947">3,560 (94.7%)</td> </tr> <tr> <td data-bbox="516 947 686 1045"><i>Difference in vehicle trips from DEIS</i></td> <td data-bbox="686 947 906 1045"></td> <td data-bbox="906 947 1094 1045">+97 trips</td> <td data-bbox="1094 947 1282 1045">+60 trips</td> <td data-bbox="1282 947 1474 1045">-14 trips</td> </tr> </tbody> </table> <p data-bbox="516 1056 1474 1140">Potential changes in transportation mode split are incorporated through mitigation measures that include implementation of a TMP and a PMP for the area that includes a monitoring and adjustments that account for variations in future mode split. These management plans are detailed in Appendix E of this FEIS.</p> | | Trips (% of total) | | | | Mode | DEIS Assumptions | Adjustments in Assumptions | | | 1% walk/bike | 2% walk/bike | 2% walk/bike 2% retail transit | Walk / Bike | 133 (3.5%) | 36 (1%) | 72 (2%) | 72 (2%) | Transit | 78 (2.1%) | 78 (2.1%) | 78 (2%) | 125 (3.3%) | Vehicle | 3,546 (94.4%) | 3,643 (96.9%) | 3,606 (96%) | 3,560 (94.7%) | <i>Difference in vehicle trips from DEIS</i> | | +97 trips | +60 trips | -14 trips |
| | Trips (% of total) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mode | DEIS Assumptions | Adjustments in Assumptions | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1% walk/bike | 2% walk/bike | 2% walk/bike 2% retail transit | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Walk / Bike | 133 (3.5%) | 36 (1%) | 72 (2%) | 72 (2%) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Transit | 78 (2.1%) | 78 (2.1%) | 78 (2%) | 125 (3.3%) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicle | 3,546 (94.4%) | 3,643 (96.9%) | 3,606 (96%) | 3,560 (94.7%) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <i>Difference in vehicle trips from DEIS</i> | | +97 trips | +60 trips | -14 trips | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | <p>See response to comment 22-1. The assumptions for mode split described above were considered appropriate for the location of the proposed project with modest TMP efforts. Specific TMP program elements that must be implemented by an applicant developing under the Planned Action with performance measures are included in the PAO. See Appendix E of this FEIS.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | <p>The City's Synchro traffic operations model was used for all level of service analysis. All area driveways and the new proposed signals were added to this model. Therefore, the analysis of the two new driveway signals on Central Way was considered as part of a coordinated system and not as isolated intersections.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | <p>Thank you. Your comments are noted. Please see Section 3.3, Aesthetics, relating to concerns about project design.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | <p>The extension of the additional northbound lane north of NE 38th Street at Lake Washington Boulevard would be adequate to provide additional northbound capacity and improve the level of service. Installation of the lane would require acquisition of additional right-of-way and construction of retaining walls. The City Council would decide the feasibility of this improvement with regards to impacts on adjacent property owners.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | <p>The planned projects assumed to be constructed and included in the traffic volume forecasts and traffic analysis are listed in FEIS Appendix F.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Letter 30 Ken DeRoche</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | <p>Please see DEIS page 3.3-32 and figures 3.3-10 and 3.3-11 for potential shade and shadow effects of Area B on nearby properties under the Proposed Action and No Action alternative. DEIS analysis shows winter shading under existing conditions, and shading due to area vegetation.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

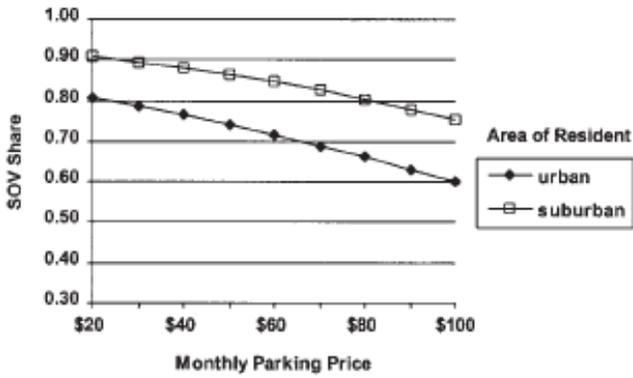
Comment Letters

| Comment number | Response |
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| 2 | Comments on possible future development plans for Area B are noted. As clarification, Area B is not currently within a design district; therefore, design guidelines would not be applicable to this area under existing regulations. The FEIS Review alternative includes a requirement that any development in Area B that includes office as a component of a mixed use development be subject to administrative design review. Office-only development is not permitted in the FEIS Review alternative. |
| 3 | The FEIS Review alternative limits development in Area B to the maximum height and densities currently allowed in the existing zoning. Other than the removal of special setbacks when adjacent to existing single-family housing, setbacks in Area B will be as large as or larger than under existing conditions in the FEIS Review alternative. |
| 4 | Thank you. Your comments are noted. The roadways that form the 5th Avenue/10th Street/ 2nd Avenue loop vary in width from 28 to 36 feet, and the loop is signed as 25 mph with parking along the outside of the loop in most locations and parking in two locations on the inside of the loop. The roadway has been striped with a centerline through the commercial area and at the corner of 5th Avenue and 10th Street. In addition, warning signs have been placed at this corner. These physical roadway characteristics are not inconsistent with the projected PM peak hour volumes or the mixed land use. If warranted, the City may need to restrict parking on the inside of the loop to allow for two continuous lanes around the loop. Additionally traffic calming measures could be installed if warranted by the City. |
| 5 | Thank you. Your comments are noted. |
| 6 | Thank you. Your comment regarding parking impacts is noted. The DEIS Appendix A discusses the concept of shared parking and potential for reduced parking requirements. See response to comment Letter 37 for additional information. |
| 7 | Thank you. Your comments are noted. |
| 8 | Please see Response 28-1, which applies to Area C as well. Area C is an amendment to the Comprehensive Plan and Zoning Code rather than a variance. Otherwise, your comments are noted. |
| 9 | Thank you. Your comments are noted. |
| Letter 31 Donald inter | |
| 1 | Thank you. Your comments are noted. |
| Letter 32 re Schoer | |
| 1 | The normal comment period for a DEIS is 30 days [WAC 197-11-455(6)]. The City of Kirkland accounted for a longer, 45-day comment period for the Downtown Area PAO DEIS. |
| 2 | Thank you. Your comments are noted. |
| 3 | Thank you. Your comments are noted. |
| 4 | Please see response to Comment 23-2 above regarding the alternatives reviewed in the DEIS. |
| 5 | Thank you. Your comments are noted. |
| 6 | Thank you. Your comments are noted. |
| Letter 33 Steve Silva | |
| 1 | Thank you. Your comments are noted. In response to the comment on KZC 140.30, please see DEIS Section 3.2, which discusses how the three PARs relate to the City's Comprehensive Plan and the Moss Bay Neighborhood Plan in particular. |

Comment Letters

| Comment umber | Response |
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| 2 | <p>The alternatives reviewed in the DEIS include the No Action alternative, which differs from the existing Comprehensive Plan in that it includes development that has occurred since the 2004 Comprehensive Plan, and that which is in the development permitting pipeline. This new information, combined with an evaluation of how much development could actually occur on the three private amendment request sites, resulted in a larger than anticipated employment base for even the No Action alternative. In comparison, the Proposed Action includes the proposals for Areas A, B, and C, which increase the commercial space and consequent employment even further as identified in Chapter 2 of the DEIS. A review of the Plans and Policies (DEIS Section 3.2, Plans and Policies) indicates that the area in which the three PARs are located is designated for either employment concentration (East Core Frame), or a mix of office and residential uses (perimeter area). Therefore, the three PARs that request changes to allow for additional employment capacity within the area are not out of line with the general Comprehensive Plan direction for this area. Section 3.2 of the DEIS also addresses some specific design and other policy statements that the three PARs do not currently meet, as addressed in their original applications. SEPA does not require an infrastructure funding study or a fiscal study as one of the impacts being assessed (WAC 197-11-726, Cost Benefit Analysis).</p> |
| 3 | <p>Thank you. Your comments are noted.</p> |
| <p>Letter 34 Susan hornes</p> | |
| 1 | <p>Thank you. Your comments are noted.</p> |
| <p>Letter 35 Alex udspeth</p> | |
| 1 | <p>Thank you. Your comments are noted. Please see response to comment 30-4.</p> |
| 2 | <p>Please see responses 35-1 and 30-4.</p> |
| 3 | <p>Thank you. Your comments are noted.</p> |
| <p>Letter 36 . Richard ill</p> | |
| 1 | <p>There are differing methodologies used to estimate public service personnel for fire and police services. The public service personnel estimates in the DEIS are based on the City's methodologies for estimating fire and police personnel, which may differ from methodologies used by other jurisdictions or developers.</p> |
| <p>Letter 3 Kirkland arkin Advisory oard</p> | |
| 1 | <p>Thank you. Your comments are noted.</p> |

Comment Letters

| Comment number | Response | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------|--|-----------------------|-------------------|----------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|------|------|
| 2 | <p>Research supports the effect of price on parking demand and increasing transit usage. A Transportation Research Board report, Strategies that Attract Auto Users to Public Transportation¹ states "Cities with restrictive parking practices, including higher parking prices, tend to have better transit service and higher transit ridership rates. Factors related to parking price have a stronger effect on mode choice than do factors related to transit service." It also states that "increasing parking prices for employees is more effective in reducing SOV travel than any of the other pricing strategies examined." Figure 1, below, was excerpted from this report, although it reflects an urban work location, it shows that the price of parking does have a positive effect on reducing SOV travel.</p> <p>The mode of travel assumed for the analysis is based, in part, on the existing experience in Kirkland. There are few employers in Kirkland that now charge for parking. Therefore, it is likely that when employees are charged to park, the SOV rate would be lower than currently experienced.</p> <p>Figure 5.1. Effect of Monthly Downtown Parking Price on SOV Share</p>  <table border="1"> <caption>Data for Figure 5.1: Effect of Monthly Downtown Parking Price on SOV Share</caption> <thead> <tr> <th>Monthly Parking Price</th> <th>SOV Share (Urban)</th> <th>SOV Share (Suburban)</th> </tr> </thead> <tbody> <tr> <td>\$20</td> <td>0.80</td> <td>0.90</td> </tr> <tr> <td>\$30</td> <td>0.78</td> <td>0.88</td> </tr> <tr> <td>\$40</td> <td>0.75</td> <td>0.86</td> </tr> <tr> <td>\$50</td> <td>0.72</td> <td>0.84</td> </tr> <tr> <td>\$60</td> <td>0.70</td> <td>0.82</td> </tr> <tr> <td>\$70</td> <td>0.68</td> <td>0.80</td> </tr> <tr> <td>\$80</td> <td>0.65</td> <td>0.78</td> </tr> <tr> <td>\$90</td> <td>0.62</td> <td>0.76</td> </tr> <tr> <td>\$100</td> <td>0.60</td> <td>0.74</td> </tr> </tbody> </table> <p>Source: Transportation Research Board, Strategies that Attract Auto Users to Public Transportation, TC Report 40-1, 1998.</p> | Monthly Parking Price | SOV Share (Urban) | SOV Share (Suburban) | \$20 | 0.80 | 0.90 | \$30 | 0.78 | 0.88 | \$40 | 0.75 | 0.86 | \$50 | 0.72 | 0.84 | \$60 | 0.70 | 0.82 | \$70 | 0.68 | 0.80 | \$80 | 0.65 | 0.78 | \$90 | 0.62 | 0.76 | \$100 | 0.60 | 0.74 |
| Monthly Parking Price | SOV Share (Urban) | SOV Share (Suburban) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$20 | 0.80 | 0.90 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$30 | 0.78 | 0.88 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$40 | 0.75 | 0.86 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$50 | 0.72 | 0.84 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$60 | 0.70 | 0.82 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$70 | 0.68 | 0.80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$80 | 0.65 | 0.78 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$90 | 0.62 | 0.76 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$100 | 0.60 | 0.74 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | <p>The DEIS assumed that Area A would have a parking supply of 3,500 spaces. Design refinements have been made to improve circulation and access. The FEIS Review alternative requires a minimum of 3,650 parking spaces. This value would provide a 10% commercial parking buffer requested by the Parking Advisory Board.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

¹ Transportation Research Board, Strategies that Attract Auto Users to Public Transportation, TC Report 40-1, 1998.

Comment Letters

| Comment number | Response |
|----------------|--|
| 4 | <p>The individual land uses at Area A would have peak parking demand that varies by time of day, day of week and season of year. Figure 2 below shows how parking rates for various land uses change month to month. These data, from the Institute of Transportation Engineers' (ITE) Parking Generation reflect how the seasonal parking rates compare to the average parking rate. Peak activity for restaurants, the movie theater, and the hotel occurs in the summer. Movie theater activity reaches its maximum peak on the day after Thanksgiving and during the week between Christmas and New Year. However, these are holidays when office parking demand is low.</p> <p>Retail activity spikes from mid-November to mid-December. During this season, movie theater activity and hotel activity are lower than normal. Anecdotal information suggests that health club activity drops in December (it then peaks in January). There are no seasonal activity data available for office uses. However, parking demand tends to be lowest during peak vacation periods in the summer and around the holidays.</p> <p>The highest parking demand is likely to occur in December when the supermarket and retail activity increases to its highest level of the year. Retail peaks that occur midday on weekdays are expected to be very limited; the highest retail demand is still likely to occur in the evenings and on weekends, when most office parking in the area would be available for customers.</p> <p style="text-align: center;">Figure 5.2. Seasonal Fluctuation in Parking Demand</p> <p>Source: Seasonal data from Institute of Transportation Engineers (ITE) Parking Generation 4th Edition. Rates for the movie theater and hotel were normalized to reflect percentage of peak condition rather than ticket sales and monthly occupancy.</p> <p>The DEIS (page 3.4-16) summarized parking occupancy data for public parking facilities in Kirkland. The highest demand in those facilities now occurs in August, with the next highest demand occurring in November. For the free on-street parking, in the Municipal Garage, and at the two lots, the highest demand occurs between 6:00 and 9:00 P.M. Since these parking facilities serve a mix of land uses, their results confirm the seasonal expectations of Area A.</p> <p>The increased parking supply in the FEIS Review alternative together with the seasonal fluctuation of parking demand would assure that parking congestion does not occur more than 30 hours per year.</p> |
| 5 | <p>Thank you. Your comments are noted. The FEIS Review alternative includes additional parking management measures.</p> |

Comment Letters

| Comment number | Response |
|--------------------------|---|
| Letter 38 Francesco reco | |
| 1 | Thank you. Your comments are noted. |
| 2 | Please see DEIS Section 2.5 for a description of the alternatives reviewed, including a comparison of alternatives. The No Action alternative describes future growth in the City, including known development that has occurred since 2004, projects in the development pipeline, and potential development in the three subject areas (A, B, and C), without approval of the PARs. Both alternatives were evaluated as part of the DEIS. This analysis shows that the City is expected to exceed its employment growth target even without the three PARs. |
| 3 | Thank you. Your comments are noted. |
| Letter 3 Carol A. radley | |
| 1 | Thank you. Your comments are noted. |
| 2 | Please see DEIS Section 3.3, Aesthetics, regarding discussion on building height proposed for Area B and the other PARs. |
| 3 | <p>The DEIS analysis indicates that Area B's existing buildings cast winter shadows on abutting condominiums under existing conditions (page 3.3-10). In addition, the abundance of existing vegetation also helps provide shade and shadow on nearby buildings. The No Action alternative is not a "no change" proposal. For Area B, with respect to the shade and shadow analysis in DEIS Section 3.3, Aesthetics, the No Action alternative assumes a redevelopment as a multi-family building at the maximum height allowed under existing zoning – which is the lower of 4 stories or 40 feet, not a 3-story building as the letter author states. The No Action alternative is a hypothetical maximum building envelope that shows a maximum potential for shade/shadow rather than an actual development proposal. Please see Sections 3.3.4 and 3.3.5 for discussion of shade/shadow in relation to Area B.</p> <p>The change in carbon impact for increased use of electricity artificial lighting of Area B is considered to be minor. The DEIS does address a greenhouse gas assessment of the three PARs, mentioned in the DEIS Section 3.4, Transportation, and in Appendix D.</p> |
| 4 | Thank you. Your comments are noted. Please see response to comment 30-4 regarding the 5 th Avenue/10 th Street loop roadway. Regarding the Google development traffic, please see response to comment 2-1. |
| 5 | Please see DEIS Section 3.1, Land Use Patterns, regarding the effect of the Area B private amendment request on surrounding land uses. |
| 6 | The FEIS Review alternative retains the Zoning Map and Comprehensive Plan designations currently in existence in Area B. In addition, other than removing the enhanced setback when adjacent to an existing single-family residence, setbacks in Area B will be as large as or larger than existing zoning, and as large as or greater than shown in the No Action alternative of the DEIS. |
| 7 | Thank you. Your comments are noted. The Area B private amendment request has been submitted as part of a private Comprehensive Plan amendment request. Please see response to Comment 7-2 regarding the Comprehensive Plan amendment process. |
| Letter 40 Karen u | |
| 1 | Please see DEIS Section 3.3 for the shade/shadow analysis of the Area B private amendment request. |
| 2 | Please see DEIS Section 3.3.4 for the review and analysis of the impacts on light and glare. |
| 3 | The commenter suggested that wind/breeze be studied. This is part of the Air element considered by SEPA. The City stated that it was not going to consider Air in the DEIS during the scoping period. No comments were received indicating that the City's analysis of Air in the City's SEPA checklist for scoping (see Appendix B of the DEIS) was inadequate. Please see Appendix B of the DEIS for a review of impacts on air and existing City policies and regulations that mitigate these impacts. |

Comment Letters

| Comment number | Response |
|------------------------|--|
| 4 | Thank you. Your comments are noted. Please see response to comment 30-4 regarding the 5th Avenue/10th Street loop roadway. Regarding the Google development traffic, please see response to comment 2-1. |
| 5 | Area B in the Proposed Action and FEIS Review alternative would comply with current code requirements. No parking overflow is anticipated. |
| 6 | Thank you. Your comments are noted. |
| Letter 41 Jeff Riffis | |
| 1 | Thank you. Your comments are noted. Please see DEIS Section 3.3, Aesthetics, for discussion of shade/shadow and building height, and see DEIS Section 3.4, Transportation, for a discussion of traffic. |
| 2 | Please see response to comment 39-3 and 39-6 for discussion on shade/shadow and requested reduction in setbacks when abutting PLA 5A zone related to the Area B private amendment request. Section 3.4.2 of the DEIS describes potential impacts of the additional traffic volumes generated by the Proposed Action. Section 3.4.3 describes mitigation measures that could be implemented to reduce these impacts. |
| 3 | Thank you. Your comments are noted. |
| Letter 42 Robert Burke | |
| 1 | Thank you. Your comments are noted. |
| 2 | The Moss Bay Neighborhood Plan identifies Area A as part of the East Core Frame, an area that "...provides the best opportunities in Downtown for a vital employment base...: (City of Kirkland 2004, p. XV-D.8). The Land Use Patterns section identifies potential mitigation measures as pedestrian-oriented design guidelines that would help enhance the pedestrian environment and treat scale and massing of taller buildings in order to retain the human scale objective contained within Kirkland's visions statement for its downtown area. Additional mitigation measures for land use patterns are also addressed on page 3.1-22. |
| 3 | Please see response to comment 42-2. Implementation of pedestrian-oriented design guidelines, which may involve reducing building height and intensity on portions of the area to create and enhance a human-scale environment, are shown as potential mitigation measures. |
| 4 | Please see responses 42-2 and 42-3 above. Also see pages 3.2-18 through 3.2-20 for mitigation measures applicable to plans and policies. |
| 5 | Please see DEIS Section 3.3, Aesthetics, for a discussion of view issues, including view corridors. |
| 6 | The two City-identified view corridors that have potential to be affected by the three PARs are shown and discussed in DEIS Section 3.3, Aesthetics, which addresses how the No Action alternative and the Proposed Action are expected to affect views. The DEIS analysis shows that existing vegetation near view corridor #2 has a seasonal impact on views of Lake Washington that are greater than impacts associated with development on the three PARs. The DEIS also acknowledges that views would change, particularly along view corridor 1 at Central Way/6th Street as a significant adverse unavoidable impact. The view north or south along 6th Street was not identified as an important view corridor in the City's Comprehensive Plan or neighborhood plans. However, DEIS Section 3.3, Aesthetics, does discuss the effect of taller buildings with reduced setbacks since models used for the three PARs included maximum build-out glass-boxes that showed maximum height and minimal setbacks for all PARs, except the for Area B under the Proposed Action of Area B, where a proposed development footprint was available to review and analyze. |
| 7 | The implementation of the proposed mitigation measures would bring the Proposed Action with concurrency requirements. See DEIS Tables 3.4-19, 20, and 21. The DEIS concludes that although the effects of additional vehicles on traffic congestion can be mitigated to varying degrees through the proposed transportation improvements, the actual increase in traffic volume may be considered a significant unavoidable adverse impact. A significant impact could also result if one or more of the identified mitigation measures are not implemented. |

Comment Letters

| Comment number | Response |
|---|--|
| 8 | <p>The mitigation measures could be funded through requirements of the PAO, impact fees, developer improvements, or City funds. The City Council would consider and identify funding sources for mitigation measures at the time the Comprehensive Plan amendments are considered by the City Council.</p> <p>Though some fiscal analysis was completed by the City separate from the EIS, an analysis of economic impacts on the downtown core is not an EIS requirement per WAC 197-11-448.</p> |
| 9 | <p>Thank you. Your comments regarding neighborhood parking plans are noted. Please see response comment 22-5 for a discussion of existing conditions.</p> <p>The FEIS Review alternative includes the requirement for a PMP. Two remedies included in the PMP if parking demand exceeds supply are adjustments to the second building phase and/or provision for additional off-site parking. The FEIS Review alternative would provide 150 more parking stalls than the Proposed Action. This would provide a buffer for commercial parking demand so that customers can easily find an available parking space. Additional information on parking supply and demand are included in Appendix A of the DEIS and in response to comment Letter 37.</p> |
| 10 | <p>Please see Section 4.8 of the FEIS for additional construction impact discussion. At the time a building permit is requested by the applicants the issue of on-site construction worker parking would be addressed by development of a parking plan.</p> |
| 11 | <p>Please see Section 4.8 of the FEIS for additional construction impact discussion.</p> |
| 12 | <p>The DEIS forecasted traffic volumes on the arterial street system within adjacent neighborhoods and analyzed the traffic impacts. This analysis is included in Section 3.4.2.</p> |
| 13 | <p>Thank you. Your comments are noted. Many of these features are identified as recommended mitigation in the DEIS and are included in the FEIS Review alternative.</p> |
| 14 | <p>Thank you. Your comments are noted.</p> |
| <p>Letter 43 Murray L. Donnie R. McKinney</p> | |
| 1 | <p>Thank you. Your comments are noted.</p> |
| 2 | <p>Sections 3.1.3, 3.2.3, 3.3.3, 3.4.3, 3.5.3, and 3.6.3 in the DEIS identify mitigation measures applicable to the three PARs. The developers of the three PARs would have to accommodate all applicable mitigation measures and financially contribute to mitigation identified in the DEIS. Please see response 42-8. The City envisions that the mitigation measures would be funded through requirements of the PAO, impact fees, grants, developer improvements, or City funds. The City Council would consider and identify funding sources for mitigation measures at the time the Comprehensive Plan amendments are considered by the City Council.</p> |
| 3 | <p>Thank you. Your comments are noted.</p> |
| <p>Letter 44 Carol A. Bradley</p> | |
| 1 | <p>Thank you. Your comments are noted. See Response 7-2 for more detail on the private amendment process for amending the Comprehensive Plan and associated development regulations.</p> |
| 2 | <p>Please see DEIS Section 3.3, Aesthetics, for shade/shadow analysis and view corridors analysis related to Area A. The Proposed Action has the potential to cause significant winter shading impacts on properties to the north side of Central Way, and lesser impacts on properties southeast and east of the area. See page 3.3-29 and Figures 3.3-8 and 3.3-9 of the DEIS for more detailed information on shade/shadow impacts. The view corridor analysis showed the greatest impact on view corridor 1 at Central Way/6th Street intersection. However, even at this location the view to Lake Washington down Central Way would be maintained, while peripheral views of the water to the south would be obscured in both the No Action alternative and Proposed Action, showing that peripheral views to the water could be eliminated under existing zoning regulations.</p> |
| 3 | <p>Thank you. Your comments are noted. Please see Section 4.8 of the FEIS for additional construction impact discussion.</p> |

Comment Letters

| Comment Number | Response |
|----------------|---|
| 4 | Thank you. Your comments are noted. Please see Sections 3.4.2 for potential transportation impacts and Section 3.4.3 for mitigation measures. Additionally, potential parking impacts are addressed in response to comments to Letter 37. |
| 5 | Thank you. Your comments are noted. |

Letter 4 Carol Davidek- aller

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| 1 | Thank you. Your comments are noted. |
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Letter 48 oe Castleberry

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| 1 | Thank you. Your comments are noted. |
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Letter 4 ernie and ai e Krane

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| 1 | Thank you. Your comments are noted. Please refer to response to comment 2-1 for additional information. |
| 2 | Thank you. Your comments are noted. |

Letter 50 ar aret Carne ie

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| 1 | Thank You. Your comments are noted. |
| 2 | Thank you. Your comments are noted. |
| 3 | As a clarification, the Proposed Action did not include removal of minimum lot sizes in the PLA 5C zone. However, it did propose removing the minimum lot size required to attain a maximum height of 6 stories or 60 feet. The FEIS Review alternative allows reduced heights compared to the Proposed Action: 3 stories or 40 feet if the site is at least 0.4 acre, and 4 stories or 52 feet in height if the site contains at least 0.8 acre. In addition, development in Area C will be required to meet the City's minimum on-site parking requirements. |
| 4 | Thank you. Your comments are noted. |

Letter 51 ar aret ull

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| 1 | Thank you. Your comments are noted. |
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Letter 52 lenda Schmidt

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| 1 | Comments provided during the public comment period have been used in part to help develop the FEIS Review alternative. Your comments are noted. |
| 2 | Thank you. Your comments are noted. |
| 3 | Thank you. Your comments are noted. |

Letter 53 Kenneth . Davidson

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|---|---|
| 1 | Please see response to comment 23-6. |
| 2 | Please see responses to comments 23-5 and 23-16. |
| 3 | Please see response to comment 23-5. |
| 4 | The DEIS analyzed maximum building footprint for Aesthetics in Area A, rather than using a specific proposal showing individual building placements, plazas, and other features in order to evaluate the maximum impact of shade/shadow. The theoretical glass box presented in Area A was not intended to represent a development that could occur in the area. Indeed, the mitigation measures outlined in Section 3.3, Aesthetics of the DEIS account for a number of the factors the commenter mentions. The FEIS Review alternative addresses terracing heights adjacent to the central plaza so that light can reach the plaza. |

Comment Letters

| Comment number | Response |
|----------------|--|
| 5 | Please see FEIS Review alternative for modulation of building heights. Lower maximum heights are present adjacent to Peter Kirk Park and Central Way. |
| 6 | Please see Section 3.4 for an analysis of the public view at Central Way and 6th Street (View 1). The FEIS Review alternative provides upper story setbacks along Central Way which will preserve some of the view to the sky currently present along the southern periphery at 6th and Central. |
| 7 | The FEIS Review alternative recognizes the importance of the gateway at Central and 6 th Street. Please see response to comment 23-14. |
| 8 | Please see response to comment 54-1. |
| 9 | Please see Human Scale and Hometown Setting portion of response to comment 23-14. |
| 10 | Thank you. Your comments are noted. |

Letter 54 Dan . Kilpatric

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| 1 | The Moss Bay Neighborhood Plan shows a figure (Figure C-6) that conceptually illustrates pedestrian connections in Area A and the surroundings rather than prescribing exact locations for the pedestrian pathways, as the commenter suggests. |
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Letter 55 Capital Enhancement group

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| 1 | Thank you. Your comments are noted. |
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Letter 56 Ross icoll

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| 1 | Thank you. Your comments are noted. |
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Letter 5 Alexa uno

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| 1 | SEPA does not require a fiscal impact analysis (WAC 197-11-448). Revenues resulting from redevelopment of the three planned action areas are expected to be sufficient to cover costs of additional public services required to serve the areas. Also, please see response to comment 36-1. |
| 2 | Please see response to comment 57-1 and 36-1. |
| 3 | Please see response to comment 57-1 and 36-1. Your comments are noted. |

April 10 2008 public meeting

| Comment number | Response |
|-------------------------|--|
| MC-1-1 Margaret Bull | For air flow component of comment, please see response to comment 40-3. Your comments related to transportation are noted. |

April 24 2008 public hearing

| Comment number | Response |
|-------------------------|-------------------------------------|
| MC2-1 Michael Nelson | Thank you. Your comments are noted. |
| MC2-2 Lisa McConnell | Thank you. Your comments are noted. |

 Comment Letters

| Comment umber | Response |
|-------------------------------|---|
| MC2-3 Lisa McConnell | The Area A parking requirements for the FEIS Review alternative include 150 more parking spaces than the Proposed Action, as evaluated in the DEIS. This supply would be managed to provide a buffer needed for the commercial uses to minimize the amount of time that customers take to find an available parking space. |
| MC2-4 Lisa McConnell | Thank you. Your comments are noted. |
| MC2-5 Sarah Johnson | Thank you. Your comments are noted. Please see response to comment MC2-3 regarding concerns about parking. |
| MC2-6 Brian Granowitz | Thank you. Your comments are noted. Please also see responses to comments 39-3 and 39-6 relating to shade/shadow and setbacks. |
| MC2-7 Mel Cooke | Thank you. Your comments are noted. |
| MC2-8 Mel Cooke | Please see responses to comments 2-1 and 2-2. |
| MC2-9 Skye Bradley | Thank you. Your comments are noted. |
| MC2-10 Cheryl Nichols | Thank you. Your comments are noted. Please also see responses to comments 39-3 and 39-6 relating to shade/shadow and setbacks, and response to comment 7-2 relating to amendment to Comprehensive Plan process. |
| MC2-11 Ken Davidson | Thank you. Your comments are noted. |
| MC2-12 Ken Davidson | Section 3.2 of the DEIS provides a review and analysis of the City's Plans and Policies. This section of the DEIS finds that the Proposed Action would provide overall benefit when considered in the context of the City Comprehensive Plan goals and policies relating to Economic Development, and specific policy statements contained within the Moss Bay Neighborhood Plan, including the statement that "Development in the East Core Frame should be in large, intensively developed mixed-use projects." The inclusion of Area A "...provides the best opportunities in the Downtown for a vital employment base..." The Proposed Action meets these specific policy statements, and helps the City in providing transit-oriented development with good pedestrian connections between the Perimeter area and the Downtown core. The FEIS Review alternative provides further detail and incorporates mitigation measures identified for the Proposed Action in the DEIS, such as pedestrian-oriented design guidelines, enhanced setbacks, and height limits in proximity to Peter Kirk Park. |
| MC2-13 Rick Peterson | Thank you. Your comments are noted. |
| MC2-14 David Garland | Thank you. Your comments are noted. Please see response to comment 44-2 related to views. |
| MC2-15 Dan Kilpatric | Thank you. Your comments are noted. |
| MC2-16 Danielle McClure | Thank you. Your comments are noted. Parking demand for Area A was evaluated in the DEIS (see page 3.4-48 and Appendix E.) Additional information to support the demand calculations is provided in response to Letter 37. |
| MC2-17 Alex Morse | Thank you. Your comments are noted. Please see response to comments 22-2, and 23-10, 11, 12 & 17. |

Comment Letters

| Comment number | Response |
|------------------------------|---|
| MC2-18 Travis McClure | Thank you. Your comments are noted. |
| MC2-19 Ethan Yarborough | Thank you. Your comments are noted. |
| MC2-20 Patrick Fitzgerald | Thank you. Your comments are noted. |
| MC2-21 Karen Yu | Thank you. Your comments are noted. Please see response to comments 40-1 and 40-2 related to shade/shadow and glare. |
| MC2-22 Loren Spurgeon | Thank you. Your comments are noted. Please see responses to comment 7-2 regarding comprehensive plan amendments and the process for reviewing them. |
| MC2-23 Carol Bradley | Please see response to comments 39-3 and 39-6 regarding shade/shadow and setbacks; and response to comment 7-2 for process to amend the Comprehensive Plan. Other comments are noted. |
| MC2-24 Margaret Bull | Thank you. Your comments are noted. |
| MC2-25 Maureen Baskin | Thank you. Your comments are noted. |
| MC2-26 Paula Peterson | Thank you. Your comments are noted. |
| MC2-27 Chris Conrad | Thank you. Your comments are noted. |
| MC2-28 Douglas Howe | Thank you. Your comments are noted. |

May 8 2008 Public Meeting

| Comment number | Response |
|---------------------|-------------------------------------|
| MC-3-1 Ken Davidson | Thank you. Your comments are noted. |



April 22, 2008

Ellen Miller-Wolfe
Economic Development Manager
City of Kirkland
123 Fifth Avenue
Kirkland, WA 98033

Re: Park Place Redevelopment Proposal

Dear Ms. Miller-Wolfe:

WaveDivision Holdings (Wave), headquartered in downtown Kirkland in the Park Place tower, opposes the Park Place redevelopment proposal because it would have significant negative impact on our business.

Wave began its company operations five years ago with three employees on the 3rd floor of the Park Place tower. Since then, we have become one of the fastest growing companies in the recent history of downtown Kirkland, with nearly 600 employees company wide making Wave one of the largest employers, if not the largest employer, headquartered in downtown Kirkland.

Recognizing the highly desirable work-life balance created in the downtown Kirkland community, Wave made a very intentional decision to locate our corporate offices here. We secured a long term lease, with extension rights, on our offices and have invested over a million dollars in improvements to the Park Place tower building to make it capable of supporting our business. Our Kirkland headquarters offices, function as the 24/7 call center and centralized network operations center for all of our nearly 300,000 customers in our three state region. Because of this, we cannot simply move to another location given the underlying technical requirements associated with our business operations.

Wave does not object to business growth and we agree with and support the concept of attracting growing businesses, like Wave, to downtown Kirkland. In fact, we believe Wave is a successful case study for locating a business in downtown Kirkland.

Unfortunately, based on our discussions with representatives of the developer, if the project is approved their intention is to remove us from the building. This would cause overwhelming disruption and damage to our business and may force us to leave Kirkland.

Sincerely,

Steven B. Weed

Steven B. Weed
Founder and Chief Executive Officer

Mel Cooke
919 5th Avenue Unit 4
Kirkland, WA 98033
425.785.8730
melcooke@comcast.net

Re: Touchstone (Park Place) Orni, and Altom Private Amendment Requests (PARs) File No. ZON07-00016, ZON07-00012, and ZON07-00019

Members of the Planning Commission,

My name is Mel Cooke and I have been a resident of Kirkland, or a frequenter of Kirkland’s businesses for the past 28 years. 16 of those years as a resident. I’m a middle school teacher with a humble salary who in the last couple of years has obtained his long time dream of owning a modest view property near downtown. My dream is now threatened by large development companies looking to maximize profit. I’m sure these companies will say they have the interest of the city in mind but I’m also sure that those words are only lip service.

I am here to voice my opposition to any and all new re-zoning in the downtown area of Kirkland that would allow buildings to go upward of existing ordinances. Previous planning efforts by the city have established the will of the citizens and any zoning changes will be counter to those established wills. Current zoning has been established for a reason.

Some specific points I want to make, mostly related to higher building heights and the consequential increased occupant density.

- Traffic - The cumulative effect of the Google buildings on 108th, the Park Place re-development, the Orni project, the Altom project, the assisted elderly projects, etc. etc. will place an incredible burden on Kirkland’s already existent parking problem as well as, and maybe even more so, Kirkland’s traffic problems. I do not feel the Draft EIS addresses the particulars areas of 6th Street and Kirkland Way, 8th Street and Kirkland Way at the Railroad Trestle, 6th Street and 4th Avenue, 6th Street and Central Way. Additionally the Lake Street/Market Street corridor and access to I 405 will become more nightmarish. These may be areas that you may not know of as some of you do not live or do business in the downtown area and are not subject to high volume traffic periods.
- Shading/Sunlight/Tunnel effect – 60-80 foot tall buildings will absolutely destroy the city’s small town feel and appearance by creating narrow wind tunnels between buildings, robbing sunlight from neighboring shorter buildings, and by creating relatively narrow tunnels of sky view in the downtown corridors.
- City function – the city of Kirkland has been a long time bedroom community, historically serving Seattle and more recently Bellevue. The Eastside already has

2-1

2-2

2-3

a financial/retail center in Bellevue. Kirkland does not need to serve as a financial/retail center. Kirkland is historically a small town and despite greedy developer's desires to capitalize on that appeal the citizens of the city do not want their city to outgrow it's hometown community feel. Unfortunately, the city has already sold out to developers as witnessed by the eye sore monstrosity of condominiums located on 1st Street S and 1st Avenue South. Those condos loom over the downtown area like an elitist tower.

Furthermore, I am concerned that certain planning commissioners and/or council members, in particular those members who are business or retailers in downtown Kirkland, have a conflict of interest. I certainly hope the dollar symbols in their eyes do not guide their decisions.

In conclusion I hope the members of the commission and council have the wishes and desires of the long time residents of downtown Kirkland more strongly in mind than the money and greed of the more recently appearing nouveau riche and professional property developers.

2-3
continued

From: Christopher Laing [mailto:christopher@grouponenw.com]
Sent: Wednesday, April 23, 2008 5:53 PM
To: Angela Ruggeri; Eric Shields; Jeremy McMahan; KirklandCouncil
Subject: Kirkland Park Place comments

I am opposed to the changes that have been requested by Touchstone Corporation for the Kirkland Park Place on the grounds that they are too radical in height, density and setback to be compatible with the nature of our city.

Sincerely yours,
Christopher Laing
9812 111th Ave. N.E.
Kirkland WA 98033
425.828.4394

3-1

-----Original Message-----

From: don morford [mailto:dkmorford@verizon.net]
Sent: Wednesday, April 23, 2008 9:56 PM
To: Angela Ruggeri
Subject: Re: Public meeting notice for 4-24-08.doc
Importance: High

Angela: I appreciate your e-mailing me your information re: Parkplace expansion. I am still in California and will miss the April hearing, but would like to, again, express my personal objection to the height and set-back regulations being allowed for the expanded project. I do not care to become a neighbor in the "compete with Bellevue" scenario that seems to be in Kirkland's planning. We need to retain our small village atmosphere. More important is the eventual loss of the small businesses that I depend upon. They cannot withstand the loss of revenue during reconstruction, nor the higher rents of the new building. And I will miss them greatly!!

4-1

Thank you for letting me participate
4555 Lake Washington Blvd NE #1

Marilyn Morford

On Apr 10, 2008, at 11:52 AM, Angela Ruggeri wrote:

- >
- >
- > Please see attached public meeting notice and vicinity map.
- > <<Public meeting notice for 4-24-08.doc>> <VicinityMap
- > (6).pdf><Public meeting notice for 4-24-08.doc>

From: kathy shelby [mailto:kathy.shelby@hotmail.com]
Sent: Wednesday, April 23, 2008 5:16 PM
To: Angela Ruggeri
Subject: ORNI Project #ZONO7-00012

I reside at 917 5th Ave #4, in Kirkland, commonly known as the Kirkland Parkplace Condo's. Our buildings face the existing Orni project. If their request is approved to change the zoning to 60 feet high buildings and a change in the setbacks, this will greatly impact our view, amount of sunlight we get and the traffic.

5-1

I totally understand a business owner wanted to increase the value of their property.....BUT there has to be a way that this is NOT JUST A WIN/WIN for the Orni Project and LOSE/LOSE for the Kirkland Parkplace Condo's.

5-2

We ask you to look at this closely and not just make this a WIN/WIN for the Orni group ONLY.

Sincerely,
Kathy Shelb

Kathy Shelby
425-353-0200 home
425-299-0963 cell



In a rush? [Get real-time answers with Windows Live Messenger.](#)

From: PJacroux@aol.com [mailto:PJacroux@aol.com]
Sent: Wednesday, April 23, 2008 4:51 PM
To: Angela Ruggeri
Subject: Zoning Code Changes

Dear Ms Ruggeri

I am writing in response to the City of Kirkland Notice of Issuance and Availability concerning the DEIS for three proposed changes of zoning ordinances ZON007-00012, ZON007-00016 and ZON007-00019.

I am deeply concerned about the impact that Area B will have on the area where I live. That part of Kirkland that is formed by going east on 5th Avenue from the Post Office to 10th Street and then west on 2nd Avenue is a natural amphitheater ideal for residential living. It's quiet, has only local traffic, is in easy walking access to town and is now almost entirely low profile residential. That will all change if the zoning change is approved.

6-1

I understand that the Orni office buildings is now in violation of Zoning code and should never been allowed to put in office buildings. Orni now wants to legalize their position by changing the code. In addition, they are requesting changes in height restriction and reduction in building setbacks that would increase the size and shape of their potential footprint on the neighborhood. They have not submitted any architectural drawings so their intentions are unknown. I can only guess that they will use a zoning change to maximize the square feet of income space and we will have a gigantic box next to our homes. I understand that the zoning change will also violate Kirkland's Comprehensive Plan.

6-2

6-3

In my opinion, the approval of this plan will not enhance the neighborhood or the City of Kirkland.

6-4

Paul Jacroux
925 5th Ave. Apt. 1
Kirkland, Wash. 98033

Need a new ride? Check out the largest site for U.S. used car listings at AOL Autos.

From: Maureen Baskin [mailto:mrabaskin@comcast.net]
Sent: Thursday, April 24, 2008 8:33 AM
To: aruggeri@ci.kirkland.wa.us; eshields@ci.kirkland.wa.us; jmcMahon@ci.kirkland.wa.us; citycouncil@ci.kirkland.wa.us
Cc: 'Maureen Baskin'
Subject: Park Place - Project

Dear City Council members, Eric, Angela and Jeremy,

As I know we are getting down to the wire on comments about Park Place, I wish to go on record on behalf of my family and many others in Kirkland (in fact I'm sure the majority) and state my opposition on the Touchstone proposal for Park Place. The corner on which they would like to place a HUGE office park is the gateway cornerstone of our city. If they are granted an amendment to the comprehensive plan to build structures as tall as 8 stories. . . what value do any of our zoning requirements have in the commercial or residential areas? Over and over citizens have said that we need to keep a "village" type of feel for our town. Park Place could have easily been modified and revamped over the years. It is unfortunate that the owners were not interested or could not afford to do this and keep a vibrant, open shopping area with great places we all use to purchase goods and services. It is not only walking distance to folks living downtown, there are numerous residents in homes within a 1 mile radius and more that also frequent the shopping center by walking, riding or driving to get there. The traffic created by thousands of new employees, high end restaurants and seven stories of office space above will not be a place for citizens to bring their families often and have confidence that it's a safe place for our young people to be around as they grow-up.

7-1

This project is one for all the citizens to weigh in on and qualifies for a vote by the citizens. If a general election to vote on the comprehensive plan is not possible, please listen to the citizens. Our time would be so much more effective if we were able to work on positive changes to our city, put our extra dollars into raising funds for a cover for the pool, enhancing the sidewalk areas with common themes, etc. rather than save our dollars to put towards an appeal because our city is quickly being targeted by hungry business developers.

7-2

Please consider our town for the future. . . not for our expenses now. There are other ways of making money for Kirkland and you have several groups now that are anxious and all to glad to join committees for positive change and thoughtful redevelopment.

Sincerely and respectfully,

Maureen Baskin
Robert Baskin
Aubri Baskin

Angela Ruggeri, Eric Shields & Jeremy McMahan

Aruggeri@ci.kirkland.wa.us eshields@ci.kirkland.wa.us jmcmahan@ci.kirkland.wa.us

And since this matter will eventually come before the City Council, you can also submit comments to the City Council at citycouncil@ci.kirkland.wa.us

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From: barbara dolan [mailto:bl_dolan@hotmail.com]
Sent: Thursday, April 24, 2008 9:02 AM
To: Angela Ruggeri
Subject: File #'s ZON07-00016 (PARK PLACE), ZON07-00012 (ORNI), ZON07-00019 (ALTOM)

To those wanting to change the whole feel of our small town, Kirkland, into a nightmare of traffic, people, noise and all that comes with that, we wish to express our concerns.

Our small complex of 6 buildings of 4 units each (Kirkland Parkplace Condominiums behind the Post Office) was purchased because we loved the location, the quiet, the ease to access the wonderful downtown area of art galleries, eateries, waterfront, freeways, etc. In the 19 yrs we have been a resident here the town has taken on a much different feel and with the proposed additions and rezoning it will be ever changed and the interest to do business, have an intimate dinner or just plain take a nice leisurely walk down Lake Washington Boulevard will just not be happening. We will find another small town that offers those things to its residents/visitors. Edmonds is a good example of keeping things in perspective and yet drawing interest from all over the area. Bellevue, where I am employed, has gone over the top and is now just a conglomeration of widely diversified corporations and high rises that reach to the sky. Traffic is unbearable and is only going to get worse. Why would we want to mimic such nonsense? If the idea is to bring money to our town then you are barking up the wrong tree...it will have the reverse effect for sure!

8-1

Please consider our plea to stop this action and to keep Kirkland the wonderful small town with great visitor appeal it is and has been.

If progress must happen and there is no stopping it please consider leaving the views and skyline at a low level as is being done on 6th St. with the new Google buildings. No one will feel closed in and unable to enjoy their surrounding due to this new construction. We need to copy that feel to remain a close knit community.

Thank you in advance for your consideration in this matter.

Barbara and Perry Dolan
927 5th Avenue #1
Kirkland, WA 98033

In a rush? [Get real-time answers with Windows Live Messenger.](#)

From: Parikh, Roshan [mailto:RParikh@peacehealth.org]
Sent: Thursday, April 24, 2008 9:58 AM
To: Maureen Baskin; Angela Ruggeri; Eric Shields; Jeremy McMahan; KirklandCouncil
Subject: RE: Park Place - Project

Dear City Council members, Eric, Angela and Jeremy,

I completely agree with Maureen's sentiments. As a former DAT member, neighborhood association volunteer and chairman, the Park Place proposal looks out of scale and contrary to what I believe the vision for the downtown is for my friends and neighbors. Without significant changes and mitigation of impact on residents for traffic and other service levels, this project would be detrimental to our quality of life and city we hold dear.

| 9-1

| 9-2

Sincerely,

Roshan P. Parikh
A resident of Kirkland since 1967

From: Dave Hawkins [mailto:DHawkins@kbacm.com]
Sent: Thursday, April 24, 2008 10:57 AM
To: Angela Ruggeri
Subject: Comments on Park Place DEIS

Hi Angela -

Thank you for collecting comments on the DEIS for Park Place and representing the folks in the City of Kirkland. I am a resident of Kirkland and lived most of my life in the area.

I am not sure why folks feel the downtown core of Kirkland is "dying". I believe the downtown is a great place. Yes - the transit center should be improved - which it will under Sound Transit's project. And yes the antique mall is a bit of a sore but take it out with a large building and Park street becomes a dark alley for Wednesday Market and other events.

As for Park Place. If they can't do it right don't do it at all.

I think it is a must that Peter Kirk Park be incorporated into the design. Restaurants with patios that overlook the park, landscaping and pathways that invite pedestrians and continue the current walkway. No surface parking should be along the park.

West and South facing building should be keep as low as possible to allow light to penetrate the site.

I agree with the "gateway" concept. Avenues, steps, and pedestrain walkways to access the city core and services is key to bringing more folks to Park Place, for consideration of future events, considering parking demands will only go up and that one day ferries might one day come to Kirkland.

I know the developer wants to maximize space and rents. Can they go down further and charge for more for parking to off set some of the suggested betterments? Just an idea. Is the developer going to "own" the property after development or sell off pieces? Or perhaps turn it over to a property management company?

10-1

10-2

10-3

Again - thanks for the chance to provide input and your work on our behalf.

Thanks Angela

April 24, 2008

Members of the Planning Commission:

Our thanks to you, the City Council, the Design Review Board, the Touchstone Corporation, and the city staff for providing background, resources, and opportunities for discussion about the three developments on tonight’s Planning Commission meeting agenda.

We write as immediate residential neighbors of all three developments. We ask you to remember that there are many of us who have chosen to live in this downtown neighborhood in the midst of Kirkland’s lively intersection of residences, public facilities, shops, parks, and commercial development. Undoubtedly most of us expected changes in our neighborhood when we chose it, but we also trusted that the Comprehensive Plan for Kirkland accurately indicated the extent of commercial and retail development allowable in immediate proximity to our homes.

11-1

We believe that approval of these three private amendment requests as they are presently proposed will negate the vision for Kirkland’s future development expressed in the Comprehensive Plan and violate the Plan’s spirit (if not the letter).

Our major concerns about the PARs are as follows:

- The scale of development is inappropriate—there would be precedent-setting increases in building heights and mass, as well as unacceptable reductions in setbacks. (An example of scale and impact is the DEIS recommendation for 15 new public safety positions.)
- Our streets cannot handle the projected traffic increases in a satisfactory way. In addition to the prospect of more cars on already busy streets, the projected cost of improvements to mitigate traffic snarls is disturbing.
- The Park Place developer’s assumptions about parking spaces seem overly optimistic. Relying on “good parking behavior” with regard to shared spaces, use of public transportation, and car pooling doesn’t seem likely to work. The prospect of overflow neighborhood parking is very unappealing!
- Kirkland is justly proud of its downtown parks, the lakeside, and our pedestrian-friendly streets and sidewalks. The Park Place development is a major gateway to all of this. In addition to pedestrian safety provisions in redevelopment plans, we would like to see plans for a prominent pathway through Park Place that connects to public facilities and the other retail areas of downtown; an attractive interface to Peter Kirk Park; and the maintenance of views of the lake where possible.
- We urge that redevelopment of Park Place include retail uses and, as frequent shoppers who usually walk to the existing stores, we will continue to put our money where our mouth is on this matter. All of Kirkland would benefit from continued access to businesses such as bookstore, theater, grocery store, gym, and restaurant.

11-2

11-3

11-4

11-5

11-6

We remind you that the Comprehensive Plan says the following about Downtown: “Future growth must compliment ongoing civic activities, clarify the distinctive topography of the area, enhance the open space network and add pedestrian amenities. Attracting economic development that emphasizes diversity and quality within a hometown setting of human scale will encourage these qualities.”

11-7

Sincerely,

Sarah and Dick Johnson, 703 4th Ave # 105
Roberta Krause, 703 4th Ave # 101
Don and Betty Jo MacPhee, 703 4th Ave # 206

From: Jan Signs [mailto:jansigns@gmail.com]
Sent: Monday, April 28, 2008 5:16 PM
To: Angela Ruggeri; Eric Shields; Jeremy McMahan; KirklandCouncil; James Lauinger; Joan McBride; Dave Asher; Mary-Alyce Burleigh; Jessica Greenway; Tom Hodgson; Bob Sternoff
Cc: Francesco Greco; barbarad@corumgroup.com
Subject: Proposed Zoning Variances - ZO07-00016 (Park Place) ;ZO07-00012 (Omi) ;ZO07-00019 (Alton)

Good afternoon everyone. I attended the meeting last Thursday evening before the Kirkland Planning Commission. I currently live at 929 - 5th Ave Unit 4 Kirkland, WA 98033 - I am a homeowner in the Kirkland Parkplace Condominiums adjacent to one of the proposed zoning variance requests. I strongly oppose each request. Most significantly, the City of Kirkland and its citizens spent much time and effort in adopting the current zoning ordinances that are the laws around which the community is built. There is no reason that these zoning changes are necessary other than maximizing profits for the developers. I strongly agree with several of the speakers at the meeting who voiced very eloquent remarks in opposition to these requests. If the buildings were built as proposed, the things that makes Kirkland a special and unique community would be lost. I very much hope that Kirkland has the vision and integrity to preserve the small town feel, views, open space and pedestrian friendly atmosphere for the future. Any city can build itself to the edge of the sky. I would hope that Kirkland would continue in its tradition of independence and keep to the rules and the current plan and preserve all that is good for those of us who live here and those that will live here in the future. Specifically in my case, even though my building is on the east side of the condominium complex, if the proposed plan is approved, I would be in shadow much of the day, lose the sun on my deck in the afternoon and my view corridor would be completely blocked to the west. The current commercial building is already a non-conforming structure and to ask the City of Kirkland to allow a zoning variance on a non-conforming site seems rather strange. It makes no sense to me. As a matter of fact, this site would be a wonderful location for a park as it is adjacent to the trail and very close to the railroad tracks which is to become a trail in the future.

12-1

12-2

12-3

12-4

Councilman Asher: I didn't realize that we ride the same bus until I saw your picture at City Hall.

Thank you very much.

Jan Signs
929 - 5th Ave Unit 4
Kirkland, WA 98033

From: Reed Bettinger [mailto:Reed@bmrpcpagroup.com]
Sent: Wednesday, May 07, 2008 11:10 AM
To: Angela Ruggeri
Cc: Raymond L. Adams; Bryan Mifflin; Laurel Rich
Subject: Park Place redevelopment

Dear Ms. Ruggeri, Kirkland Planning Committee and City Council –

I am a proud citizen of Kirkland since 1971 and have owned and operated a business here since 1976. My CPA practice, Bettinger Mifflin Rich CPA Group P.S. has been located on the corner of 6th Street and 4th Avenue since 1981. Shortly after we moved in, we endured the development of what is currently known as Kirkland Park Place. As a busy CPA, I have been fully engaged in my business and have only now had time to look at the current proposed plan.

We are disappointment to know that a development, that has so well served our community for these past 24 years, is now slated for demolition. Not only does it feel wasteful, it will again bring chaos to traffic and the adjacent small business owners. At a point in time where we are all asked to conserve resources and think green, Touchstone is thoughtlessly proposing to waste millions of dollars of in place construction.

13-1

The most concerning aspect of the proposed development is the outrageous request that Kirkland Park Place be able to waive the requirement for setbacks and place their imposing tower eight story building up to the sidewalk on 6th Street. Effectively the project is turning it's backside onto it's neighbors and flushing all their thousands of workers and patrons out onto the street in front of our property.

13-2

We witness this traffic on a daily basis. The intersection of 6th street and 4th Avenue is already at peak capacity and backs up daily as the neighboring business access the Kirkland Post Office also located on 4th Avenue. Currently in the afternoons, it frequently takes a couple light turns to be able to exit our parking lot onto west bound 4th Avenue. The thought of the additional traffic, for a much denser Park Place, all circulating through this already congested intersection is simply a BAD PLAN!

13-3

From the vantage point of traffic, Goggle is already scheduled to add several hundreds of employees on 6th Street. With the addition of Park Place adding thousands of trip days to their property and centrally routing the office building traffic out on the backside of their property onto 6th Street is a poor plan. We believe that the result will be that the current amount of street lanes will not adequately accommodate the traffic added by both Park Place and Goggle.

13-4

We are writing to request that the Park Place development setbacks on 6th Street not only be left as is, but expanded to allow for the need for the potential of additional traffic lanes required on 6th Street if required by the combined traffic load created by Park

13-5

Place and Goggle. We believe that the elimination of the setbacks will cause a very negative impact to adjacent small businesses with respect to traffic and aesthetics. | 13-6

Our property has already been required to relinquish turn lanes on both 4th Avenue and 6th Street. We are a small property owner and it was a huge concession on our part to relinquish the turn lanes. We believe likewise, Touchstone should be required to relinquish property for additional lanes as well as be required to maintain at least standard setbacks, if not additional setbacks. | 13-7

It has been reported that Goggle is adding thousands of jobs and that Park Place will initially add hundreds and eventually add over a thousand jobs to Kirkland. We are writing to request that Kirkland and or Park Place take the time to expand the traffic study to include full development of the Park Place Site with the full development of the Goggle site. We believe now is the time to further study the property to ensure that the impact of the Goggle Development in conjunction with the Park Place Development does not require additional street lanes. | 13-8
| 13-9

Please consider that if additional street lanes are found to be necessary and all setbacks have been eliminated from the Park Place property, the price of additional lanes will be put on the backs of the small business owners across the street. THIS IS NOT ACCEPTABLE!! | 13-10

Secondly, we are concerned that in the excitement of Park Place's redevelopment, the impact of 8 stories towering over the adjacent small businesses on 6th Street will have a negative shadowing effect and be a taking of our property rights to access, light, view and air. It is obvious that Touchstone has not considered this impact to their neighbors in their haste to maximize their returns on Kirkland Park Place. It is greedy and inappropriate of them to set it up this way. We vehemently object to 8 stories in a neighborhood that only allows a maximum of 6 stories. | 13-11

Best regards,
Reed Bettinger CPA
BETTINGER MIFFLIN RICH
Certified Public Accountants

611 4th Avenue #201
Kirkland, WA 98033
425-827-8771 X12
Fax 425-827-5262

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McCULLOUGH HILL, PS

Letter 14

May 7, 2008

Planning Commission
City of Kirkland
123 Fifth Avenue
Kirkland, WA 98033

Re: Orni, Altom, Touchstone PARs

Dear Commissioners:

This is on behalf of Touchstone, and responds to Kenneth H. Davidson's letter of April 29, 2008 ("Davidson Letter"). The Davidson Letter argues that the Private Amendment Requests ("PARs") do not comply with KCC 140.30. As this response demonstrates, however, the arguments set forth in the Davidson Letter are without merit. The PARs fully comply.

1. The Proposals Conform to the Growth Management Act.

The Davidson Letter suggests that the PARs fail to conform with the internal consistency requirements of GMA, because the City's capital facilities plan does not identify how to fund the improvements needed in the 2015-2022 time period.

However, the GMA does not require the City to identify funding mechanisms beyond the six year time horizon, i.e., beyond the year 2014. RCW 36.70A.070(3) states that the capital facilities plan element must include "at least a *six-year plan* that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes..." (emphasis added).

The DEIS makes it clear that, with the one project that is funded in the City's six year Capital Improvement Plan, the proposed amendments will meet concurrency standards as of the year 2014. Accordingly, GMA requirements are met. The additional improvements identified in the Davidson Letter will not be required until after 2014. Those improvements, under the requirements of GMA, will need to be funded in the years 2015-2022, not before.

2. The Proposals are Consistent with County-wide Planning Policies.

The Davidson Letter misconstrues and takes out of context the provisions of Countywide Policy FW-12(a). The full policy states the following:

FW-12(a) All jurisdictions within King County share the responsibility to accommodate the 20-year population projection and job forecast. The population projection shall be assigned to the four subareas of King County (Sea-Shore, East, South and the Rural Cities) proportionate with the share of projected employment growth. Anticipated growth shall be allocated pursuant to the following objectives:

- a. To ensure efficient use of land within the UGA by directing growth to Urban Centers and Activity Centers;
- b. To limit development in the Rural Areas;
- c. To protect designated resource lands;
- d. To ensure efficient use of infrastructure;
- e. To improve the jobs/housing balance on a subarea basis;
- f. To promote a land use pattern that can be served by public transportation and other alternatives to the single occupancy vehicle; and
- g. To provide sufficient opportunities for growth within the jurisdictions.

In context, it is clear that the reference to “improving the jobs/housing balance” refers to the East King County subarea as a whole, not to the City of Kirkland as an isolated entity. Moreover, the PARs, by encouraging new jobs in the downtown area, fulfill and are consistent with all of the objectives of this Countywide planning policy. The PARs ensure efficient use of land by directing job growth to the Kirkland Urban Center; ensure efficient use of infrastructure by locating job growth where it can be served by public transportation; and improves the jobs/housing balance by providing jobs within the City so that City and other neighboring jurisdictions’ residents can walk and bus to work rather than clog the freeways with additional single occupancy vehicles.

3. The PARs are Consistent with the City’s Comprehensive Plan.

It is ironic that the Davidson Letter suggests that the PARs would conflict with Comprehensive Plan design principles relating to public open spaces and sense of openness, modulation of building heights, public view impacts, gateways, the pedestrian experience, and human scale.

The DEIS thoroughly addresses all of these issues. Touchstone in particular has worked closely with the City’s Planning Commission, DRB, and community stakeholders to ensure that all of these design principles are fully incorporated into the Parkplace proposal.

Any development that will follow the approval of the PARs, and the Parkplace proposal specifically, will be designed in order to be brought into absolute harmony with these design principles. It is indeed the opportunity to bring a project into the City that embodies these principles that so inspires Touchstone and its design consultants.

14-1
cont.

4. The PARs Will Provide Long Term Benefits to the City.

Benefits from the Parkplace proposal, in particular, will include:

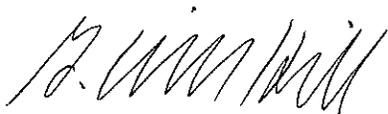
- Quality open space landscaped plazas;
- 6th and Central Gateway including façade enhancements and public art;
- Extensive landscaping, benches, traffic calming, outdoor cafes, rooftop terraces;
- New, strong pedestrian connections;
- Bicycle racks and showers;
- Local, destination, and anchor retail shopping experiences;
- Highest quality urban architecture;
- Substantial employment opportunities;
- Significant increase in City's tax base.

5. Conclusion.

The PARs fully comply with all of the requirements of KCC 140.30. None of the contentions set forth in the Davidson Letter stand up to scrutiny.

Touchstone appreciates the Planning Commission's consideration of the PARs.

Sincerely,



G. Richard Hill
GRH:ldc

cc: Douglas Howe
Shawn Parry
Lacey Davidson
Angela Ruggieri
Kenneth Davidson

**Rhoda Altom
Cory Carlson**
P.O. Box 22926
Seattle, WA 98118
206.325.1166

Angela Ruggeri
Kirkland Planning Committee Members
Kirkland City Council Members
c/o City of Kirkland
123 5th Avenue
Kirkland, WA 98033
425.587.3225

May 7, 2008

Dear Angela, Kirkland Planning Committee Members and Kirkland City Council Members –

It is very exciting to see the changes that are currently taking place in Kirkland! We appreciate the culture of progress, the attention to detail, the enthusiasm and spirit of cooperation that you have built in order to foster growth in Kirkland.

15-1

We are writing to state our concerns regarding the proposed plan for Touchstone’s development at the current site of Kirkland Park Place. As I have previously mentioned, we are very concerned about the potential negative impact that the current plan will have on our property, the streetscape on 6th Street and other adjacent properties.

We are most concerned about Touchstone’s proposal to eliminate their setbacks on the 6th Street side of the property. As property owners of 220 6th Street, located to the east of Kirkland Park Place, we believe that the elimination of the setbacks will cause a very negative impact to adjacent properties with respect to traffic, views, shading and aesthetics. We are writing to request that the Park Place development setbacks on 6th Street not only be left as is, but should be expanded to allow for the potential of additional traffic lanes which may be needed on 6th Street.

15-2

With Goggle adding hundreds of employees on 6th Street and Park Place adding thousands of trip days from their property, the result could be that the current amount of street capacity will not adequately accommodate the traffic added by both Park Place and Goggle, additional lanes may be required on 6th Street. Setbacks on 6th Street may eventually be necessary to later manage the traffic that Park Place is adding to the area.

15-3

It has been reported that Goggle is adding hundreds of jobs. Park Place will add hundreds of jobs initially and eventually add over a thousand jobs to Kirkland. We are writing to request that Kirkland and/or Park Place take the time to expand the traffic study to include full development of the Park Place Site with the full development of the Goggle site. Given the expansion trends of software development, we believe traffic should be studied with an understanding that Google’s growth could be exponential. We believe now is the time to further study the property to ensure that the impact of the Goggle Development in conjunction with the Park Place Development does not require additional street lanes. Please consider that if additional street lanes are found to be necessary and all setbacks have been eliminated from the Park Place property, the price of additional lanes will be put on the backs of the small business owners across the street.

15-4

Additionally, we are concerned that in the excitement of Park Place's redevelopment, the impact of 8 stories towering over the adjacent small businesses whose height is limited to 6 stories will have a negative shadowing effect and potentially alienate pedestrian traffic.

15-5

Esthetically to have the Park Place development install a shear wall of building which is placed up to the property line would be very unappealing. Furthermore it is thoughtless given the interior of the development is being developed with an eye toward design. Why should the 6th Street portion of development lack setbacks, plantings and plaza areas while the interior areas are maximized? We are requesting that Kirkland Park Place comply with standard setbacks and appropriate design features that welcome pedestrian traffic on 6th Street. To alienate pedestrian traffic would send a bad message at a time when we should all consider decreasing vehicle usage.

15-6

Thank you in advance for your consideration to these issues.

Most Sincerely,

Rhoda Altom
Rhoda@milestoneproperties.net

Cory Carlson
cory.carlson@wcmadvisors.com

May 12, 2008

Letter 16

RECEIVED

MAY 12 2008

Dear Ms Ruggieri,

AM PM
PLANNING DEPARTMENT
BY

I am writing in regards to the proposed re-development of Kirkland Parkplace.

I support having a mixed use of the area with retail shops, open spaces, and office buildings, even if some of the office buildings on the perimeter of the property are eight stories high. I think the alternative plan for only an office park would be very detrimental to Kirkland, particularly in an area that is so close to the downtown core. Office parks are very sterile, devoid of interest, and are not welcoming to the public.

16-1

The present Kirkland Parkplace is near the park, open spaces, and within walking distance from downtown. Because of the accessibility of its location, a mixed use re-development of Kirkland Parkplace would continue to draw people in and add to the community feeling of the area.

I have a concern about there being enough parking places. If there are 6,000 office workers plus retail shoppers coming in each day, where will they all park? I think this needs to be given careful study.

16-2

I also hope that our local independent bookstore, Parkplace Books, be given special consideration. It is a community treasure and supports local book clubs, story times, school fundraising, etc. It also has employees who actually READ and are wonderful resources for their customers. It truly gives the city a special and unique flavor, which is not true of the "chain" book stores or other "big box" stores.

16-3

Even though parts of this mixed use development would be massive, I hope that Kirkland Placeplace can maintain its charm and unique feeling...dare I say... "small town" feeling.

Sincerely,

Marylee Tyler

Marylee Tyler
4515 - 105th Avenue NE
Kirkland, WA 98033
Email: rdtyler2@aol.com

May 12, 2008

Letter 17

Memorandum:

To: Angela Ruggeri and the members of the Kirkland Planning Commission

From: Roberta Krause
703 4th Ave., #101
Kirkland 98033

I've attended nearly all of the DRB, Planning Commission, and City Council meetings that have dealt with Touchstone's proposed Parkplace redevelopment project. Last week's PC meeting was the first time that I left feeling angry, upset, and rather hopeless about the potential outcome. Over the past several days I have attempted to calm down, collect my thoughts, and compose a summarizing letter to the Commission.

Mr. Howe's original proposal, and the only one that he feels will "work" includes a LOT of retail. Where will it come from? Why would retailers come here with Bellevue's and Redmond's competing centers both within a 15 minute drive? The acreage at the Parkplace site and the surrounding environs does not seem adequate to accommodate the size and scope of the proposed buildings. Further, Kirkland isn't a "drive through" community. With our location on the lake and limited access in and out, either you are coming here or you aren't. Kirkland would have to change Central or Kirkland Way to "Parkplace Avenue" in order to be able to put the mall's name on 405's Exit 20 highway sign. Totem Lake appears to have a more accessible site, but it has been a long time since it has flourished, and it certainly doesn't seem to appeal to business interests now.

Looking at his chart of types of mall developments, Doug Howe says we need a "Lifestyle" center. SCREAM! No one I've talked to wants an "upscale national chain; specialty stores, dining and entertainment in outdoor setting." The new Neiman-Marcus will be 10 minutes away . . . isn't that upscale enough? Isn't the whole Bellevue spectrum of stores upscale enough? The comment most heard in Kirkland these days is "we don't want to be another Bellevue!" I asked Mr. Howe about the possibility of "24 hour Fitness" being the gym. After a very telling pause, the reply was "probably not." There are many clients at "24" who have been members since the Harts' Fitness Center days, and who now pay monthly dues ranging from \$2.00 to \$10.00. Will those dues remain low? To quote Doug Howe, "probably not." As to his desire to build something "unique," Seattle's Experience Music Project comes to mind

Under "Typical Anchor(s)" (in the descriptors of the Lifestyle Mall) I read, "Not usually anchored -may include book store (we love our book store – we bailed it out last week with \$\$ to spare); other large-format specialty retailers (what the heck does that mean?); multiplex cinema (we have one); small department store (another Ross? Marshalls? JC Penney? Oh, come on!!)

If anything on the Shopping Center chart fits, it's some form of the "Community Center" with "general merchandise (things people need to live, maybe?); supermarket; drug; home improvement (small – like ACE hardware?)." We don't need more art galleries, nail parlors, spas, home accessory stores (they have a half-life of about 6 months); or, need I mention, bars.

17-1

There are several very nice galleries in downtown Kirkland and a whole gamut of restaurants from George's to Third Floor Fish Café, and in between. Clothing stores haven't exactly prospered since "Betty's Apparel" moved out, either. Except for teenagers, very few people go to a mall to "experience" it – in spite of what Mr. Howe says. Tourists who dock their boats here will browse the waterfront area. Some may walk as far as Parkplace, but today's humans seem to walk as little as possible. We could always add a shuttle to the bumper to bumper traffic, couldn't we?

17-1
cont.

A chill ran up my spine when one commission member said that one eleven-story building could make up for some of the buildings being lower on the perimeter. The language was, "in some part of the development that doesn't affect anyone." And, pray tell, where is that? To those of us living on the east side of Parkplace, the view becomes one solid wall of steel, stone, glass, brick, etc. To me, the modifications suggested by the DRB took a big step toward humanizing the project, making it visually interesting, more negotiable, and more in keeping with the character of Kirkland. We all know there will be change, and that's fine. Parkplace has needed "sprucing up" for years. But Touchstone's approach isn't it.

On beyond the actual proposal, I'd like to bring up the "staging" activities. During the entire building process, we who live in the immediate area will be dealing with lines of dump trucks, flatbed loads of building supplies, traffic control and closed streets, noise and regulations to ameliorate it (what hours and days work would be allowed?), street closures, and disrupted utility service. It's difficult to picture how it will work trying to exit from the public path/driveway/4th Avenue that serves the post office, the Allure clinic, our condo building, and pedestrians from MIRA and the other residences and offices to the east. Mr. Howe has estimated six years to completion and ten years to "maturity" for retail and hotel. I estimate longer than that to fill his office space.

17-2

Google's move to their new complex has left many empty offices, and there are several new office buildings in various stages of the planning and building process in Kirkland. That's a long time to live with the disruption. One other factor - all of this planned development anticipates a big turnaround in the U.S. economy, and that is uncertain right now, for sure!

17-3

As has been mentioned in public comments at every meeting, a lot of us have lived here a long time - for me, it has been twelve years. But, whether "old-timers" or "newbies," we moved here because of what Kirkland has to offer in livability. Mr. Howe bought the property knowing full well what the rules and regulations were. Evidently he never had any intent of working within those regulations. If he can't make enough money to repay his loan and generate a profit, then, whose fault is that? Perhaps it is another "sub-prime" loan that shouldn't have been made.

17-4

Thank you for reading my letter. I hope you will seriously consider my comments and questions.

Sincerely,

Roberta Krause

From: Jeremy Pemble [mailto:jeremy@jlpnpartners.com]
Sent: Tuesday, May 13, 2008 9:58 AM
To: Angela Ruggeri
Subject: FW: Support for Kirkland Parkplace Development

Ms. Ruggeri:

My name is Jeremy Pemble, and our home is in Kirkland near the corner of 6th street and 7th ave, just one block from Parkplace. We also own a rental property one block from Parkplace.

I am writing to let you know that I support the plan to develop Parkplace into a large and vibrant mixed-used retail and office park. I support waving height restrictions , if it means that we get an expanded retail and family/pedestrian-friendly complex. I would be very disappointed if the city did not take this opportunity to create a unique destination hub, and instead, forced the builders to put up nothing more than a large office complex. As a local homeowner, I also feel that community property values would rise if Parkplace became a premier destination site for people to work, shop, and play.

18-1

I suspect, as is often the case, that you hear more from people with complaints or concerns than you do from those who support the idea. For the reasons outlined above, I just wanted you to know that I support it.

Thank you, Jeremy Pemble (608 7th Ave)

P.S. In last night's meeting, I heard there was a discussion about building a pedestrian bridge of some kind off of 6th street that crosses over Central Way. Perhaps that bridge could also double as an artistic arch that formerly welcomes people into downtown Kirkland? If the bridge was designed properly, it could become a sort of grand entrance into the city. I'm not sure if the idea is practical, but I am concerned about how pedestrians like me (with small children) will cross from our homes across the street into the new Parkplace. I do realize, however, that pedestrians do manage to cross safely at ground level at Bellevue Square.

18-2

Jeremy Pemble
206-381-3600 (o)
206-930-7998 (c)

From: Carolyn Hitter [mailto:cjhitter@earthlink.net]
Sent: Tuesday, May 13, 2008 3:33 PM
To: KirklandCouncil
Cc: Bill Vadino; Dick Beazell; aphurd@touchstonecorp.com
Subject: Regarding Park Place

Mayor Lauinger and the Kirkland City Council,

I have attached, for the record, my reasons for supporting the Park Place renewal project as requested in the "private amendment request." Please act on behalf of ALL of Kirkland citizens.

Sincerely,
Jim Hitter

Jim Hitter
119 8th Lane
Kirkland, WA 98033
425 803 0590

Jim Hitter
119 8th Lane, Kirkland, Washington 98033
ph: 425-803-0590 e-mail: <cjhitter@earthlink.net>

May 14, 2008

Kirkland City Council

Dear Mayor and Council Members,

What do you consider to be your downtown? I don't mean this in a political context but in a personal, or family, framework. It is a rare day (ever?) when I see a Council Member in central Kirkland -- including Park Place -- on a shopping excursion, at the library, movies, Post Office or coffee shop. Which supermarket do you frequent?

I believe that for most of you the answer to my question is that someplace other than Park Place is your most frequent shopping destination. And I think that this is the reason for your reluctance to give an enthusiastic go-ahead to the Park Place renewal project. Please take the time to put yourselves in the shoes of the large number of Kirkland residents who do use our core for the majority of our daily activities. It might surprise you that there are lots of us who walk from home to library, movies, bookstore, shoe repair, and the wonderful variety of dining and café opportunities.

The approval of Park Place as a business park would be a solid sign that the Kirkland City Council has written off my neighborhood as deserving of a full range of services.

19-1

The Park Place renewal project that includes the “private amendment request” is not perfect; you should require definition of rich and appropriate exterior materials, and insist on setbacks for the upper stories of the most northeast structure, but I urge you to approve the plan and allow the developer to move on to the next stage.

Get your heads out of the sand; Kirkland will continue to grow, Kirkland’s traffic will continue to grow, and people will continue to drive through central Kirkland on their way to other destinations. Buildings will get larger whether you like it or not; eventually the Antique Mall and the Park Lane buildings will be replaced with larger and more modern structures. Should those buildings only serve a dense office population or should they serve those of us who actually live in, and walk the streets of, central Kirkland?

As a personal aside to Mr. Lauinger, Mr. Asher, and Ms. Greenway: I am embarrassed to remember that some time ago I donated to your campaigns and held signs for you. It pains me that I so overestimated your capacity for a progressive vision for our city, that I so overestimated your ability to actually act in the best interests of our entire community.

Sincerely

Jim Hitter

19-1
cont.

-----Original Message-----

From: carol rogers [mailto:stewrogers@mac.com]

Sent: Wednesday, May 14, 2008 10:57 AM

To: KirklandCouncil

Subject: Downtown Kirkland

Been to Mercer Island lately??? Don't let this happen to Kirkland!

Carol Rogers

20-1

**DAVIDSON, CZEISLER &
KILPATRIC, P.S.**

Kenneth H. Davidson
Robert T. Czeisler
Dan W. Kilpatric
Mary S.W. Sakaguchi

LAWYERS
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KIRKLAND, WASHINGTON 98033

(425) 822-2228
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Mailing Address: PO Box 817
Kirkland, WA 98083-0817

May 16, 2008

Byron Katsuyama, Chair
Planning Commission
City of Kirkland
123 – 5th Avenue
Kirkland, WA 98033

Re: Parkplace PAR

Dear Mr. Katsuyama,

Citizens for Responsible Development has retained a traffic engineer who has reviewed the DEIS and identified serious flows in the traffic and parking analysis. When these errors are corrected, we believe traffic concurrency will not be met in 2014 and in 2022, even after the \$13 million traffic mitigation listed in the DEIS. We have identified other deficiencies in the DEIS, which further justify a re-doing of the DEIS before the Planning Commission takes further action.

Particularly since the topic identified for your May 22 meeting is infrastructure issues, we request that you allow 15 minutes on your agenda to present our engineer's analysis on the traffic and parking issues and our concerns about the DEIS's deficiencies. These are complex issues, which cannot be handled in a three-minute comment from the audience.

The proposed action will have enormous impacts on traffic and parking. It is critical that the Planning Commission have complete and accurate information on all the impacts of the proposed action before it formulates recommendations. Particularly with respect to traffic and parking, there will be few, if any, options to correct a miscalculation of impacts after this enormous project is built.

Please let me know by e-mail (kdavidson@kirklandlaw.com) or phone if we may have time on your agenda next Thursday so that I can arrange for Mr. Bernstein's presentation.

Sincerely yours,

Kenneth H. Davidson

KHD:aal

KHD/1748.14.Planning Commission.Let.05.16.08.doc

DAVIDSON SERLES & ASSOCIATES

(425) 822-2228

520 KIRKLAND WAY, SUITE 400
PO BOX 817
KIRKLAND, WASHINGTON 98083-0817

FAX (425) 827-8725

May 16, 2008

RECEIVED
MAY 16 2008
AM 4:30 PM
PLANNING DEPARTMENT
BY *Angela Ruggen*

Planning Commission
City of Kirkland
123 - 5th Avenue
Kirkland, WA 98033

Re: Comments on Draft EIS for Downtown Area Planned Action Ordinance

Dear Planning Commission Members:

Davidson Serles & Associates owns the Emerald Building at 520 Kirkland Way and joins in the comments and requests set forth in the letter you received from Jeff Eustis on behalf of Citizens for Responsible Development. We wish to add comments from our own experience in operating an office building next to Park Place for the last 13 years and my personal experience as one who has worked in CBD5 for the last 27 years.

Traffic Issues. The traffic analysis in the DEIS is based on the unrealistic and unsupported assumption that 76% of the workers arriving at Park Place will arrive in single occupant vehicles (SOV). In 2006 the Emerald Building participated with 14 other buildings in Kirkland who maintained Transportation Management Plans in a survey, which surveyed how the employees in those buildings traveled to work. The survey results showed that 91% of the employees in the Emerald Building arrived by SOV and that the average rate of SOV use in all 15 buildings was 87%. This rate of SOV use is consistent with US Census data, which found that 86% of Kirkland households travel to work by single occupancy vehicles. There is simply no empirical data to support use of a lower SOV rate for buildings built under the 3 PAR amendments.

22-1

The use of alternative means of transportation is limited first by the bus routes available to workers coming Kirkland. For example, our law firm today we had employees arriving from Granite Falls, Everett, Union Hill and other areas for which there is simply no reasonable bus service to Kirkland. It is also interesting to note that the TMP survey data shows that Kirkland workers on average travel 11 miles to work. Such distances limit bicycling and walking as an alternative mode of transportation to work.

22-2

If trip generations are adjusted in the traffic analysis for a realistic SOV usage, all of the sub areas in the analysis will fail traffic concurrency in 2014 and 2022 for the planned proposed action. You will note that the volume to capacity ratios for all sub areas are right at or slightly below traffic concurrency thresholds. An increase in the estimated number of trips will push them over the traffic threshold. The question then it will be whether it is possible to obtain traffic concurrency, particularly in 2022 and, if it is, what will be the cost

22-3

of the traffic mitigation to the city. These questions are so vital to the decision making process that we urge you to direct a redoing of the traffic analysis and defer further deliberation until after it is completed.

22-3
cont.

Parking. It is our experience in this suburban office market that office tenants need and demand 3 parking stalls per 1,000 square feet of office space and regularly ask for and need more. Thus, simply to respond to the suburban market in a minimal fashion, Park Place will need 3,600 parking stalls for its proposed 1.2 million square feet of office.

22-4

Touchstone's consultant argues for a 32% reduction from the city's parking code for the proposed project claiming that the peak use of different types of tenants will offset some of the parking demand. This argument involves a lot of opinion and conjecture and no data from the experience in Kirkland. Any deviation from the city's parking code should be supported by meaningful studies of parking demand in Kirkland. It is my observation, and I believe that of most users of Park Place, that Park Place currently does not have adequate parking in mid-day and late afternoon during the week. Park Place has all the different types of uses in the proposed action, except for the hotel. Yet, the existence of multi-use does not provide parking relief during the weekday as a result of different timing of peak demands. Park Place currently has 3.11 parking stalls per thousand. The developer is proposing 1.94 parking spaces per thousand for the 1.8 million square foot redevelopment of Park Place. If the current multi-use of Park Place barely works at 3.11 parking stalls per thousand, there is no reason to believe that the larger multi-use project will work at 1.94 stalls per thousand.

22-5

The owners of Continental Plaza and the Emerald Building have had to issue parking decals to workers in the building and police their parking lot from time to time because of overflow parking from Park Place. If inadequate parking is allowed at a re-development Park Place, we and other property owners will be forced to pay for additional personnel to police our parking lots so that they are not occupied by the employees from Park Place who cannot find a place to park or who do not wish to pay for the paid parking. Overflow parking from Park Place will also crowd out parking for merchants in the rest of the downtown and will extend into the streets of the adjoining neighborhoods. A Park Place redevelopment should follow assisting Kirkland parking codes, unless empirical studies of Kirkland's particular parking demands can reasonably justify different parking requirements.

22-6

Please include Davidson Serles & Associates and Kenneth H. Davidson as parties submitting comments to the DEIS.

Sincerely yours,



Kenneth H. Davidson

KHD/aal

KHD/1748.14/DEIS Comments.05.16.08.doc

ARAMBURU & EUSTIS, LLP
Attorneys at Law
720 Third Avenue, Suite 2112
Seattle, Washington 98104
(206) 625-9515 Fax: (206) 682-1376

May 16, 2008

Planning Commission
City of Kirkland
123 – 5th Avenue
Kirkland WA 98033

Re: Draft EIS for Downtown Area Planned Action Ordinance

Dear Planning Commissioners:

On behalf of the Citizens for Responsible Development we write to respond to the Draft EIS and to the various proposed actions, the Planned Action Ordinance and the map and text amendments to the comprehensive plan and zoning.

For the reasons given below and in the accompanying letter from our traffic consultant, Robert Bernstein, the Draft EIS fails to meet the legal requirements of SEPA and its purpose of providing you with the information you need on the impacts of the proposed plan action before you make your recommendations for action. We therefore ask that you take the following actions:

1. Direct that the traffic study in The DEIS be re-done to correct it for the errors identified in Mr. Bernstein's letter;
2. Direct that the parking impact analysis in the DEIS be re-done to correct for the deficiencies identified in Mr. Bernstein's letter and that reduction of downtown parking requirements not be done in the context of a specific development proposal;
3. Revise and reissue a Draft EIS, fully compliant with SEPA;
4. Include within the re-issued EIS an analysis of the claimed need for the amendments, alternative measures for accomplishing that alleged need, and the impacts and infrastructure needs of full build-out under the proposed amendments;

5. Identify the actual costs and the sources of funding for the additional services and facilities to serve the proposed developments, including the additional 12 firefighters, 1.5 police officers and an estimated \$13.5 million in road improvements;
6. Consider within the re-issued Draft EIS impacts from construction at the three plan amendment sites;
7. Provide an opportunity for citizens to comment on the revised analysis;
8. Postpone Planning Commission review and selection of a preferred alternative until a revised Draft EIS is circulated and citizens have been afforded an opportunity to comment on the revised document.

Without taking these steps, the EIS process is legally flawed and jeopardizes whatever actions the City may take on the proposed actions.

THE CITIZENS' INTERESTS

Citizens for Responsible Development is an association of residents, businesses and property owners within the downtown and vicinity. The Citizens oppose each of the proposed amendments, which together would add approximately 1.35 million square feet of office and 600,000 square feet of commercial space over what the present plans and zoning would allow.

Especially where the present plan and zoning would already allow the creation of approximately 900,000 square feet of office and commercial space and would provide employment for an additional 3800 employees over the city's projected employment for 2022, the additional office space proposed by the three amendments -- sufficient for an additional 5,138 jobs -- is completely unwarranted. These ambitious proposals would completely change the human scale of Kirkland's downtown, but not for any indicated need to accommodate future housing or employment or to carry out the articulated vision for Kirkland's downtown.

A PROPOSAL IN SEARCH OF A PURPOSE

The length of the DEIS obscures understanding of the proposed action by failing to articulate any justification for the dramatic departure from plan and zoning last reviewed only four years ago. To improve the understanding of a proposal and to facilitate consideration of alternatives, SEPA rules encourage agencies to "describe . . . nonproject proposals in terms of objectives rather than a preferred solution." WAC 197-11-060(3)(iii). For example, describing a

proposal for a new dam in terms of its actual objective, be it reducing flood damage, allowing for irrigation, or producing energy, better allows the consideration of alternatives to accomplish the objective for which a dam is being proposed.

But nowhere does the EIS actually describe the overriding objectives the City seeks to accomplish through these proposed amendments. Certainly §1.2 at page 2-4 of the DEIS contains a topic entitled "Objectives Of The Proposed Action", but that discussion only identifies the immediate development objectives of each of the three private applicants, Touchstone, Orni and Altom, to redevelop their properties and the City's objective of streamlining subsequent SEPA review for those developments.

But the discussion of "objectives" does not attempt to explain or justify the need or rationale for increasing the total office and commercial area on these sites by nearly one million square feet, especially when in the period from 2000 to 2006 the city actually lost 2260 jobs. See King County's Buildable Lands Report at VII-52, a copy of which accompanies these comments at Attachment 1. With the absence of such a justification the public has no way of evaluating the scope of the three proposals and of determining whether they strike the proper balance between needs and costs or of assessing what other options might be available.

Nowhere else does the DEIS attempt to cure this fundamental defect. For example, the numerous other discussions of the proposed action at §§ 1.2.1, 1.3.1, 2.1.1 and the discussion of "Major Issues To Be Resolved" at § 1.5 also fail to identify any overriding need that the City seeks to meet through the proposed actions.

The closest description of a justification for an additional million square feet of office and commercial space over existing plans was articulated by Touchstone during the Design Review Board proceedings when in response to a Board member question as to the justification for the additional space the Touchstone representative simply responded that that was the figure given to them by the principal investor.

But surely a proposal that would so drastically depart from prior planning and would so greatly transform the city's core must be based upon more than simply the financial desires of an out of state investment firm. If that's the case the City might as well just advertise that the vision and the character of the city is up for sale to the highest bidder.

Before the scope of the proposed amendments can be discussed in any rational way, the justification for departure from the existing plan and zoning must be identified. To proceed with consideration of the three specific proposals and

23-1
cont.

then to engage in discussions of appropriate heights, setbacks, lot coverage, etc. without a common, agreed upon definition of need would be a pointless exercise.

23-1
cont.

ALTERNATIVES: A CHOICE OF ONE?

The failure of the EIS to identify the objectives of the proposal compromises any meaningful analysis of alternatives. The DEIS limits consideration of alternatives to the proposed action (allowing approximately 1.9 million square feet over existing conditions and about million feet over the scale of development allowed by existing plan and zoning) and the no action alternative (a build-out under the existing plan and zoning that would still allow for 681,200 square feet of additional office and commercial development in Area A and an additional 2340 jobs). See § 1.3.1 at p. 1-2. Since current plans are already in place, the DEIS essentially considers no alternative to the proposed action in direct contravention of SEPA.

The linchpin to an EIS is its analysis of alternatives, because the assessment of alternatives allows for consideration of alternative means to accomplish a proposal's objectives, which of course need to be defined. As required under WAC 197-11-440(5)(b):

Reasonable alternatives shall include actions that could feasibly attain or approximate a proposal's objectives, but at a lower environmental cost or decreased level of environmental degradation.

23-2

In the absence of an analysis of alternatives beyond the no action alternative, the EIS is legally defective. See *Weyerhaeuser v. Pierce County*, 124 Wn. 2d 26, 39, 873 P.2d 498 (1994) (EIS that fails to contain a sufficient discussion of alternative proposals is inadequate as a matter of law.)

For a non-project proposal such as the one at hand, the lead agency is "encouraged to describe the proposal in terms of alternative means of accomplishing a stated objective . . ." WAC 197-11-442(2). More particularly, the discussion of alternatives for amendments to planning and zoning must cover a range of policies, designations, or implementation measures, although it need not consider every conceivable option. WAC 197-11-442(4). Unlike the scope of SEPA review for a private project allowed by zoning (as addressed under WAC 197-11-440(5)(d)), the alternatives analysis for a non-project action such as the one at hand may not be limited to just the proposed action or to just the properties owned by the plan amendment applicants.

Of course, the absence of any articulation of need or justification for the proposed amendment directly hampers the identification of alternatives to achieve whatever objectives the City may have in mind. But even if the overriding objective happens to be improving the employment base in downtown

Kirkland, or developing greater employment to provide a larger customer base to support more diversified retail, as mentioned at p. 3.2-14, there still exists a range of alternatives to accomplish such objectives, apart from the specific proposals by Touchstone, Orni and Altom. For example, the potential objectives of a larger employment base and a more diverse economy could be achieved through other alternatives that would logically involve lower environmental impacts, such as:

Proposals involving an increase of only one million rather than 1.9 million square feet over existing conditions; or

Proposals spreading the wealth represented by the increased zoning intensity across a number of properties in the downtown, or in other commercial districts, rather than concentrating the benefits to the three identified parcels; or

Combining the two above options with a system of transfer development rights to allow particularly motivated property owners to pursue their plans through the acquisition of development rights purchased from other property owners in the downtown so that others might benefit from the increased intensity of development that the planning and zoning amendments would engender.

23-2
cont.

Additional alternatives certainly exist. But consideration of any alternatives is effectively foreclosed by the impermissibly narrow review of the EIS.

Lacking consideration of alternatives to the proposed action, the DEIS is legally defective and any action based upon it would be both challengeable and likely invalidated, apart from its immediate effect of stifling the City's own planning process.

We understand the City may develop another alternative at sometime between the close of the comment period on the Draft EIS and issuance of a Final EIS. To delay identification of another alternative until after the comment period has closed would frustrate the iterative review process required by SEPA. The commenting stage in EIS preparation intentionally creates a form of "forced dialogue" which is defeated if the City does not unveil its preferred course of action until the comment period is over. If this truly is the City's intent, re-publication of a Draft EIS that sets forth alternatives is required.

LACK OF MEANINGFUL COMPARISON BETWEEN THE PROPOSED ACTION AND THE NO ACTION ALTERNATIVE

Even though the alternatives section only discusses the three proposed amendments and the no action alternative, the EIS frustrates the reader's ability

23-3

to understand the differences between those two courses of action. At § 3.3.2 the DEIS makes the incredible statement that “[n]o specific designs for development under either the Proposed Action or No Action alternative have been proposed” This is simply untrue.

For Area A, Touchstone presented to the Design Review Board at least five separate designs for a 1.8 million square foot redevelopment of that area. Moreover, Touchstone has submitted design review applications for a first phase of its development, yet the EIS maintains that no specific designs exist.

In response to Touchstone’s proposed plan amendment, the Citizens presented a site design for redevelopment of Area A with 783,500 square feet of office and ground floor retail. This plan plainly demonstrates that Area A can be developed under existing planning and zoning in manner that achieves the City’s vision for its downtown. A copy of that proposal is provided at Attachment 2 to these comments.

The presentation of conceptual designs would facilitate the comparison between the proposed action and a build-out under the existing plan and zoning and thereby allow for a closer evaluation of the development potential under each of these scenarios. Particularly for such a large area that would be developed in different buildings, use of bare figures (e.g., 1.9 million square feet under the proposed action versus 900,000 square feet under existing plans and zoning) for Area A allows for no meaningful comparison.

Further frustrating review of the proposed action is the absence of the proposed legislation that would amend the plan and zoning text and mapping to allow the three development proposals. For a consolidated SEPA/GMA process the actual legislation under review should be provided within the Draft EIS. The Planned Action Ordinance alone does not satisfy that need, since that legislation is principally procedural and contains no substantive controls.

IMPROPER SCOPE OF ANALYSIS

The failure of the EIS to identify the City’s objectives in the proposed action and the failure to consider any alternative but the developments proposed by the three landowners reveals a more fundamental defect with the EIS: it presents a project level, rather than a plan level analysis.

As a plan level EIS, its analysis for the 2022 horizon years should consider full build-out under the City’s present plans. See *Ullock v. City of Bremerton*, 17 Wn. App. 573, 581, 565 P.2d 1179 (1977)(an EIS for non-project zoning action must consider the environmental consequences of the maximum potential development). Instead, the EIS focuses on the impacts of the development of the three specific sites and then makes some undisclosed

23-3
cont.

23-4

assumptions as to development of other portions of the City. See § 2.5.3 (The no action alternative for 2022 only considers commercial development already constructed or in the permitting pipeline together with staff's estimates for redevelopment of Areas A and C.)

23-4
cont.

However, the 2022 impacts of development of the three sites should be considered in conjunction within an analysis of full build-out under existing city plans applicable to the downtown. Anything short of that fails to address the necessary internal consistency between planned land uses and capital facilities necessary to serve the planned level of development.

EXACERBATION OF JOBS/HOUSING BALANCE

The discussion at § 3.2 identifies a number of comprehensive plan policies but gives scant attention to the City's imbalance in jobs and housing and it makes no mention of the county-wide planning policy that directs all cities "to improve the job/housing balance on a subarea basis[.]" Countywide Policy FW-12(a)e. According to King County's 2007 Buildable Lands Report at VII-52 Kirkland has a surplus of only 417 dwelling units over its 2022 household growth target of 4,152 units. See Attachment 1. By contrast, Kirkland presently has the capacity for 12,606 jobs, which is 3,806 more than necessary to attain the 2022 job growth target of 8,800 jobs. *Id.* at VII-53. Thus, to obtain 2022 targets the City is approximately 10 percent over capacity for housing but about 50 percent over capacity for employment.

23-5

The proposed amendments would only exacerbate this imbalance by unnecessarily increasing office space while at the same time substituting office for multifamily in Area B. If approved, the proposed amendments would allow construction of sufficient office and commercial space to put the City 7,604 jobs over the year 2022 target of 8800 jobs. See § 2.5.2 at 2-26. This represents an overcapacity of nearly 100 percent. The level of overcapacity is even greater in light of the fact that employment in the city fell 2260 jobs during the period of 2000 to 2006. Buildable Lands Report at VII-52.

The tremendous overcapacity in face of declining employment raises another issue never mentioned in the EIS, the potential depressing effect of approval of the proposed amendments for the three areas upon other office and commercially zoned properties in the City of Kirkland. As evident by the employment declines between 2000 and 2006, there is not an unlimited capacity of the eastside to absorb additional office and commercial space. A finite level of demand exists in any one year. Over-development in one area of City would commensurately depress development in another portion of the city.

The EIS appears to believe that enacting the amendments to achieve certain economic development goals and policies - - to "foster a strong and

diverse economy”, to “help the City maintain a strong job and wage base”, and to “strengthen Downtown’s role as an employment center”, p. 3.2-14 - - will all happen with no offsetting impacts, not elsewhere in the city’s CBD, nor elsewhere in the city or the region. From the standpoint of real estate development, this is simply not the case.

23-5
cont.

The premise of the DEIS that a near 100 percent over capacity of jobs to the year 2022 can be created with no dislocation is simply incorrect. The potential downside of the proposed amendments must be evaluated as well as their hoped for benefits. See *Save a Valuable Environment v. City of Bothell*, 89 Wn. 2d 862, 869, 576 P.2d 401 (1978)(a city must consider the effects of its actions beyond its boundaries).

LACK OF INTERNAL CONSISTENCY

However the City wishes to carry out its vision for the downtown, the Growth Management Act at RCW 36.70A.070 requires the resulting plan to be internally consistent. The land use element must conform to the transportation element, the transportation element must be consistent with the capital facilities element, and the capital facilities must be supported by a consistent financing plan. See RCW 36.70A.070(1), (3) and (6) and *West Seattle Defense Fund v. Seattle*, CPS GMHB No. 94-3-0016, Final Decision and Order (April 4, 1995). Any inconsistencies among the financing plan, the capital facilities plan and the land use element must be rectified through reassessment of the changes proposed to the land use element.

The transportation section of the DEIS identifies the failure of the proposed actions to meet adopted levels of service and concurrency standards for a number of intersections at both the 2014 and 2022 horizon periods. See pp. 3.4-31 to -42. The EIS proceeds to identify some \$13.5 million in road improvements to mitigate these impacts. See pp. 3.4-61 to 62. Yet only one of the 15 listed projects (the re-striping of the intersection at Northeast 85th Street and 114th Avenue Northeast at a cost of \$166,400) is a funded project on the City’s current six year Capital Improvement Plan. See p. 3.4-63. However, based upon implementation of the proposed, and totally unfunded improvements (except for one modest lane striping project), the DEIS concludes that with mitigation the traffic conditions at 2014 and 2022 under the proposed amendments would meet concurrency standards. This is highly doubtful.

23-6

Within the southwest subarea where the three amendment areas lie, the volume/capacity ratio (with mitigation) would be only .02 below the .90 V/C threshold for 2014 and would be at the 2022 threshold. See Tables 3.4-21 and 3.4-22. Yet bare attainment of concurrency is highly questionable because those projections seem to be based upon an extraordinarily optimistic modal split of

23-7

only 78% of employee trips occurring by single occupancy vehicle. See p. 3.4-49. But this figure does not square with reality.

To begin with, the use of a highly optimistic modal split figure of 78% SOV appears to be based upon the single data point by one former employer in Area A who had claimed to have used particularly aggressive Transportation Demand Management (TDM) program, which is not replicated elsewhere in the area. See p. 3.4-24.

Further, the 78% SOV rate is 8% lower than actual census data showing that 86% of work trips into the City are by single occupancy vehicle, see p. 3.4-24. Additionally, the 78% rate is 9% lower than the 87% rate for SOV use experienced across the 15 buildings that have Transportation Management Plans and participated in the 2005 transportation study. See the table set forth at Attachment 3. Consequently, use of the 78% figure understates peak hour trips by around 10%.

23-7
cont.

Rather than being based upon the most optimistic modal split, the transportation analysis should be based upon more conservative (realistic) modal split rates. If existing data supports a modal split of 86% or 87% SOV, the projected levels of service of the concurrency assessment should be recalculated based upon such a rate.

Apart from erroneous use of the 78% SOV rate, the traffic projections within the EIS are incorrect because non-SOV use is factored in twice. As Mr. Bernstein explains in his letter at Attachment 4, the ITE data used for trip generation already accounts for workers arriving by non-SOV modes. The EIS's adjustment of that data to account for workers arriving by transit, bicycle and foot essentially double counts non-SOV travel and results in an underestimation of peak hour trips.

23-8

Correcting for the above errors would likely push volume/capacity ratios above the 2014 and 2022 concurrency thresholds, even after consideration of the proposed mitigation. As a result, traffic concurrency may either be impossible to obtain or more costly than the \$13.5 million estimated in the EIS.

23-9

The DEIS further confuses its traffic analysis by obscuring which modal split figure is actually being used. The discussion at 3.4-63 of Transportation Demand Management obfuscates whether the 2022 concurrency assessment is based upon a modal split of 78% SOV as referenced at p. 3.4-49 or the 65% SOV goal referenced at 3.4-63.

23-10

It is also unclear whether the DEIS forecasts are based upon Transportation Demand Management measures. The DEIS lists some 15 TDM measures for inclusion within the Planned Area Ordinance, but does not identify

the effectiveness of these measures either in isolation or in aggregate. TDM measures such as those listed have existed for a sufficient period of time to allow some assessment of their effectiveness. If they are to be a part of the proposed action their effectiveness must be identified.

23-10
cont.

To correct these deficiencies, the levels of service and concurrency assessments must be re-determined based upon corrected modal split calculations.

23-11

Apart from lack of documentation of the effectiveness of TDM and lack of support for use of a 78% SOV modal split, the listing of the concurrency measures fails to satisfy GMA requirements for internal consistency. Presently, only one of the 15 identified capacity improvements is funded and is listed on the City's six year Capital Improvement Plan, and that one project represents roughly one percent of the entire cost of the mitigation package for 2022.

23-12

Simply listing the needed improvements does not fulfill the internal consistency requirements of GMA. The proposed amendments allowing for intensive development in Areas A, B and C require commensurate amendments to the transportation and capital facilities elements and the adoption of a financing plan to support the infrastructure needs of the resulting development. Simply listing the projects and identifying possible sources of funding in abstract fails to fulfill the internal consistency requirements of GMA.

FAILURE TO ADDRESS CONSTRUCTION IMPACTS

The Draft EIS fails to address in any way impacts from the construction of an estimated 1.9 million square feet of commercial and office space on three properties so closely located to one another within the downtown. There is no mention of the timing or duration of construction of the street closures, increased noise, traffic congestion, and lost sales caused by construction. Yet if enacted, the proposed Planned Action Ordinance would allow developments consistent with the contemplated plan and zoning amendments to escape further environmental review and mitigation. As a result, construction impacts for the 1.9 million square feet of additional area would never be considered in flat out violation of SEPA.

23-13

CONFLICTS WITH OTHER PLAN POLICIES

The proposal's relationship to existing land use plans is an element of the environment that requires full consideration. WAC 197-11-444(2)(b)(i). The EIS at section 3.2 presents the proposed actions as consistent with a number of policies of the Comprehensive Plan. However, the proposal conflicts with a number of other policies.

23-14

Area A. The plan and zoning amendments for Area A would conflict with the design principles of the Comprehensive Plan discussed below. Had the EIS considered Touchstone's various designs for development of Area A, the conflicts with the City's plan policies would have been apparent.

a. Public open spaces and sense of openness. The Comprehensive Plan states that public open spaces "are an important component of the pedestrian environment" and calls for the promotion of public spaces. The Comprehensive Plan specifically recognizes the sense of openness in Design District 5 (CBD-5 in the zoning code):

Placement, size and orientation of new structures in this district should be carefully considered to preserve this sense of openness.

23-14
cont.

These principles are reflected in the zoning code which imposes an 80% lot coverage limitation and 20-foot front yard requirements in CBD-5.

The proposals advanced for Area A by Touchstone contains no sense of openness. There is minimum separation between buildings to allow for roads and sidewalks. Indeed, the pedestrian path between the two buildings in the northeast corner of the property is not open, but covered and may even be fully enclosed. The only public space is a small plaza, which simply appears to be a space left over after all the buildings were sited. Moreover, it is surrounded by roads and tall buildings. It would appear to get little or no sunlight.

b. Modulation of building heights. The Comprehensive Plan envisions that the buildings in Design District 5 will step back from Peter Kirk Park and from the major pedestrian corridors to add to the sense of openness and the pedestrian experience. It states:

Within the district, massing should generally be lower toward the perimeter and step up toward the center. Facades facing Central Way, Kirkland Way and Peter Kirk Park should be limited to between two and three stories, with taller portions of the building stepped back significantly. Buildings over three stories in height should generally reduce building mass above the third story.

But Touchstone's proposal is for five 8-story buildings and one 6-story building, neither of which contain any modulation. Only one 8-story building offers any modulation.

c. Public views. One of the urban design assets the Comprehensive Plan identifies is the city's visual landmarks and public views, which should be preserved. Relevant to Area A, the Plan provides:

One of the views most often associated with Downtown Kirkland is from the eastern gateway, where Central Way meets 6th Street. From this vantage point, the hills north and south of the core area form a frame for a sweeping view of Lake Washington in the distance and the Olympic mountain range beyond.

The lack of front yards on Central Way and modulation of building heights in the proposed project, as well as the 8-story heights, will significantly reduce this public view.

d. Gateways. The Comprehensive Plan notes the importance of gateways into the downtown and identifies Central Way as one of the three major gateways into the downtown and one with particular visual appeal. The Central Way gateway under this proposal would be a wall of 8-story office buildings built to the edge of the right-of-way, which is quite different than a gateway built under current setback and design criteria.

e. The pedestrian experience. The Comprehensive Plan describes at length the importance of the pedestrian experience in the downtown, and states:

The size and scale of Downtown Kirkland make walking a convenient and attractive activity. An extensive network of pedestrian pathways covers the Downtown area, linking residential, recreational and commercial areas. Downtown Kirkland is a pedestrian precinct unlike virtually any other in the region. It is almost European in its scale and quality.

The Comprehensive Plan calls for future developments to enhance the pedestrian pathways by "improving the directness and ease of pedestrian routes." It gives pedestrian routes equal priority to vehicular routes in the Downtown. The pedestrian routes are intended to interconnect the entire Downtown. It stresses the importance of the pedestrian routes in planning future development by stating:

The establishment and improvement of pedestrian pathways between activity centers should be a high priority policy objective. Major pedestrian routes within the Downtown area are identified in Figure C-4. Major pathways include the extensive east-west "spine" or "Park Walk

23-14
cont.

Promenade," which links the lake with points east of 6th Street and the shoreline access trail.

As shown by maps within the Comprehensive Plan, two major pedestrian pathways are planned through Design District 5, which will allow pedestrians from within the District and east of the District access to the "Park Walk Promenade" and the rest of the Downtown. One of these pathways was constructed as a requirement of development of other properties in CBD-5, which includes sidewalks on 2nd Avenue and on public easements through the Continental Plaza and Emerald Building properties.

Touchstone's proposal would run that pedestrian pathway into the back of an 8-story building and then along a service road. Indeed, the pedestrian experience in the proposal would simply be street-side sidewalks next to tall buildings and pathways in the 25 to 50 foot gaps between 8-story buildings. Such is not the European quality pedestrian experience contemplated in the current Comprehensive Plan.

23-14
cont.

f. **Human scale and hometown setting.** The Comprehensive Plan acknowledges importance of human scale and the community identity of the Downtown. Its Vision Statement states:

Future growth and developments of the Downtown must recognize its unique identity, complement ongoing civic activities, clarify Downtown's natural physical setting, enhance the open space network and add pedestrian amenities. These qualities will be encouraged by attracting economic development that emphasizes diversity and quality within a hometown setting of human scale. [emphasis added]

The six 8-story buildings and one 6-story building proposed by Touchstone are packed closely together in a corporate campus configuration and most certainly do not represent a "development that emphasizes diversity and quality within a hometown setting of human scale."

Areas B and C. The proposals to convert zoning for Areas B and C to PLA C also would conflict with the Comprehensive Plan. Area B presently lies within PLA 5D, an area designated for high density, multi-family use because of its proximity to the Downtown. Area C lies within PLA 5B, an area designated for mixed office and residential use. See Comprehensive Plan at XV.D-24, addressing Moss Bay Perimeter Areas. Approval of the requests to convert these areas to PLA 5C would most likely result in office development and would frustrate efforts to encourage high density residential development in the downtown core area.

CONCLUSION

Although they have now attended a scoping hearing in the fall, each of the Design Review Board hearings and meetings, an open house, one hearing and two study sessions before the Planning Commission, the Citizens still fail to understand the justification for the ambitious intensification of development that would be allowed under the proposed amendments.

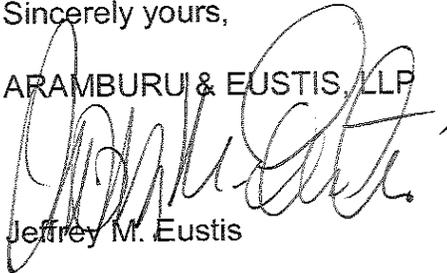
The Citizens have heard Touchstone report that 1.8 million square feet is the desired scale of development by its principal investor. At the same time, the Citizens understand that the City paid \$250,000 of public funds for the EIS process so that it could maintain control of the analysis. But that effort does not appear reflected in the product. The EIS succeeds in advancing the objectives of the three private applicants, but fails to identify what broader interests of the citizens of Kirkland are served by the proposed amendments.

The EIS needs to be redrafted to correct the deficiencies identified above so that proposals for intensification of downtown can be meaningfully discussed and evaluated.

Thank you for your consideration of these comments. Please list Citizens for Responsible Development and this office as parties to the EIS.

Sincerely yours,

ARAMBURU & EUSTIS, LLP


Jeffrey M. Eustis

JME/py

Cc: Citizens for Responsible Development

23-15

CITY OF KIRKLAND

RESIDENTIAL DEVELOPMENT

From 2001 to 2005, the City of Kirkland issued permits for 664 units of new single-family development, with an overall density of 4.9 dwelling units (dus) per net acre. Plats, a leading indicator of future densities, achieved 5.0 dus per net acre. The city also issued permits for 931 multifamily units, with an overall density of 46.3 units per net acre. Compared with the previous five-years, 2001-2005 saw comparable single-family development along with a decline in amount of multifamily development, but at higher densities. Overall, the city's housing stock gained 1,384 net new units, accommodating 24% of Kirkland's 2001-2022 growth target of 5,480 households, and leaving a target of 4,152 households for the remainder of the planning period.

Residential Development Activity: 2001-2005

| Zoned Density (max. du/acre) | Gross Area (acres) | Critical Areas (acres) | ROWs (acres) | Public Purpose (acres) | Net Area (acres) | # Lots or Units | Net Density (units/ac) |
|------------------------------|--------------------|------------------------|--------------|------------------------|------------------|-----------------|------------------------|
| 0 - 3 du/acre | 1.9 | 0.4 | 0.0 | 0.0 | 1.5 | 2 | 1.3 |
| 3 - 5 du/acre | 5.9 | 0.5 | 0.4 | 0.0 | 5.0 | 17 | 3.4 |
| 5 - 7 du/acre | 89.9 | 3.5 | 4.4 | 0.2 | 81.9 | 408 | 5.0 |
| 7 - 9 du/acre | 1.1 | 0.1 | 0.1 | 0.0 | 0.9 | 8 | 8.8 |
| > 9 du/acre | 2.3 | 0.0 | 0.0 | 0.0 | 2.3 | 19 | 8.4 |
| Plats Total | 101.1 | 4.5 | 4.8 | 0.2 | 91.6 | 454 | 5.0 |

Single-Family Permits Issued

| | | | |
|----------------------|------------|------------|------------|
| 0 - 3 du/acre | 3.1 | 4 | 1.3 |
| 3 - 5 du/acre | 8.6 | 20 | 2.3 |
| 5 - 7 du/acre | 112.3 | 542 | 4.8 |
| 7 - 9 du/acre | 5.0 | 34 | 6.8 |
| > 9 du/acre | 5.7 | 64 | 11.3 |
| SF Pmts Total | n/a | n/a | n/a |

Multifamily Permits Issued

| | | | | | | | |
|----------------------|-------------|------------|------------|------------|-------------|------------|-------------|
| < 9 du/acre | 3.5 | 2.7 | 0.0 | 0.0 | 0.8 | 13 | |
| 9 - 13 du/acre | 10.6 | 1.6 | 0.2 | 0.0 | 8.7 | 231 | 26.4 |
| 13 - 19 du/acre | 0.5 | 0.0 | 0.0 | 0.0 | 0.5 | 10 | 21.7 |
| 19 - 31 du/acre | 1.1 | 0.0 | 0.0 | 0.0 | 1.1 | 41 | 37.5 |
| 31 - 48 du/acre | | | | | | | |
| 48 + du/acre | 9.1 | 0.0 | 0.0 | 0.0 | 9.0 | 636 | 70.4 |
| Other zones | | | | | | | |
| MF Pmts Total | 24.7 | 4.3 | 0.3 | 0.0 | 20.1 | 931 | 46.3 |

Development Activity: 1996-2000 vs 2001-2005

| SF Plats | 1996-2000 | 2001-2005 |
|-------------------|-----------|-----------|
| Net Acres | 72.2 | 91.6 |
| Lots | 378 | 454 |
| Lots/Acre | 5.2 | 5.0 |
| SF Permits | | |
| Net Acres | 135.6 | 134.6 |
| Units | 613 | 664 |
| Units/Acre | 4.5 | 4.9 |
| MF Permits | | |
| Net Acres | 66.6 | 20.1 |
| Units | 1,531 | 931 |
| Units/Acre | 23.0 | 46.3 |

Housing Units (2001-2005) vs Household Growth Target (2001-2022)

| Housing Units: 2001-2005 | |
|-------------------------------------|--------------|
| New SF Units Permitted | 664 |
| Replacement SF Units Permitted | 196 |
| SF Units Demolished | (424) |
| MF Units Permitted | 931 |
| MF Units Demolished | (27) |
| Other New Units Permitted | 44 |
| Net Units (2001-2005) | 1,384 |
| Net Households (2001-2005) | 1,328 |
| Household Growth Target (2001-2022) | 5,480 |
| Remaining Target (2006-2022) | 4,152 |

Residential Development: Buildable Land Supply and Capacity

In 2006, the City of Kirkland had 210 gross acres of vacant land zoned for residential uses. After deductions for critical areas, public uses, and market factors, 139 acres of land suitable for development remained with capacity for 2,103 housing units under current zoning. The city also contained 631 gross acres of redevelopable land, 439 acres of which was developable with capacity for 2,200 units. Capacity for an additional 399 units was identified in projects in the development pipeline. Thirty-five percent (1,689 units) of Kirkland's capacity was located in single-family zones, 65% (3,072 units) in zones allowing multifamily housing. Half of the city's housing capacity was located in mixed-use zones, which allow both residential and commercial uses.

*Residential Land Supply and Dwelling Unit Capacity (2006) *Does not include units in pipeline or ADUs--see total capacity table on next page*

| Zoned Density (max. du/acre) | Gross Area (acres) | Critical Areas (acres) | ROWS (%) | Public Purpose (%) | Market Factor (%) | Net Area (acres) | Assumed Future Density (DU/acre) | Less Existing (units) | Net Capacity (units) |
|-------------------------------|--------------------|------------------------|------------|--------------------|-------------------|------------------|----------------------------------|-----------------------|----------------------|
| Vacant Land | | | | | | | | | |
| 0 - 3 du/acre | 34.5 | 12.7 | 5% | 5% | 10% | 17.7 | 1.3-3 | n/a | 52 |
| 3 - 5 du/acre | | | | | | | | | |
| 5 - 7 du/acre | 122.3 | 25.2 | 2%-5% | 0%-5% | 10% | 79.8 | 4.3-7 | n/a | 438 |
| 7 - 9 du/acre | 17.0 | 0.2 | 2%-10% | 0%-5% | 10% | 14.4 | 7.0 | n/a | 82 |
| Vacant Sub-Total: SF Zones | 173.7 | 38.0 | n/a | n/a | n/a | 111.8 | n/a | n/a | 571 |
| 9 - 13 du/acre | 10.4 | 2.4 | 2%-10% | 0% | 10% | 7.0 | 12.3 | n/a | 86 |
| 13 - 19 du/acre | 2.1 | 0.3 | 2% | 0% | 10% | 1.6 | 12.3-19.3 | n/a | 21 |
| 19 - 31 du/acre | 2.8 | 0.2 | 2%-10% | 0% | 10% | 2.2 | 21.5-51 | n/a | 53 |
| 31 - 48 du/acre | 1.3 | 0.0 | 10% | 0% | 10% | 1.0 | 26.2-50 | n/a | 43 |
| 48 + du/acre | 20.3 | 1.2 | 2%-10% | 0% | 10% | 15.5 | 50-100 | n/a | 1,330 |
| Vacant Sub-Total: MF/MU Zones | 36.8 | 4.1 | n/a | n/a | n/a | 27.4 | n/a | n/a | 1,532 |
| Vacant Total | 210.5 | 42.1 | n/a | n/a | n/a | 139.2 | n/a | n/a | 2,103 |

| Redevelopable Land | Gross Area (acres) | Critical Areas (acres) | ROWS (%) | Public Purpose (%) | Market Factor (%) | Net Area (acres) | Assumed Future Density (DU/acre) | Less Existing (units) | Net Capacity (units) |
|-------------------------------|--------------------|------------------------|------------|--------------------|-------------------|------------------|----------------------------------|-----------------------|----------------------|
| Redevelopable Land | | | | | | | | | |
| 0 - 3 du/acre | 53.7 | 6.0 | 5% | 5% | 15% | 36.5 | 1.3-3 | 28 | 41 |
| 3 - 5 du/acre | 9.5 | 0.0 | 5% | 5% | 15% | 7.3 | 2.99 | 12 | 10 |
| 5 - 7 du/acre | 436.8 | 48.3 | 5% | 0%-5% | 15% | 297.3 | 4.3-5.7 | 663 | 890 |
| 7 - 9 du/acre | 10.4 | 0.8 | 5% | 0%-5% | 15% | 7.5 | 7.0-8.0 | 29 | 24 |
| Redev. Sub-Total: SF Zones | 510.4 | 55.0 | n/a | n/a | n/a | 348.5 | n/a | 732 | 965 |
| 9 - 13 du/acre | 65.3 | 6.8 | 5% | 0% | 15% | 47.2 | 12.3 | 185 | 395 |
| 13 - 19 du/acre | 26.3 | 0.3 | 5% | 0% | 15% | 21.0 | 12.3-19.3 | 257 | 133 |
| 19 - 31 du/acre | 16.3 | 0.7 | 5% | 0% | 15% | 12.6 | 21.5-51 | 197 | 78 |
| 31 - 48 du/acre | 4.4 | 0.7 | 5% | 0% | 15% | 3.0 | 32.7-96.2 | 0 | 172 |
| 48 + du/acre | 8.7 | 0.3 | 5% | 0% | 15% | 6.8 | 26.1-96.2 | 5 | 457 |
| Redev. Sub-Total: MF/MU Zones | 121.0 | 8.8 | n/a | n/a | n/a | 90.6 | n/a | 644 | 1,235 |
| Redevelopable Total | 631.4 | 63.8 | n/a | n/a | n/a | 439.2 | n/a | 1,376 | 2,200 |

Residential Development: Total Capacity and Growth Target

Overall housing capacity for 2006 in the City of Kirkland, including potential development on vacant and redevelopable lands, major projects in the pipeline, and accessory dwelling units, totaled 4,761 units. These units could accommodate an estimated 4,569 households, 417 more than necessary to attain the household growth target of 4,152 for the remainder of the planning period (2006-2022).

Capacity (2006) vs Household Growth Target (2006-2022)

| | |
|--|--------------|
| Capacity (units) | 1,536 |
| Single-Family Zones | 0 |
| Single-Family Capacity in Pipeline | 153 |
| Accessory Dwelling Units | 690 |
| Multifamily Zones | 0 |
| Multifamily Capacity in Pipeline | 1,983 |
| Mixed-Use Zones | 399 |
| Mixed-Use Capacity in Pipeline | 4,761 |
| Total Capacity (units) | 4,569 |
| Total Capacity (households) | 4,152 |
| Remaining Household Target (2006-2022) | 417 |
| Surplus/Deficit Capacity | 417 |

NON-RESIDENTIAL DEVELOPMENT

From 2001 to 2005, the City of Kirkland issued permits for about 690,000 sq. ft. of new commercial development on nearly 18 net acres of developable land. Compared with the previous five-years, 2001-2005 saw an increase in the amount of commercial development along with an increase in overall commercial floor-area-ratio from 0.53 to 0.90. During this same period, Kirkland experienced an estimated net loss of 2,260 jobs. It is assumed that full job recovery can be accommodated within existing buildings on developed parcels. Kirkland's 2001-2022 growth target of 8,800 additional jobs beyond year 2000 employment levels is unchanged for the remainder of the planning period (2006-2022).

Development Activity: 1996-2000 vs 2001-2005

| Commercial | 1996-2000 | 2001-2005 |
|------------------------|-----------|-----------|
| Net Land Area (acres) | 23.1 | 17.6 |
| Floor Area (s.f.) | 534,196 | 689,806 |
| Floor Area Ratio (FAR) | 0.53 | 0.90 |
| Industrial | | |
| Net Land Area (acres) | 8.2 | 0.0 |
| Floor Area (s.f.) | 254,963 | 0 |
| Floor Area Ratio (FAR) | 0.71 | n/a |

Employment Change vs Job Growth Target

| | |
|-----------------------------------|---------|
| Covered Employment in 2000 (est.) | 34,309 |
| Covered Employment in 2006 (est.) | 32,049 |
| Net New Jobs (2000-2006) | (2,260) |
| Job Growth Target (2001-2022) | 8,800 |
| Remaining Target (2006-2022) | 8,800 |

Commercial and Industrial Development Activity: 2001-2005

| Zoning | Gross Area (acres) | Critical Areas (acres) | ROWs (acres) | Public Purpose (acres) | Net Area (acres) | Net Area (sq. ft.) | Floor Area (sq. ft.) | Achieved FAR |
|------------------------------|--------------------|------------------------|--------------|------------------------|------------------|--------------------|----------------------|--------------|
| Commercial (incl. Mixed-Use) | 22.2 | 4.4 | 0.2 | 0.0 | 17.6 | 768,651 | 689,806 | 0.90 |
| Industrial | | | | | | | | |
| Non-Residential Total | 22.2 | 4.4 | 0.2 | 0.0 | 17.6 | 768,651 | 689,806 | 0.90 |

Non-Residential Land Supply (2006)

| | Gross Area (acres) | Critical Areas (acres) | ROWs (%) | Public Purpose (%) | Market Factor (%) | Net Area (acres) |
|---------------------|--------------------|------------------------|------------|--------------------|-------------------|------------------|
| Vacant Land | | | | | | |
| Commercial Zones | 7.4 | 0.7 | 5% | 0% | 10% | 5.8 |
| Mixed-Use Zones | 30.6 | 1.5 | 5%-10% | 0% | 10% | 23.7 |
| Industrial Zones | 7.4 | 0.3 | 5% | 0% | 10% | 6.1 |
| Vacant Total | 45.4 | 2.5 | n/a | n/a | n/a | 35.6 |

| | Net Land Area (s.f.) | Assumed Future FAR | Existing Floor Area (s.f.) | Floor Area Capacity (s.f.) | Floor Area/Employee (s.f.) | Job Capacity |
|----------------------------|----------------------|--------------------|----------------------------|----------------------------|----------------------------|--------------|
| Redevelopable Land | | | | | | |
| Commercial Zones | 15.2 | 3.6 | 5% | 0% | 15% | 10.8 |
| Mixed-Use Zones | 52.1 | 3.6 | 5% | 0% | 15% | 40.9 |
| Industrial Zones | 9.0 | 1.0 | 5% | 0% | 15% | 7.5 |
| Redevelopable Total | 76.3 | 8.2 | n/a | n/a | n/a | 59.2 |

Employment Capacity (2006)

| | Net Land Area (s.f.) | Assumed Future FAR | Existing Floor Area (s.f.) | Floor Area Capacity (s.f.) | Floor Area/Employee (s.f.) | Job Capacity |
|---------------------|----------------------|--------------------|----------------------------|----------------------------|----------------------------|--------------|
| Vacant Land | | | | | | |
| Commercial Zones | 251,023 | 3-2 | n/a | 240,316 | 250-500 | 942 |
| Mixed-Use Zones | 1,034,244 | 26-2.25 | n/a | 851,521 | 250-500 | 2,783 |
| Industrial Zones | 265,548 | 0.75 | n/a | 199,161 | 250 | 797 |
| Vacant Total | 1,550,815 | n/a | n/a | 1,290,998 | n/a | 4,521 |

| | Net Land Area (s.f.) | Assumed Future FAR | Existing Floor Area (s.f.) | Floor Area Capacity (s.f.) | Floor Area/Employee (s.f.) | Job Capacity |
|----------------------------|----------------------|--------------------|----------------------------|----------------------------|----------------------------|--------------|
| Redevelopable Land | | | | | | |
| Commercial Zones | 469,350 | 3-2 | 123,790 | 275,609 | 250-500 | 1,076 |
| Mixed-Use Zones | 1,780,841 | 26-2.25 | 653,721 | 757,954 | 250-500 | 2,704 |
| Industrial Zones | 328,080 | 0.75 | 74,561 | 171,499 | 250 | 686 |
| Redevelopable Total | 2,578,272 | n/a | 852,072 | 1,205,062 | n/a | 4,466 |

In 2006, the City of Kirkland had 45 gross acres of vacant land zoned for commercial, industrial, and mixed uses. After deductions for critical areas, public uses, and market factors, 36 acres of land suitable for development remained with capacity for 4,521 jobs under current zoning. The city also contained 76 gross acres of redevelopable land, 59 net acres of which was developable with capacity for 4,466 jobs. Capacity for an additional 3,619 jobs was identified in significant projects in the development pipeline. Overall, 86% of Kirkland's job capacity was located in commercial and mixed-use zones. About half of the city's employment capacity was on redevelopable land. Overall capacity in Kirkland was for 12,606 jobs, 3,806 more than necessary to attain the job growth target of 8,800 for the remainder of the planning period (2006-2022).

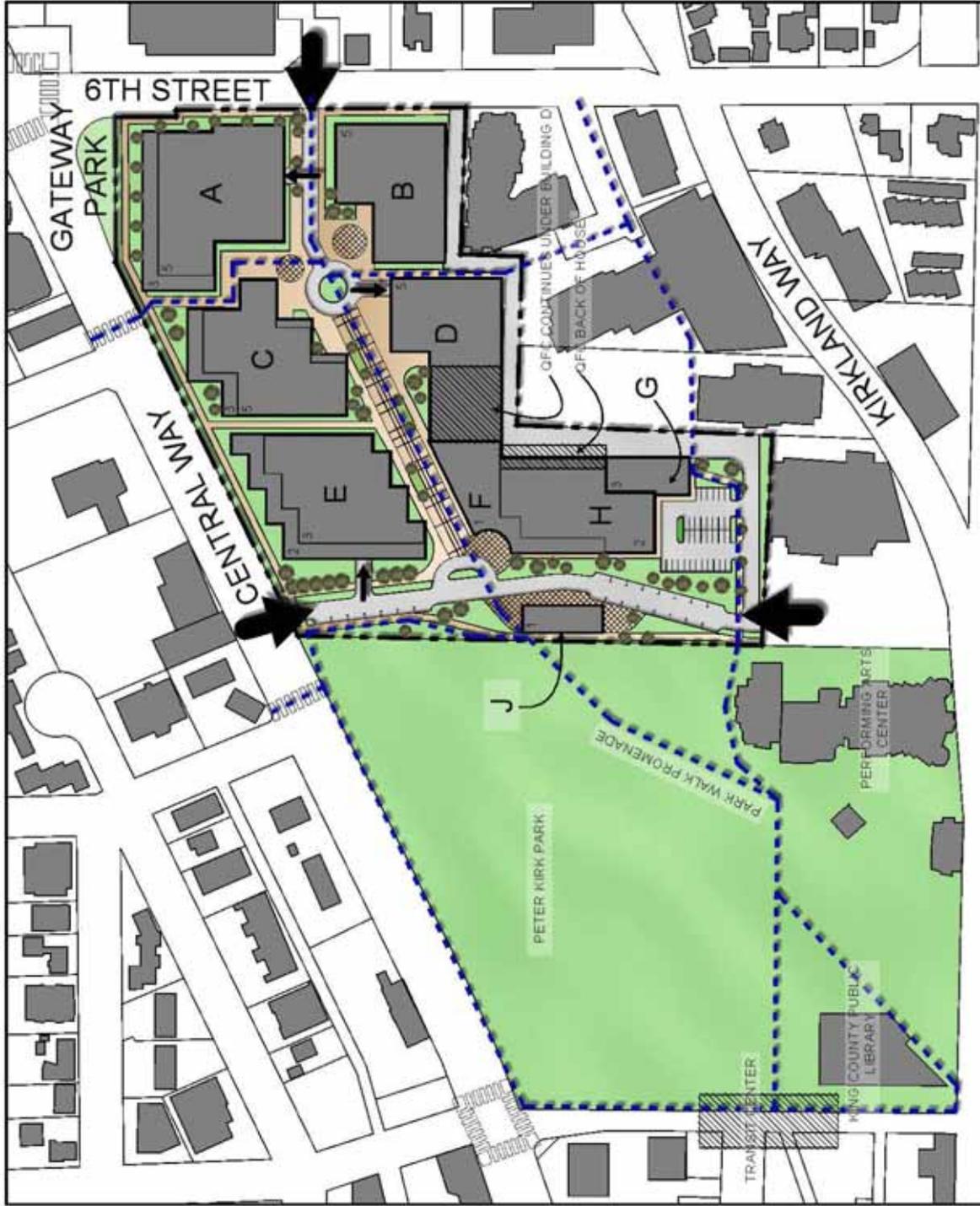
Employment Capacity (2006) vs Job Growth Target (2006-2022)

| Capacity (jobs) | |
|----------------------------------|---------------|
| Commercial Zones | 2,018 |
| Mixed-Use Zones | 5,486 |
| Industrial Zones | 1,483 |
| Job Capacity in Pipeline | 3,619 |
| Total Job Capacity | 12,606 |
| Remaining Job Target (2006-2022) | 8,800 |
| Surplus/Deficit Capacity | 3,806 |



KIRKLAND PARKPLACE

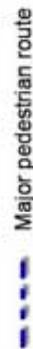
EXISTING CONDITIONS



■ 783,500 SF office and ground floor retail

- Building A, 5 stories: 182,800 SF
- Building B, 5 stories: 127,200 SF
- Building C, 5 stories: 137,900 SF
- Building D, 5 stories: 144,500 SF
- Building E, 3 stories: 96,300 SF
- Building F, 1 story: 45,000 SF
- Building G, 3 stories: 18,000 SF
- Building H, 2 stories: 27,900 SF
- Building I, 1 story: 3,900 SF

- Majority of parking shifted to underground
- Building massing stepped away from streets and park
- Improves upon existing pedestrian routes
- Addresses Peter Kirk Park and provides transitional spaces
- Provides ample landscaping and pedestrian oriented spaces within Kirkland Parkplace



Scale: 1" = 150'



KIRKLAND PARKPLACE

PROPOSED SITE PLAN

Jeff Eustis

From: "Jeff Eustis" <eustis@aramburu-eustis.com>
To: "Angela Ruggeri" <ARuggeri@ci.kirkland.wa.us>
Sent: Friday, May 16, 2008 12:11 PM
Attach: 2005_Kirkland_TMP_Survey_Data.xls
Subject: 2005 TMP Survey data

Angela:

The explanation below and the attached table support an average SOV rate of 87% across the 15 buildings participating in Transportation Management Program for Kirkland. This information will be referenced in comments on the Planned Area Draft EIS submitted by Citizens for Responsible Development.

From: Abi Landes
Sent: Friday, April 18, 2008 2:56 PM
To: Ken Davidson
Subject: FW: TMP Survey data

Here's what Pamela and Greg came up with.

From: King, Greg [mailto:Greg.King@kingcounty.gov]
Sent: Friday, April 18, 2008 1:05 PM
To: Abi Landes
Cc: Cook, Pamela
Subject: TMP Survey data

Hi Abi,

Here is a spreadsheet with data for all Kirkland TMP sites that surveyed as part of the 2005 survey cycle. Any that don't appear on this spreadsheet, did not conduct a survey. All of the sites should be (and better be!) conducting their 2007 surveys next week. If all goes as planned, we should have those results towards the end of June.

Some notes regarding the data:

Columns D & E represent the single-occupancy vehicle (SOV) rates for "affected" employees and "all" employees respectively. An "affected" employee is defined as a full-time employee who reports to work between 6-9AM. "All" simply refers to everyone that filled out a survey.

Columns F & G represent one-way vehicle miles traveled (VMT) from home to the workplace for each of those groups.

Columns H thru K represents the percentage of change in each category since the 2003 survey cycle. Down is a good way to be going in these columns.

Let me know if you need anything further.
 Greg

Greg King
 Project Program Manager I
 Commute Trip Reduction Services
 King County Metro Transit
greg.king@kingcounty.gov
 (206)263-6083

5/16/2008

| CTRID | Employer | Address | Survey Date | CurSOVaff |
|---|-------------------------------|----------------------------------|-------------|-----------|
| T80004 | Carillon Point | 1000-6000 Carillon Point | 4/24/2006 | 86% |
| T80068 | Central Way Plaza | 726 Fourth Avenue | 4/17/2006 | 74% |
| T80006 | Crown Pointe Corporate Center | 4010-4040 Lake Wash Blvd. NE | 4/10/2006 | 91% |
| T80007 | Emerald Building | 520 Kirkland Way | 4/17/2006 | 91% |
| T80070 | F & A Plaza | 11400 - 98th Avenue NE | 4/24/2006 | 97% |
| T80076 | Gateway Plaza | 11250 Kirkland Way | 4/17/2006 | 94% |
| T80072 | Kirkland 118 Commerce Center | 11710 118th Avenue NE | 5/2/2006 | 84% |
| T80001 | Kirkland 405 Corporate Center | 12015 115th Avenue NE, Suite 145 | 4/20/2006 | 85% |
| T80073 | Kirkland Avenue Office Park | 801 Kirkland Avenue | 4/21/2006 | 91% |
| T80014 | Lakeshore Clinic | 12710 Totem Lake Blvd. | 4/10/2006 | 92% |
| T80086 | Lakeview Office Building | 5555 Lakeview Dr. | 4/24/2006 | 90% |
| T80003 | The Plaza at Yarrow Bay | 10210-30 NE Points Drive | 4/11/2006 | 88% |
| T80263 | Totem Lake Plaza | 11521 NE 128th Street | 5/1/2006 | 92% |
| T80012 | Virginia Mason Clinic East | 13014 120th Avenue NE | 4/14/2006 | 71% |
| T80201 | Yarrow Bay Plaza | 10510 NE Northup Way | 4/14/2006 | 77% |
| [Average-affected, full time employees] | | | | [87%] |

| CurSOVal | CurVMTaff | CurVMTall | dInSOVlast | dInSOVallast | dInVMTlast | dInVMTallast |
|----------|-----------|-----------|------------|--------------|------------|--------------|
| 85% | 13.3 | 12.6 | down 5% | down 5% | up 7% | up 5% |
| 76% | 8.5 | 8.4 | N/A | N/A | N/A | N/A |
| 90% | 13.8 | 13.6 | up 1% | up 1% | up 6% | up 10% |
| 90% | 12 | 11.8 | down 1% | up 1% | down 9% | down 5% |
| 89% | 11.8 | 10.2 | up 13% | up 4% | down 4% | down 8% |
| 88% | 12.2 | 11 | N/A | N/A | N/A | N/A |
| 82% | 11.8 | 11.5 | N/A | N/A | N/A | N/A |
| 83% | 13.6 | 13.3 | down 1% | down 4% | up 6% | up 4% |
| 82% | 14 | 11.3 | down 4% | down 14% | up 40% | up 13% |
| 94% | 9.6 | 9.7 | up 13% | up 21% | down 15% | down 9% |
| 88% | 12 | 11.8 | up 3% | up 1% | up 11% | up 6% |
| 88% | 12.5 | 12.9 | down 0% | up 1% | down 19% | down 12% |
| 90% | 10.2 | 9.9 | up 4% | up 16% | up 1% | up 7% |
| 74% | 9.1 | 8.9 | down 15% | down 7% | down 21% | down 19% |
| 81% | 14.8 | 13.3 | down 18% | down 9% | up 43% | up 58% |

May 16, 2008

Citizens for Responsible Development
c/o Mr. Jeff Eustis, Attorney
720 Third Avenue, Ste 2112
Seattle, WA 98104

**SUBJECT: Review of Traffic/Transportation and Parking Issues Associated with
Proposed City of Kirkland Downtown Area Planned Action Ordinance**

Dear Mr. Eustis,

I have reviewed and evaluated background information related to the proposed action, including in particular the April, 2008, City of Kirkland *Downtown Area Planned Action Ordinance Draft Environmental Impact Statement* (DEIS). I am personally and professionally familiar with the “study area” and environs, having visited the area numerous times recently and over the past 25 years. Based on my personal observations and on my review and assessment of the available traffic/transportation-related information, I have the following comments and conclusions:

CONCLUSIONS

- 1. The DEIS traffic/transportation analysis addresses the proposed action as if it were a project, rather than a Comprehensive Plan Amendment. Consequently, the traffic/transportation analysis is incomplete and inadequate for use in analyzing and evaluating the impacts of the proposed Planned Action and Comprehensive Plan Amendment.**
- 2. Some of the inputs to the quantitative traffic analyses reported in the DEIS are inaccurate or inappropriate, which has resulted in an underestimation of impacts and which invalidates the results.**
- 3. The DEIS parking analysis makes inappropriate use of parking demand data, and based on the resulting flawed analysis, makes an unacceptable and unsupported case to ignore City parking code requirements.**

DISCUSSION

- 1. The DEIS traffic/transportation analysis addresses the proposed action as if it were a project, rather than a Comprehensive Plan Amendment. Consequently, the traffic/transportation analysis is incomplete and inadequate for use in analyzing and***

23-16

evaluating the impacts of the proposed Planned Action and Comprehensive Plan Amendment.

In order to provide the information needed to adequately analyze the true impacts of the proposed Planned Action and Comprehensive Plan Amendment, the traffic analysis must account for the reallocation of jobs and housing inherent in the proposal, and it must consider impacts on the entire transportation system – especially I-405 and SR 520 – and cannot be limited to City of Kirkland intersections.

The traffic analysis performed for the DEIS first determined the additional traffic generated by the proposed development projects, and then analyzed the impact of that additional traffic on the specific intersections identified in the City’s concurrency analysis requirements. This analysis methodology starts with the inherent presumption that the jobs, residents, and activities accommodated by the proposed development have already been considered by and incorporated in the Comprehensive Plan. However, because the jobs, residents, and activities accommodated by the proposed development have NOT been considered by and incorporated in the Comprehensive Plan – the proposed action will accommodate an additional 3,800 jobs according to the DEIS [p. 2-16] – the analysis procedure and therefore the analysis itself are incomplete and inadequate for use in analyzing and evaluating the impacts of the proposed Planned Action and Comprehensive Plan Amendment.

The 3,800 jobs cannot just magically appear because the office space to accommodate them has been built: the region has a finite economic capacity that produces a finite number of jobs (the PSRC employment forecast), the City of Kirkland has a certain number of those jobs allocated to it, and the City’s Comprehensive Plan is designed to accommodate that employment. If there are to be 3,800 jobs in the proposed developments comprised by the Planned Action, the DEIS must specify where those jobs come from – elsewhere in downtown Kirkland? elsewhere in Kirkland? from the Eastside? from Seattle? – and it must consider the impact of those job shifts on the entire transportation system, especially I-405 and SR 520. In order to be adequate, the traffic analysis cannot be limited to City of Kirkland intersections as was the DEIS analysis.

Because the traffic analysis must consider employment relocation and system impacts, the project-based trip generation and distribution methodology used for the DEIS analyses are not applicable.

Because the alternative actions are land use alternatives, not project alternatives, they comprise a redistribution of employment (i.e., more in the Planned Action area with equivalent reductions elsewhere) that affects traffic volumes and patterns. In order to account for these effects, and to be able to analyze the entire transportation system, preparation of the traffic forecasts for the DEIS analysis requires use of the BKR model, and running the full model stream (i.e., trip generation, trip distribution, *and* traffic assignment, not just the latter).

23-16
cont.

2. ***Some of the inputs to the quantitative traffic analyses reported in the DEIS are inaccurate or inappropriate, which has resulted in an underestimation of impacts and which invalidates the results.***

Trip Generation. The trip generation estimates for the No Action and Proposed Action analyses are derived from different, inconsistent methodologies, and are therefore not comparable. Consequently, the DEIS impact analyses based on these trip generation estimates are not adequate for a proper evaluation of the alternatives and impacts.

According to footnote (2) of DEIS Table 3.4-10, trip generation for the No Action Alternative was derived from the BKR [traffic forecasting] model, and according to footnote (3), trip generation for the Proposed Action Alternative was estimated using the ITE Trip Generation Manual (TGM). BKR model trip generation (No Action) is based on population and employment, and ITE TGM trip generation (Proposed Action) is based on building floor area. These two trip generation estimation methodologies can yield significantly different results, and in order for the analytical results to be credible, a single trip generation estimation methodology should be used for all the alternatives being analyzed/compared.

23-17

Mode Split. The DEIS underestimates traffic generation of the proposed action by double-counting (overestimating) pedestrian, bicycle, and transit trips.

According to footnote (3) of DEIS Table 3.4-10, “vehicle trips were estimated using trip generation rates in the ITE Trip Generation Manual (TGM),” and “adjustments were made assuming pedestrian and bicycle modes would make up 3.5% of retail trips and 4% of office trips, and 6% of total trips would be made via transit.” Although these modes splits may be accurate, the DEIS analysis methodology ignores the fact that the ITE TGM trip generation rates are empirical – based on actual traffic counts – and therefore already incorporate transit, bicycle, and pedestrian mode splits. The actual mode splits inherent in the ITE TGM rates are not known, and it is unlikely (and there is no evidence, in any case) that downtown Kirkland mode splits are measurably different than those inherent in the ITE TGM rates. Consequently, adjusting the ITE TGM rates for pedestrian, bicycle, and transit mode split constitutes double-counting of such trips and is improper.

3. ***The DEIS parking analysis makes inappropriate use of parking demand data, and based on the resulting flawed analysis, makes an unacceptable and unsupported case to ignore City parking code requirements.***

The DEIS parking analysis found that the proposed action would provide more than 1,600 parking spaces fewer than City of Kirkland parking code requirements dictate. This is a recipe for severe parking overflow and congestion problems that the code requirements are designed/intended to prevent. In a superficial and analytically misleading attempt to justify the proposed parking shortfall, the DEIS relies on inapplicable data from the ITE Parking Generation Manual. The inapplicability of the ITE data – and the applicability of the City parking requirements – is explained below.

23-18

City of Kirkland parking code requirements are based on local information and reflect a locally-appropriate balance between requiring too much parking (which drives up costs and facilitates and encourages auto use) and requiring insufficient parking (which creates parking congestion and spillover). If Kirkland parking code requirements are to be changed – or deviations allowed – it should be done in a comprehensive manner, and it should be based on a thorough analysis of local Kirkland parking demand data. Kirkland parking code requirements should NOT be changed – or deviations allowed – based on limited national data (of unknown origin), such as the data reported in the ITE Parking Generation Manual, and changes/deviations certainly should not be made in the context of a specific Comp Plan Amendment or development application.

The ITE Parking Generation Manual provides parking demand estimates for various types of land uses, that like the ITE TGM trip generation rates, are based on empirical data; i.e., actual parking counts at existing developments. Because we do not know where and when the parking data was collected, we have absolutely no idea how it relates to conditions in Kirkland. For this reason alone the DEIS parking demand analysis is inapplicable and should be set aside.

23-18
cont.

If you have any questions or if you need additional information, please contact me.

Sincerely,



Robert Bernstein, P.E.



Summary of Qualifications. I have Bachelor's and Master's degrees in Civil Engineering (from Georgia Tech and Northwestern University, respectively), and I am a registered professional engineer in Oregon, Washington, California, Idaho, and New Jersey. I have over 30 years of transportation planning and traffic engineering experience, including five years with the City of Portland and seven years as Senior Transportation Engineer with the Puget Sound Council of Governments. In these positions and as a private consultant, I have prepared the transportation element for a dozen city and county comprehensive plans and numerous downtown plans, and I have conducted a wide variety of regional and subregional travel demand forecasting studies, traffic operations and safety analyses, and neighborhood traffic management studies. In addition, I have provided on-call development review services for several cities in Oregon, Washington, and California, and over the last 20 years I have provided expert assistance on development-related traffic issues to over 100 community and neighborhood groups.

From: on behalf of Kirkland Admin Record
To: Gilbert Cerise
Subject: RE: Draft EIS for Orni Private Request (PAR) Area B File No. ZON07-00012 & Kirkland Parkplac

-----Original Message-----

From: Jeffrey Hoyt [mailto:jjhoyt@gmail.com]
Sent: Saturday, May 17, 2008 2:20 PM
To: Angela Ruggeri
Subject: RE: Draft EIS for Orni Private Request (PAR) Area B File No. ZON07-00012 & Kirkland Parkplac

Dear Angela,

I relocated to Kirkland approximately four years ago. It was the small town feel, quaint, inviting, warm community that attracted me to the area. I think it would be very bad for Kirkland and bad for our community to allow the construction multi-story office space and high rises. Adding multiple levels to Kirkland Parkplace shopping center would not only be an eyesore, it is also not practical, as the roads would not accommodate the additional traffic. The intersections around Kirkland Parkplace already get extremely busy and backed up during rush hour. The resulting gridlock would increased traffic through the neighborhoods to east and south of shopping center.

24-1

There was reason for instituting the zoning laws that are currently in effect. The folks living in our community at that time didn't want Kirkland to turn into another Bellevue. The folks in our community still don't want our city to turn into another Bellevue. We don't want tall buildings shading our downtown area and residential areas, lots of cement, increase density, and gridlock. Please do not support the proposed zoning changes that would allow for the construction of the Orni building, the addition to the Kirkland Parkplace shopping center and other buildings that do not meet our current zoning restrictions.

24-2

Best regards,
Jeffrey Hoyt
921 5th Ave., Suite C4
Kirkland, WA 98033
(360) 280-6394

From: on behalf of Kirkland Admin Record
To: Gilbert Cerise
Subject: RE: DEIS- Touchstone/ Park Place

From: Mike Nelson [mailto:MNelson@frontierbank.com]
Sent: Monday, May 19, 2008 10:14 AM
To: Angela Ruggieri
Subject: DEIS- Touchstone/ Park Place

Michael D. Nelson

132 Kirkland Ave

Kirkland, WA 98033

425-889-2265

mnelson@frontierbank.com

I fully support Touchstone's Private Amendment requests. Having attended a number of the Open Houses, I understand even more of their proposal and feel it will be a great benefit / asset to Kirkland. The additional heights for a portion of the project is more than offset by the open space and art concepts being provided. Opening the site up to Peter Kirk Park will correct the problem the city has had turning its back on key features (similar to the waterfront not being visible). Instead of the back of QFC there will be more of an even flow between the two.

The density proposed will provide a critical mass for both employment and retail. This will provide a much needed improvement in the retail with the greatly expanded increase in sales tax- much needed with the city's continued revenue challenges. The parking will be available to meet the needs of the site as well as the adjoining sites that did/ do not have enough available parking (KPC, Senior Center, Teen Union). Recent history has shown that when one of their neighboring employers started 80% of the employees were commuting from outside of Kirkland that has reversed so that 80% now are living in Kirkland. This benefits both the city and region.

Touchstone Corp is a leader in quality projects and is environmentally aware. Its projects have won a number of awards and I believe the city of Kirkland will be very proud to have this project in our downtown.

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25-1

From: on behalf of Kirkland Admin Record
To: Gilbert Cerise
Subject: RE: Public Comment on early EIS for Private Amendment Requests, most significantly the Park Place Redevelopment Plan

From: Glenda Schmidt [mailto:glenda@schmidtfinancialgroup.com]
Sent: Sunday, May 18, 2008 2:33 PM
To: KirklandCouncil; Angela Ruggeri; Eric Shields; Jeremy McMahan
Subject: Public Comment on early EIS for Private Amendment Requests, most significantly the Park Place Redevelopment Plan

Please forward this onto the Planning Commission as well.

I'm writing again to make sure my comments/concerns go on record.

Just as a general statement, I'm unclear about the City's motivation to do early EIS on redevelopment projects. I can see how this would benefit developers and fast path development projects but I can also see the danger. Current downtown redevelopment projects are massive in scale and if we're wrong in EIS assessments of impact, it'll be disastrous to the City of Kirkland and the community.

26-1

Here are my comments/concerns about the EIS:

There is no proof that shared parking will work at Park Place. It's irresponsible of the City of Kirkland to approve this EIS based on an assumption of shared parking. And all you have to do is look at Microsoft's lengthy cost benefit history to question the validity of employer incentive programs aimed at getting employees out of their cars. It's irresponsible of the City of Kirkland to approve this EIS based on an assumption that potential tenants of Park Place's office park will make the investment and/or achieve the results needed to handle the significant increase in parking and traffic. We simply cannot build something of this scale without surplus parking and a traffic management plan far in excess of the traffic concurrency and LOS guidelines of this EIS.

26-2

Touchstone has made it clear that their risk is minimized and their profitability maximized if Park Place becomes primarily a high rise office park but this is inconsistent with the goals of Kirkland's Comprehensive Plan. Kirkland had no near term plan for that amount of commercial space and/or number of new employees. Is Touchstone's mitigation going to cover the millions of dollars of infrastructure outlined in this EIS and which is not in the City of Kirkland's plan for capital expenditures? I hear vague words about Touchstone mitigation but no specifics. This EIS should not be approved without a dollar commitment from the developer. Note to City: Spill over parking along neighborhood streets is not an acceptable mitigation. Commute traffic through neighborhood streets to avoid wait time at stoplights and heavy traffic on main arteries is not an acceptable mitigation.

26-3

26-4

26-5

I've heard Eric Shields say repeatedly, "We never expected someone would come in and redevelop the entire 11.5 acre Park Place site so we didn't specify what Kirkland wanted the entire 11.5 acre site to look like." Just because we didn't have the foresight or vision for this specific site, doesn't mean we forfeit the citizens' vision of what this

26-6

community needs/wants at Park Place. The EIS supports what Touchstone wants. If this EIS is approved, I believe Kirkland traffic and parking will be a disaster. It will also be a sad day for Kirkland if this 11.5 acre site becomes a baby Bellevue project when the site has so much promise for the exciting mid rise, open space, quality mixed use project citizens want (20% open space, 40% office space, 40% retail space).

26-6
cont.

As I've said before, the Orni/Altom PARs shouldn't be included in this EIS. They shouldn't be allowed to just pile onto the Park Place PAR and EIS. I'm repeating myself but why would we approve even more commercial space with inadequate parking and increased traffic? This offers nothing of benefit to the community; why are we bothering with this? Just say no.

26-7

Respectfully submitted,

Glenda Schmidt
225 4th Avenue, B402
Kirkland, WA 98033



Glenda Schmidt
620 Kirkland Way, Suite 205
Kirkland, WA 98033
(p) 425-893-9195
(f) 425-893-9824

From: on behalf of Kirkland Admin Record
To: Gilbert Cerise
Subject: RE: Touchstone preferred Alternative Plan

From: Margaret Bull [mailto:ladywisteria@verizon.net]
Sent: Sunday, May 18, 2008 5:53 PM
To: aruggeri@ci.kirkland.wa.us.
Cc: citycouncil@ci.kirkland.wa.us.
Subject: Touchstone preferred Alternative Plan

Dear Planning Dept and Kirkland City Council,

I attended the April 10th DEIS meeting for the Kirkland Park Place redevelopment and the Design Review Board Meeting on April 21st. I feel strongly that the immense impact of 'Neighborhood Plus' development concept on the traffic through the various neighborhoods in Kirkland is such that this plan should not be approved. The fact that the subarea that I live in will 'fail' according to the DEIS is extremely worrisome to me. It is my hope that a 'no action' alternative will be chosen. I believe that the intersection at NE 68th Street and 6th Street/108th Ave NE will have greater increases in traffic than predicted due to factors not totally taken into account in the DEIS for this project.

27-1

27-2

At the Design Review Board meeting on April 21st I was able to see the presentation of several alternative plans. I am contributing a few comments in regards to those plans. Please note the attached letter.

Sincerely,
Margaret Bull

6225 108th Place NE
Kirkland WA 98033

May 18, 2008

Ms. Ruggeri
Planning and Community Development Department
Kirkland City Hall
123 5th Ave
Kirkland WA 98033

Dear Ms Ruggeri, Planning and Community Development Department and City Council,

KIRKLAND PARK PLACE ALTERNATIVE PLAN

I attended the Design Review Board meeting on Monday, April 21st, 2008. I was disappointed that the **Alternative Plan per Current Code & Policies** does not include retail in the first phase and there is no guarantee of retail in the second phase. It would benefit the community and those working in the offices to have a larger QFC that includes a deli, a bakery, and a pharmacy in one of the buildings in the phase one area of the project. A grocery store is essential to those living in the downtown area as well as access to a pharmacy. The Planning and Community Development Department has allowed a high density of housing options in the greater downtown area as required by Growth Management regulations. I have been told that the Kirkland QFC is one of the busiest of all the QFC Stores on the Eastside. The demand for shopping options for food and other essentials will increase greatly with the addition of the hundreds of office workers that will commute into the Moss Bay Neighborhood when the Park Place Center is redeveloped.

27-3

When looking at the other neighborhoods in the Kirkland area you will notice shopping centers that include easy access to food shopping as well as the variety of goods offered in local drug stores: Red Apple, Bartell Drugs and Ace Hardware in Bridle Trails; PCC, Houghton Market/Metropolitan Market and Bartell Drugs in Houghton; Albertsons and Rite Aid in Juanita; QFC, Rite Aid, Fred Meyer's and Trader Joe's in Totem Lake; and Safeway, Costco, and Walgreen's in the Rose Hill neighborhood. Less driving trips result when stores are close to where people live especially when they cover a variety of shopping needs and are easily accessible by walking, driving and transit. Rebuilding QFC in the phase one area of the plan would allow the current QFC to stay open during the 30 months of construction predicted for this project.

CHOICES OF ALTERNATIVE PLAN CONFIGURATIONS

I agree with the board members who prefer the “B” and “E” versions. It appears that they might allow better views for those that live east and north of the project. Unfortunately the changes in the Design Review Board will cause delays in evaluating this plan in more detail. Personally I am impressed with the time and thought that the board has put into the design aspect of the various projects in Kirkland. Three to five story buildings seem large to me when I drive around other Eastside Cities. It is my hope that the City Council will approve a development plan that does not allow building heights greater than five stories even if it means less retail opportunities. Hopefully, with citizen input the Design Review Board will continue to guide this project so that it will aesthetically fit into the overall vision for the Kirkland of the future.

27-4

COMPREHENSIVE PLAN ART REQUIREMENTS

One of the things that bothers me the most, when Touchstone developers speak, is how they go on and on about art while avoiding the fact that their buildings are massive and no amount of art is going to make up for it. On a positive note, though, the developers concerns about aesthetics seem sincere and they are making an effort to encourage public discussion. Let us hope that their idea of art is not a collection of sculpture scattered throughout the development. In my opinion, we have enough sculpture in this town. Some of you might remember that there were several nude figures that were very controversial outside the library window a few years ago. I find that a person either likes a particular piece of art or hates it and any art in a public space becomes boring after awhile. Once a developer has plunked something down they are usually not responsible for changing the art to give freshness to an open space. On the other hand, beautiful gardens can be changed and remodeled quite easily. I suggested that the open space have a more natural artistic plan.

27-5

The Touchstone developers have made it clear that they feel that they can not include retail space at the street level due to investment return issues. If this is the case, than I feel great thought should be given to actually having art along the walls such as mosaics or 3-d features. I enjoy walking past the art along the side of the library rather than just looking at a blank wall. The clinker bricks on the outside of the City Hall are interesting but may promote teenage rock climbing practice if added to buildings near the park.

OPEN SPACE INCLUDING SHELTER

There seems to be a great deal of concern over the need for open space. I agree to a certain point especially considering office workers need areas where they can experience day light, fresh air and exercise as well as a quiet place to have lunch. Let’s face the fact that the weather often keeps people indoors so open space is not appreciated even when it is provided. Also, the park is available for use by everyone therefore the need for open space might not be as great as it would be in another location. I can’t really understand how a larger percent of the property being designated as open space compensates for the greater height and density that is proposed in the “Neighborhood Plus” plan.

27-6

As I see it, an essential element to the open space design should be some type of sheltered area using gazebos/ pergolas or some type of covered walkway with seating areas

incorporated within it. Hopefully smoking and nonsmoking covered areas could be provided. Even though smoking is discouraged in this state we have to acknowledge that many of the high tech office workers will be coming from out of the country or from states that have a culture of frequent tobacco use.

WATER FEATURE

Water features have been mentioned several times. I don't understand the significance of this. We have plenty of water in this town and often water features in parks are not turned on so they leave an artistic emptiness. They also can become depositories of trash or used as public bathing/urinating facilities.

27-7

TEENAGER HANG-OUT

In open-space planning, teenage behavior needs to be taken into consideration since this project is situated in close proximity to the teen center, the skate-park and the 'hang-out' area at the transit center. When I have seen Touchstone's drawings of possible open space configurations I keep thinking 'What a great skate park'! This concerns me since I have had to play 'the good citizen' and point out to a pack of boys that were flying off the library steps and zooming around the underground parking garage that there is a prominent sign prohibiting skate board usage in these areas. It seems that the Peter Kirk Skate Park is not considered challenging enough. Many citizens are afraid of confronting teens in the downtown area. Safety for all citizens should be an objective in creating the design of the open space areas in the Park Place redevelopment.

27-8

TRANSIT AVAILABILITY

There is much talk about pedestrian routes through out the development connecting it to the downtown area including the transit center. More emphasis should be put on designing an entrance to the development for Metro bus service. I'm sure that many office workers will find it too challenging to run across the hilly lawn of Peter Kirk Park in order to catch a bus. If the other office developments go in around the post office it will be even more important to make bus service easily accessible from the 6th Street side of the Park Place Development. A sheltered waiting area within the development would not only be used by those waiting for the Metro bus but possibly by those waiting for tenant shuttle services similar to those currently used by Microsoft. There would need to be designated curb waiting zones for vans and other company vehicles. It has been mentioned that a roadway access for emergency vehicles is required. Possibly this roadway could be designated as a transit/shuttle service access-only roadway.

27-9

PHASE TWO RETAIL

As a citizen I'm unclear on the requirements for retail usage if the developers build within the confines of the comprehensive plan. Are they required to put in any retail? The concern that I have in this regard involves the phase two aspect of the project. In

27-10

three years when the office complex is completed is it possible that Touchstone will join forces with the Bungee building owners and build a large office complex where the QFC and Bungee buildings are now? Is there any way to have the current QFC retail area designated 'retail use only' as part of the permitting process? In the next three years there could be a great many changes in downtown Kirkland as well as the national economy and I would hate to see a future DRB going back to square one dealing with another proposal for an 8 story building in the phase two area. In my opinion a store such as Borders Books, Music, Movies and Café would be a wonderful addition to the Park Place Development. Medium size retail spaces make sense since families benefit from stores that offer a bigger selection of items rather than a cluster of small shops. Keeping small shops down on the waterfront seems to be more appropriate for the overall plan in Kirkland since the area near the marina has a more tourist emphasis; whereas, incorporating larger stores and restaurants in the office area on the east side of Peter Kirk Park is a more practical solution when one considers parking issues and reducing car trips in and around the town. It would be helpful to know more about Touchstone's vision for the Phase Two area. Is there a possibility of a movie theatre, a gym, or a large restaurant such as TGIFriday's?

27-10
cont.

PARKING ISSUES

The last concern I have at this time is related to parking. I feel that Touchstone should build the full amount of stalls required for this size of building development. What worries me the most is that the potential lack of adequate parking for the tenants and their clients at Park Place will impact the public garage used by the ball field, the community center, the library and Kirkland Performance Center.

At this time the limited amount of public parking available in Kirkland is already an issue. We all know the impact of increased development has on parking and transportation needs. Ample parking designated for library use is essential. The idea that a project of this scale with help to revitalize our downtown is a bogus one if citizens are unable to find free public parking available near shops, restaurants, and public buildings. The temptation to use the free parking facility under the library by the people visiting the offices at Park Place is understandable if not enough stalls are available in the underground parking garage at the Touchstone development. The library with its many outreach programs is one of the most important public buildings in the central area of Kirkland. The City of Kirkland needs to do every thing that it can to make sure that there is plenty of free parking available for library patrons as well as those using the pool, the park and the community center. This is vital if we want Kirkland to remain a family-friendly 'village'.

27-11

Respectfully,
Margaret Bull
Houghton resident

From: on behalf of Kirkland Admin Record
To: Gilbert Cerise
Subject: RE: TO PLANNING COMMISSION

From: Jill DeRoche [mailto:jill.deroche@verizon.net]
Sent: Sunday, May 18, 2008 11:28 PM
To: Angela Ruggeri; KirklandCouncil; Eric Shields
Cc: KEN ON VERIZON; Cam
Subject: TO PLANNING COMMISSION

May 18, 2008

To: Kirkland Planning Commission
Re: April 24 public meeting, File Numbers:
A. ZON07-00016 (Park Place)
B. ZON07-00012 (Orni)
C. ZON07-00019 (Altom)

From: Jill DeRoche
929 5th Ave. #2
Kirkland, WA 98033
425-739-9129
jill.deroche@verizon.net

This e-mail is in response to the Planning Commission meeting April 24, 2008.

AREAS B AND C—NO VARIANCES

There should be no variances permitted on building and development restrictions for the Orni property (B) on 5th Avenue and the Altom property (C) on the corner of 6th and 4th. | 28-1

Regarding the Orni property, some aesthetic problems would be avoided if buildings could be placed only on the west side—lake side-- of the property, and if they were placed at an angle, as suggested at the Planning Commission open house. That plan would leave the east side for gardens and parking, and the building height would not block as much airflow and sunlight. | 28-2

However, there is no guarantee that the eventual developers will follow this plan. Instead, they might plan excessively dense and high structures once the variance is approved. Variances on code should not be permitted without an approved and binding final plan for development. Both the final development plan and the variances for a property should be legally determined, approved, and contracted at the same time. Since the actual builders are not providing legally binding plans now, no variances should be permitted. | 28-3

Another concern is that if an excessive increase in building size were permitted, this small, residential, walking neighborhood of condos and apartments would not be able to handle the traffic, the parking, and the noise. | 28-4

Finally, the excessive size of 6-story buildings rising up close to the street and against other properties would be out of place and aesthetically ugly. | 28-5

Conclusion: The City should not grant any variances to the Master Plan for either the development on 5th Ave. or the one on the corner of 6th St. and 4th Ave.

AREA A—A LIFESTYLE CENTER

The Parkplace Shopping Center is a different issue. Touchstone's website communicates an exciting revival of shopping at Parkplace that was not communicated at the Planning Commission meetings that I attended. Also, while listening to the recording of the Commission's May 8th meeting, I realized that most of the Commissioners understand and share most of the concerns expressed by other Kirkland residents at the April 24th meeting.

After listening to points made on May 8th, I accept that additional floors for office space may make the retail businesses more viable. I don't know anyone who favors turning the area into an office park, even if it did include minimal retail. We would prefer a "multi-use lifestyle center." It's important to many of us that Parkplace thrive as a retail center that reflects Kirkland's personality. There certainly is a concern that once variances are allowed, the center could become a gigantic monolith of office spaces, even if Touchstone now promises otherwise.

If Kirkland is to be a walking city, it needs plenty of shopping to walk to, such as a grocery store, drug store, and hardware store. Many of us would like a movie theater—and our beloved bookstore (please excuse my sentimentality).

My dream list goes on and on. Maybe Touchstone could plan an area for Kirkland's Farmers Market. Personally, I'd also like an Asian market, such as Uwijamaya. . . .

You have a tough job, and I appreciate your honest efforts and concern..

Jill DeRoche

28-6

From: Angela Ruggeri [mailto:ARuggeri@ci.kirkland.wa.us]
Sent: Monday, May 19, 2008 10:36 AM
To: Ron Loewen; Gilbert Cerise
Subject: FW: Park place comments final.doc

Kirkland Transportation Commission comments.

May 19, 2008

Mr. Eric Shields
SEPA Responsible Official
123 5th Avenue
Kirkland, WA 98033

Dear Mr. Shields:

At its April 23, meeting the Transportation Commission reviewed the April 2008 Draft Environmental Impact Statement for the Downtown Area Planned Action Ordinance. Our discussions resulted in the following comments:

- | | |
|---|------|
| 1. Under the action alternative, there may be several projects simultaneously under construction downtown (Parkplace, Bank of America, McLeod). The EIS should evaluate the impacts on traffic, infrastructure and the economic impact on downtown businesses of this simultaneous construction and describe how will these impacts be mitigated. | 29-1 |
| 2. If the City is required to pay for certain improvements that are not currently in the funded CIP (Page 3.4.63), what will be the effect on other projects that are currently funded in the CIP? What projects will be no longer funded? What will be the effect on the city's vehicular level of service if these projects are not built? Costs of any mitigation required for the project should be borne by the developer. | 29-2 |
| 3. We request more information to support the parking rates proposed in Appendix E. How do the parking rates (stalls/sq ft.) compare to Lincoln Square in Bellevue or some other development that includes similar features? | 29-3 |
| 4. Parking supply (3,500 stalls) appears to be equal to the normal demand. Since parking usually appears full when it reaches 85% of capacity, how does the applicant propose to reduce the amount of time folks spend searching for parking? | 29-4 |
| 5. More information is needed to indicate that parking impacts will not spill over into the adjacent neighborhoods. Please clarify how these impacts will be mitigated or why off-site locations were not studied. Alternatives other than a residential parking zone system should be presented. | 29-5 |
| 6. Add an analysis of transit capacity. Is there enough capacity to carry the forecast demand added by this project? What evidence is there that it is realistic to think that employees or customers of Park Place would walk between the downtown transit center and Parkplace? How will the assumed mode split be achieved? | 29-6 |
| 7. Because the project is relying heavily on biking and walking traffic, provide an analysis of the bicycle and pedestrian network surrounding the project. Is the network complete enough to support the level of trips being proposed? Where are the missing | 29-7 |

Letter to Mr. Eric Shields

May 19, 2008

Page 2

- | | |
|---|---------------|
| gaps in the system that should be filled to achieve the assumed level of pedestrian and bicycle activity? A specific analysis of impacts on pedestrian safety should be conducted so that the impacts of the proposed development on the existing and proposed network can be understood. | 29-7 cont. |
| 8. Since the mode split assumptions are so important to the parking impacts and level of service calculations, it is critical to understand the effects on traffic operations if the assumptions are incorrect. Therefore, a sensitivity analysis on the mode split assumptions should be performed. | 29-8 |
| 9. Analysis should be done to quantify the effectiveness of TDM methods and to check if the TDM programs proposed will be adequate to support the assumed mode split. Models like TEEM (Developed for the WSDOT) are available for this type of analysis. Any final TDM plan must have clear actions that are required if the project is not meeting the mode split goals that are assumed. | 29-9 |
| 10. There should be an analysis of signalized intersections around the project that will need to work as a system. Impacts appear to have been analyzed as individual intersections but closely spaced intersections such as those being proposed must be analyzed as a system. What are the expected impacts of queuing? | 29-10 |
| 11. The vision and design ethic of the project do not appear consistent with the Comprehensive Plan. | 29-11 |
| 12. The project proposed as mitigation at the intersection of Lake Washington Blvd. and NE 38th Street requires further investigation. Is the proposed lane long enough to operate as a dedicated lane and therefore provide the capacity to mitigate the impact? Is the project feasible in terms of impacts to adjacent properties? | 29-12 |
| 13. The planned improvement project assumptions (those projects assumed to be in place by 2014 and 2022) should be clearly identified and listed in the EIS. | 29-13 |

Thank you for consideration of our comments.

Sincerely,
City of Kirkland Transportation Commission

Jon Pascal, Chair

From: Ken DeRoche [mailto:ken.deroche@verizon.net]
Sent: Monday, May 19, 2008 8:36 AM
To: Angela Ruggeri; KirklandCouncil; Eric Shields
Cc: Ken DeRoche; Jill
Subject: Comment on Touchstone, Orni private amendment requests

May 18, 2008

To: Kirkland Planning Commission
Re: April 24 public meeting, File Numbers:
A. ZON07-00016 (Park Place)
B. ZON07-00012 (Orni)
C. ZON07-00019 (Altom)

From: Ken DeRoche
929 5th Ave. #2
Kirkland, WA 98033
425-739-9129
ken.deroche@verizon.net

This e-mail is in response to the Planning Commission meeting April 24, 2008.

Area B - Orni

My concern is that this request will not be given full scrutiny because it is grouped together with the larger, more visible Touchstone proposal for Park Place. A 6 story/60 ft building would be completely out of place in this small neighborhood of 3 story condos and 2-3 story office buildings. Even the existing 4 story/40 ft limit would be large scale for the existing area.

30-1

As I understand it, granting the amendment to PLA5C does not require any further design review. The proposals show that with minimized easements, a higher building could be built on the South-West corner of the property allowing for a smaller footprint and more open space, but without required design review, there is nothing to indicate that the builder could not just fill the property with a large monolithic structure, dwarfing the surrounding residences. There needs to be some sort of reciprocation for the additional height. The territorial views of neighbors, shading, air flow, the trail on 4th avenue and general neighborhood aesthetics all need serious consideration if the livability of this neighborhood is to be preserved. Is there alternate zoning code that would allow office space desired but not allow the excessive height or excessive density?

30-2

30-3

I also feel that the traffic impact of a large office building this far East on 5th Avenue would be greater than proposed. 5th Avenue, 10th Street, Kirkland Circle and their

30-4

shoulders are already strained by current resident, business and postal employee parking. The North shoulder of 5th Avenue is mud and ruts during most of the year. 10th Street and Kirkland Circle are not passable in places without straying across the center line. The corner of 5th Avenue and 10th Street is effectively blind. There have been numerous close calls with employees late to work racing around the corner into cars coming out of driveways. There is a school bus stop on Kirkland Circle. Adding a larger number of cars will worsen the situation.

30-4
cont.

Area A - Park Place

I hope this will become a vibrant center with sufficient retail, parking and pedestrian access and not become just another "office park". Without the retail core and welcoming pedestrian access, the area will only be populated weekdays during business hours and become an empty ghost town during the evenings and weekends. This would hardly make Kirkland a welcoming destination for anyone other than the employees who work there.

30-5

A big concern is the proposed parking, nearly 2000 spaces short of the current requirements. It is not reasonable to believe that this will be mitigated by employees choosing to commute via alternative methods. Certainly not 40% of the workers. The strain of 2000 extra vehicles parking in the surrounding neighborhoods will have a severely negative impact on those neighborhoods.

30-6

Again, there needs to be some reciprocity. Granting amendments should come with requirements; adequate parking, exemplary design, pedestrian access, and dynamic retail availability.

30-7

Area C - Altom

I question the need for the 60 ft/ 6 story amendment here also. This location is much better equipped to handle increased office density, but granting a height variance would set precedent for even higher buildings in the surrounding areas. Isn't the existing master plan sufficient for the needs of Kirkland?

30-8

In conclusion, it is the developers' job to ask for the moon and maximize profits/cut costs where possible. Downtown Kirkland and Moss Bay have first-class attractive qualities that developers seek to capitalize on. Kirkland should follow other great cities and demand nothing less than first-class development and the preservation of our amenities and life-style in return. Please make it Kirkland's job to demand proper design, enforce aesthetics, and protect the beauty of Kirkland from being lost to less than adequate development for the sake of its residents. Once these developments are in, the face of Moss Bay will be irreversibly changed for many decades. Let's make it for the better.

30-9

From: Don Winters [mailto:donjwinters@comcast.net]
Sent: Sunday, May 18, 2008 10:08 PM
To: Angela Ruggeri
Subject: Park Place PAR comment

Ms. Ruggeri -- I would like to comment on the Park Place redevelopment PAR. I am in favor of the amendments because of the amenities that Kirkland would get compared to an alternative proposal that stays within current code. I think the open space, pedestrian connections to downtown and the retail vibrancy of the proposed project far outweigh concerns about the height of the buildings, setbacks, and traffic. Eight stories in this location is not out of scale, in my opinion, and certainly is not going to make Kirkland "like Bellevue". The lower setbacks would seem to encourage the type of street retail that we want in a pedestrian friendly town. As for traffic, what location would be better for a large project than the Park Place location with it's access to the ramp leading up to I-405?

31-1

I hope that a small, vocal group of self-interested parties doesn't derail another project that would benefit the city as a whole. It should be realized that many of the complaints about height and "scale" are really concerns over views, and do not reflect the wishes of the majority of citizens of Kirkland. I hope the amendment is approved and a quality project can be built.

Donald Winters
417 6th Ave. S.
Kirkland, WA 98033
425-827-2650

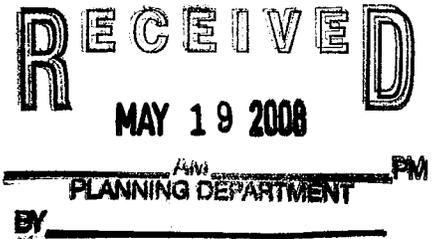
From: Angela Ruggeri
Sent: Monday, May 19, 2008 11:01 AM
To: Eric Shields; Paul Stewart; Jeremy McMahan
Subject: public comment

[Eric, Notice the request for an EIS comment period extention.](#)

From: e-Copy
Sent: Monday, May 19, 2008 10:57 AM
To: Angela Ruggeri
Subject: Scanned document from e-Copy (e-Copy)

May 17, 2008

Eric Shields, Planner Director and SEPA Responsible Official
City of Kirkland Planning Department
123 - 5th Ave.
Kirkland, WA 98033



**RE: Comments Pertaining to Three Private Amendment Requests –
Permit No ZON 07-00012; ZON07-00016; and ZON07-00019**

Dear Eric:

Thanks for the opportunity to comment regarding the three proposed private amendment requests for Park Place and nearby areas: Permit No. ZON 07-00012; ZON07-00016; and ZON07-00019. Here are my comments.

Request for Extension in the draft EIS Public Review Period

I feel that the City should provide an extension of the EIS public review period, as well as another EIS public meeting that includes the newly developed scale model of the proposed development. This scale model was only recently shown to the public by Touchstone Corp. This model of 8 story buildings was not present during the April EIS public meeting or during the earlier Touchstone community meetings. Without such a model it is very difficult for residents to gauge the extent of how 8 story buildings would significantly alter the site and the human environment. With the newly released scale model, and further education with the public, you will gain better and more realist comments from Kirkland residents.

32-1
32-2

Comments Pertaining to the Specific Sites

Area A (Park Place Site)

I like the idea of redeveloping the Park Place site, but after reviewing the Touchstone model of their proposed alternative on May 12th, I have decided that I can not agree with an increase in height to 8 stories, nor can I agree with the setback changes. Touchstone's scale model of the proposed development shows a massive industrial, big box type of development with 7-8 story walls nearly right on the sidewalks of 6th Street, Central Way and adjacent to, and looming over, nearby buildings, including the fine architecture of the Emerald Building. This type of development does not fit well within the small, congested, mixed residential and business district of the downtown core, and it could have negative impacts to the future attractiveness of downtown Kirkland and its economy. This big box type development, however, would fit nicely into the redevelopment of Totem Lake or downtown Bellevue. Totem Lake is entirely different since it is within a large commercial district (not nestled within high density residences) and it is next to the freeway. I thought the City of Kirkland was trying to get more stylish, small scale buildings and architecture in the downtown area that better fits a mixed residential/commercial district. The development proposed by Touchstone is not the type that would add character or attractiveness to the heart of downtown Kirkland – it appears that it is primarily designed for utilitarian purposes to maximize square footage of space.

32-3

Additionally, I can not figure out why Mr. Howe and Touchstone invested in the Park Place property with the intent of eliminating Kirkland's primary downtown retail district and converting it to offices. Of course, he states that retail will not be eliminated if he gets his request for a significant increase in building heights of 8 stories. But why would Mr. Howe be disrespectful to the City of Kirkland, by giving us only two options, both of which are unacceptable. One option would eliminate our key retail district in downtown Kirkland, and the other option would make a massive, big box development which cuts against the needs and desires of fine, human scale architecture that we want and need to maintain Kirkland's attractiveness. It is as if the developer does not care what our City wants (zoning codes) or needs (retail) at that site. This approach has created a bad precedent, and if the height limits are not approved, and Touchstone goes forward with eliminating a major grocery store, athletic club, and other retail at Park Place, then he will significantly impact the attractiveness, and economic vitality and sustainability of downtown Kirkland. One of the primary reasons that I have lived in the downtown area is that it has these services within walking distance. The elimination of these services will directly and negatively impact me, as well as many others. Touchstone, as well as other investors, must understand that we created the zoning codes for reasons to maintain and improve the attractiveness of downtown Kirkland, and any developer should respect that desire prior to investing in that site, as well as understand our need to maintain that retail for our economy.

32-3
cont.

I also cannot understand why no middle way option has been proposed. A more moderate increase in building heights (i.e., 6 stories), that are staggered with the largest buildings in the interior portion of the site, would be more acceptable, yet Touchstone has insisted that there is no middle way. I would hate to think that this attitude is only to maximize monetary return, but maybe it is. A middle way could provide a win-win solution because a development could have a good quantity of retail, including a grocery and athletic center, as well as office space, and it also would blend better to meet our City's needs and desires. It appears that Touchstone has come into our fair city and taken our key retail center hostage as a negotiation chip to get a significant increase in building height, and this appears to have been done with total disregard to our City's needs to maintain retail as well as our desires for zoning.

32-4

Area B (Orni Site)

I feel Area B could reasonably have building heights up to 6 stories without a major degradation of the human environment due to its location tucked back within the ravine, away from major thoroughfare, and not being an impediment to the human scale and attractiveness of downtown Kirkland. However, the setbacks should not be decreased. Set backs are one of the few ways we are able to maintain a reasonable relationship between massive buildings and human corridors. Loss of these setbacks at this site, and elsewhere in downtown Kirkland, are significant negative impacts.

32-5

May 17, 2008
Eric Shields, Planner and SEPA Responsible Official
Pg. 3

Area C (Altom Site)

I travel by the Altom site nearly every day, and I do not believe that site should be allowed to have buildings any higher than the existing File Net Building that is at the intersection. A building any higher than that could create a canyon-like perspective for that major intersection and thoroughfare. Also, there should be no reduction of current setback zoning and no reduction of minimum lot area for tall buildings.

32-6

Thanks again for the opportunity to comment on the draft EIS.

Best Regards,



Greg Schroer
PO Box 675
5 - 6th Street
Kirkland, WA 98083

gschroer @ msn.com

From: Angela Ruggeri [mailto:ARuggeri@ci.kirkland.wa.us]
Sent: Monday, May 19, 2008 11:05 AM
To: Ron Loewen; Gilbert Cerise
Subject: FW: additional public comments

RECEIVED

MAY 15 2008

AM PM
PLANNING DEPARTMENT

BY _____



Via Federal Express

May 14, 2008

Planning Commission
Attn: Angela Ruggeri
City of Kirkland
123 – 5th Avenue
Kirkland WA 98033

Re: Downtown Area Planned Action Ordinance

Dear Planning Commissioners:

KBS Realty Advisors on behalf of TR Continental Plaza Corp., a Delaware corporation, oversees Continental Plaza, which abuts Area A to the south. We urge your rejection of the proposed plan and zoning amendments for Area A based upon the lack of any demonstrated public benefit.

Continental Plaza is a five-story office building located at 550 Kirkland Way. The property and the building itself back up against the mid-portion of Area A. The proposed plan and zoning amendments would allow office buildings of up to 8 stories, a height that would completely block the view from Continental Plaza of Peter Kirk Park, much of the downtown and Lake Washington.

The Comprehensive Plan proposes major changes to Area A, by allowing nearly one million square feet of office and commercial space over what present plans and zoning would allow. Other than perhaps meeting the desires of the Park Place landowner, we see no justification within the EIS for such a radical departure from the City's present plan.

Certainly, plans and zoning are not immune to change, but they are intended to cover an extended period of time and to bring some sense of certainty to the development of land. When plans and zoning are abruptly changed within a short period of time, the expectations of landowners and investors are seriously undermined. To some extent, this is a zero-sum gain. As the city suddenly decides to place a high concentration of office space on a single property and to depart from prior height and density standards, other properties are adversely affected by such things as a disproportionate scale of development, the blockage of views, increased traffic congestion and overflow parking demand.

33-1

Planning and zoning must advance interests of the public at large. See Kirkland City Code 140.30. The present Plan is intended to cover all parts of the Downtown and all parts of the Plan are interrelated. The principles governing the development of one property should not be changed without considering the impacts on all properties and the overall development pattern for the Downtown.

33-1
cont.

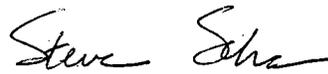
Before you consider allowing the concentration of an additional 1 million square feet on a single property, we urge you to address the broader questions of whether an additional million square feet of office are warranted, where that additional space should be placed, how it can be served by the existing infrastructure, what additional infrastructure is necessary and how it would be funded. Until you address those questions, no just purpose is served by entertaining the request for such a radical change to Area A.

33-2

The Comprehensive Plan expresses the long-term vision for the City of Kirkland and should not be pushed aside just because a particular landowner or developer has some other desire for its property. Any amendment to the Comprehensive Plan must result in "long term benefits to the community as a whole." The requested amendment for Area A would not serve that end. Accordingly, we urge you to reject the proposed amendment for Area A.

33-3

Sincerely,



Steve Silva
Senior Vice President
KBS Realty Advisors

-----Original Message-----

From: Susan Thornes [mailto:shthornes@comcast.net]

Sent: Monday, May 19, 2008 12:44 PM

To: Angela Ruggeri

Subject: parkplace

hello, re; the parkplace re-development...I am am hoping for the planning commission to take a long term view of the project keeping in mind that Kirklanders need an alternative to Bellevue square, Redmond town center and U village. please consider the best use of this property and plan for a shopping center with appropriate parking/ egress etc... Building height should not be a big issue here but traffic in & out of the center should be considered..If the short sited folks get their way we'll have a boring office park and traffic patterns won't be such an issue. (Retail and the tax revenue will go to other cities).

thanks for the opportunity to opine! Susan Thornes, Lakeview
neighborhood Chair

34-1

From: Alex Hudspeth [mailto:alex.hudspeth@gmail.com]
Sent: Monday, May 19, 2008 12:52 PM
To: Angela Ruggeri
Subject: Vote Against the Orni Private Request (PAR) Area B File No. ZON07-00012

RE: Draft EIS for Orni Private Request (PAR) Area B File No. ZON07-00012

Date: 5/19/2008
Name: Alex Hudspeth
Address: 917 5th Ave #A1
City, State, Zip: Kirkland, WA 98033
Phone: 425-444-7699
Email: alex.hudspeth@gmail.com

I am writing to voice my concern against the proposed expansion and construction of the new 6 story high-density office buildings. The Kirkland road system around the post office is not designed to handle so much traffic. The residential area around 10th st and 2nd ave cannot accommodate the increased amount of business traffic.

35-1

I hope the city council and planning committee has the foresight and vision to foresee the potential safety hazards of business commuters driving through the residential areas of 2nd ave, 10th st and 5th ave. If the 6-story office building is allowed to be constructed, there could be a high probability of a collision accident as office workers drive the “back way” via 10th st on the way to their office, careening around blind 90 degree turns. These streets are not designed for business commuters. The streets in front of the post office cannot handle any additional traffic either.

35-2

It is the duty of the planning committee and the city council to protect the safety of the community of Kirkland through appropriate planning. Allowing the construction of the proposed 6-story office building would violate that commitment to ensuring a safe community.

35-3

The Kirkland City Council and Planning Committee should vote against the proposed new zoning and keep the zoning as it currently is, for the safety of Kirkland.

Alex Hudspeth

Alex Hudspeth
917 5th Ave #A1
Kirkland, WA 98033
425-444-7699 (Mobile)
alex.hudspeth@gmail.com

May 19, 2008

VIA ELECTRONIC MAIL

Angela Ruggeri, Senior Planner
Department of Planning and Community Development
City of Kirkland
123 Fifth Avenue
Kirkland, WA 98033

Re: Draft EIS
Downtown Area Planned Action Ordinance

Dear Angela:

Thank you for affording Touchstone an opportunity to review and comment on the Draft EIS for the Downtown Area Planned Action Ordinance. Overall, the document presents a thorough, reasoned, objective and clear description of the environmental impacts of the Downtown Area Planned Action Ordinance.

Touchstone does respectfully disagree, however, with the document's analysis of impacts on police and fire. The document's conclusion that this proposal may require the provision of three additional full time police officers, eight additional firefighters, and four additional emergency medical service firefighters, is incorrect. Data relating to Area A that have been provided to the City by Touchstone show that this conclusion is significantly overstated. Touchstone has offered a more realistic methodology for the analysis based on similar projects at other locations. Touchstone asks that the Final EIS disclose those data, and the conclusions that flow from those data, and explain how a methodology based on similar projects at other locations will lead to a much more limited projected impact on police and fire services. This additional information will give the public and the decisionmakers a more comprehensive perspective on the analysis of public services impact. In addition, the EIS should disclose that tax revenues from the Proposed Action will more than pay for the impacts identified, whichever analysis is embraced.

Thank you for your consideration of these suggestions. As always, Touchstone appreciates the courtesy and professionalism of the City, its staff, and its consultants.

36-1

Angela Ruggeri
May 19, 2008
Page 2

Sincerely,

A handwritten signature in black ink, appearing to read "G. Richard Hill". The signature is stylized and cursive.

G. Richard Hill

GRH:ldc

Enclosure

cc: Douglas Howe
Shawn Parry
Lacey Davidson
Cynthia Berne

May 19, 2008

To: Eric Shields, SEPA Responsible Official
 From: Parking Advisory Board
 Re: ParkPlace Parking Reduction

The PAB has reviewed the Draft EIS including the Technical Memorandum by Heffron Transportation, Inc. on Kirkland ParkPlace Parking Demand and Supply contained in the Appendix of the DEIS.

Parking Demand

The parking demand estimate for the ParkPlace mixed-use project appears reasonable. Since the parking generation rates are based on data derived mainly from free-standing land uses that provide free parking, the rates should ensure enough parking is provided per 1000 square feet of development. In addition, the mix of uses proposed will enable sharing of parking among the uses, some of which have different peaking characteristics. The analysis of peaking characteristics of various uses by time of day produces estimates for shared parking that appear to be reasonable.

37-1

The analysis also factors the parking demand for internal trips, mainly shopping, eating, and recreation of office workers during or after their work day. Finally, the parking demand is factored to reflect use of transit, walking, and carpooling. Here the key assumption is that only 84 per cent of the office trips will be by auto. The PAB requests empirical evidence and expert analysis to support this assumption, as office is the primary land use in the proposal and a small change to that assumption will have a sizable impact on parking demand. Specifically, we would like to see evidence of the price effect on the office parking demand.

37-2

The Heffron report shows that the peak demand for office use occurs at 11 AM and the peak demand for non-office use occurs at 12 Noon, resulting in the plan to segregate 900 spaces for non-office use. Unless the applicant proposes a better way to manage shared parking, the PAB thinks more parking may be needed. The following PAB analysis finds more parking is needed if segregating spaces is used to manage the closely-occurring peaks of office and non-office parking demand.

The Heffron analysis calculated peak demand but did not include a vacancy rate to reduce search time and facilitate turnover. The rule of thumb says 85 per cent occupancy is the desired level, leaving 15 per cent available for new arrivals. This principle is supported by the parking guidelines in the Kirkland Municipal code. Without a vacancy rate, queuing and cruising occurs. However, the PAB applies a lower standard of 90 per cent occupancy, or 10 per cent vacancy cushion to the peak demand for non-office uses (Figures 1 and 2 of the Heffron report shows a peak demand of slightly over 1000 spaces at 12 Noon). Applying a 10 per cent cushion to 1000 spaces yields 1100 spaces needed for the non-office uses. The PAB does not apply a cushion to office use, as a cushion might encourage more commuting by auto. Adding 1100 to the peak demand for office

37-3

uses of 2553 totals to our estimate of 3653 total spaces required in the absence of a more effective plan to share parking. This estimate is based on 90 per cent occupancy peak parking demand of 1000 spaces for non-office uses, and 100 per cent occupancy for a parking demand of 2553 spaces for office use. The 3653 number is not a precise estimate, its purpose is to encourage the City and the applicant to review again the estimation of parking demand in conjunction with management options.

37-3
cont.

The parking generation manual does not include allowance for vacancy/occupancy since the parking generation rates for free standing land uses are for peak hours of peak days that do not occur often. However, shared parking situations such as proposed for ParkPlace requires more attention to occupancy/vacancy rates since peaks are flatter and will occur more often. The applicant should provide more evidence of frequency of peaking and appropriate occupancy rates so that parking congestion does not occur more than thirty (30) hours per year.

37-4

Parking Management

The applicant proposes to implement a Transportation Management Plan (TMP) for office tenants. The PAB recommends the measures apply to employees of non-office uses as well. The PAB agrees with the measure of pricing parking to reduce parking demand.

The PAB recommends that additional measures be included in the TMP prior to approval of a parking reduction.

- The PAB recommends parking be operated as an independent enterprise with manned exits to validation and payments, with bypasses for employees who pay by the month. Parking should not be bundled with space rents. Employees shall pay for parking directly to the parking enterprise. Tenants who subsidize parking shall also subsidize transit.
- A plan for management of on-street parking within the project shall be submitted for approval. The PAB recommends a higher parking price for internal on-street parking than for structured spaces. This will reduce the amount of cruising to find on-street parking.
- Final approval of the parking plan should be contingent upon submission of a detailed parking plan showing layout of spaces and provision for access and separation of types of parking, and plan for operation. The operations plan should address the following issues: how spaces reserved for specific tenants will be shared in on evenings and weekends, how tenant subsidized parking will be managed, coordination with the City to minimize spillover parking and to maximize compatibility of payment technologies.

37-5

From: grecofra@aol.com [mailto:grecofra@aol.com]
Sent: Monday, May 19, 2008 2:28 PM
To: Angela Ruggeri
Subject: Draft EIS for Orni Private Amendment Request (PAR) Area B File No. ZON07-00012

Date: May 19, 2008
Name: Francesco Greco
Address: 921 Fifth Ave #2
City, State, Zip: Kirkland, WA 98033
Phone: 425 803-0457
Email: grecofra@aol.com

To: Angela Ruggeri, AICP, Senior Planner Department of Planning and
Community Development
City of Kirkland/ 123 5th Avenue/ Kirkland, WA 98033

Draft EIS for Orni Private Amendment Request (PAR) Area B File No. ZON07-00012

The Orni property owners who want to change zoning rules on their property should have the burden of convincing the neighboring property owners to approve it. Instead in this case it is happening the opposite way. We have to write letters & sign petitions in order to convince you politicians to not change the zoning.

I ask "Cui prodest", which means "who profits by it?" The owner of the land, and only the owner, has big benefits from the zoning change. Neither the neighboring homeowners and residents, nor, in the long term, does the Community of Kirkland benefit.

A change in the zoning causes:

- to the owner, surely an increase in the value of the land;
- to the people living around area "B":
 - less light;
 - less view;
 - more crowding of buildings;
 - more traffic;
 - more pollution;
 - more noise;
- in the long-term, those residents in Kirkland Park Place Condominiums, the Gallery Condos, and the many other nearby residents of the Orni proposal property may feel the need to leave the town they chose to live in, to find a

38-1

quieter, more livable, area without high concentration of offices, businesses and their people and cars!

A change in the zoning causes:

- to the town of Kirkland:
 - higher density of population;
 - higher level of pollution;
 - more traffic in the center:
 - more consumption of water, energy, sewage, gas,...
 - more businesses and increased property taxes (only apparent or short-term)

38-1
cont.

The same results as far as increased businesses and property tax revenues could be achieved if the buildings were located out of the center of the town. Why does the City of Kirkland even consider large buildings in the center of the downtown Kirkland? For example the area of the Hospital already has high-rise buildings. And the area near Fred Meyer could support more growth.

38-2

Another consideration. The zoning code should rarely if ever be changed, independently of the project the developers are proposing now! One project builders propose with the amended zoning may not be so bad, but it opens the door to other projects in the future. A home owner has no assurance when he or she buys a piece of property if the zoning can be easily changed. By the way, we own our condominium completely. We stand to lose both property value AND quality of living!

38-3

I am writing to fight to keep the same zone in Area B we have now! As an Italian, I have known and enjoyed the smaller, self-contained villages in Italy. This is why I chose to live in Kirkland. The city of Kirkland should work to preserve the nice, village atmosphere that is downtown Kirkland and its surrounding residential areas- for this as well as future generations!

Francesco Greco

-----Original Message-----

From: Francesco Greco [mailto:francescoandcam@hotmail.com]
Sent: Monday, May 19, 2008 3:25 PM
To: Angela Ruggeri
Cc: grecofra2@tin.it
Subject: No on Orni (PAR) File No. ZON07-00012

Date: May 19, 2008
Name: Carol A. (Cam) Bradley
Address: 921 Fifth Avenue WA 98033
Phone: 425 803-0457
Email: francescoandcam@hotmail.com

RE: Draft EIS for Orni Private Amendment Request (PAR) Area B File No. ZON07-00012

TO: Angela Ruggeri, AICP, Senior Planner aruggeri@ci.kirkland.wa.us
Department of Planning and Community Development
City of Kirkland/ 123 5th Avenue/ Kirkland, WA 98033

KIRKLAND IS 3RD BEST SEATTLE NEIGHBORHOOD

In the May 2008 issue of Seattle Metropolitan Magazine Kirkland is rated #3 of "hot hoods" after Ballard and Greenlake. As an owner of a condominium in Kirkland Park Place, adjacent to the Orni B Proposed Amendment area, I want to point how several environmental factors of the zoning change are not properly considered in the DEIS and how those very factors would severely reduce the quality of life in my Kirkland neighborhood.

39-1

1. The Orni proposal of 6 story or 60' high buildings would be unsightly. Sixty feet is twice the height of any building in the area. No building from the freeway west to the Park Place Building and from 85th St. south through Houghton mall, the new Google buildings and even beyond is more than the Comprehensive Plan specified 3 stories. The Orni 6-story buildings would stick out like a sore thumb!

39-2

2. Sixty foot high buildings would block nearly ALL the sun light to the 12 residents on the west side of the condominium complex. The DEIS drawings of hypothetical buildings under the "Change" and "NO Change" winter shading is deceptive in that it appears as though the 3 story building would shade nearly as much as the 60' building.

39-3

The environmental and mental impact of reduced natural light is very important to the quality of life in the Pacific Northwest. And there is no mention in the DEIS of the carbon impact of increased use of electricity for artificial lighting.

3. The DEIS makes inadequate consideration of the traffic impact the large "B" office buildings would cause to our residential neighborhood.

39-4

Many of us already use the "short cut" to and from I-405 by driving east on 5th street, right on 10th, left on Kirkland Way, and then right onto 85th Street and the freeway entrances. Many times the stretch of 10th Street is essentially one lane with cars parked on both sides of the road. The increased traffic will make the already congested roadways even more so.

39-4
cont.

Additionally, no mention is made in the DEIS of the combined traffic impacts of the new Google building complex which has not even opened as yet.

4. Increased office, service, business, and people activities will make the "B" area office zoning irregularity even more incongruous with the surrounding residential land uses. My quiet neighborhood is threatened by this PAR.

39-5

5. The DEIS does not address the zoning change of "0 setbacks." Under this proposed change construction could go right to the edge of 5th Street, right up to within about 10 feet of my deck, and create a wall on one side of the pedestrian pathway from 10th St. down to the Post Office. This would add insult to injury with 60 foot high construction!

39-6

If in your eagerness to please the corporations and landowners desires to make more money, and/or your desire for "progress" and to gain more tax revenues for the City of Kirkland you ignore the pleas of the common home owner for an enjoyable neighborhood in which to live, you will have destroyed, one neighborhood at a time, the essence of what Kirkland is.

39-7

Lastly, a change to the City of Kirkland's Comprehensive Plan is, like a change to the U.S. Constitution, a BIG DEAL, and should not be done lightly. Zoning is supposed to offer buyers some stability - a what you see is what you get.

We the people of Kirkland do not want a Bellevue. NO ACTION on the Orni PAR is Affirmative action for the citizens of Kirkland.

Sincerely,
Carol A. Bradley

Cam Bradley
francescoandcam@hotmail.com

Change the world with e-mail. Join the i'm Initiative from Microsoft.
http://im.live.com/Messenger/IM/Join/Default.aspx?source=EML_WL_ChangeWorld

From: karen yu [mailto:ukaren@yahoo.com]
Sent: Monday, May 19, 2008 3:40 PM
To: Angela Ruggeri; Eric Shields; Jeremy McMahan
Subject: RE: Draft EIS for Orni Private Request (PAR) Area B File No. ZON07-00012

Dear Department of Planning and Community Development,
(care of: Angela Ruggeri, AICP, Senior Planner (my information is at the bottom of this page))

Please do not approve the ORNI project. We are also against the Kirkland Parkplace proposal, but this letter is mostly in reference to the community surrounding our condo which is closest to the ORNI proposal.

We have a condo at Kirkland Parkplace on the top floor looking towards the direction of Lake Washington. We feel the Draft Environmental Statement is not an accurate total account of what we would all suffer if the ORNI project was approved.

1. The reason we bought the condo was the abundant light that we have from sunrise to sunset. Between the direct daylight and ambient light during the other times of day, our condo is light filled and a place that anyone can call a wonderful, bright and cheery home in a sometimes, darker and rainy place.
 - a. If the ORNI complex is approved with a 6 story building (even a 4 story building), the light for our complex would be horrible! It would definitely impact the amount of light as well as heat we rely on for our homes. We would have higher PG and E bills and the quality of life would diminish significantly without the light we have become dependent upon. 40-1
 - b. Another aspect of light that was not studied in the Draft Environmental Statement was "glare". If the ORNI project is approved, the report did not even mention the impact of GLARE that the other residents around the area would have. Glare, is NOT the same as light. It is horrible to look out your window and be shot in the eyes with the intense concentrated light of "glare". (I suffer from migraines and even a small amount of glare can induce migraines and misery.) This topic to some, may not be even thought about, but with a 4-6 story building, all of us would have to have our shades drawn due to the glare that such a high building with such close proximity would produce. 40-2

2. Another portion of the report that was not considered besides the element of light is wind/breeze. Right now our condo receives a wonderful breeze throughout the year.
 - a. If the ORNI complex is approved, the wind and breeze currents that our condo receives will definitely change. Depending on the currents and the angle of the buildings...there is the possibility that breeze will become more of a strong wind that would be much stronger than we experience now. The other possibility with the construction of the building is the lack of breeze which would cause stagnation of air in our home and reduce the ability for natural air conditioning 40-3

or just the wonderful clean breath of fresh air that this Northwest area is known for!

40-3
cont.

3. The traffic that is currently around our house is manageable. However, we feel that if the amount of office workers at the ORNI location increases from approximately 150 to 550 people...we would definitely be impacted with traffic driving up and down 5th ave . We would all be waiting at the lights longer and going in and out of our actual condo complex may be impacted and depending on what the new traffic may be like...there may be a safety concern due to the blind corner on 5th Ave. right next to the complex entry. With workers dashing to get to work in the AM and zooming around the bend...this may definitely be a safety concern for all the residence in our complex.

40-4

4. Right now....we do not have guest parking in our complex, but guests' park on the street on 5th Ave. If the ORNI project is approved, I am sure there would be overflow parking on 5th ave and around our complex from the new ORNI workers. With this, the parking for our complex would be negatively impacted and instead of living in a easy going community with MOSTLY residential neighbors...we would be battling for parking with office workers who don't care about the look or feel of the area as much as the residents.

40-5

5. The current neighborhood and zoning are for residential units. I like our community with the small buffer of the small business park before we reach the post office as we walk down the path to downtown Kirkland. However, by allowing a new office building of such magnitude into our cozy residential area we call home...that is so uncomfortable and commercial feeling for all of us. Please do not allow such a large building so close to our residential homes. Right now, it is a great buffer...but if the owner HAD to change it...please keep it to the residential zoning it is currently in. There must had been a good reason to for the change to residential back in the 70's and the current residents who live there now depend on the current zoning to keep our neighborhood feeling like just thata neighborhood. Walking our dogs when we get home from work on 5th Ave would be a much different feeling and for safety if the new ORNI development is allowed.

40-6

6. **Most importantly, when we purchased our condo, my husband and I did go the planning / building department to find out height restrictions for future building. We knew that our view may be blocked...but we wanted to know what was actually allowed in the area so we could use our own judgment and make a decision with the current laws. When we went to the planning/building department, they said the maximum height in front of our building was 3 stories and that the city of Kirkland has a moratorium for building heights and limits in general. We looked at the multi colored building/planning maps that showed all the areas and what could be built by height and all of the different zoning areas.**

With this information and all the other research we did regarding our condo we did decide this was the best place and we did purchase it. But as citizens of Kirkland...we DEPENDED on what was written and the laws that were in place to protect our investment and the community that we fell in love with. With the moratorium in place we felt Kirkland was protected against BIG BUILDINGS AND BIG \$\$\$ BUSINESS...we felt that the protectors of Kirkland have done a great job over the

many years and would continue to protect the look and feel that made us want to have Kirkland for our address.

In conclusion, we really hope, you...the protectors of Kirkland help Kirkland maintain it's small town beauty and quaint little shops....with its home town feel. I know change is inevitable, but what we allow today will help shape our neighborhood into a better more desirable place to live...or have it take a turn for the worse in a high dense, commercial city....known just as a city a lot of people work in...and who don't want to call Kirkland...home.

40-6
cont.

Thanks for listening-

Kindest Regards,
Karen Yu

May 19, 2008
Karen Yu
919 5th Ave.
Kirkland, Wa 98033
425 -647-4248
Email: Ukaren@yahoo.com

From: Jeff Griffis [mailto:jgriffis@zune.net]
Sent: Monday, May 19, 2008 4:03 PM
To: Angela Ruggeri
Subject: RE: Draft EIS for Orni Private Request (PAR) Area B File No. ZON07-00012

May 19, 2008
Jeff Griffis
919 5th Ave, Unit B3
Kirkland, WA 98033
Phone: 425.647.4248
Email: jgriffis@microsoft.com

Angela Ruggeri
Senior Planner
City of Kirkland Department of Planning and Community Development
123 5th Ave
Kirkland, WA 98033
Email: aruggeri@ci.kirkland.wa.us

Dear Ms. Ruggeri:

I have owned the condo at the address above for almost 3 years. I was instantly attracted to the property because of its abundant natural sunlight, privacy, lack of congestion and of course, Kirkland’s small town feel. These characteristics are the reasons I am writing you today – I am very concerned like many other homeowners in the area that these characteristics will be lost if the Parkplace, Orni, and Altom PARs are approved.

41-1

The Area B Orni PAR is of primary concern to me. My property faces west and the Orni proposal not only has the potential to put me in permanent shade, but also would significantly diminish or eliminate my privacy. Further, the aesthetic impact on this area must be considered – I believe a larger 6 story building with reduced setbacks is not appropriate or visually fitting for this land. Parking and traffic (both pedestrian and automobile) are other major concerns that do not appear to me to have been adequately studied. Downtown Kirkland’s current streets and paths do not seem capable of handling the traffic associated with new, larger retail and commercial buildings. Lastly, and perhaps most importantly, I believe that the character of today’s downtown area – small, quaint, not overcrowded, quiet, plenty of natural open space – will no longer exist if these projects proceed. In my opinion, the scale of these proposals far exceeds what should be implemented if we expect to maintain Kirkland’s ”downtown charm”.

41-2

41-3

Thank you for your attention. Please ensure these concerns and those of other homeowners are very carefully reviewed prior to making any decisions regarding these PARs.

Sincerely,

Jeff Griffis

Robert G. Burke
1032 4th Street
Kirkland, WA 98033

RECEIVED
MAY 19 2008

AM PM
PLANNING DEPARTMENT
BY _____

May 19, 2008

Eric Shields
Planning Director / SEPA Responsible Official
City of Kirkland
123 5th Avenue
Kirkland, WA 98033

Members, Kirkland Planning Commission

RE: Private Amendment Request for Park Place Redevelopment by Touchstone and Draft EIS

In general my major concern is that the Private Amendment Request for Park Place Redevelopment is too large and is inconsistent with the Vision for Downtown contained in the City's Comprehensive Plan. I urge you to re-read that Vision and then review the proposed redevelopment to see how it achieves those well defined goals for the "heart" of our community. The vision is to attract "economic development that emphasizes diversity and quality within a hometown setting of human scale". I submit that it does not!

- It is too tall with inadequate setbacks (measuring height above the level of Central and 6th already adds one floor);
- It doesn't respect view corridors;
- It doesn't provide adequate pedestrian connections to the existing developments within the Planned Area;
- It emphasizes large building footprints aimed at only one sector of the office market, not a diverse market;
- If approved with the height requested it will set a precedent for other properties in the Planned Area;
- It will adversely affect Peter Kirk Park and the core of downtown as well as adjacent neighborhoods;
- It does not provide adequate parking on-site which will likely impact the downtown core and adjacent neighborhoods;
- As stated in the DEIS, it will create "Significant Unavoidable Impacts" on our transportation system; and
- The mitigation could be inadequate if any of the proposed traffic management programs does not work or the funds for improvements are not available.

42-1

The report of the Design Review Board begins to identify and address some of the key design issues, but it does not adequately relate the proposal to the Vision for Downtown with the goal of a hometown setting of human scale. The maximum height should be reduced.

Relative to the Draft SEPA document the analysis confirms that the proposals will have significant impacts in the areas of:

Land Use Patterns: the conclusions that the proposals “generally conform to the Comprehensive Plan vision for Downtown” and “impacts can be mitigated with mitigation measures” are not accurate. The scale and intensity of development are not consistent with the Downtown Vision. The only mitigation would be substantially reducing the height and intensity of development on the site. 42-2
42-3

Plans and Policies: Again the conclusion that there are “no significant unavoidable adverse impacts to plans and policies is not consistent with the Downtown Vision. The scale and intensity of the proposed Park Place development will forever change the unique community identity of Kirkland. 42-4

Aesthetics including view corridors: The analysis does not adequately discuss the overall “image” of downtown based on its human scale and unique identity. Recent four and five story development projects in the core of downtown have raised community concern about achieving the desired hometown setting and human scale that makes Kirkland unique. 42-5

The view corridor as you enter downtown on Central Way from I-405 is completely removed by this proposal. This erases important visual connections to the core of downtown and Lake Washington. The proposal does not recognize the necessity of a significant gateway to downtown at the corner of Central Way and 6th Street. In addition the visual impact of higher buildings on both sides of 6th Street, potentially with reduced setbacks, was not evaluated. 42-6

Transportation including Parking: The transportation analysis concludes that there will be “significant unavoidable impacts” resulting from this development. Although there is a great deal of technical analysis, it is obvious that the entire transportation system west of I-405 will be affected: Level of Service at intersections is reduced to the lowest levels (D and F) and concurrency standards are not met. Major issues to be resolved include the potential inadequacy of the traffic management programs and questions regarding where the funds for the proposed mitigation will come from. The costs associated to the mitigation of transportation are substantial and there is no information to know how much the developers will pay and what will be attributable to the City of Kirkland. What will be the economic impact on the downtown core which already is impacted with traffic and parking issues? 42-7
42-8

The Park Place Redevelopment proposal is asking to significantly reduce the amount of parking required under present regulations. The analysis on which this is based is from a study of parking in other communities. Why did they not analyze the situation at the QFC at Park Place? There does not appear to be a requirement that the project be phased so the impacts of each part of the development can be tested to be sure it works. Also, if the assumptions in this analysis are wrong, it appears that the residents in surrounding neighborhoods such as Norkirk where I live will be responsible to mitigate the impact through a parking sticker program. This is not acceptable. The developer should not be allowed to reduce the amount of parking so drastically and should be fully responsible for this potential problem. If the amount of parking is not adequate then future phases should include more parking and/or less rentable office space. 42-9

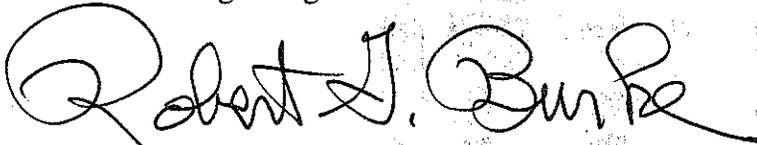
In addition to the points previously made, there are a number of items related to the project that have not been adequately analyzed – most of these relating to transportation and parking.

- What are the impacts of construction activity and worker parking on the rest of downtown Kirkland and adjacent neighborhoods? With a current project the size of Merrill Gardens workers are parking in the residential areas of the Norkirk Neighborhood. How will this be handled with a project significantly larger and over a longer duration? Will workers be required to park off-site and be transported to the site? 42-10
- What will be the impacts on businesses and visitors to the downtown core due to increased congestion, street closures and other disruptions due to construction on this site? 42-11
- How will through traffic be handled in adjacent neighborhoods such as the Highlands and Norkirk when congestion occurs around Park Place? 42-12

This is one of largest most visible projects in Kirkland and will have a profound impact not only on Downtown but also the entire community. I urge you to refine the proposal to reduce the scale and intensity of the overall development to a point that it will significantly reduce the identified environmental impacts – particularly transportation. Design guidelines should be incorporated that will assure the provision of a mixed use development with exemplary pedestrian amenity, enhancement of Peter Kirk Park and better integration with other uses in the Planned Area and adjacent neighborhoods. It should contribute to the desired hometown setting and human scale. 42-13

Finally, I urge the Planning Commission not to rush your deliberation on this important project. There is a lot of information out there and it is important that the public have more time to review your preferred alternative and provide input on it prior to a final recommendation to the City Council. 42-14

Thanks you for your consideration of my comments both on the DEIS and the Comprehensive Plan and Zoning changes.



Robert G. Burke

Letter 43

RECEIVED
MAY 19 2008

May 19, 2008

AM _____ PM
PLANNING DEPARTMENT
BY _____

City of Kirkland
Planning & Community Development Dept.
123 Fifth Avenue
Kirkland, WA 98033

Attn: Angela Ruggeri

Re: Proposed Parkplace Re-Development

Dear Ms. Ruggeri:

As residents of Kirkland since 1976, my wife and I are very much opposed to the current proposal to re-develop the Parkplace Shopping Center/Office Complex. The 1.8 million square foot, eight-story buildings would be totally out of scale with Kirkland's unique character.

43-1

The impact to the traffic in/out of Kirkland would also be significant. I am curious as to how many improvements to the existing infrastructure (roads, water, and sewer system, etc.) that the development is willing to pay for.

43-2

The proposed re-development makes several requests for amendments to the current zoning requirements. These zoning requirements were put in place for a reason, and should be maintained. The rules should not be changed to accommodate a mega-development in the middle of downtown Kirkland.

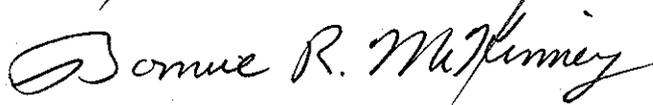
43-3

I suggest that the developers submit a revised proposal for the re-development of the site which meets all current zoning requirements.

Sincerely,



Murray L. McKinney



Bonnie R. McKinney

9401 112th Ave. N.E.
Kirkland, WA 98033
(425) 822-1561

-----Original Message-----

From: Francesco Greco [mailto:francescoandcam@hotmail.com]
Sent: Monday, May 19, 2008 4:59 PM
To: Angela Ruggeri
Subject: No on PARS A. ZON07-00016 (Park Place) B. ZON07-00012 (Orni)

Date: May 19, 2008
Name: Carol A. (Cam) Bradley
Address: 921 Fifth Avenue WA 98033
Phone: 425 803-0457
Email: francescoandcam@hotmail.com

RE: No on PARS A. ZON07-00016 (Park Place) B. ZON07-00012 (Orni)
and C. ZON07-00019 (Altom)

TO: Angela Ruggeri, AICP, Senior Planner aruggeri@ci.kirkland.wa.us
Department of Planning and Community Development
City of Kirkland/ 123 5th Avenue/ Kirkland, WA 98033

KIRKLAND IS 3RD BEST SEATTLE NEIGHBORHOOD

In the May 2008 issue of Seattle Metropolitan Magazine Kirkland was rated #3 of "hot hoods" after Ballard and Greenlake. The article says "throughout the area, city planners have created centralized parks and gathering places to bring residents together. Peter Kirk Park is the city's crown jewel. . . Kirkland's neighborhood associations have upheld its small town, family friendly atmosphere for years."

A liveable neighborhood like Kirkland is nurtured by many decisions about land use through the city. Because Kirkland has a Comprehensive Plan in place, and in so far as growth and development has been guided by this vision of citizens of Kirkland, our city has achieved this complimentary designation. Why you on the Planning Commission and the City Commissioners have even considered the three zoning changes in the Comprehensive Plan is aggravating to me. You are selected and paid by we who live here to uphold the plan we put in place.

44-1

The DEIS is flawed in several ways, all of which have negative impacts on out "3rd Best Neighborhood" designation.

1. Eight story buildings would dwarf the village-like downtown of Kirkland.

44-2

2. Eight story buildings will obliterate the lake as you approach Kirkland's central business district. Kirkland would more and more take on the characteristics of Bellevue.

3. The traffic during the lengthy Park Place construction would be horrendous and would probably kill the few viable retail stores left in downtown.

44-3

4. The traffic after construction would further gridlock Central Way and the downtown streets of Kirkland.

44-4

5. Needs for additional parking are highly under anticipated. Parking

is already a problem.

6. The 0 setbacks together with the high-rise building walls would produce a "Wallstreet" effect.

7. The retail in downtown Kirkland would be dominated and driven out of business by the retail in the proposed Park Place. Already high rents and someone's desire for "high end" retail has made many "individually owned businesses go under - like the Book store, and the shoe repair shop. We, in Kirkland want/need a variety of levels of expense in the stores and restaurants.

44-4
cont.

We own our condominium. We're in Kirkland for the long run. We searched for the location we wanted for over a year. Our choice of Kirkland was primarily based on one thing: the unique, walkable, village-like feel of downtown Kirkland.

My husband is Italian and we have spent considerable time in Italy where we have come to enjoy the self-contained villages there, with everything one needs within walking distance and a downtown of small shops and restaurants that make wandering fun. Kirkland is the ONLY city on the East side that has these characteristics. With the current onslaught of high building requests for downtown Kirkland and its possible domino effect on other zoning changes for high buildings, and with the traffic congestion that will surely ensue, I feel that the quality of life we now enjoy in Kirkland is threatened. If we had wanted to live in a Bellevue, or downtown Seattle, we would have chosen one of them.

44-5

Cam Bradley
francescoandcam@hotmail.com

Make every e-mail and IM count. Join the i'm Initiative from Microsoft.
http://im.live.com/Messenger/IM/Join/Default.aspx?source=EML_WL_MakeCount

From: Carol Davidek-Waller [mailto:cadawa@verizon.net]
Sent: Thursday, April 10, 2008 5:04 PM
To: Angela Ruggeri
Subject: Re: notice of issuance and availability DEIS (5) (2).doc

The plan to revise height limits in Kirkland to accomodate a California developer is shameful. We need city planners that really care about Kirkland rather than the hustlers that put this deal together. It is causing a great deal of resentment and rightly so.
Carol Davidek-Waller

45-1

----- Original Message -----

From: [Angela Ruggeri](mailto:Angela.Ruggeri@cityofkirkland.com)
To: jane.stratton@comcast.net ; connieballou@hotmail.com ; ydrabble@wibv.com ; cadawa@verizon.net
Sent: Wednesday, April 09, 2008 6:02 PM
Subject: notice of issuance and availability DEIS (5) (2).doc

Please see the attached amendment to the Notice of Issuance and Availability for the Scoped Draft Environmental Impact Statement, Planned Action Ordinance, Comprehensive Plan, Municipal Code, Zoning Code and Map Amendments that you received last Friday, 4/4/08.

If you have any questions, please feel free to contact me at (425) 587-3256 or by e-mail.

Angela Ruggeri
Project Planner

April 14, 2008

Attention: Kirkland City Council
City of Kirkland
123 Fifth Avenue
Kirkland, WA 98033

RE: Support for Kirkland Parkplace Redevelopment Project

We the **Downtown Kirkland Commercial Property Owners Group** believe the planned **Kirkland Parkplace** redevelopment project envisioned by Touchtone Corporation is in the best long-term interest of Kirkland. The project will transform an underutilized shopping and office complex into a world-class, mixed-use destination that Kirkland residents can use and enjoy and one that will attract visitors from throughout the Puget Sound region.

From the commercial property owners perspective there are a number of important factors to be considered:

1. **With a wide variety of retail businesses, expansive open space areas and over 3,500 parking places, Kirkland Parkplace will create a dynamic setting -** attracting visitors to it as well as to the downtown Kirkland area. We believe shoppers will walk back and forth from Kirkland Parkplace to the downtown Kirkland area thus increasing the much needed week-end and evening foot traffic.
2. **The 1,200,000 plus square feet of prime office space and estimated 5,000 office workers will provide the daytime shoppers and restaurant patrons** that are desperately needed to revitalize downtown Kirkland as well as make Kirkland Parkplace a vibrant, thriving urban village.
3. **By creating a critical mass of local, regional and national retailers in Kirkland Parkplace to serve the community needs,** shoppers will be drawn to stay in Kirkland who would otherwise travel to shop in Bell Square, Redmond Town Center or other shopping locations in the Seattle Eastside area.
4. **The 3,500 parking spaces to be included in the Kirkland Parkplace will help the City solve the most pressing problem in the downtown Kirkland area –** that is the lack of adequate customer/visitor parking. We believe visitors will park in Kirkland Parkplace and walk to the downtown Kirkland to shop and utilize the restaurants.

5. **Retail businesses in downtown Kirkland have been struggling for many years.** This is due in large part to the lack of customer parking, the poor condition of many of the buildings, the lack of large retail spaces, the lack of day time shoppers and the seasonality of the downtown area business climate. Kirkland Parkplace will help alleviate many of these problems as will currently planned mixed-use projects that are to be built in the downtown Kirkland area. We believe the spillover of shoppers and office workers from Kirkland Parkplace to the downtown Kirkland core will invigorate its business climate.

6. **Kirkland Parkplace will provide an additional million dollars in annual sales tax revenue for the City.** We believe this revenue is urgently needed by the City of Kirkland to address its long term fiscal issues.

46-1
cont.

The commercial property owners feel **the City Council should recognize the opportunity that a mixed-use Kirkland Parkplace provides for downtown Kirkland.** The Council should act promptly to complete the City's review of the project through its planning and permitting processes.

The City Council must understand that realizing Kirkland's visionary future needs to be a collaborative effort between the City, the residents, the developers and the commercial property owners. The commercial property owners are on board and ready to do our part in what is needed to achieve this goal.

The commercial property owners are enthusiastic about the Kirkland Parkplace project and the other mixed-use project planned for the downtown area. We look forward to working with Touchstone Corporation and the City to get these projects completed.

The Downtown Kirkland Commercial Property Owners Group

Joe Castleberry,
Chairman
PO Box 2848
Belfair, WA 98528

206-617-1254

From: Thekranes@aol.com [mailto:Thekranes@aol.com]
Sent: Sunday, April 20, 2008 6:57 PM
To: Angela Ruggeri
Subject: (no subject)

Hi Angela;
We have a few questions...since the meeting last Wed. (16th)

TRAFFIC IMPACT / MITIGATION; It is easy to say that with all the office workers (5,000-6,000) that are potentially be considered in the overall concept for Parkplace, and according to the information seen they will be coming and going to and from work in some sort of a 'controlled' basis. I can not see this happening, there is so much traffic now, ie 6th st. and that does not take in all the traffic that will be coming from the new Google Campus (600-700) more cars on a daily basis. We can talk about Lake Wash. Blvd. Front St., Central Ave..daily traffic..grid-lock on Fridays...who is kidding who?..easy for a developer who does not even live in our area..to not even discuss this.
Traffic Planners have to really look at the long term effects..the costs of additional 'controled' intersections, and traffic signals; etc. And of course..we will need to have our Public Safety increased..more Police and Fire...with all of the fevelopments being considered...who is going to pick up this 'tab'?

47-1

LOOKING AT GRAPHS; Plans A and B: It looks as tho there will be two options only: A..the developer wants very much.."The High Rise Office" concept..3-4 Towers..Theater, Hotel, Health Club..etc. and, of course all the great retailers (which we do not even know what retail, restrautns, etc. are being considered) except of course QFC...
And Option B...A scaled down version..very little retail..and other amenities..smaller buildings...which might not be such a bad idea..in scope. A workable concept that is good for all..Kirkland and the Developer. What concerns all of us is simply..what is going to happen to the 'character' of OUR downtown and OUR Identity...

47-2

Angela..these are a few questions that conern Paige and I...We will be coming to the meeting on the 24th.

Regards: Bernie and Paige Krane

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RECEIVED

APR 23 2008

AM PM
PLANNING DEPARTMENT
BY

Margaret Carnegie
11259 126th Ave. N.E.
Kirkland, WA 98033

April 21, 2008

Eric Shields
Planning Director
123 5th Ave.
Kirkland, WA 98033

Dear Mr. Shields,

Following are comments about proposed changes to city codes and comprehensive plans as they affect ZONO7-00012, ZONO7-00016 and ZONO7-0019.

All three proposals will affect the environment negatively in multiple ways. Motorized vehicle traffic will increase and thereby impact vehicle movement, as well as decrease safe and friendly pedestrian traffic. The views available for the use of all citizens, as well as nearby residents, will be negatively impacted. Large buildings can also impact wind conditions in a negative way for local residents, as reported by current residents affected by large developments near them.

48-1

I strongly believe the current comprehensive plans and city codes should be respected and enforced. If the Area A requested increase in height with the less than formerly required parking space were allowed that would create an even larger traffic/parking issue. And the larger area's environment would be more negatively impacted if downtown residents' shopping is no longer available, causing more travel to other sites outside the area. I do think the former Hart property should be allowed to expand to the height of the building to its south, but six story height should not be allowed in either C or B areas. Around area B there is currently a great deal of on-street parking by commercial vehicles that makes driving hazardous in the area. It seems likely that allowing the removal of minimum lot size requirements could make that situation even worse.

48-2

48-3

In conclusion, I repeat, I strongly believe the current codes and regulations should be honored and enforced, with the exception of allowing the Hart property to go to two stories thereby fitting in with the current neighboring buildings.

48-4

Sincerely,

Margaret Carnegie

ATTACHMENT 2
File: ZONO7-00012,16419
PC memo dated 5/1/08

From: Margaret Bull [mailto:ladywisteria@verizon.net]
Sent: Monday, April 21, 2008 4:59 PM
To: KirklandCouncil
Subject: Design Review Board Meeting April 21st!

Dear City Council,

I have some thoughts that I'd like to share related to the Parkplace redevelopment. The Design Review Board meeting tonight may give me a different perspective but I felt that I should share my current ideas after having already sat through several meetings related to this development. Please read the attached.

Sincerely,
Margaret Bull
6225 108th Place NE
Kirkland WA 98033

6225 108th Place NE
Kirkland, WA 98033
20 April 2008

Dear Kirkland City Council,

On Monday night I will be attending the Design Review Board meeting to look at the Office Park Alternate plan for the Touchstone's Kirkland Parkplace redevelopment. I know I will only have 3 minutes to express myself there so I wanted to write and let you know my thoughts on this issue ahead of time even though I have yet to see the most current drawings. I have been to several meetings and heard various proposals for this development. After a great deal of consideration I have changed some of my views since last commenting.

Village Concept

The center of town already has many of the qualities that are associated with the concept of a 'village': a village green in the center of town with public buildings set around this green; the King County Library, the Kirkland Performance Center, the Senior Center and the Teen Center. The Kirkland City Hall and Kirkland Police Department are within walking distance. There is also a transit center, a laundry, a dry cleaning establishment, several banks, a hotel, and many hair salons and restaurants. Anyone living in a condo near downtown Kirkland could walk to almost any type of service that he needs. There are also several dentist and doctors offices in close proximity. The churches near the downtown area represent many different faiths and are easily accessible. We even have a marina. What more could we ask for?

City Retail Component

I feel too much emphasis is being placed on the retail aspect of a village. Even in Britain small village shops are becoming obsolete as people seek out shopping areas that offer a one-stop shopping experience by providing a much larger selection. Most families that I know in Kirkland do not shop at cute little boutiques or frequent art galleries. We do have retail in Kirkland that is very near the center of town. It is called **Costco**. I don't know a single person that doesn't shop there. One of the nice things about Costco is that you don't have to park in a garage or pay for the parking. It cuts down on multiple daily car trips because a months worth of supplies can be purchased at one time. It is a store we can be proud of since the name of our town is all over the toilet paper and other products used by people everywhere in the United States.

Whatever shops are not represented in Kirkland can be easily accessed by a short bus ride to a neighboring community. Direct bus service connects Kirkland to Redmond Town Center, Bellevue Square, Totem Lake, University of Washington and Seattle from the Kirkland Transit Center. A bigger effort needs to be made to encourage Metro to increase the frequency of buses traveling to and from Kirkland on these Eastside routes.

49-1

High Rents

Inevitably rents in Kirkland will continue to rise. In local communities this has meant that less expensive stores and restaurants have had to relocate to other areas and chain store owners have closed less profitable outlets. The question is: what type of retail will be able to survive in Kirkland?

Park Place Retail

I feel the most important retail store that should be included at the new Park Place Development is a huge QFC store that includes a large pharmacy, a bakery, a coffee shop and a deli. This would be a great benefit to local condo residents, office workers, and families living in neighborhoods near the downtown core. It would also make it easier for commuters waiting to transfer at the new transit center to shop for dinner before their next bus arrives.

Park Place does not need to become a complex with 8 story buildings. It has been made clear to those attending the many public meetings regarding this project that there is a lack of office space in downtown Kirkland. The developers are committed to providing this in a profitable manner. It seems to me that if this is the case then they should focus on keeping this goal while staying within the limitation of the Comprehensive plan. There are other locations in the downtown core that can be redeveloped with retail and restaurants as a main feature. An additional hotel in the downtown core is not necessary since the Heathman Hotel is now located there. It should be noted that there is already a variety of hotels within the greater Kirkland area.

49-1
cont.

Amenities

There are several amenities that would enhance the new Parkplace Center for both the office workers and the local community. In Kirkland, one of the most popular businesses is the gym located in the current Parkplace that is open 24 hours a day. A fitness center is a great choice for a business within an office complex since it can be accessed before or after work, as well as at lunch time, keeping workers fit and reducing car trips to some other location for the purpose of exercise. A chain bookstore such as Borders Books, Music and Café would be a good choice also since it offers a one-stop shop for books, CDs, DVDs, cards and games as well as coffee and snacks. Unfortunately independent book shops are a disappearing breed due to changes in American culture.

The presenters at the DRB meetings have indicated that patrons to the Parkplace shops will be required to pay for parking or have store validation. If that is the case, it makes sense to have stores that meet a variety of shopping needs all at once. Small shops will not be able to afford the cost of validation nor will their patrons be willing to endure the hassle underground parking causes, especially when it is shared with that of commuting office workers.

One of the most important amenities that an office complex can incorporate is a day care facility. The location is perfect since Peter Kirk Park is situated in close proximity and outdoor play time can be guaranteed. Many workers can utilize flex time schedules and

avoid busy traffic commute times if they can pick up and drop off their children close to the office where they work.

An amenity that has been mentioned during the discussion of the remodel of Parkplace Center is a new state-of-the-art movie theatre. Even though I enjoy going to the theatre I believe this isn't a viable option. The idea of families going to the movies together is a rather antiquated concept. Technology is changing and there has been a shift in family entertainment activities. Many people watch movies at home using cable and big screen TVs or have their own home movie theatre or watch movies on their computer. This is better for many families since the type of movie that would be appropriate for a young child is not the same as the genre that teenagers enjoy. There are several successful theatres in the area at the moment but those are near shopping malls where parking is free and a greater variety of shopping is available. Other theatres are closing or have not been refurbished due to low attendance and the high cost of rent.

Changing demographics

In the last few years we have seen a shift in demographics in this region. More and more workers in the high tech industries have settle here from other places including India and Asia. We also have seen an influx of Hispanics to this region filling in the need for workers in low wage jobs. This change must be taken into account when retail is being considered. Where do these ethnic groups shop? In most cases it isn't at the type of stores that are currently located in the downtown area.

Another demographic change is the aging of Kirkland. Many of the condos have a high population of individuals that are over fifty or are single. In order to afford the cost of houses and apartments in Kirkland they are also, for the most part, in the higher income bracket. Are they really more likely to walk and shop in Kirkland or use their car to shop at pricier stores located elsewhere in the greater Seattle area?

One of the other factors that must be considered is that workers who commute into Kirkland may prefer to shop near their own homes. Of course, the quaintness of Kirkland does attract visitors to the downtown Kirkland area but we can't let our economy be governed by this seasonal element. After all, it does rain here frequently which often discourages tourists from strolling around town visiting the shops. In other words, depending on a large retail component at the Parkplace development to bring in needed revenue and greater evening activity may be just wishful thinking.

Kirkland Area Retail Choices

Sometime ago there were plans to concentrate much of Kirkland's retail center in the Totem Lake area. Why hasn't this happened?

Downtown has so many of the components of a vibrant community. Other areas need as much thoughtful attention as the downtown core. I have been told that Evergreen

49-1
cont.

Hospital is the biggest employer in the City of Kirkland. I believe that more attention should be focused on bringing better retail options to the Totem Lake area as well as to the region as a whole. This is also true of the various neighborhoods in Kirkland. Small scale shopping areas, such as those in Bridle Trails, Houghton, and Juanita, enhance neighborhoods and encourage less car trips. The city planners need to consider this more carefully rather than focusing on encouraging more retail and restaurants in just the downtown core. This would enhance the ‘village’ feel in other parts of Kirkland.

Comprehensive Plan

To summarize my feelings on amending the Comprehensive plan, I believe Touchstone should be required to stay within the guidelines and not be given any exceptions in building height even if this means sacrificing the proposed increase in retail as part of the development.

On an additional note, including open space within the development is not a significant reason to build a taller building. Much of the open space is designated for roadways and very few people want to gather next to a tall building in the rain. We have plenty of open space for the public in Peter Kirk Park. If retail stores are located on the west side of the development and the QFC is underground as proposed this should suffice. I’m sure the Design Review Board can concentrate on additional features of the alternative plan that will make the project aesthetically pleasing and in a scale that will be more fitting with the size of our downtown area.

Sincerely,

Margaret Bull
Houghton resident

49-1
cont.

From: Glenda Schmidt [mailto:glenda@schmidtfinancialgroup.com]
Sent: Thursday, April 24, 2008 5:12 PM
To: KirklandCouncil; Angela Ruggeri; Eric Shields; Jeremy McMahan
Subject: Public Comment on Touchstone PAR and to a lesser extent Orni/Altom PARs

Please forward this onto the Planning Commission and Design Review Board as well.
Thank you.

Rather than just saying what I don't like or don't want to see happen, this email is a genuine outreach to give you what I feel is constructive feedback. I hope emotions and/or self interests won't get in the way of effective communication and mutual respect.

Touchstone PAR

I believe the DRB nailed it on this one. Here's what I heard them say to Touchstone. . . As much as possible, all cars should be in underground parking with adequate parking to support the mixed use; there has to be a portal view at 6th & Central through the development and Peter Kirk Park into the downtown core and marina area; the site needs a central open area for people gatherings—pay attention to sun and shadowing in this area; there should be inviting retail facing the park and Central; the smallest building heights should face Peter Kirk Park and Central; pay attention to the pedestrian feel as you walk through the site and especially along Central and the park; pay attention to lighting so it's safe and inviting at night; the only area on this site which could support large building mass/height is in the corner by the Watermark and Continental buildings. Can you take our comments/recommendations and show us a plan that stays within existing zoning code and guidelines of the Comprehensive Plan?

50-1

Somewhere in between the Proposed Touchstone PAR plan and what Touchstone presented to the DRB at the April 21st meeting, we'll find an acceptable solution for this redevelopment effort.

In my opinion we don't need a hotel with private gym on this property (the nearby Heathman Hotel is underutilized as is the Woodmark at Carillon Point). In my opinion it'd be a mistake to convert Park Place into an office park. This is a site that can support the superior retail that's lacking in the downtown core. This site will only be a gathering place for Kirklanders if we listen to what was said in the early public conversations (we want the movie theatre, the bookstore, a coffee house, fine shopping, good places to take our families to eat and hang out). This site can support surplus parking and we're going to need it because A LOT more people will be driving into Kirkland; they don't take public transportation into Kirkland. Traffic management is a BIG ISSUE for Park Place redevelopment. We need an elegant plan to direct people into Park Place underground parking before they get into the downtown core (already plagued with traffic bottlenecks and lack of parking).

50-2

I believe this could be a fabulous asset to the City of Kirkland if it's done right. We need to slow down and get it right. If Touchstone isn't willing to redevelop the quality mixed use, open space project Kirklanders desire, City Hall needs to 'just say NO'.

ORNI and ALTOM

My honest opinion is neither of these applicants have a plan to show City Hall. They are simply being opportunistic; piling onto the Touchstone PAR, hoping to get permitted for bigger/taller buildings in areas where current zoning doesn't support it. Why should our Planning Commission have to spend time on this? Why should the EIS include them? City time and resources should stay focused on real redevelopment projects with architects and plans. Orni and Altom can come back to the City at a later time when they have something real for the City to evaluate and the citizens to comment on.

I appreciate your consideration of my comments.

Glenda Schmidt
225 4th Avenue, B402
Kirkland, WA 98033

Glenda Schmidt
620 Kirkland Way, Suite 205
Kirkland, WA 98033
(p) 425-893-9195
(f) 425-893-9824

**DAVIDSON, CZEISLER &
KILPATRIC, P.S.**

LAWYERS

520 KIRKLAND WAY, SUITE 400
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Kirkland, WA 98083-0817

April 29, 2008

Planning Commission
City of Kirkland
123 - 5th Avenue
Kirkland, WA 98033

Re: Downtown Area Planned Action Ordinance

Dear Planning Commissioners:

As I said in my presentation at your last meeting, your three-minute time limit prevented me from discussing all the ways the Private Amendment Requests do not meet the statutory criteria for approval. The criteria by which these amendments must be judged is set forth in Kirkland City Code 140.30 which states:

The City may amend The Comprehensive Plan ONLY IF IT FINDS THAT:

1. The amendment must be consistent with the Growth Management Act.
2. The amendment must be consistent with the countywide planning policies.
3. The amendment must not be in conflict with other goals, policies, and provisions of the Kirkland Comprehensive Plan.
4. The amendment will result in long-term benefits to the community as a whole, and is in the best interest of the community.

[emphasis added]

I write to address the first three findings, which I did not have time to cover in my presentation. I submit that none of these findings can be made in the affirmative. If any one of them cannot be made, then the amendments cannot be adopted.

April 29, 2008
Page 2

1. The Proposals Fail to Conform to the Growth Management Act.

The proposed amendments fail to conform to the internal consistency requirements of the Growth Management Act. The GMA at RCW 36.70A.070 requires plans to be internally consistent. The land use element must conform to the transportation element, the transportation element must be consistent with the capital facilities element, and the capital facilities must be supported by a consistent financing plan. See RCW 36.70A.070(1), (3) and (6) and *West Seattle Defense Fund v. Seattle*, CPS GMHB No. 94-3-0016, Final Decision and Order (April 4, 1995). Any inconsistencies among the financing plan, the capital facilities plan and the land use element must be rectified through reassessment of the scope of the land use element.

The transportation section of the DEIS identifies the failure of the proposed actions to meet adopted levels of service and concurrency standards for a number of intersections at both the 2014 and 2022 horizon periods. See pp. 3.4-31 to -42. The EIS proceeds to identify some \$13,500,000 of road improvements to mitigate these impacts. See pp. 3.4-61 to 62. Yet only one of the 15 listed projects (the re-striping of the intersection at Northeast 85th Street and 114th Avenue Northeast at a cost of \$166,400) is funded in the City's current six year Capital Improvement Plan. See p. 3.4-63. However, based upon implementation of the proposed, and largely unfunded, improvements, the DEIS concludes that the traffic conditions at 2014 and 2022 under the proposed amendments would just barely meet concurrency standards.

Simply listing the needed improvements does not fulfill the internal consistency requirements of GMA. The proposed amendments allowing for intensive development in Areas A, B and C requires commensurate amendments to the transportation and capital facilities elements and the adoption of a financing plan to support the infrastructure needs of the resulting development. Simply listing the projects and identifying possible sources of funding in abstract fails to fulfill the internal consistency requirements of GMA.

2. The Proposals Conflict with County-wide Planning Policies.

The proposal to allow redevelopment of the three parcels into over 2 million square feet of commercial and office space and, in the case of Area B to convert residential to office space, would exacerbate the City's jobs/housing balance and place the City further out of compliance with Countywide Policy FW-12(a)e which directs all cities "to improve the job/housing balance on a subarea basis[.]"

According to King County's 2007 Buildable Lands Report Kirkland has a surplus of only 417 dwelling units over its 2022 household growth target of 4,152 units (Copy Attached). By contrast, Kirkland presently has the capacity for 12,606 jobs, a number that is 3,806 more than necessary to attain the 2022 job growth target of 8,800 jobs. Thus, to obtain 2022 targets the City is

51-1

51-2

51-3

April 29, 2008
Page 3

approximately 10 percent over capacity for housing, but about 50 percent over capacity for employment.

The proposed amendments would only exacerbate this imbalance by unnecessarily increasing office space while at the same time substituting office for multifamily in Area B. If approved, the proposed amendments would allow construction of sufficient office and commercial space to put the City 7,604 jobs over the 2022 target of 8800 jobs. See § 2.5.2 at 2-26. This represents an overcapacity of nearly 100 percent, and will dramatically increase the imbalance of jobs to housing in the city.

51-3
cont.

3. The Proposals Conflict With Other Goals, Policies, And Provisions Of The Comprehensive Plan.

Area A. The plan and zoning amendments for Area A would conflict with the following design principles in the Comprehensive Plan:

a. Public open spaces and sense of openness. The Comprehensive Plan states that public open spaces "are an important component of the pedestrian environment" and calls for the promotion of public spaces. The Comprehensive Plan specifically recognizes the sense of openness in Design District 5 (CBD-5 in the zoning code):

51-4

Placement, size and orientation of new structures in this district should be carefully considered to preserve this sense of openness.

These principles are reflected in the zoning code which imposes an 80% lot coverage limitation and 20-foot front yard requirements in CBD-5.

The proposals advanced for Area A by Touchstone contains no sense of openness. There is minimum separation between buildings to allow for roads and sidewalks. Indeed, the pedestrian path between the two buildings in the northeast corner of the property is not open, but covered and may even be fully enclosed. The only public space is a small plaza, which simply appears to be a space left over after all the buildings were sited. Moreover, it is surrounded by roads and tall buildings. It would appear to get little or no sunlight.

b. Modulation of building heights. The Comprehensive Plan envisions that the buildings in Design District 5 will step back from Peter Kirk Park and from the major pedestrian corridors to add to the sense of openness and the pedestrian experience. It states:

51-5

Within the district, massing should generally be lower toward the perimeter and step up toward the center. Facades facing Central Way, Kirkland Way

April 29, 2008
Page 4

and Peter Kirk Park should be limited to between two and three stories, with taller portions of the building stepped back significantly. Buildings over three stories in height should generally reduce building mass above the third story.

51-5
cont.

But Touchstone's amendment request is for 8-stories throughout its property and with no setbacks.

c. Public views. One of the urban design assets the Comprehensive Plan identifies is the city's visual landmarks and public views, which should be preserved. Relevant to Area A, the Plan provides:

One of the views most often associated with Downtown Kirkland is from the eastern gateway, where Central Way meets 6th Street. From this vantage point, the hills north and south of the core area form a frame for a sweeping view of Lake Washington in the distance and the Olympic mountain range beyond.

51-6

The lack of front yards on Central Way and modulation of building heights in the proposed project, as well as the 8-story heights, will significantly reduce this public view.

d. Gateways. The Comprehensive Plan notes the importance of gateways into the downtown and identifies Central Way as one of the three major gateways into the downtown and one with particular visual appeal. The Central Way gateway under this proposal would be a wall of 8-story office buildings built to the edge of the right-of-way, which is quite different than a gateway built under current setback and design criteria.

51-7

e. The pedestrian experience. The Comprehensive Plan describes at length the importance of the pedestrian experience in the downtown, and states:

The size and scale of Downtown Kirkland make walking a convenient and attractive activity. An extensive network of pedestrian pathways covers the Downtown area, linking residential, recreational and commercial areas. Downtown Kirkland is a pedestrian precinct unlike virtually any other in the region. It is almost European in its scale and quality.

51-8

The Comprehensive Plan calls for future developments to enhance the pedestrian pathways by "improving the directness and ease of pedestrian routes." It gives pedestrian routes equal priority to vehicular routes in the Downtown. The pedestrian routes are intended to interconnect the entire Downtown. It stresses the importance of the pedestrian routes in planning future development by stating:

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The establishment and improvement of pedestrian pathways between activity centers should be a high priority policy objective. Major pedestrian routes within the Downtown area are identified in Figure C-4. Major pathways include the extensive east-west "spine" or "Park Walk Promenade," which links the lake with points east of 6th Street and the shoreline access trail.

51-8
cont.

The Comprehensive Plan identifies two major pedestrian pathways through Design District 5, which allows pedestrians from within the District and east of the District access to the "Park Walk Promenade" and the rest of the Downtown. One of these pathways was constructed as a requirement of development of other properties in CBD-5, which includes sidewalks on 2nd Avenue and on public easements through the Continental Plaza and Emerald Building properties. Touchstone's proposal would run that pedestrian pathway into the back of an 8-story building and then along a service road. Indeed, the pedestrian experience in the proposal would simply be street-side sidewalks next to tall buildings and pathways in the 25 to 50 foot gaps between 8-story buildings. Such is not the European quality pedestrian experience contemplated in the current Comprehensive Plan.

f. Human scale and hometown setting. The Comprehensive Plan acknowledges importance of human scale and the community identity of the Downtown. Its Vision Statement states:

Downtown Kirkland provides a strong sense of community identity for all of Kirkland. This identity is derived from Downtown's physical setting along the lakefront, its distinctive topography, and the human scale of existing development. This identity is reinforced in the minds of Kirklanders by Downtown's historic role as the cultural and civic heart of the community.

51-9

Future growth and developments of the Downtown must recognize its unique identity, complement ongoing civic activities, clarify Downtown's natural physical setting, enhance the open space network and add pedestrian amenities. These qualities will be encouraged by attracting economic development that emphasizes diversity and quality within a hometown setting of human scale. [emphasis added]

The 8-story buildings proposed by Touchstone are packed closely together in a corporate campus configuration and most certainly do not represent a "development that emphasizes diversity and quality within a hometown setting of human scale."

4. The proposals would not result in long-term benefits to the community as a whole, and would not be in the best interest of the community.

51-10

In my presentation, I stated that no long-term benefit to the community will be provided by these amendment requests. Some have suggested economic development would be the public

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Page 6

benefit.

Fortunately, it is not necessary to change the Comprehensive Plan to accommodate a redevelopment of Park Place and substantial economic development. Without the proposed amendments the existing Comprehensive Plan and zoning would allow the development of an estimated 838,700 square feet of office and retail space in Area A. Consequently, the area could be developed with nearly 600,000 square feet of additional office and commercial space without any change in the Comprehensive Plan.

To put that in perspective, the 24-story Skyline Tower in Bellevue contains 400,000 square feet. Kirkland could add 1.5 times the office space in Skyline Tower in a redevelopment of Park Place under the current code. Such a project would increase the general office inventory in Kirkland by nearly 50%. It would be a very large project and a significant addition to the Kirkland economy.

Touchstone has hinted that the public benefit may come in the form of retail and that unless they are permitted the rezone they will not be able to construct the retail. They have offered no explanation as to why substantial retail could not be included in a build out under current zoning to the estimated 838,000 square foot redevelopment referenced in the EIS. The planning commission members also asked important questions about what kind of retail the redevelopment is offering. The project program described in the EIS does not suggest a retail center, which would be a regional attraction such as Redmond Town Center or University Village, since it only contains 136,000 square feet of retail in addition to the supermarket. It is not axiomatic that including retail in a project produces a public benefit. Kirkland is littered with first floor retail in mixed-use projects which do not work. One need only look at Juanita Village, Marina Heights and the new Boulevard condominiums across from the Performance Center to see the vacancies and turn over in this kind of retail. Thus, it is not apparent that any public benefit is being offered by this proposal.

51-10
cont.

However, the proposal seeks to build a 1.8 million square foot project -- 1 million square feet more than current zoning allows. It would require enormous compromises in the design principles and vision for the downtown and impose large negative impacts on traffic and parking throughout the downtown -- all without any offsetting benefit to the public.

Conclusion

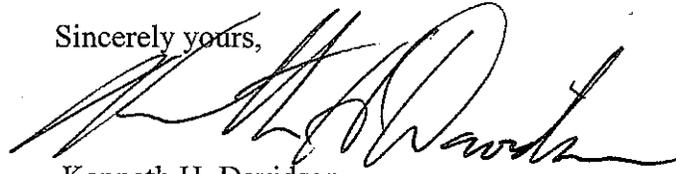
The Comprehensive Plan sets forth the long term vision for the City of Kirkland and in this case for its Downtown and should not be brushed aside just because a particular landowner or developer has some other vision for his property. Our zoning code at Section 140.30 requires that any amendment to the Comprehensive Plan must not conflict with other provisions of the Plan and must "result in long term benefits to the community as a whole." Touchstone's requested amendment would conflict with design principles in the Comprehensive Plan, as discussed above, and would create traffic and parking problems, not benefits, for the community. Simply put, the private amendment requests do not meet the criteria for adoption of a Comprehensive Plan

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Page 7

amendment.

We call on you to reject the proposed amendments.

Sincerely yours,

A handwritten signature in black ink, appearing to read "K. H. Davidson", written in a cursive style.

Kenneth H. Davidson

KHD:aal

KHD/1748.14.Planning.Council.Itr.04.29.08

CITY OF KIRKLAND

RESIDENTIAL DEVELOPMENT

From 2001 to 2005, the City of Kirkland issued permits for 664 units of new single-family development with an overall density of 4.9 dwelling units (dus) per net acre. Plats, a leading indicator of future densities, achieved 5.0 dus per net acre. The city also issued permits for 931 multifamily units, with an overall density of 46.3 units per net acre. Compared with the previous five-years, 2001-2005 saw comparable single-family development along with a decline in amount of multifamily development, but at higher densities. Overall, the city's housing stock gained 1,384 net new units, accommodating 24% of Kirkland's 2001-2022 growth target of 5,480 households, and leaving a target of 4,152 households for the remainder of the planning period.

Residential Development Activity: 2001-2005

| Zoned Density (max. du/acre) | Gross Area (acres) | Critical Areas (acres) | ROWs (acres) | Public Purpose (acres) | Net Area (acres) | # Lots or Units | Net Density (units/ac) |
|------------------------------|--------------------|------------------------|--------------|------------------------|------------------|-----------------|------------------------|
| Plats Recorded | | | | | | | |
| 0 - 3 du/acre | 1.9 | 0.4 | 0.0 | 0.0 | 1.5 | 2 | 1.3 |
| 3 - 5 du/acre | 5.9 | 0.5 | 0.4 | 0.0 | 5.0 | 17 | 3.4 |
| 5 - 7 du/acre | 89.9 | 3.5 | 4.4 | 0.2 | 81.9 | 408 | 5.0 |
| 7 - 9 du/acre | 1.1 | 0.1 | 0.1 | 0.0 | 0.9 | 8 | 8.8 |
| > 9 du/acre | 2.3 | 0.0 | 0.0 | 0.0 | 2.3 | 19 | 8.4 |
| Plats Total | 101.1 | 4.5 | 4.8 | 0.2 | 91.6 | 454 | 5.0 |

Single-Family Permits Issued

| | | | | | | | | | | |
|-----------------------|----------------|------------|------------|------------|------------|--------------|------------|------------|-----|------|
| 0 - 3 du/acre | Not Applicable | | | | | | | 3.1 | 4 | 1.3 |
| 3 - 5 du/acre | Not Applicable | | | | | | | 8.6 | 20 | 2.3 |
| 5 - 7 du/acre | Not Applicable | | | | | | | 112.3 | 542 | 4.8 |
| 7 - 9 du/acre | Not Applicable | | | | | | | 5.0 | 34 | 6.8 |
| > 9 du/acre | Not Applicable | | | | | | | 5.7 | 64 | 11.3 |
| SF Plats Total | n/a | n/a | n/a | n/a | n/a | 134.6 | 664 | 4.9 | | |

Multifamily Permits Issued

| | | | | | | | |
|-----------------------|-------------|------------|------------|------------|-------------|------------|-------------|
| < 9 du/acre | 3.5 | 2.7 | 0.0 | 0.0 | 0.8 | 13 | |
| 9 - 13 du/acre | 10.6 | 1.6 | 0.2 | 0.0 | 8.7 | 231 | 26.4 |
| 13 - 19 du/acre | 0.5 | 0.0 | 0.0 | 0.0 | 0.5 | 10 | 21.7 |
| 19 - 31 du/acre | 1.1 | 0.0 | 0.0 | 0.0 | 1.1 | 41 | 37.5 |
| 31 - 48 du/acre | | | | | | | |
| 48 + du/acre | 9.1 | 0.0 | 0.0 | 0.0 | 9.0 | 636 | 70.4 |
| Other zones | | | | | | | |
| Mf Plats Total | 24.7 | 4.3 | 0.3 | 0.0 | 20.1 | 931 | 46.3 |

Development Activity: 1996-2000 vs 2001-2005

| | | |
|-------------------|-----------|-----------|
| SF Plats | 1996-2000 | 2001-2005 |
| Net Acres | 72.2 | 91.6 |
| Lots | 378 | 454 |
| Lots/Acre | 5.2 | 5.0 |
| SF Permits | | |
| Net Acres | 135.6 | 134.6 |
| Units | 673 | 664 |
| Units/Acre | 4.5 | 4.9 |
| Mf Permits | | |
| Net Acres | 66.6 | 20.1 |
| Units | 1,531 | 931 |
| Units/Acre | 23.0 | 46.3 |

Housing Units (2001-2005) vs

Household Growth Target (2001-2022)

| | |
|-------------------------------------|-------|
| Housing Units: 2001-2005 | 664 |
| New SF Units Permitted | 196 |
| Replacement SF Units Permitted | (424) |
| SF Units Demolished | 931 |
| Mf Units Permitted | (27) |
| Mf Units Demolished | 44 |
| Other New Units Permitted | 1,384 |
| Net Units (2001-2005) | 1,328 |
| Net Households (2001-2005) | 5,480 |
| Household Growth Target (2001-2022) | 4,152 |
| Remaining Target (2006-2022) | |

Residential Development: Buildable Land Supply and Capacity

In 2006, the City of Kirkland had 210 gross acres of vacant land zoned for residential uses. After deductions for critical areas, public uses, and market factors, 139 acres of land suitable for development remained with capacity for 2,103 housing units under current zoning. The city also contained 631 gross acres of redevelopable land, 439 acres of which was developable with capacity for 2,200 units. Capacity for an additional 399 units was identified in projects in the development pipeline. Thirty-five percent (1,689 units) of Kirkland's capacity was located in single-family zones, 65% (3,072 units) in zones allowing multifamily housing. Half of the city's housing capacity was located in mixed-use zones, which allow both residential and commercial uses.

*Residential Land Supply and Dwelling Unit Capacity (2006) *Does not include units in pipeline or ADUs--see total capacity table on next page*

| Zoned Density (max. du/acre) | Gross Area (acres) | Critical Areas (acres) | ROWs (%) | Public Purpose (%) | Market Factor (%) | Net Area (acres) | Assumed Future Density (DU/acre) | Less Existing (units) | Net Capacity (units) |
|-------------------------------|--------------------|------------------------|------------|--------------------|-------------------|------------------|----------------------------------|-----------------------|----------------------|
| Vacant Land | | | | | | | | | |
| 0 - 3 du/acre | 34.5 | 12.7 | 5% | 5% | 10% | 17.7 | 1-3-3 | n/a | 52 |
| 3 - 5 du/acre | | | | | | | | | |
| 5 - 7 du/acre | 122.3 | 25.2 | 2%-5% | 0%-5% | 10% | 79.8 | 4-3-7 | n/a | 438 |
| 7 - 9 du/acre | 17.0 | 0.2 | 2%-10% | 0%-5% | 10% | 14.4 | 7-0 | n/a | 82 |
| Vacant Sub-Total: SF Zones | 173.7 | 38.0 | n/a | n/a | n/a | 111.8 | n/a | n/a | 571 |
| 9 - 13 du/acre | 10.4 | 2.4 | 2%-10% | 0% | 10% | 7.0 | 12-3 | n/a | 86 |
| 13 - 19 du/acre | 2.1 | 0.3 | 2% | 0% | 10% | 1.6 | 12-3-19-3 | n/a | 21 |
| 19 - 31 du/acre | 2.8 | 0.2 | 2%-10% | 0% | 10% | 2.2 | 21-5-51 | n/a | 53 |
| 31 - 48 du/acre | 1.3 | 0.0 | 10% | 0% | 10% | 1.0 | 26-2-50 | n/a | 43 |
| 48 + du/acre | 20.3 | 1.2 | 2%-10% | 0% | 10% | 15.5 | 50-100 | n/a | 1,330 |
| Vacant Sub-Total: MF/MU Zones | 36.8 | 4.1 | n/a | n/a | n/a | 27.4 | n/a | n/a | 1,532 |
| Vacant Total | 210.5 | 42.1 | n/a | n/a | n/a | 139.2 | n/a | n/a | 2,103 |

| Zoned Density (max. du/acre) | Gross Area (acres) | Critical Areas (acres) | ROWs (%) | Public Purpose (%) | Market Factor (%) | Net Area (acres) | Assumed Future Density (DU/acre) | Less Existing (units) | Net Capacity (units) |
|-------------------------------|--------------------|------------------------|------------|--------------------|-------------------|------------------|----------------------------------|-----------------------|----------------------|
| Redevelopable Land | | | | | | | | | |
| 0 - 3 du/acre | 53.7 | 6.0 | 5% | 5% | 15% | 36.5 | 1-3-3 | 28 | 41 |
| 3 - 5 du/acre | 9.5 | 0.0 | 5% | 5% | 15% | 7.3 | 2-99 | 12 | 10 |
| 5 - 7 du/acre | 436.8 | 48.3 | 5% | 0%-5% | 15% | 297.3 | 4-3-5-7 | 663 | 890 |
| 7 - 9 du/acre | 10.4 | 0.8 | 5% | 0%-5% | 15% | 7.5 | 7-0-8-0 | 29 | 24 |
| Redev. Sub-Total: SF Zones | 510.4 | 55.0 | n/a | n/a | n/a | 348.5 | n/a | 732 | 965 |
| 9 - 13 du/acre | 65.3 | 6.8 | 5% | 0% | 15% | 47.2 | 12-3 | 185 | 395 |
| 13 - 19 du/acre | 26.3 | 0.3 | 5% | 0% | 15% | 21.0 | 12-3-19-3 | 267 | 133 |
| 19 - 31 du/acre | 16.3 | 0.7 | 5% | 0% | 15% | 12.6 | 21-5-51 | 197 | 78 |
| 31 - 48 du/acre | 4.4 | 0.7 | 5% | 0% | 15% | 3.0 | 32-7-96-2 | 0 | 172 |
| 48 + du/acre | 8.7 | 0.3 | 5% | 0% | 15% | 6.8 | 26-1-96-2 | 5 | 457 |
| Redev. Sub-Total: MF/MU Zones | 121.0 | 8.8 | n/a | n/a | n/a | 90.6 | n/a | 644 | 1,235 |
| Redevelopable Total | 631.4 | 63.8 | n/a | n/a | n/a | 439.2 | n/a | 1,376 | 2,200 |

Residential Development: Total Capacity and Growth Target

Overall housing capacity for 2006 in the City of Kirkland, including potential development on vacant and redevelopable lands, major projects in the pipeline, and accessory dwelling units, totaled 4,761 units. These units could accommodate an estimated 4,569 households, 417 more than necessary to attain the household growth target of 4,152 for the remainder of the planning period (2006-2022).

| | |
|--|--------------|
| Capacity (units) | |
| Single-Family Zones | 1,536 |
| Single-Family Capacity in Pipeline | 0 |
| Accessory Dwelling Units | 153 |
| Multifamily Zones | 690 |
| Multifamily Capacity in Pipeline | 0 |
| Mixed-Use Zones | 1,983 |
| Mixed-Use Capacity in Pipeline | 399 |
| Total Capacity (units) | 4,761 |
| Total Capacity (households) | 4,569 |
| Remaining Household Target (2006-2022) | 4,152 |
| Surplus/Deficit Capacity | 417 |

NON-RESIDENTIAL DEVELOPMENT

From 2001 to 2005, the City of Kirkland issued permits for about 690,000 sq. ft. of new commercial development on nearly 18 net acres of developable land. Compared with the previous five-years, 2001-2005 saw an increase in the amount of commercial development along with an increase in overall commercial floor-area-ratio from 0.53 to 0.90. During this same period, Kirkland experienced an estimated net loss of 2,260 jobs. It is assumed that full job recovery can be accommodated within existing buildings on developed parcels. Kirkland's 2001-2022 growth target of 8,800 additional jobs beyond year 2000 employment levels is unchanged for the remainder of the planning period (2006-2022).

| | | |
|------------------------|------------------|------------------|
| Commercial | 1996-2000 | 2001-2005 |
| Net Land Area (acres) | 23.1 | 17.6 |
| Floor Area (s.f.) | 534,196 | 689,806 |
| Floor Area Ratio (FAR) | 0.53 | 0.90 |
| Industrial | | |
| Net Land Area (acres) | 8.2 | 0.0 |
| Floor Area (s.f.) | 254,963 | 0 |
| Floor Area Ratio (FAR) | 0.71 | n/a |

| | |
|-----------------------------------|---------|
| Covered Employment in 2000 (est.) | 34,309 |
| Covered Employment in 2006 (est.) | 32,049 |
| Net New Jobs (2000-2006) | (2,260) |
| Job Growth Target (2001-2022) | 8,800 |
| Remaining Target (2006-2022) | 8,800 |

| Zoning | Gross Area (acres) | Critical Areas (acres) | ROWs (acres) | Public Purpose (acres) | Net Area (acres) | Net Area (sq. ft.) | Floor Area (sq. ft.) | Achieved FAR |
|------------------------------|--------------------|------------------------|--------------|------------------------|------------------|--------------------|----------------------|--------------|
| Commercial (Incl. Mixed-Use) | 22.2 | 4.4 | 0.2 | 0.0 | 17.6 | 768,651 | 689,806 | 0.90 |
| Industrial | | | | | | | | |
| Non-Residential Total | 22.2 | 4.4 | 0.2 | 0.0 | 17.6 | 768,651 | 689,806 | 0.90 |

Non-Residential Land Supply (2006)

| | Gross Area (acres) | Critical Areas (acres) | ROWs (%) | Public Purpose (%) | Market Factor (%) | Net Area (acres) |
|---------------------|--------------------|------------------------|------------|--------------------|-------------------|------------------|
| Vacant Land | | | | | | |
| Commercial Zones | 7.4 | 0.7 | 5% | 0% | 10% | 5.8 |
| Mixed-Use Zones | 30.6 | 1.5 | 5%-10% | 0% | 10% | 23.7 |
| Industrial Zones | 7.4 | 0.3 | 5% | 0% | 10% | 6.1 |
| Vacant Total | 45.4 | 2.5 | n/a | n/a | n/a | 35.6 |

| | | | | | | |
|----------------------------|-------------|------------|------------|------------|------------|-------------|
| Redevelopable Land | | | | | | |
| Commercial Zones | 15.2 | 3.6 | 5% | 0% | 15% | 10.8 |
| Mixed-Use Zones | 52.1 | 3.6 | 5% | 0% | 15% | 40.9 |
| Industrial Zones | 9.0 | 1.0 | 5% | 0% | 15% | 7.5 |
| Redevelopable Total | 76.3 | 8.2 | n/a | n/a | n/a | 59.2 |

Employment Capacity (2006)

| | Net Land Area (s.f.) | Assumed Future FAR | Existing Floor Area (s.f.) | Floor Area Capacity (s.f.) | Floor Area/Employee (s.f.) | Job Capacity |
|---------------------|----------------------|--------------------|----------------------------|----------------------------|----------------------------|--------------|
| Vacant Land | | | | | | |
| Commercial Zones | 251,023 | 3-2 | n/a | 240,316 | 250-500 | 942 |
| Mixed-Use Zones | 1,034,244 | 26-2.25 | n/a | 851,521 | 250-500 | 2,783 |
| Industrial Zones | 255,548 | 0.75 | n/a | 199,161 | 250 | 797 |
| Vacant Total | 1,550,815 | n/a | n/a | 1,290,998 | n/a | 4,521 |

| | | | | | | |
|----------------------------|------------------|------------|----------------|------------------|------------|--------------|
| Redevelopable Land | | | | | | |
| Commercial Zones | 469,350 | 3-2 | 123,790 | 275,609 | 250-500 | 1,076 |
| Mixed-Use Zones | 1,780,841 | 26-2.25 | 653,721 | 757,954 | 250-500 | 2,704 |
| Industrial Zones | 328,080 | 0.75 | 74,561 | 171,499 | 250 | 686 |
| Redevelopable Total | 2,578,272 | n/a | 852,072 | 1,205,062 | n/a | 4,466 |

In 2006, the City of Kirkland had 45 gross acres of vacant land zoned for commercial, industrial, and mixed uses. After deductions for critical areas, public uses, and market factors, 36 acres of land suitable for development remained with capacity for 4,521 jobs under current zoning. The city also contained 76 gross acres of redevelopable land, 59 net acres of which was developable with capacity for 4,466 jobs. Capacity for an additional 3,619 jobs was identified in significant projects in the development pipeline. Overall, 86% of Kirkland's job capacity was located in commercial and mixed-use zones. About half of the city's employment capacity was on redevelopable land. Overall capacity in Kirkland was for 12,606 jobs, 3,806 more than necessary to attain the job growth target of 8,800 for the remainder of the planning period (2006-2022).

Employment Capacity (2006) vs

| | | |
|--------------------------------------|--|---------------|
| Job Growth Target (2006-2022) | | |
| Capacity (Jobs) | | |
| Commercial Zones | | 2,018 |
| Mixed-Use Zones | | 5,486 |
| Industrial Zones | | 1,483 |
| Job Capacity in Pipeline | | 3,619 |
| Total Job Capacity | | 12,606 |
| Remaining Job Target (2006-2022) | | 8,800 |
| Surplus/Deficit Capacity | | 3,806 |

**DAVIDSON, CZEISLER &
KILPATRIC, P.S.**

Kenneth H. Davidson
Robert T. Czeisler
Dan W. Kilpatric
Mary S.W. Sakaguchi

LAWYERS
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KIRKLAND, WASHINGTON 98033

(425) 822-2228
FAX (425) 827-8725
Mailing Address: PO Box 817
Kirkland, WA 98083-0817

April 29, 2008

Planning Commission
City of Kirkland
123 – 5th Avenue
Kirkland, WA 98033

Re: Private Amendment Requests

Dear Planning Commissioners:

The time limit on my testimony at your public hearing did not allow me to complete our plea that you preserve a major pedestrian pathway as a part of any redevelopment of Park Place. Allow me to complete my explanation for this request and that of 164 users of this pathway who signed the petition I delivered to you.

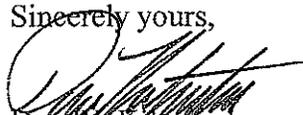
I reviewed with you the repeated emphasis in the Comprehensive Plan for the Downtown on pedestrian pathways and amenities. The Downtown Plan identifies the major pedestrian pathways interconnecting areas of the Downtown and adjoining neighborhoods, including the important East/West "Spine" or "Park Walk Promenade". Attached is a copy of a map from the Comprehensive Plan, on which I have highlighted the "Park Walk Promenade" in yellow and orange.

52-1

We are particularly concerned about preserving the part of the pathway marked in orange which begins with the sidewalks along 2nd Avenue, crosses the Continental Plaza and Emerald Building properties on dedicated public easements (a requirement the City imposed as a condition of building those buildings) and runs past Starbucks and the south side of the QFC into Peter Kirk Park. This pathway has existed for over 13 years. It is used by hundreds of workers and visitors to the Emerald Building, Continental Plaza, the 570 Kirkland Way Building, and the 610 Kirkland Way Building as well as residents in apartments and condominiums in the area. Unfortunately, Touchstone's proposal blocks this important pedestrian pathway with an 8-story building. See attached drawing .

On behalf of myself as a user of this pathway and the 164 other users who signed the petition I delivered at your hearing, please strictly condition any re-zone and development of Park Place upon the maintenance and enhancement of this important pedestrian pathway as part of the pedestrian network, which makes Kirkland a great place to live and work.

Sincerely yours,


Dan W. Kilpatric

KHD:aal

M.D. MOSS BAY NEIGHBORHOOD
3. DOWNTOWN PLAN

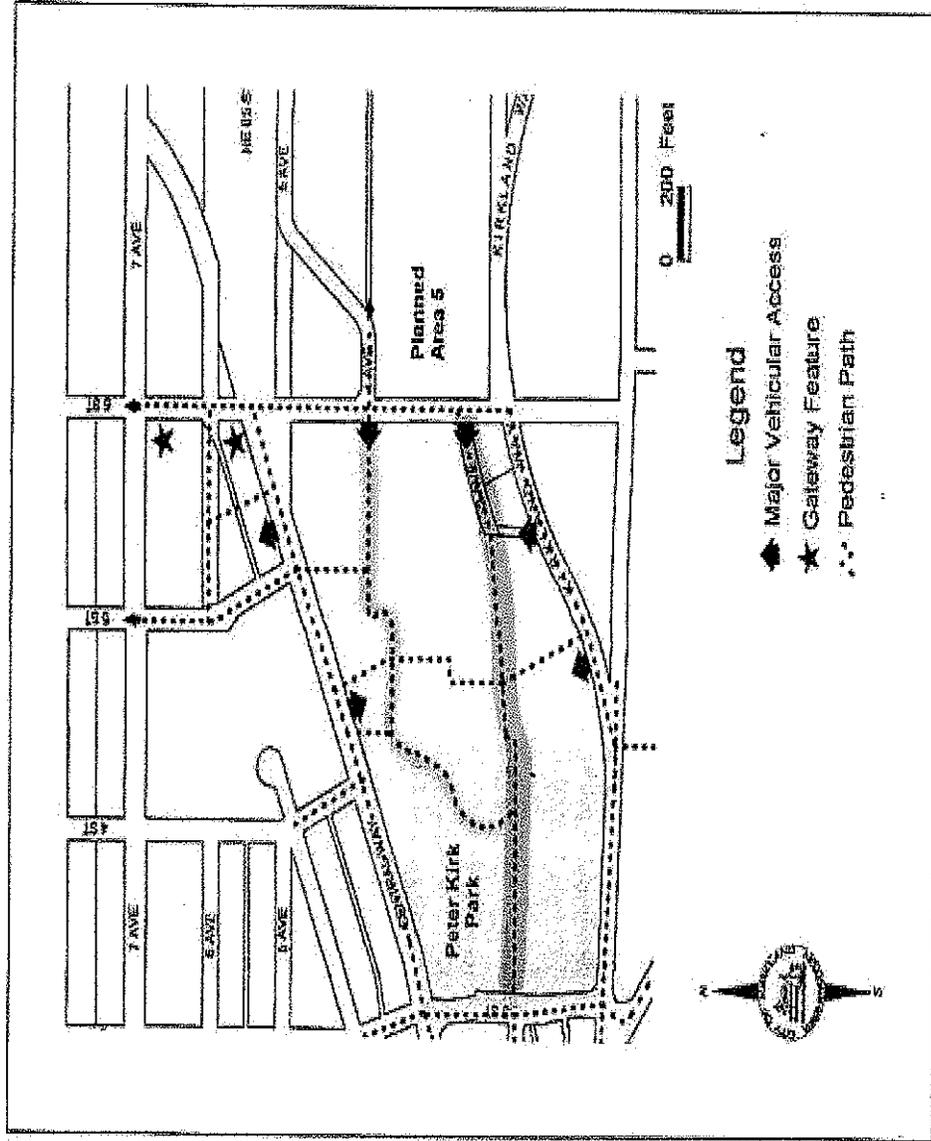
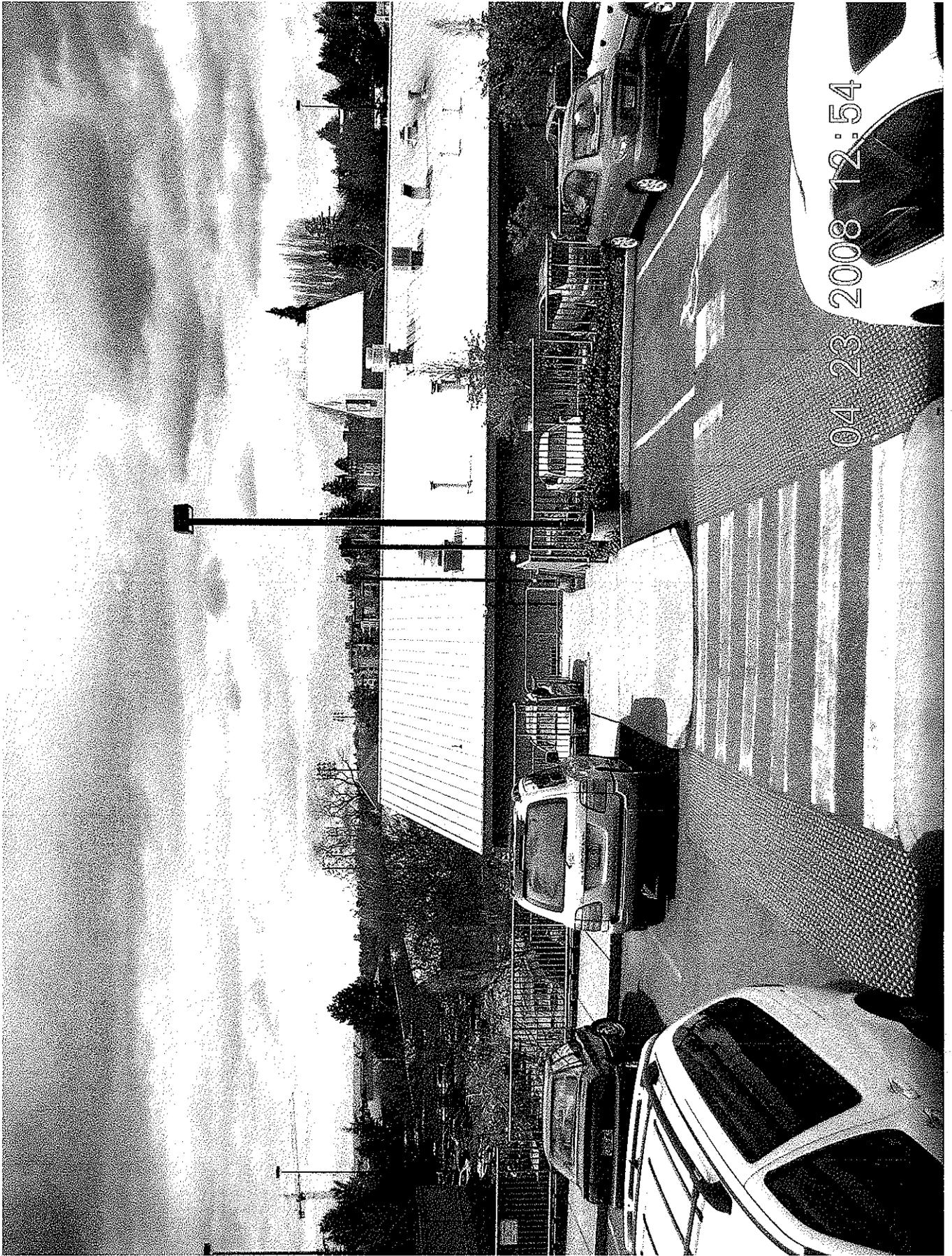


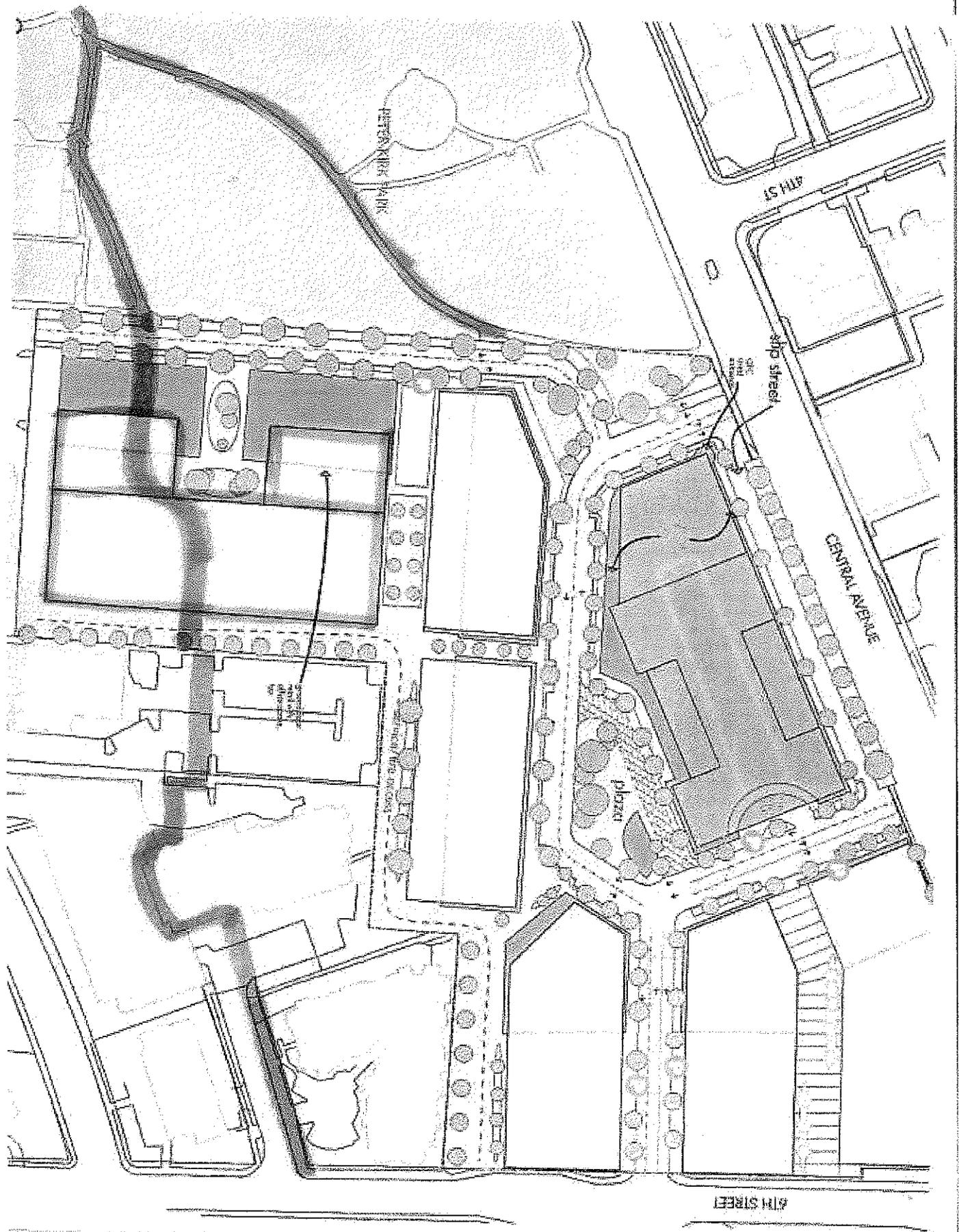
Figure C-6: Design Districts 5 and 6 - Circulation and Gateways

04 23 2008 12:54





04.29.2008 10:24



Peters Kirk Park

4th St

Ship Street

CENTRAL AVENUE

Plaza

5th Street



Mrs. Angela Ruggeri
Kirkland City Council Members
Kirkland Planning Committee Members

To whomever it may concern:

May 7, 2008

I am an owner of Parkview Plaza, which sits on the southeast corner of 6th Street and 4th Avenue. I have been here for 25 years. I have been a resident of Kirkland for 27 years. I am not opposed to the overall proposal at Park Place; however, I am very much opposed to what appears to be the current configuration of the proposed buildings.

It appears to me that the Developer is suggesting an eight story backside facing my building—blocking the sun, and also [redacted] heating, which is not, in the least, favorable to us and our tenants. Moreover, to have a main exit of traffic on the east end of the property is unreasonable, also.

This entire scenario is unfavorably enhanced by what appears to be the greediness of the Developer (and perhaps, the Architect, City Planner, and Traffic Specialist desiring to maintain a compatible association), wanting to push the building to the extreme edges of the property lines, and thereby eliminate all setbacks. This greed exists even though, it appears to me, the increased traffic should necessitate a setback twice the normal setback.

Taking this a little further, the possibility of a *soon after* need to put in more turn lanes to Park Place, could condemn our street frontage in order to accommodate this greediness.

Moreover, as a small business owner, the inequality is even more obvious. While I note that the rezone of our property allows us to go up no more than 60 feet, with the required standard setbacks, Park Place gets to exceed our height by 2 stories, and potentially eliminate setbacks.

It seems to me that the “greed” of the Developer, has far exceeded what many of the residents of Kirkland feel would be appropriate, and now is even more so encroaching upon us, the small business owners.

The solution to this seems rather simple: set the building back off the street, allow for future turn lanes and allow for people to have space to walk in at the entrance, build the structure in the form of a wedding cake, and direct the traffic out the north side of the complex instead of the east side of the project, which already has crowded streets.

It is obvious that the city appears to want to please the Developer. Setbacks should not be eliminated for “big money” Developers, and then enforced for small business owners.

While this seems so obvious, I felt compelled to bring it to your attention in the event that somehow you missed this turn.

We do not want to see the “butt-side” of 8 stories—and you would not either, if you were in our shoes.

Sincerely,

Raymond Adams, President
Capital Enhancement Group, Inc.

Daniel J. Adams, MBA
Capital Enhancement Group, Inc.

Parkview Plaza Association, LLC
Member/Owner

RECEIVED

MAY 20 2008

Letter 54

Subject: **Kirkland Building Developments**
 From: nicriro@aol.com
 Date: Saturday, May 17, 2008 4:41 PM
 To: jlauinger@ci.kirkland.wa.us, jmcbride@ci.kirkland.wa.us, dasher@ci.kirkland.wa.us, mburleigh@ci.kirkland.wa.us, jgreenway@ci.kirkland.wa.us, thodgson@ci.kirkland.wa.us, bsternoff@ci.kirkland.wa.us

AM _____ PM
 PLANNING DEPARTMENT
 BY _____

This is to request that some restraint be applied to the current wave of developments in Kirkland. The Parkplace development is already driving businesses away and the same is happening concurrently in downtown where the McCleod project will close almost a block of the town for the year or more it takes to complete. With these, and the Merrill Gardens project already in work, the next few years will be hard to enjoy as Kirkland residents. In what time remains for you to have any control of the situation, please exert your authority over these matters and stop the excessively high construction levels currently being applied for. The same goes for the project east of the Post Office. And, in future, please do not allow these projects to tear up different parts of the town simultaneously.

54-1

Thank you.

Ross Nicoll, 425 827 9649 (Kirkland resident for 37 years)

RECEIVED
May 19, 2008
MAY 21 2008

Alexa Munoz

COMMENTS

AM
PLANNING DEPARTMENT
BY _____

DOWNTOWN ACTION ORDINANCE
Draft Environmental Impact Statement

Almost all policy decisions have associated costs, and decisions on land use policy are no exception. "After all, it is municipal government's responsibility to its property taxpayers to project the demand that new development places on municipal services and on the budget." (Harrison and French 1) Forecasts of the capital improvements, increases in service, and projected revenues are intrinsic tools in land use decision making and are factors as important as current ordinances, aesthetics, and transportation.

The DEIS (pg. 3.4-62) states the total transportation capital improvements by 2014 are:
No Action: \$763,600
Action: \$7,058,000.

The only other capital improvement is listed by the fire department as another ladder (pg. 3.5-15). What is the cost of this request, and what year would it be needed? 55-1

In addition to the capital improvements directly associated with land development, operating and service costs are also generated. Listed in the DEIS (pgs. 3.5-14 & 15) are only personnel requests for additional public safety personnel:

- No Action: 1.6 police positions
- Action: 3.1 police positions
- 8 FTE fire positions
- 4 FTE EMS positions.

What are the costs of staffing these positions?

55-2

A drawback of simply requesting expenditure estimates by asking those responsible for the provision of specific services to project the changes in demand is that the "estimates may reflect short-term estimates rather than long-term incremental expenditures". In fact, "the additional number of personnel hired appeared to be strongly influenced by immediate budget considerations rather than by projected shifts in service demand". (Muller 6) Shifts in service demand can be calculated using the Employment Anticipation Method of projecting the impact of nonresidential growth on local municipal costs. The Employment Anticipation method of fiscal impact analysis relies on relationships between local commercial employment levels and per capita municipal costs, and predicts change in municipal costs based on an anticipated change in local commercial employment. (Burchell 135) This method is especially applicable in analyzing this project because of the large proposed increase in employees on each site.

55-3

The following tables, calculated in current dollars, were developed using the Employment Anticipation Method to determine the demand for service for the action and no action alternatives. The data utilized for these tables was derived from the 2007-2008 budget, and reflect the biennial cycle of city financing. The total cost is the incremental biennial cost for each alternative. For purposes of comparison, Table I indicates the current per capita employee expenditures for the project sites.

TABLE I. CURRENT COSTS

| CATEGORY | SITE A | SITE B | SITE C | GRAND TOTAL |
|----------------------|-------------------|-------------------|-------------------|------------------------|
| General Government | \$ 265,490 | \$ 53,654 | \$ 15,500 | \$ 334,644 |
| Public Safety | 885,674 | 178,991 | 51,709 | 1,116,374 |
| Transportation | 100,841 | 20,380 | 5,887 | 127,108 |
| Culture & Recreation | 161,910 | 32,721 | 9,453 | 204,084 |
| Other Services | 112,792 | 22,795 | 6,585 | 142,172 |
| Debt Service | 116,532 | 23,551 | 6,804 | 146,887 |
| TOTAL | 1,643,239 | 332,092 | 95,938 | \$ 2,071,269 |
| Employees | 668 | 135 | 39 | 842 |

TABLE II. COSTS WITH NO ACTION

| CATEGORY | SITE A | SITE B | SITE C | GRAND TOTAL |
|----------------------|-------------------|-------------------|-------------------|------------------------|
| General Government | \$ 148,645 | \$ 6,835 | \$ 5,619 | \$ 161,100 |
| Public Safety | 1,028,489 | 47,291 | 38,884 | 1,114,664 |
| Transportation | 108,738 | 5,000 | 4,110 | 117,849 |
| Culture & Recreation | 1,089,269 | 49,247 | 40,492 | 1,179,008 |
| Other Services | 725,519 | 32,801 | 26,970 | 785,290 |
| Debt Service | 749,581 | 33,889 | 27,865 | 811,335 |
| TOTAL | 3,850,241 | 175,063 | 143,941 | \$ 4,269,246 |
| Employees | 2,936 | 135 | 111 | 3,182 |

55-3
cont.**TABLE III. COSTS WITH ACTION**

| CATEGORY | SITE A | SITE B | SITE C | GRAND TOTAL |
|----------------------|-------------------|-------------------|-------------------|------------------------|
| General Government | \$ 303,061 | \$ 29,364 | \$ 20,960 | \$ 353,385 |
| Public Safety | 2,096,913 | 203,176 | 145,025 | 2,445,114 |
| Transportation | 221,697 | 21,481 | 15,333 | 258,511 |
| Culture & Recreation | 2,183,645 | 211,579 | 151,024 | 2,546,248 |
| Other Services | 1,454,439 | 140,925 | 100,591 | 1,695,955 |
| Debt Service | 1,502,676 | 145,598 | 103,927 | 1,752,201 |
| TOTAL | 7,762,431 | 752,123 | 536,840 | \$ 9,051,414 |
| Employees | 5,986 | 580 | 414 | 6,980 |

In summary the capital improvement and service costs indicate the following expenditures:

Current expenditures: \$ 2,071,069

With no action: Capital costs are \$ 763,300
Service/operating costs are \$ 4,269,246.

With action: Capital costs are \$ 7,058,000
Service/operating costs are \$9,051,414.

In any desirable commercial development the sales and property tax revenues should equal or exceed the capital improvement and service expenditures, but there are no revenue projections stated in the DEIS to determine whether or not this is true for the proposed developments.

The desired development of a strong, stable, diverse economy is dependent on ensuring that each business is supported by an adequate population within its market area. What is the market area for sites A, B, and C? Is there sufficient population within the market area to produce the maximum sales tax available per square foot for a mix of convenience retail, comparison retail, and office space? What is the square footage, sales per square foot, and taxable percentage of each specific business? What specific mix of convenience retail, comparison retail, and offices will produce the maximum tax per square foot? What is the generated sales and property tax revenue? Will the sales and property tax revenues pay for the additional services and capital improvements required by the development?

When the maximum tax is produced by each business, the business owners and developers realize a maximum profit also. Since the developer, the business owners, and the municipality share the same goals in maximizing tax and profit, a more cooperative rather than adversarial relationship is allowed to develop.

With the additional analytical components of the appropriate cost/revenue analysis and market information, the costs of development and the ability of the market area to support that development provide the necessary foundation to continue at the minimum the delivery of the current level of city services. There exists the opportunity to improve city services if the sales and property tax revenues exceed the costs of growth caused by development. Further, the methodology employed can be utilized as a model for the much sought after rejuvenation and revitalization of the remainder of Kirkland's downtown area.

55-3
cont.

DETAILED DATA SOURCES

2007-2008 Budget

General Government operating general fund expenditure summary by program (pg. 94):

Public Safety: \$ 62,553,982

General Government: \$ 18,751,438

Transportation: \$ 7,122,432

Other Services: \$ 7,966,135

Culture & Recreation: \$11,435,874

Debt Service: \$ 8,230,496 (pg. 266)

Population: 47,180

Per capita multiplier: growing city, 25,000-49,999 (Burchell 140)

Employment: Downtown Action Ordinance DEIS Table 3.1-1, pg. 3.1-21.

WORKS CITED

Burchell, Robert and David Listokin. *The Fiscal Impact Handbook*. The Center for Policy Research, Piscataway, New Jersey, 1978.

Harrison, Thane and Charlie French. "An Introduction to Fiscal Impact Analysis". University of New Hampshire Department of Resource Economics, Internet, 2008.

Muller, Thomas. *Fiscal Impacts of Land Development, A Critique of Methods and Review of Issues*. Washington, DC, Urban Institute, 1972.

Mail:

PMB 364

9594 First Ave NE

Seattle, Washington 98115-2012

Phone:

(425) 882-4766

TO: Kirkland City Council and
Planning Commission

①

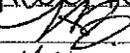
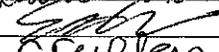
RE: Park Place Rezone Request and Pedestrian Pathways

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Signature

Name (Print)

Address

| | | |
|---|-----------------------|--|
|  | Andrew Kippure | 8629 NE 139 th St Kirkland, WA 98033 |
| Kelly Richards | Keri Richards | Lynnwood, WA |
|  | Mike Ingle | 830 Lake St. South. Kirkland, WA 98033 |
| Michelle Anton-Buzard | Michelle Anton-Buzard | 530 13 th Ave W Kirkland WA 98033 |
| Danielle Davis | Danielle Davis | 12701 NE 14 th St CT Kirkland 98034 |
|  | Eric Heilmann | 9916 NE 135 th Pl Kirkland WA, 98033 |
| Crystal Fulton | Crystal Fulton | 521 5 th Ave W #904 Seattle, WA 98119 |

TO: Kirkland City Council and
Planning Commission

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RE: Park Place Rezone Request and Pedestrian Pathways

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Signature

Name (Print)

Address

| | | |
|------------------------------|---------------------|---|
| Danielle McElvene | Danielle K McElvene | 140 9th Ave Kirkland |
| Deborah Tofte | DEBORAH F. TOFTE | 70506 NE 151st St Bothell, WA |
| Eiane Larsen | Eiane Larsen | 14416 - 113 rd Pl NE Kirkland WA |
| JAYE LYNN SCHNEIDER | JAYE LYNN SCHNEIDER | 17211-185 AVENUE WOODINVILLE |
| Brenda L. Klos | Brenda L. Klos | 1450 - 4th Street, Kirkland WA |
| Gail Pedersen | Gail Pedersen | 20025 88th Ave NE, Bothell WA |
| Deanne Hanley | Deanne Hanley | 8216 NE 124th Pl Kirkland |
| MICHELLE EBELING | MICHELLE EBELING | 1814 2nd St, Kirkland, WA |
| Linda Charleson | Linda Charleson | 4808-270 th Ave NE, Redmond |
| Kim Whistey | Kim Whistey | PO Box 817 Kirkland WA |
| B. David Thomas | B. David Thomas | 702 Kirkland Way Kirkland WA |
| Walter R. Heger | Walter R. Heger | 11826 NE 142nd Place Kirkland |
| COLEEN MORRIS | COLEEN MORRIS | 2690 SE 22nd Way Sammamish, WA |
| Mary Sabaguchi | Mary Sabaguchi | 9214 NE 138th Pl Kirkland |
| Sally L. Smith | Sally L. Smith | 12410 NE 27th St Bellevue 98005 |
| Robert T. Creisler | Robert T. Creisler | 520 KIRKLAND WAY Kirkland (off) |
| Robin Long | Robin Long | 2005 102nd Ave SE Bellevue 98004 |
| MARY HARRIS | MARY HARRIS | 1845-230th Ave NE, Sammamish WA |

Hearing 2/24
 Return to Danielle
 4th Floor
 Escrow Dept.

TO: Kirkland City Council and
 Planning Commission

RE: Park Place Rezone Request and Pedestrian Pathways

18

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| <u>Signature</u> | <u>Name (Print)</u> | <u>Address</u> |
|------------------------------|---------------------|--------------------------|
| Teresa Stedman | Teresa Stedman | 520 Kirkland Way Ste 300 |
| Ivan Sarkisyan | Ivan Sarkisyan | Same |
| Donald Kirby | Donald Kirby | Same |
| Kyle Pluth | Kyle Pluth | Same |
| Tessa Chaplin | Tessa Chaplin | same |
| Lillian Yuen | Lillian Yuen | same |
| Barbara Toy | Barbara Toy | same |
| LINDA NEENHOUSE | LINDA NEENHOUSE | same |
| Christyl Stewart | Christyl Stewart | same |
| Joan C. Topacio | JOAN C. TOPACIO | Same |
| Julia Proudlove | Julia Proudlove | Same |
| Vivienne Mitchell | Vivienne Mitchell | same |
| Tonya Lysne | TONYA LYSNE | Same |
| Diana Sarinian | Diana Sarinian | SAME |
| Susan Northrup | Susan Northrup | same |
| Victoria Serles | Victoria Serles | same |
| Clifford Hersman | Clifford Hersman | Same |
| Cordell Almond | Cordell Almond | Same |

TO: Kirkland City Council and
Planning Commission

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Signature

Name (Print)

Address

Terry Morris

Terry Morris

4102nd Ave S. #207, Kirkland

Gary K. Glenn

Gary K. Glenn

13404 NE 154th Dr., Woodinville

Tom Kufeldt

Tom Kufeldt

15711 281st Ave NE Duvall

SAM VU

SAM VU

1205 170th Ave NE Bellevue

DAVIS RANDALL

DAVIS RANDALL

8728 116TH AVE NE KIRKLAND

G. DAVID FELT

G. DAVID FELT

6305 223rd Pl SE, MLT, WA 98043

Christian Saether

Christian Saether

2716 4th Ave W Seattle, 98119

Sue Hartford

Sue Hartford

13442 52nd 85th St, Newcastle 98059

Charlotte Becker

Charlotte Becker

14126 284 Pl NE Duvall 98019

DAVID C. GARLAND

DAVID C. GARLAND

555 KIRKLAND WAY, #401, KIRKLAND WA 98033

TO: Kirkland City Council and Planning Commission

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| <u>Signature</u> | <u>Name (Print)</u> | <u>Address</u> |
|------------------|---------------------|-----------------------|
| | LANA OLSON | 550 Kirkland Way 408 |
| | Laurie A. Laddell | 520 Kirkland Way |
| | Victoria Giraff | 520 Kirkland Way |
| | Suzanne Weber | 520 Kirkland Way |
| | Lupita Serrano | 520 Kirkland Way |
| | Karen Cruzan | 520 Kirkland Way |
| | Ramona Martin | 520 Kirkland Way |
| | Alexandra Kalogiros | 520 Kirkland Way |
| | Princess Delicia | 520 Kirkland Way |
| | Judy Thompson | 1031 520 Kirkland Way |
| | Becky Baird | 520 Kirkland Way |
| | Sandy Martin | 520 Kirkland Way |
| | Linda Fowler | 520 Kirkland Way |
| | ILY TAKAHASHI | 520 Kirkland Way |
| | Galina Norominsky | 520 Kirkland Way |
| | Olga Melnik | 520 Kirkland Way |
| | Jennifer Klahn | 520 Kirkland Way |
| | Mindy Meyers | 520 Kirkland Way |
| | Erin Minton | 520 Kirkland Way |
| | JACKIE KOSTAR | 520 Kirkland Way |
| | MELISSA MUNRAVEN | 520 KIRKLAND WAY |
| | Jie Bai (Jiem) | 520 Kirkland Way |
| | Iryna Zhuk | 520 Kirkland Way |
| | IRYNA Bogdan | 520 Kirkland Way |
| | Jennifer DeJaw | 520 Kirkland Way |
| | Sheryl Ames | 520 Kirkland Way |
| | Vanessa Greenbaum | 520 Kirkland Way |

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Signature

Name (Print)

Address

| | | |
|-------------------------------|------------------------|--------------------------------------|
| <i>David L...</i> | Jennifer Tang | 13211 NE 2nd Way Redmond, WA 98052 |
| <i>W. J...</i> | Wendy Jorissen | 8311 141st Ave NE Redmond 98052 |
| <i>Renee Gallant-McKay</i> | Renee Gallant-McKay | 10168 NE 135th Lane Kirkland |
| <i>Kim Lowe</i> | Kim Lowe | 9620 110th Ave NE Kirkland 98034 |
| <i>David S. Miller</i> | David S. Miller | 11445 80th Ave NE Kirkland 98034 |
| <i>Lateara Huyler</i> | Lateara Huyler | 16596 NE 120th St Redmond 98052 |
| <i>Miloon Lee</i> | Miloon Lee | 8024 126th Ave NE Kirkland 98033 |
| <i>Elizabeth Walker</i> | Elizabeth Walker | 333 11th Ave W. Kirkland WA 98033 |
| <i>Dave Visintainer</i> | Dave Visintainer | 13438 NE 111th Ct Redmond 98052 |
| <i>Jeff Larsson</i> | Jeff Larsson | 489 2nd Ave S, Kirkland 98033 |
| <i>Julie Bridge</i> | Julie Bridge | 7415 131st Pl. NE, Kirkland, 98033 |
| <i>Carol-Both DePay</i> | Carol-Both DePay | 9704 132nd Ave NE Kirkland 98033 |
| <i>KAMIL ERCAN TURKARSLAN</i> | KAMIL ERCAN TURKARSLAN | 22528 NE CASAPARA CIR REDMOND, 98052 |
| <i>SHARMIN BANU</i> | SHARMIN BANU | 12529 80th Pl NE KIRKLAND |
| <i>MICHAEL JOFFE</i> | MICHAEL JOFFE | 12715 NE 90th TEMUKAM, WA 98034 |
| <i>Carrie Goodrich</i> | Carrie Goodrich | 10129 NE 49th St Kirkland, WA 98033 |
| <i>VICTOR PELEON</i> | VICTOR PELEON | 12042 89 Pl NE KIRKLAND WA 98034 |
| <i>David Kasemeier</i> | David Kasemeier | 13715 170th Ave NE Redmond 98052 |
| <i>Anne Jensen</i> | Anne Jensen | 11007 NE 62nd St 98033 |
| <i>Pete Jensen</i> | Pete Jensen | 11007 NE 62nd St Kirkland, WA |
| <i>Michaela Horn</i> | Michaela Horn | 13839 176th Pl. NE Redmond WA 98052 |

TO: Kirkland City Council and Planning Commission

RE: Park Place Rezone Request and Pedestrian Pathways

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Signature

Name (Print)

Address

| | | |
|--|--------------------|--|
| | Marypat Meuli | 489 2nd Ave S Kirkland, WA |
| | Jennifer Heuberger | 6115 112th Ave NE Kirk. 98033 |
| | MICHAEL LAVONI | 9650 222nd Ct NE, Redmond 98053 |
| | Liz Quick | 247 10th Ave Kirkland 98033 |
| | Matt Quick | |
| | Doug Webber | 13317 NE 93rd St. Kirkland 98052 |
| | Mark Walker | 373 11th Ave W, Kirkland 98033 |
| | Tracy Brooks | 17815 NE 109th Ct, Redmond 98052 |
| | DIANA CHOW | 13430 179th AVE NE, Redmond 98052 |
| | Christine Coyne | 1058 102nd Pl SE Bellevue 98004 |
| | Christine Witcher | 8724 120th Ave NE Kirk WA 98033 |
| | VERNITA LYTLE | 11324 NE 88th ST KIRKLAND 98033 |
| | Kathleen Fisher | 10010 Redmond-Woodinville Rd NE, Redmond 98052 |
| | NABILA LACEY | 715 7th St S. Kirkland 98033 |
| | Toni Sadler-French | 232 9th Ave Kirkland WA 98033 |
| | BELLA ACHARYA | 6530 103rd Ave NE 250 |
| | JULIE BARKER | 714 7th ST S KIRKLAND |
| | Anna Adams | 18916 197th Ave NE Woodinville |
| | Caroline Yeln | 11307 NE 56th Place Kirkland WA |
| | Debbie Herzig | 11728 Broadway Ave Snohomish WA 98033 |
| | Jennifer Schiella | 6514 102nd Ave NE Kirkland, WA 98033 |

TO: Kirkland City Council and
Planning Commission

22

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| <u>Signature</u> | <u>Name (Print)</u> | <u>Address</u> |
|------------------|---------------------|---|
| | Brent Barnes | 12306 NE 109 th Way Kirkland 98033 |
| | Kim Thomson | 1103 6 th St Kirkland 98033 |
| | Thien-Di Do | 12029 89 th Pl NE Kirkland 98034 |
| | Molly Hill | 9082 NE 145 th Pl. Kenmore 98028 |
| | Janiel Kim | 220 1 st St 104 Kirkland 98033 |
| | Linda Seixon | 338 3rd Ave S. Kirkland 98033 |
| | Russen Kae | 13211 NE 9 th WA, Redmond, 98052 |
| | Deborah L Tom | 11032 85 th Ave NE Kirkland 98034 |
| | Kelly Kim | 220 1st #104, Kirkland, WA 98033 |
| | Elizabeth Jay | 15 10th Pl. S Kirkland WA 98033 |
| | Lee Wallander | 626 17 th Ave, Kirkland, WA 98033 |
| | Scott Dugich | 10907 110 th Ave NE Kirkland WA 98033 |
| | Tracy Botstorf | 352 4th Ave. S. Kirkland, WA 98033 |
| | Jeff Elsas | 11006 118 Ave NE Kirkland 98033 |
| | SAMANTHA SMITH | 11348 NE 60th St Kirkland 98033 |
| | Cliff Owsen | 8032 124 th Ct NE Kirk 98033 |
| | Frances Albrecht | 14253 87 th Ct NE, Redmond WA 98052 |
| | Sarah Fader | 11722 84th Ave NE Kirk 98034 |
| | Vanessa Burnaby | 15317 NE 108 th Pl, Redmond 98052 |
| | Karl Acemora | 10834 NE 140 th Ln C3 Bothell WA 98011 |
| | Shivani Bhasin | 10810 126 th Ave NE, Kirkland WA 98033 |
| | Xiu Zhi Gu | 9407 221st Pl NE Redmond, WA 98053 |

PETER KIRK PARK

4TH ST

slip street

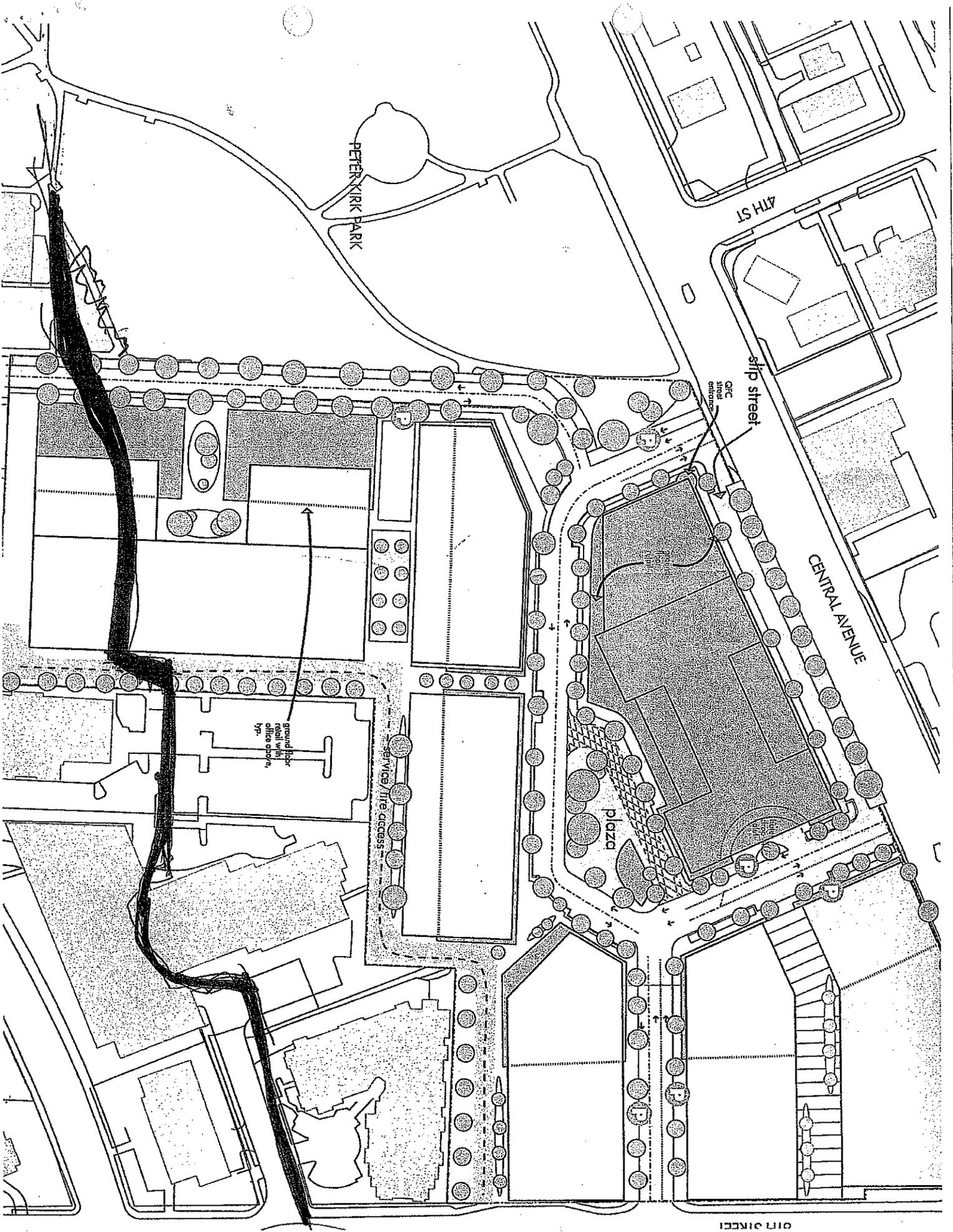
CENTRAL AVENUE

ground floor
retail with
office above,
etc.

service/life access

plaza

017 01611



1
 8

Keep Kirkland from Becoming Bellevue!

Because the proposed zoning changes and building designs
 are "out-of-sync" with
 the residents' vision of Kirkland . . .

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| NAME (PRINTED) | SIGNATURE | ADDRESS | COMMENTS |
|---------------------|--------------------|---|----------|
| 1. Inna Kuperman | <i>[Signature]</i> | 929 3rd Ave Apt F103 Kirkland WA 98033 | |
| 2. Theodore Wall | <i>[Signature]</i> | Theodore Wall 929 3rd Ave F-304 Kirkland WA 98033 | |
| 3. Chelsea Minicler | <i>[Signature]</i> | 929 3rd Ave F102 Kirkland WA 98033 | |
| 4. Ernest Johnson | <i>[Signature]</i> | 929 3rd Ave F102 Kirkland WA 98033 | |
| 5. GEORGE ORREN | <i>[Signature]</i> | 813 KIRKLAND WA, KIRKLAND WA 98033 | |
| 6. HANNE ORREN | <i>[Signature]</i> | 813 KIRKLAND WA, KIRKLAND WA 98033 | |
| 7. FAIZ KASS-LZIAS | <i>[Signature]</i> | 6204 106th AVE NE KIRKLAND WA 98033 | |
| 8. Daryn Farris | <i>[Signature]</i> | 103 13th Ave Kirkland WA 98033 | |
| 9. | | | |
| 10. | | | |
| 11. | | | |
| 12. | | | |

⊗

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|-------------------------|-----------------------------|--|----------|
| 1. MAX J GREVSTAD | <i>Max J Grevstad</i> | 13407 116 th Ave NE Kirkland, WA 98034 | |
| 2. SELVA LINNÉE-MATTHEW | <i>Selva Linnée-Matthew</i> | 5535 LAKE WASH. BLVD NE #107, KIRKLAND 98033 | |
| 3. SANDRA A ECKINS | <i>Sandra A Ekins</i> | 530-2 nd Ave #309 | K98033 |
| 4. TRISH THOMASSEN | <i>Trish Thomassen</i> | 16515 115 th PL NE | K98033 |
| 5. JEFF JEFF JEFF | <i>Jeff Jeff Jeff</i> | 919 5 th Ave Kirkland | |
| 6. MARC HALE | <i>Marc Hale</i> | 8109 133 rd Redmond | |
| 7. LEE WALLENDER | <i>Lee Wallender</i> | 626 17 th Ave. Kirkland, WA 98033 | |
| 8. | | | |
| 9. | | | |
| 10. | | | |
| 11. | | | |
| 12. | | | |

3
 12

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NAME (PRINTED) SIGNATURE ADDRESS COMMENTS

1. Karen Yu, *Karen Yu* 919 5th Ave. Kirkland
2. *Joy Brooke* Brooke 221 4th St S Kirkland
3. ~~DAVID ALOKEN~~ 11632 NE 70th PL UNIT C.
4. *Monica Mooney* 89919 NE 116th St Apt 19 Kirkland
5. *David Brewer* 14235 75th Avenue Kirkland
6. *Lynn Gasch Kuyung Gander* 12935 NE 86th St
7. *ROSEMARY JONES* Rosemary Jones 7034th Ave Kirkland WA 98033
8. *Susan Baker Herman* 11th Ave. W, Kirkland 98033
9. *ELAINE JEWELL* *E. Jewell* 525 4th Ave
10. *DON JEWELL of David* " "
11. *Marian Van der Veen* 9224 Slater Ave. N.E #266 98033
12. *Beverly Reynolds* Beverly Reynolds 333 8th Ave Kirkland 98033

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| <u>NAME (PRINTED)</u> | <u>SIGNATURE</u> | <u>ADDRESS</u> | <u>COMMENTS</u> |
|-------------------------------|------------------|----------------------------------|-----------------|
| 1. JOANNE | | 333 8th Ave | |
| 2. Craig Carlson | | 406 10th St #300 | |
| 3. Ellen Chas | ELLEN CHASMER | 243 LAKE AVE W. | |
| 4. Karen Spilgaard | | Alton Island | |
| 5. Ted Bettinger | | KIRKLAND 98033 | |
| 6. Peck Saher | | 12419 110th Ave NE 98039 | |
| 7. Steve Yegge | | 410 2nd St #13 98033 | |
| 8. Gayle Hayes | GAYLE HAYES | 12015 N.E. KIRK 98033 | |
| 9. Kath Linkstrom | | 12940 NE 133 PL | |
| 10. Barbara Knapp | | 1003 2nd St S #301 BARBARA KNAPP | |
| 11. Kristine Bigham | | 224 18 Ave 98033 | |
| 12. Megan Meyer | | 13225 126th PL NE 98034 | |

5
 12

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|------------------------|---------------------------|------------------------------|------------------------|
| 1. FRANCESCO GRECO | <i>Francesco Greco</i> | 921 5th Ave #2 | |
| 2. Geraldine Williams | <i>Geraldine Williams</i> | 11410-1029 NE | |
| 3. Kimberly Morris | <i>Kimberly Morris</i> | 9211 NE 121st Ct | <i>Kimberly Morris</i> |
| 4. Natalie Barber | <i>Natalie Barber</i> | 14720 NE 80th Pl Bld | |
| 5. MARY PEPPARD | <i>Mary Peppard</i> | 11206 NE 68th #229 Kirk | 98033 98033 |
| 6. Lenae Notziger | <i>Lenae Notziger</i> | 5517-113th Pl NE #75 Kirk | 98033 |
| 7. Melissa LaCaille | <i>Melissa LaCaille</i> | 9212nd Ave #5 Kirkland | 98033 |
| 8. Denise LaCaille | <i>Denise LaCaille</i> | 921 2nd Ave #5 Kirkland, WA | 98033 |
| 9. Marilyn Starr | <i>Marilyn Starr</i> | | |
| 10. GAIL GOLDBERG | <i>Gail Goldberg</i> | 12243 NE Kirkland 61st St | 98033 |
| 11. Richard J. Neubert | <i>Richard J. Neubert</i> | 140-18 ave Kirkland | 98033 |
| 12. John F ROGERS | <i>John F ROGERS</i> | 1025 LAKE ST S. Kirkland | 98033 |

6
 12

call cell

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| <u>NAME: SIGNATURE & PRINTED</u> | <u>ADDRESS</u> | <u>COMMENTS</u> |
|--|----------------------------|-------------------------|
| <i>Doug Allen</i> Douglas L. Allen | 919 5th Ave #1 | |
| <i>Craig Parker</i> Craig Parker | 917 5th Ave #4 | |
| <i>Jeanie Benavente</i> J. BENARROYA | 127 3RD AVE. | |
| <i>Debbie Miller</i> Debbie Miller | 11428 NE 90th ST | 98033 |
| <i>Burt Miller</i> Burt Miller | 11428 NE 90th St. | |
| <i>Sam James</i> Sam James | 714 Kirkland Ave | |
| <i>Katie Yunny</i> katie yunny | 9320 NE 123rd Ct | 98034 |
| <i>Ben D Engler</i> Ben D Engler | " | " |
| <i>Jill Houser</i> Jill Houser | 1312 - 1st St. Kirkland | |
| <i>K Steinte</i> Katie Steinte | 8318 NE 125th | WA 98033 Kirkland 98034 |
| <i>Bob Hassert</i> Bob Hassert | 12714 N.E. 114th St | 98008 |
| <i>Carol A. Bradley</i> Carol A. Bradley | 921 Fifth Ave #2, Kirkland | 98033 |

Petition: April 20, 2008 - May 19, 2008
To Kirkland City Council in care of Planning Commission, Angela Ruggeri
Initiated, Circulated, & submitted by: Citizens of the Kirkland Community
Contact person: Carol Bradley, 425 803-0457

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SIGNED:

NAME (PRINTED)

ADDRESS

PHONE #

SIGNATURE

COMMENTS

1. KATHLEEN GRUSKIN, 7771 NE 122ND LN, KIRKLAND, 98034

206 409-0728. An 8 story bldg is so inappropriate

2. Michael GRUSKIN 771 NE 122ND LN, KIRKLAND 98034

IT WILL MAKE PARKING WORSE.

Michael Gruskin, This will not solve parking problems.

3. Nina Aminmansour 10925 NE 133RD ST KIRKLAND WA 98034

4. Cathy Farney 916 3RD AVE A106 KIRKLAND WA 98033

Cathy Farney

5. DAVID SURVICK 916 3RD AVE A306 KIRKLAND, 98033

6. Chryse Ward 920 3RD AVE B103 Kirkland WA 98033

7. Angela Johnson Angela Johnson 916 3RD AVE A202 KIRKLAND, WA 98033

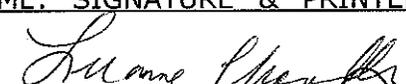
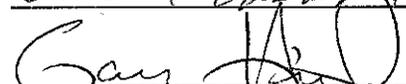
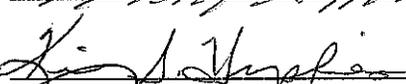
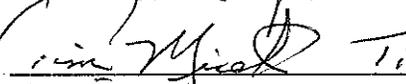
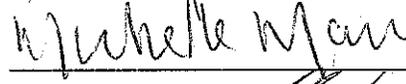
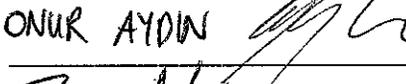
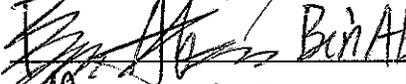
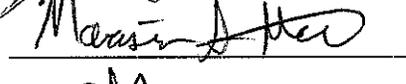
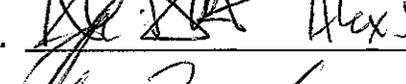
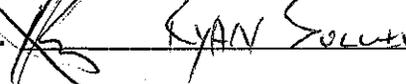
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| NAME: SIGNATURE & PRINTED | ADDRESS | COMMENTS |
|--|---|---------------|
| 1.  LuAnne Chandler | 13111 136 th Ave NE, Kirkland | |
| 2.  GARY HINDS | P.O. Box 2335 KIRKLAND, | |
| 3.  NICK SMITH | POB 2724 KIRKLAND | 98033 3726 |
| 4.  Kim Humphries | 6601 112 th Ave NE Kirkland | 98033 |
| 5.  Tim Mick | 211 Kirkland Ave #316 Kirkland, WA | 98033 |
| 6.  Michelle Massey | 927 5 th Ave #E2 Kirkland | |
| 7. ONUR AYDIN  | 916 3rd Ave A301 Kirkland WA | |
| 8.  Ben Abberg | 916 3 rd Ave A-302 Kirkland WA | 98033 |
| 9.  Mason | 916 3 rd Ave A302 Kirkland WA | 98033 |
| 10.  | 916 3 rd Ave A103 Kirkland WA | 98033 |
| 11.  Alex Johnson | 916 3 rd Ave A203 Kirkland WA | 98033 |
| 12.  RYAN SOUTWAN | 916 3 rd AVE A204 KIRKLAND WA | 98033 |

by 6/12/08

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(10)

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|-------------------------|-----------|---------------------------------------|----------|
| 1. Beverly La Victoire | | 11214 Chocomaque Pt - Kirkland | |
| 2. (BEVERLY LAVICTOIRE) | | Rd NE | |
| 3. Howard Thatcher | | 11214 CHOCOMAUQUE PT RD | |
| 4. HAROLD A. LAVICTOIRE | | KIRKLAND WA 98034 | |
| 5. Al Thatcher | | 14524 119th Ave NE Kirkland, WA 98034 | |
| 6. Debbie Herston | | 312 10th St #1 Kirkland, Wa 98033 | |
| 7. Nick Herston | | 312 10th St. # Kirkland, Wa 98033 | |
| 8. The Herston | | | |
| 9. GARY C. BOYD | | 312 10th St, #3 KIRKLAND | 98033 |
| 10. Anna M. Boyd | | 312 10th St #3 Kirkland WA 98033 | |
| 11. Michael August | | 320 10th St #4 Kirkland WA 98033 | |
| 12. A. Gschwend | | 320 10th St #4 Kirkland WA 98033 | |

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SIGNED:

NAME (PRINTED)

ADDRESS

PHONE #

SIGNATURE

COMMENTS

425-

1. Geordy Watson 925/5th Ave D-1 828-0957

Geordy Watson

2. PAUL JACROBY 925 5th Ave 425-828-0957

Jacrobey

3. DOUG POPENEY 925 5th Ave D3 310-308-1922

Doug Popeney

4. ETHAN WOODWARD 925 5th Ave D4 (425) 941-5651

Ethan Woodward

5. TIM 925 5th Ave #7 206 489-3296

GARY SAMUELS 12415 NE 130th Ct #H104 Kirkland

6. Yagun Shen 605th. 6th Ave. Kirkland

12
 (12)

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NAME (PRINTED) SIGNATURE ADDRESS COMMENTS

1. Jeremy Sandin Jeremy Sandin 224 9th St #6104
2. Jeffrey Hoyt Jeffrey Hoyt 921 5th Ave #44
3. Lance Mitchell Lance Mitchell 8806 116th Avenue
4. Lisa Clark Lisa Clark 13324 NE 14th Pl.
5. Matthew Brown Matthew Brown 10021 112th Ave. NE
6. SHARON BENSTON Sharon Benston 732 KIRKLAND CIR 2201
7. Kamelaan Bunnag Kamelaan Bunnag 822 2nd AVE Kirkland WA
8. Michael Grinn Michael Grinn 828 2nd Ave Kirkland
9. MARCELO LOPEZ AUIZ Marcelo Lopez AUIZ 210 9th St #8-101, KIRKLAND
10. Allise Lee Allise Lee 210, 9th St. Edmond Kirkland WA 98033
11. Erica Johnson Erica Johnson 210 9th St 8303 Kirkland WA 98033
12. Cassey Sullivan Cassey Sullivan 224 9th St. Apt. 6204 Kirkland, WA 98037

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SIGNED:

NAME (PRINTED)
SIGNATURE

ADDRESS
COMMENTS

PHONE #

1. Mr. (D. Royberg) 836-2nd #202, Kirkland 98033 425-891-8883

Signature: Mr. Royberg It would really like to

2. Keep Kirkland as a small community
without highrises. In addition, the

3. ambivalent atmosphere of the city will
be ruined by a megopolis' ambitions

4. Paige Carroll Page 6732 112th Ave NE Kirkland 98033

5. DANIEL TULLERINSKY
102 6th St South - Kirkland WA 98033

6. Angela Richardson Angela Richardson
916 3rd Ave. Kirkland, WA 98033

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|-----------------------|-----------------|----------------|
| <u>NAME (PRINTED)</u> | <u>ADDRESS</u> | <u>PHONE #</u> |
| <u>SIGNATURE</u> | <u>COMMENTS</u> | |

1. Tony White 916 3rd Ave #A105 425827-7507 *[Signature]*

2. Katie Faires 916 3rd Ave #A208 206755 3502
Katie Faires

3. Emily Woodworth 916 3rd Ave #A208 (425) 822-0814
Emily Woodworth

4. Monica Chen 916 3rd Ave, #A308 (206) 234-2721
Monica Chen Kirkland 98033 *monicalchen@yahoo.com*

5. Casey Ward 820 3rd Ave #B103 cjcsward@yahoo.com
Kirkland 98033

6. ANTHONY EGRI P.O. Box 2532 circinusx@verizon.net

7. GORDON CRAIG 916 3RD AVE 425889 0921 *[Signature]*

8. Trika Craig 916 3RD AVE 425889 0921 *[Signature]*

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We, the undersigned, as citizens of the city of Kirkland, believe that the current Kirkland Comprehensive Plan, adopted in 1995 and updated in 2004, reflects the community's vision for the downtown, allows for significant economic development and does not need to be changed. The proposed rezone is grossly out of scale with the rest of the downtown and will produce gridlock on our streets.

We, the citizens of Kirkland, appreciate our city's small town feel and oppose turning downtown Kirkland into a downtown Bellevue.

We therefore petition the Kirkland City Council and its Planning Department to reject the proposed amendments to the planned action ordinance, the three Private Amendment Requests, including the Comprehensive Plan text and map amendments, and Zoning text and map amendments, file numbers ZON07-00016 (Park Place), ZON07-00012 (Orni), and ZON07-00019 (Altom).

| NAME (PRINTED) | SIGNATURE | ADDRESS | COMMENTS |
|-----------------------|--------------------|-------------------|--|
| 1. Diane Rogers | <i>[Signature]</i> | 1025 LK ST | Kirkland 98033 |
| 2. Stephanie Hokanson | <i>[Signature]</i> | 7914 NE 120th St | Kirkland |
| 3. LYN BURTBERGER | <i>[Signature]</i> | 8612 113th WAY NE | Keep our 98034 village. We don't need another LA. STAY WITH THE PLAN |
| 4. Rick Burtberger | <i>[Signature]</i> | 8612 113th Way NE | Kirkland 98033 |
| 5. Douglas L. Allen | <i>[Signature]</i> | 919 5th Ave #1 | Kirkland Douglas Allen |
| 6. Norman SADIS | <i>[Signature]</i> | 602-57th St #4002 | Kirkland WA |
| 7. ELINOR SADIS | <i>[Signature]</i> | 602-5th ST #4002 | KIRKLAND, WA |
| 8. Steve Rothberg | <i>[Signature]</i> | 7943 NE 112th St | KIRKLAND, WA |
| 9. | | | |
| 10. | | | |
| 11. | | | |
| 12. | | | |

Keep Kirkland from Becoming Bellevue!

Because the proposed zoning changes and building designs
 are "out-of-sync" with
 the residents' vision of Kirkland . . .

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| NAME (PRINTED) | SIGNATURE | ADDRESS | COMMENTS |
|---------------------|-------------------------|------------------------------------|----------|
| 1. Susan A Garland | <i>Susan A. Garland</i> | 555 Kirkland Way #401 | |
| 2. DAVID C. GARLAND | <i>David C. Garland</i> | 555 KIRKLAND WAY #401, KIRKLAND WA | |
| 3. RICHARD T. HARTY | <i>R. Hart</i> | 555 KIRKLAND WAY #301 | |
| 4. CONNIE HARTY | <i>Connie Hart</i> | 555 Kirkland Way #301 | |
| 5. Arlene Levy | <i>Arlene Levy</i> | 555 Kirkland Way #301 | |
| 6. Robert and Lois | <i>Robert and Lois</i> | 555 Kirkland Way #301 | |
| 7. Diana Lampart | <i>Diana Lampart</i> | 555 Kirkland Way #201 | |
| 8. Bonnie Clep | <i>Bonnie Clep</i> | 555-Kirkland Way #202 | |
| 9. Joseph DeBor | <i>Joseph DeBor</i> | " " " 304 | |
| 10. Eichen Zieger | <i>Eichen Zieger</i> | ERICH VON BERGER " 302 | |
| 11. Stacy K. Rinder | <i>Stacy K. Rinder</i> | " " 302 | |
| 12. | | | |



KIRKLAND PLANNING COMMISSION
April 10, 2008

1. CALL TO ORDER/ROLL CALL (6:30PM)

Members Present: Matthew Gregory, Carolyn Hayek, Andy Held, Byron Katsuyama - Vice-Chair, Kiri Rennaker, Karen Tennyson - Chair, and C. Ray Allshouse.

Members Absent: None.

Staff Present: Angela Mason ~ Recording Secretary, Paul Stewart, Eric Shields, Stacy Clauson, and Angela Ruggeri.

2. ANNOUNCEMENT OF AGENDA (6:30PM)

3. REQUESTS FROM THE AUDIENCE (6:32PM)

Richard Sandaas, 12453 Holmes Point Drive, addressed the Commission regarding the feasibility, practicality and scientific basis for some of the goals and conclusions of the Shoreline Master Program.

5. STUDY SESSIONS (6:35PM)

- A. Kirkland's Shoreline Master Program Update, File No. ZON06-00017 PURPOSE: Discussed draft policies addressing Shoreline Land Use, the Shoreline Environment, and Shoreline Parks, Recreation and Open Space. ACTION: Received a staff briefing. Provided direction on draft policies.

Stacy Clauson began her presentation by reviewing the meeting format and then outlined the input received from the Houghton Community Council. Some of the specific changes requested by the Council was that the SMP objectives include the concept of a healthy shoreline for human use and concern about building heights downtown. The Commission responded with questions regarding water level and Council's concern for habitat features.

Ms. Clauson moved on to review the input received from the Park Board in regard to the SMP. The Park Board wanted to ensure that the approved Master Plans coincide with new shoreline environment designations. The Board also had specific requests in regard to the Juanita Bay and Yarrow Bay Wetlands as well as Kiwanis Park and Marina Park. The Park Board also wanted to ensure that the City is adopting the same best practices that are being asked of private property owners. The Commission responded with comments.

Ms. Clauson began discussion on the topic of Shoreline Land Use and the key themes that had been brought up in previous discussions, maintaining water oriented uses, avoiding and mitigating impacts of new development, providing incentives for residents to take voluntary restoration efforts. The Commission responded with suggestions for revision and phrasing for these topics.

Ms. Clauson and the Commission moved on to discuss potential changes to the SMP in regard to the Shoreline Environment. The Commission provided feedback as well as some revisions to be made to this section.

The Commission then began discussion on potential changes the SMP in regard to the Shoreline Parks, Recreation and Open Space.

Ms. Clauson began discussion on Vegetation Management and the proposed policies. She showed a comparison chart of other jurisdictions in relation to Kirkland and the goals thereof.

The discussion turned toward water vessel size and the amount of time that a vessel can be allowed within the shoreline. This topic is not currently addressed in the SMP. The Commission presented questions, staff responded.

The discussion continued with the topic of motorized watercraft and noise regulation. The Commission was satisfied with the current condition of the SMP in regard to this topic.

Ms. Clauson concluded her presentation with the topic of Overwater Residential Structures and the general concepts addressed in SMP-6.2. Discussion included the topic of covered moorage and boatlift canopies. The Commission suggested allowing translucent boatlift canopies and excluding the covered moorage.

- B. Park Place, Orni and Altom Private Amendment Requests,
File No. ZON07-00016, ZON07-00012 and ZON07-00019
ADDRESS: 6th and Central Way; 825, 903 and 911 5th Avenue; and 220 6th Street and 603 4th Avenue
PURPOSE: Received a presentation from the City's consultant team, Jones and Stokes on the Draft Environmental Impact Statement (DEIS) for the Park Place, Orni and Altom Private Amendment Requests.

Angela Ruggeri began her presentation about the downtown area planned action draft environmental impact statement. She began by reviewing the timeline of what will be happening over the next few months in regard to the DEIS.

Gil Cerise, of Jones and Stokes, began his presentation on the DEIS beginning with the proposed action specifically addressing the Private Amendment Requests of Park Place, Orni and Altom. He showed a map of the areas that would be affected as well as the existing comprehensive plan designations. He included a map of the existing zoning, proposed comprehensive plan designations and proposed zoning of the area.

Mr. Cerise moved on to present the proposed action alternative summary, this provided information as to what specifically would be affected by changes, or absence of changes within the Private Amendment Requests. Staff responded to questions presented by the Commission throughout the presentation.

Mr. Cerise presented the elements discussed in the DEIS beginning with the existing land use patterns in the areas with the proposed changes in affect. He also outlined the uses of the area as they exist now and some of the changes that would be made if the projects are approved. Mr. Cerise moved on to present some of the mitigations that would exist in the areas if the amendment requests are approved. He then outlined the neighborhood plans that were reviewed in constructing the DEIS. The Commission responded with questions.

Mr. Cerise moved on to the topic of aesthetics, this included the public view corridors as well as light and glare analysis. At this time he presented drawings of the potential Park Place view corridors.

Mr. Cerise moved on to present the shade and shadow analysis of the areas in the winter with action taken and no action taken on the proposed Private Amendment Requests. The Commission responded with questions, staff answered. The Commission requested that the option of 'no action' reflect the current conditions of the area.

The Commission took a break

The Commission reconvened

Mr. Cerise continued his presentation with the topic of public services and citywide facilities. This included the increased use of the Peter Kirk Park vicinity and the surrounding walkways. He also addressed the topic of the impact on the Police and Fire departments. The Commission questioned whether these departments would need additional equipment if additional personnel were added. It appeared that while additional manpower may be needed in some of these areas that the equipment that is currently available is sufficient.

Mr. Cerise moved on to the topic of the sewer infrastructure and the proposed water system improvements, specifically focusing on increasing the diameter of select water mains. After discussion of this topic Mr. Cerise concluded his presentation.

Eric Shields transitioned the discussion to the topic of traffic and outlined the background of the Traffic Analysis, such as, the three impact measures used when constructing the DEIS. This included a six year concurrency test, SEPA traffic impact guidelines and 2022 concurrency which measures impacts at the horizon year of the comprehensive plan. He moved on to discuss how Level Of Service works based on land use and an affordable or acceptable transportation network. As well as average LOS established for a system intersections in four sub areas which is projected into the year 2022.

Mr. Shields moved on to the topic of how the 2022 Land Use was established. He explained that this included the growth targets up to the year 2022 as well as sites with growth capacity and the overall capacity of the sites which were determined to be higher than the actual growth targets. The Commission responded with questions.

Jennifer Barnes began her presentation with a brief outline of the land use assumptions made within the comprehensive plan. She then began discussion on the topic of Traffic Projections and how they were derived. Ms. Barnes also discussed the Traffic Impact Thresholds, the analysis was completed for 2014 AM and PM peak traffic hours. Topics also included concurrency guidelines; volume to capacity ratio.

Ms. Barnes moved on to the topic of roadway impacts under TIA guidelines and Concurrency guidelines with long range analysis into 2014. She focused on the roadway operations both with no action taken as well as if the proposed action is taken. She also explained how Volume/Capacity is figured and specifically how the term 1.4 translated to project %140 capacity within the proposed area. The Commission responded with questions regarding the impact in specific areas.

Ms. Barnes continued with the areas of roadway improvements. She presented a chart of traffic impacts and mitigation, this included the estimated costs of foreseeable projects. Discussion continued with concern for pedestrian impacts in correlation with roadway impacts. Staff responded to questions presented. Ms. Heffron also joined the discussion at this time to further discuss traffic impacts.

Ms. Barnes continued the presentation focusing on parking impacts for the areas, Orni and Altom have not requested changes, however Park Place has requested deviations that were considered in constructing the DEIS. She stated that transportation demand management measures would be considered for this site. Discussion continued.

6. **UNFINISHED BUSINESS (9:33PM)**
7. **NEW BUSINESS (9:33PM)**
8. **READING AND/OR APPROVAL OF MINUTES: (9:33PM)** None

9. **TASK FORCE REPORTS (9:33PM)**
10. **ADMINISTRATIVE REPORTS (9:33PM)**
 - A. City Council Actions
 - B. Hearing Examiner Actions
 - C. Public Meeting Calendar Update
11. **COMMENTS FROM THE AUDIENCE (9:33PM)**

Margaret Bull, 6225 108th Pl NE, spoke about inconvenient travel and activities for children. In addition she questioned whether a building with an eight story height would affect the air flow through the area.

MC1-1

12. **ADJOURNMENT (9:41PM)**

Chair
Kirkland Planning Commission



KIRKLAND PLANNING COMMISSION
April 24, 2008

1. CALL TO ORDER/ROLL CALL

Members Present: Matthew Gregory, Carolyn Hayek, Andy Held, Byron Katsuyama - Vice-Chair, Kiri Rennaker, and Karen Tennyson - Chair.

Members Absent: C. Ray Allshouse.

Staff Present: Angela Mason ~ Recording Secretary, Angela Ruggeri, Eric Shields, and Paul Stewart.

2. ANNOUNCEMENT OF AGENDA 7:01PM

3. REQUESTS FROM THE AUDIENCE

4. PUBLIC HEARINGS

A. Park Place, Orni, and Altom Private Amendment Requests

File No. ZON07-00016, ZON07-00012 and ZON07-00019

ADDRESS: 6th and Central Way; 825, 903 and 911 5th Avenue; and 220 6th Street and 603 4th Avenue

PURPOSE: Received testimony on the Planned Action Draft Environmental Impact Statement and update of the Comprehensive Plan, Municipal Code and related Zoning Code and map changes for the three PARs in the downtown area.

Angela Ruggeri began her presentation with the meeting agenda and the planning process for these Private Amendment Requests. This included an outline of the stages and deadlines regarding the DEIS, as well as upcoming meeting dates and topics.

Ms. Ruggeri explained that there is currently an alternative Park Place proposal which coincides with the current zoning and comprehensive plan and does not require a Private Amendment Request. The Commission responded with questions regarding process and the amount of time that the separate proposal may require. Ms. Ruggeri responded.

Ron Loewen of Jones and Stokes, began his presentation on the DEIS. He focused on the affects of the Orni Altom and Park Place areas as outlined in the DEIS. He then explained the affects of the no action proposal on the same areas. Mr. Loewen continued by outlining the plans and policies under the proposed action, no action and the required mitigation. He then moved on to the topic of potential changes in the aesthetics of the area as well as changes in public services such as water and sewer utilities, traffic and parking.

The Commission responded to the presentation with questions, beginning first with the outline of the no action option. The discussion then moved on to the impact of public services within the available options. Staff responded to questions. The Commission also requested verification regarding the projected traffic impacts and construction costs.

The Commission requested comment from the public.

Michael Nelson, 131 8th Lane, a long term resident of Kirkland who lives and works within a quarter of a mile of Park Place, spoke in favor of the Private Amendment Request and Park Place proposal. He spoke favorably regarding the Touchstone Corporation and

MC2-1

their community outreach by providing numerous meetings and the many changes made from the original concept that was proposed. He noted the positive environmental record of the Touchstone Corporation and the need for the height being requested by Touchstone in order to reach the critical mass of office, retail etc. to support the project, as well as, to allow the open areas and better access to Peter Kirk park. Mr. Nelson stated that the project as proposed will be a major improvement and benefit to the city. He highlighted perceived city revenue challenges and structural short fall. Mr. Nelson felt that the anticipated increase in sales tax will be a major help in shrinking that short fall. For these reasons he requested that the Commission approve the requested changes and amendments.

MC2-1
cont.

Lisa McConnell, 5905 106th Ave NE, spoke about the mitigation factors in the DEIS. She stated that she agreed, in regard to land use, that the tallest structures should be located in the Central and South East portion of the Park Place site. She prefers a pedestrian plaza or landscape feature not the art at 6th and Central. For areas C and A she would like to have the lighting continued for pedestrians on sidewalks similar to Peter Kirk park along Kirkland Avenue and State Street to help create a cohesive pedestrian environment for downtown that is safe and walkable in the nights and winter days. For parking she prefers a covered underground structure, she does not like the proposed 3,500 spaces as this does not adequately provide parking for all uses of the area and will create overflow into the neighborhoods. She did not feel that the increased daytime use was considered in the parking analysis. She would like to have a bicycle lot provided near the retail side by Peter Kirk park as well as in the office structure to encourage bike use both to access retail and to alleviate parking. She liked the increase of internal and multi stop trips generated by the concentrated office retail mix in area A. For transportation demand management she would like to see the projects work with metro to have a commuter loop within area A that include routes 230, 238, 245 251 and 254 that come down Kirkland Avenue or Central Avenue that would serve area A and C and help pull in area B to encourage commuters to use transit.

MC2-2

MC2-3

MC2-4

Sarah Johnson, 703 4th Ave, spoke for herself and on behalf of some of her neighbors who have also submitted a letter to the Commission regarding the allowable expansion of the area within the comprehensive plan. Some of the major concerns raised by Ms. Johnson and the residents that she is representing were as follows: scale as currently presented, as this would set a precedent in height and in mass and an unacceptable set-back reduction. She felt that the streets cannot support the projected traffic increase and that the prospect of more cost is unappealing. She also stated that the Park Place developers assumptions about parking spaces appear to be overly optimistic as they seem to rely on good parking behavior which has not exhibited itself in many urban areas that Ms. Johnson is familiar with, and that the parking would overflow to the streets which do not have parking spaces. She would like to see the plans incorporate a prominent pathway connecting downtown shops and retail uses, as she and the residents that she is representing, feel that this is the way to revitalize the downtown area.

MC2-5

Brian Granowitz, 921 5th Ave, provided a presentation regarding the Area B, Orni Private Amendment Request. He showed an aerial photograph of the area and outlined the current zoning which allows the maximum height to be 40 feet with 60% lot coverage and a 20 foot set back in the front, 10 foot set back in the rear and five foot set back on the side totaling 15 feet. With the proposed changes the maximum height would become 60 feet, the lot coverage would be 70% and the set backs would be reduced. He also provided a list of reasons why he is speaking against the Private Amendment Request:
The building would be out of scale with the neighborhood.
The reduced set backs would ruin the aesthetics.

MC2-6

More lot coverage would degrade the natural setting.
The roads could not handle the increased parking.
He thinks design review should be required.

MC2-6
cont.

Mel Cooke, 919 5th Ave #4, has spent 16 years as a Kirkland resident and is speaking against any and all new rezoning in the downtown area of Kirkland. He felt that any zoning changes would counter the will of the citizens as laid out in previous planning efforts made by the city, as current zoning has been established for a reason. He addressed higher building heights and their relation to traffic. He didn't feel that the DEIS addressed the traffic volume and safety and potential tunnel effect created by the higher buildings. Mr. Cooke was also concerned that there may be a conflict of interest within the groups deciding the future of this project for the City.

MC2-7

MC2-8

Skye Bradley, 12628 104th Ave NE, spoke about the size of the buildings that are currently within the city that create a neighborhood in which people can walk to the grocery store. However, he felt that the large buildings proposed may reflect a feeling similar to Bellevue and create more of a canyon feeling with less light for everyone including the park and residential areas. Mr. Bradley felt that the height of the proposed project takes away from the open and light feeling that currently exists and stated that it would be beneficial to try to stick with a situation which reflects more of the neighborhood feeling that currently exists.

MC2-9

Cheryl Nichols, 921 5th Ave #C1, spoke against the changes specifically addressed in the Orni PAR ZON07-00012, she expressed concern for the potential environmental impacts to the Moss Bay neighborhood and Kirkland overall. She stated that major reasons for her moving here was for the smaller community feel, the lower buildings, walkability of the city, quaint neighborhoods, parks, retail and public spaces. She felt that the proposed changes would set precedent for much taller buildings that were not planned for when the comprehensive plan was last reviewed. Ms. Nichols noted that if the Orni PAR is approved that it will allow the building to go up to 60 feet and reduce the buildings set backs, her specific concern is that the building height would not fit with the surrounding neighborhood and would block a large portion of the natural light to the western buildings next door. She felt that the current set backs provide appropriate space between high density buildings and enhance the natural environment and aesthetics, including shading. She also noted that there would be traffic impacts yet she has not seen any plans for the request for the changes, and felt that a fair assessment would be more easily made if plans were available. She would also like to see an allowance for design review of this project.

MC2-10

Ken Davidson, 13215 Holmes Point Drive, noted that the downtown comprehensive plan was developed after a lengthy and thoughtful public process and that the plan still reflects the vision of the community for its downtown. Specifically he stated that the hometown identity, human scale, pedestrian orientation, emphasis on public open spaces and a sense of open space downtown and the public views and gateways. He stated that the vision for the downtown has been successful. Mr. Davidson stated that it is unfair that those who have relied on the vision and comprehensive plan to have it suddenly changed because of one property owner. He then cited KCC 140.30 regarding city amendments to the comprehensive plan, specifically he noted that an amendment must result in a long term benefit to the community as a whole, he felt that these proposals do not fulfill this condition and conversely pose a threat of community detriment by contributing to issues such as traffic, parking, and a drain on the city budget. He also noted a projected inventory of office space for lease within the city of 1,248,000 square feet in 2007. He stated that under the current zoning Park Place could be expanded by 600,000 square feet as estimated by staff, Mr. Davidson felt that this would be an enormous opportunity for economic

MC2-11

MC2-12

growth. He did not feel that this development would fulfill contributing to economic development and does not meet the requirements and therefore should be denied.

MC2-12
cont.

Rick Peterson, 12909 Holmes Point Drive, presented a slide of the proposed site plan based on the what could be built within the parameters of the existing codes. The slide included nine buildings of various heights and set backs as outlined in the current zoning code. He stated that this presentation was meant to show that the existing floor area of park place can be tripled within the existing zoning code whereas the touchstone project as initially proposed is more than seven and one half times the existing floor plan.

MC2-13

David Garland, 555 Kirkland Way, stated that the downtown corridor of Kirkland is a jewel where people can live and work in a village like atmosphere with relatively low traffic, pedestrian friendly atmosphere and beautiful views. He also stated that Park Place, as demonstrated by Mr. Peterson who spoke before him, could be redeveloped within the current zoning. Mr. Garland moved on to present a slide of Lincoln Square in Bellevue, containing 300,000 square feet of retail with 500,000 square feet of office, for comparison of the proposed height of the Park Place project. He also presented a view of City Center Plaza in Downtown Bellevue for a comparison of the additional square footage requested by Touchstone Corporation. He stated that it would take three of these buildings to equal the one million square feet that is being requested within the Park Place location. Mr. Garland also referenced a slide provided by Touchstone at a previous meeting that shows the eight story building from 6th and Central Way. Mr. Garland had an architect superimpose an outline of the building with the set backs outlined in the current zoning, and the comparison of what Touchstone is requesting with the zoning changes. He felt that if the city allows Touchstone to rezone and develop this area that they would be destroying these views and change Kirkland forever.

MC2-14

Dan Kilpatric, 520 Kirkland Way, has worked in Central District Five for 25 years, he stated that he has enjoyed the pedestrian walkways and access from central business district five down to the shops and parks of the rest of Kirkland. He stated that the pedestrian amenities also have a significant impact on who is attracted to downtown Kirkland, he felt that they have played a role in attracting the kinds of companies that are in the city currently. Mr. Kilpatric stated that pedestrian amenities are emphasized within the comprehensive plan and highlighted a couple of areas; first in regard to pathways, size and scale of downtown Kirkland make walking a convenient and attractive activity, an extensive network of pedestrian pathways covers the downtown area, linking residential, recreational and commercial areas. Downtown Kirkland is a pedestrian precinct unlike virtually any other in the region. It is almost european in its scale and quality. Mr. Kilpatric stated that the quality has been very important to him over the last 26 years, and that the comprehensive plan makes particular note of the corridor that runs from continental plaza down to emerald building then into park place and the park and notes that the establishment and improvement of pedestrian pathways between activity centers should be a high priority policy objective. Major pathways include an extensive east west spine, or park walk promenade which links the lake with points East of 6th and the shoreline public access trail. Mr. Kilpatric then referenced a slide of the existing pathways and then presented a petition of 164 signatures that supports keeping the pedestrian corridor open.

MC2-15

Danielle McClure, 140 9th Ave, Ms. McClure is a resident of the NorKirk neighborhood and expressed concerns about parking and cited the current parking requirement outlined by code as being 5,100 per the DEIS and the parking within proposed PAR as being 3,500 available parking stalls. She stated that there is a significant shortfall in the number of available stalls of 1,600 to 2,000. Ms. McClure stated that the lack of parking stalls can be detrimental not only to the restaurants, retail and QFC but also the proposed

MC2-16

hotel and the gym that is being proposed by Touchstone. As a resident, gym member and shopper she feels that Park Place lacks parking, especially around 5:00pm, she questioned how she and other residents would find parking spaces if there are 2,000 spaces missing. She also questioned what happens to the extra cars being brought in to the area which she was concerned would move them into the NorKirk and MossBay neighborhoods, as they currently feel the affect of extra traffic due to the extra cars in peak hours that cut through the neighborhoods to connect to Market Street. Ms. McClure felt that this calculation therefore spells disaster and that the overflow will be dealt with through decal zoning which would put the cost on the residents, not the developer. She stated that had she wanted to live in an area in which she had to pay for a parking decal she would reside in Seattle. She then requested that the Planning Commission review the Private Amendment Requests closely from a parking perspective and other points that have been brought up by other citizens and deny the applicant's requests.

MC2-16
cont.

Alex Morse, 649 18th Ave West, spoke regarding the classifications in the DEIS and concurrency thresholds. He highlighted a key assumption regarding traffic impact and the existing local conditions, specifically that the trip generation manual from the institute of transportation engineers was used, plus a deduction for an assumption that there are pedestrian and bicycle modes of traffic that are going to come to and support the project. He felt that this assumption leads the report to assume that there is a 78% SOV rate which is then entered into the model which then tracks how much each of the intersections is impacted. He stated that with the proposed plan 10 intersections will have an adverse impact right now, so rather than using standards or averages that are nationwide he presented numbers from the King County Traffic Management Plan. He outlined that currently offices have SOVs of 87%. He then highlighted that the report indicates that there is going to be over 6,000 jobs added with three entry points to the site. He also expressed concern for available parking for the shared use of the area. Another feature that Mr. Morse discussed was that 90% of the street parking is already taken up in November and August, leaving no parking for between 1,000 and 2,000 cars that will be in the street. He then returned to the topic of traffic and the SOV number of 87% entering the site, and therefore requested that since Market Street is going to be severely impacted that these issues are addressed in the final EIS.

MC2-17

Travis McClure, 140 9th Ave, a mechanical engineer presented a model of the proposed site that he created from various views in the city to show the scale of the proposed buildings. He explained how he created this model and the various angles that were shown. He felt that this is a very large project and that the infrastructure to support this project is beyond anything that has really been experienced in Kirkland and requested that the Commission consider if this much more is really what is wanted in Kirkland.

MC2-18

Ethan Yarborough, 10210 NE Holmes Point Drive, spoke and is a business owner within the city, he stated that Kirkland is a great place to get a business started yet has found issues in sustaining a business in the city. Mr. Yarborough explained how he began his business in 1996 in his garage and has since grown to 230 employees. He explained the progression in the size of his company, as one of the fastest growing companies in Washington state as recorded by Puget Sound Business journal, and space constraints that have been an issue. He stated that they have had to create creative and flexible schedules for employees, with positive impacts on traffic as some employees will work from home at times during the week. He expressed support for the accessibility to the 30,000 square foot floor plate that has been proposed so as to keep his business in the area and allow the employees flexibility within the work space to perform collaborative work as well as providing some stability in a location that will not create a situation in which the company

MC2-19

has to frequently be moved. Mr. Yarborough then re-stated that Kirkland is a great city to start a business in yet has proven itself to be a difficult location to sustain a business.

MC2-19
cont.

Patrick Fitzgerald, 11922 98th Ave NE, spoke in favor of the PAR and the proposed Park Place project, he felt that it is accessible to retail and the lake, as someone who will soon be accompanied by a stroller both of these are important to him. He felt that the proposed project could mirror the current accessibility and provide a multi use area that contributes to the necessities for quality of life.

MC2-20

Karen Yu, 919 5th Ave, spoke against the Orni PAR and about the charming, quaint, positive feeling of the city that draws people to the area, as there isn't a big business feel but a greater focus on the quality of life. She stated concern for the impact on the current residents that are so close to th site, she stated that the current commercial buildings is legal nonconforming, however, it does blend in to the area and isn't an invasive building, allowing a transition from the community around it into the larger office space. She also expressed concern for the impact on sunlight and creation of shadow on and surrounding the Orni site. Ms. Yu also expressed concern for the privacy that could be impacted within the surrounding condos if there is a five or six story building next to them. She also felt that it would take away from the community feeling of the area and create more traffic with less parking. She then asked the Commission to listen to all of the little voices of the residents that are attempting to be big voices as this will affect their future, homes, quality of life and finally requested no action be taken in regard to the Orni project.

MC2-21

Loren Spurgeon, 1021 5th St West, first referenced the number of people employed in the planning department and noted that 10 individuals are AICP designated planners. He noted that the reason for this advanced certification according to the APA website is to provide recognized leadership nationwide in the certification of planners, ethics, professional development, planning education and the standards of planning practice. He stated that the Planners are using these standards during the development of the 15 individual neighborhood comprehensive plans and questioned why the standards appear to be discarded once a commercial concern applies for a comprehensive plan amendment. He questioned why, if the planning department uses these stringent requirements in planning zoning codes and building heights then why is this entire building mechanism called into question? If these comprehensive plans and supporting zoning codes are merely an exercise in bureaucracy then Mr. Spurgeon encourages the city manager to dismantel the planning department and decrease the tax payers expense by 28 payrolls. He then stated however, that if the planning departments tax payer funded efforts are worth the money invested then the comprehensive plans should be abided by. Mr. Spurgeon felt that the west water development in the market neighborhood and the Honda expansion both violated the neighborhood plans. He stated that commercial concerns seem to trump the integrity of the planning department therefore, why go through the effort? He stated that the Orni and Altom Private Amendment Requests both wish to increase their respective building heights to 60 feet or six stories, which would violate the Moss Bay neighborhood comprehensive plan. He stated that the Orni building was created in 1979 and is a legal non-conforming building. He then requested that the Commissioners inclined to approve the expansion project please make the applicants mitigate the lifelong impacts by paying for the following: provide direct underground access to underground parking from NE 85th, provide also an exit from underground parking and increase the required parking spaces, pay for the 3.1 police officers, 8 firefighters and 4 EMS. Mr. Spurgeon noted that people work hard on the comprehensive plans and it should therefore be abided by.

MC2-22

Carol Bradley, 921 5th Ave, felt that the Kirkland comprehensive plan and Moss Bay neighborhood plan should not be changed for all three private amendment requests,

MC2-23

however she was mostly concerned with the Orni site. She referenced a photograph of the site to show where her home is located and was concerned for the light that would be taken away by a 60 foot building and also felt that the environmental impact statement was somewhat deceiving in the way that the change proposed was shown in comparison to what was allowed within the existing zoning. She felt this was deceiving as it is an aerial view and doesn't fully show the height of the buildings. Ms. Bradley noted that the EIS didn't address the zero setbacks and felt that the no change option was also deceiving as currently set backs are required and a smaller lot area is covered. She stated that zoning offers buyers some stability when purchasing, she acknowledged that there is always potential for some growth and felt that the existing plan does allow for some growth. Ms. Bradley then requested that the commission not "Bellevue-ize" Kirkland.

MC2-23
cont.

Margaret Bull, 6225 108th Pl. NE, had attended the open house and environmental impact statement meeting, she addressed concerns about the traffic impact and the failing traffic light areas. She requested that the Commission strongly consider the failing traffic areas and the high traffic impact as there were quite a few areas that had failing traffic lights between Bellevue and downtown Kirkland, she stated that there isn't many ways to get around Houghton which should be a very serious concern especially with the Google project, housing development, proposed development at South Kirkland Park and Ride. She felt that due to those projects that area may be affected sooner than the environmental impact statement suggests. Ms. Bull had also attended the Design Review Board meeting and saw the Park Place project alternate plan and was disappointed that there wouldn't be any retail, however, she felt that there were liveable ideas that coincide with the existing comprehensive plan that were brought up both by the developer and the Design Review Board. Ms. Bull stated that her biggest concern with office development is that cutting car trips could happen if they do put in a gym or a daycare or cafeteria for the employees. She didn't feel that there needed to be lots of retail downtown and felt that there should be more development in Totem Lake and supported the smaller developments taking place in Houghton, Rose Hill, Bridle Trails and Juanita. She appreciated that people can shop within their own neighborhoods and felt that currently the downtown Kirkland area is lovely with alot of things that other places don't have such as the village green, library, and other things that should really be treasured and therefore doesn't feel that there necessarily has to be alot of retail downtown. Ms. Bull stated that the plans that are being presented within the comprehensive plan should be looked at and could be happy to live with some office complexes if they are closely looked at and made to be aesthetically pleasing.

MC2-24

Maureen Baskin, 412 13th Ave, was pleased that Touchstone had held so many public hearings yet was concerned that she had not seen or heard alot of the public input expressed by the different boards that are working with Touchstone. She felt that this was a big void as the majority of people present feel that this is a completely out of scale project for the location and that this is obvious, yet they are all stressing that the project will go through. Ms. Baskin questioned when the people are listened to and when the public comments count, as many people take the time to send in emails, letters and to attend the meetings and speak. She hoped that they are considered as they are the ones that go to the shops and walk there and ride their bikes. She questioned how this would be possible when there are 6,000 people to compete with that will be coming in and out of the area. She stated that it was refreshing to hear Mr. Yarborough talk about how successful his business had been as it had grown out of his garage she compared this to someone who had grown out of their business in Mountain View and when their business grew too large for the area didn't expect the city of Mountain View to change their comprehensive plan so that they could put in a manufacturing plant for them. She requested that the Commission thought about this when they consider the project and that they stay within the current comprehensive

MC2-25

plan.

Paula Peterson, 12909 Holmes Point Drive, stated that she had grown up in Kirkland and remembered when they began developing condos in the area and on the lake and that the public at the time was disappointed, angry, and scared that they would lose their view of the lake completely and how would they be able to preserve the area. She stated that when she first heard about the PARs that she was also somewhat angry and felt that there was a lot of wasted time and effort on something that doesn't meet the current comprehensive plan and felt that the plan looks good and allows for growth. Ms. Peterson stated that this was the time to make hard decisions and cut losses and say that there does not need to be a change to the current plan and try to improve what is there now. She stated that the developer needs to work with Kirkland in expanding and that if their development doesn't work with Kirkland or the way that it is perceived then we should try to make it better than what they are proposing and didn't feel that the city had to accept what was being proposed the second time either.

MC2-26

Chris Conrad, 605 5th St., emphasized that there are beautiful trees along the way as you drive into the city and is afraid that they may be obliterated as well as the lake view. She stated that she passionately agrees with what other citizens are saying against the proposal. She spoke more directly to the Touchstone Corporation and stated that their actions and what they are saying need to match. Ms. Conrad stated that Kirkland prides itself on being a small town type of community feel. She then stated that this could be a town that could be read about worldwide as far as dealing with development issues. She emphasized that it isn't always about money but is also about leadership, how can everyone be happy?

MC2-27

Douglas Howe of Touchstone Corporation, spoke about the alternative office project so as to create a greater level of financial predictability for themselves and their partners in case they are not ultimately given approval for the preferred mixed use development plan that has been proposed. He stated that no matter which redevelopment option is ultimately chosen that the people of Touchstone will create a world class, high profile, environmentally sensitive project that everyone in the Kirkland community will be proud of. He stated that they have had a tremendous amount of public outreach throughout the year since their initial amendment request was submitted. He stated that they have been at numerous neighborhood and community meetings and that what they are pursuing has been significantly influenced by the members of the community. He referenced their website www.envisionkirklandparkplace.com and stated that hundreds of questions and comments have been submitted and that public questions will be answered and a consultant could become available to meet with community members. He stated that there have been four open houses including the most recent on sustainability and green building practices. Mr. Howe then highlighted an open house scheduled for May 12th at the Kirkland Performing Art Center on public art and open space. He encouraged the community members to attend and participate in the various venues and open houses being provided.

MC2-28

The Commission took a break

The Commission reconvened

Angela Ruggeri returned to discuss the upcoming meetings as well as what direction should be taken on the sites requesting the PARs. The Commission responded with questions about meeting content and timing.

The discussion was directed to the alternatives that are currently available. The Commission requested verification and discussed mixed use, as it currently appears that it is not approached as a conducive option for a smaller scale project. The topic of public

transportation was also briefly discussed at this time. The Commission then outlined some of the main threshold issues that should be addressed specifically focusing on the Park Place PAR.

Staff joined the discussion with options for how to break down the main issues for discussion and organize the upcoming meetings. The Commission then outlined additional topics to be considered, specifically focusing on parking and the recommendations from the Design Review Board. Staff was available to answer questions and give suggestions for meeting format and topics for the upcoming meetings.

The Commission then closed the public hearing.

The Commission then discussed and requested from the developer, the goal for the character of the project. The Commission discussed the viability of the use of the area if built as mixed use or alternatively as a business area.

5. **NEW BUSINESS**

Karen Tennyson noted that there will be an upcoming election of a new chair. The Commission discussed the process and when the vote will be held.

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

7. **ADMINISTRATIVE REPORTS**

- A. City Council Actions
- B. Hearing Examiner Actions
- C. Public Meeting Calendar Update

Karen Tennyson noted a retreat that she attended.

Matthew Gregory noted that he attended the DRB meeting.

8. **COMMENTS FROM THE AUDIENCE** (Limited to 3 Minutes)

9. **ADJOURNMENT**

Chair
Kirkland Planning Commission

KEY ELEMENTS OF THE DOWNTOWN PLAN

- Hometown Identity
- Human Scale
- Pedestrian Orientation
- Public Open Spaces
- Public Views

K.C.C. 140.30 Criteria for Amending the Comprehensive Plan

The City may amend the Comprehensive Plan **ONLY IF IT FINDS** that:

1. The amendment must be consistent with the Growth Management Act.
2. The amendment must be consistent with the countywide planning policies.
3. The amendment must not be in conflict with other goals, policies, and provisions of the Kirkland Comprehensive Plan.
4. The amendment **WILL RESULT IN LONG-TERM BENEFITS TO THE COMMUNITY AS A WHOLE**, and is in the best interest of the community.

(Emphasis added)

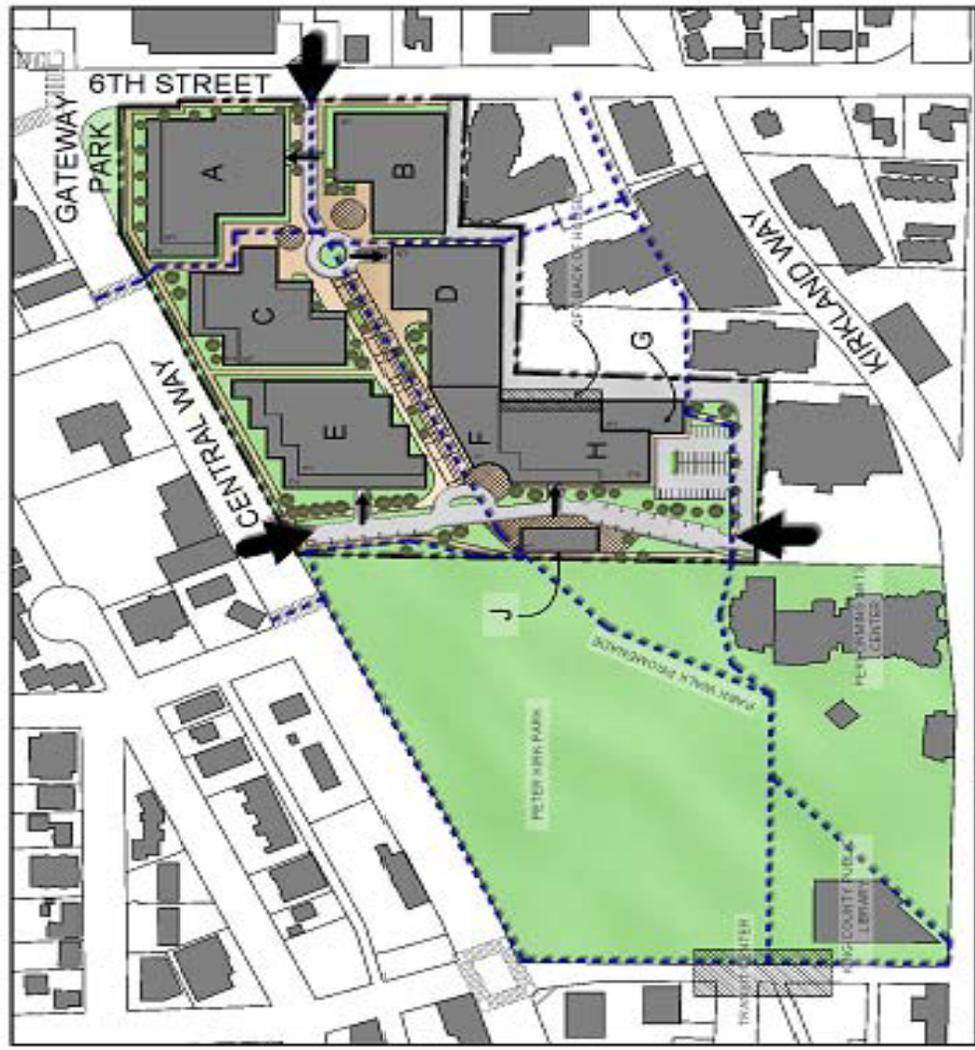
Kirkland Office Inventory

- GENERAL OFFICE INVENTORY- 2007
- 1,248,531

(Per CB Richard Ellis report)

600,000 Expansion at
Parkplace

- **48% Increase**



- 763,500 SF office and ground floor retail
- Building A, 5 stories: 182,800 SF
- Building B, 9 stories: 127,200 SF
- Building C, 5 stories: 137,900 SF
- Building D, 5 stories: 144,500 SF
- Building E, 3 stories: 96,300 SF
- Building F, 1 story: 45,000 SF
- Building G, 3 stories: 18,000 SF
- Building H, 2 stories: 27,900 SF
- Building I, 1 story: 3,900 SF

- Majority of parking shifted to underground
- Building massing stepped away from streets and park
- Improves upon existing pedestrian routes
- Addresses Peter Kirk Park and provides transitional spaces
- Provides ample landscaping and pedestrian oriented spaces within Kirkland Parkplace



Scale: 1" = 150'
 0 15 30 60

KIRKLAND PARKPLACE

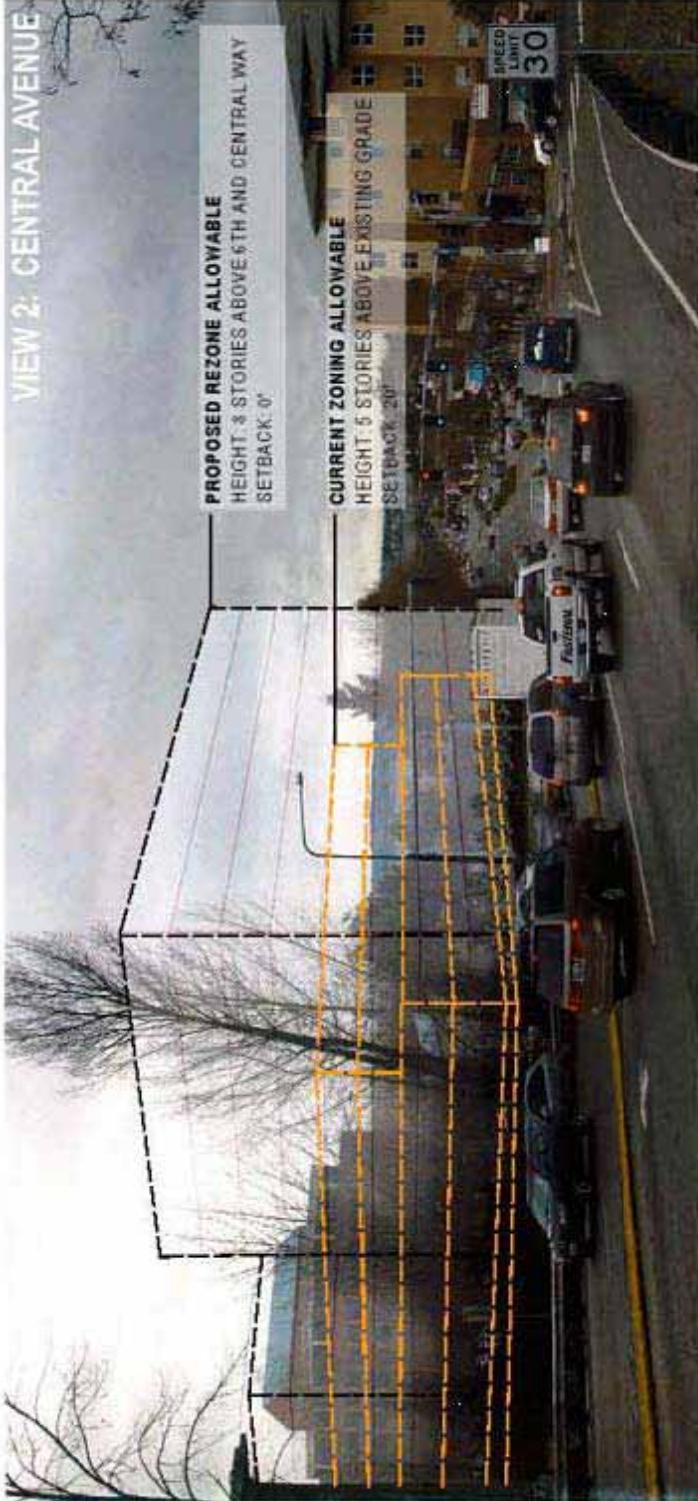
PROPOSED SITE PLAN

Lincoln
Square
viewed from
Bellevue
Way & NE
8th
27 floors of
office over
retail
800,000 s.f.
of
Office/Retail



City Center
Plaza in
Downtown
Bellevue
viewed from
NE 6th & 112th
26 floors
559,000 s.f.





Pathways

The size and scale of Downtown Kirkland make walking a convenient and attractive activity. An extensive network of pedestrian pathways covers the Downtown area, linking residential, recreational, and commercial areas. Downtown Kirkland is a pedestrian precinct unlike virtually any other in the region. It is almost European in its scale and quality.

The establishment and improvement of pedestrian pathways between activity centers should be a high-priority policy objective. Major pedestrian routes within the Downtown area are identified in

Figure C-4. Major pathways include the extensive east-west “spine” or “Park Walk Promenade,” which links the lake with points east of 6th Street and the shoreline public access trail.

XV.D. MOSS BAY NEIGHBORHOOD
3. DOWNTOWN PLAN

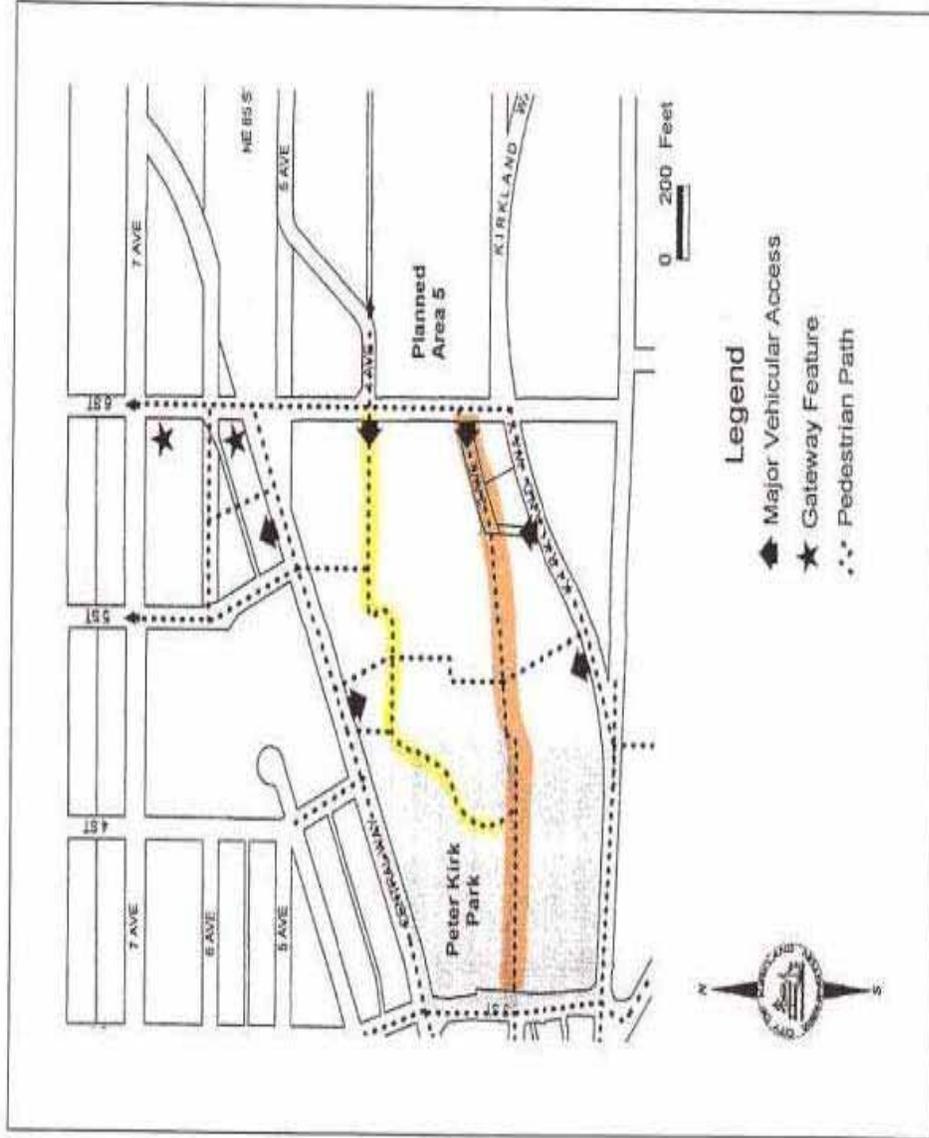
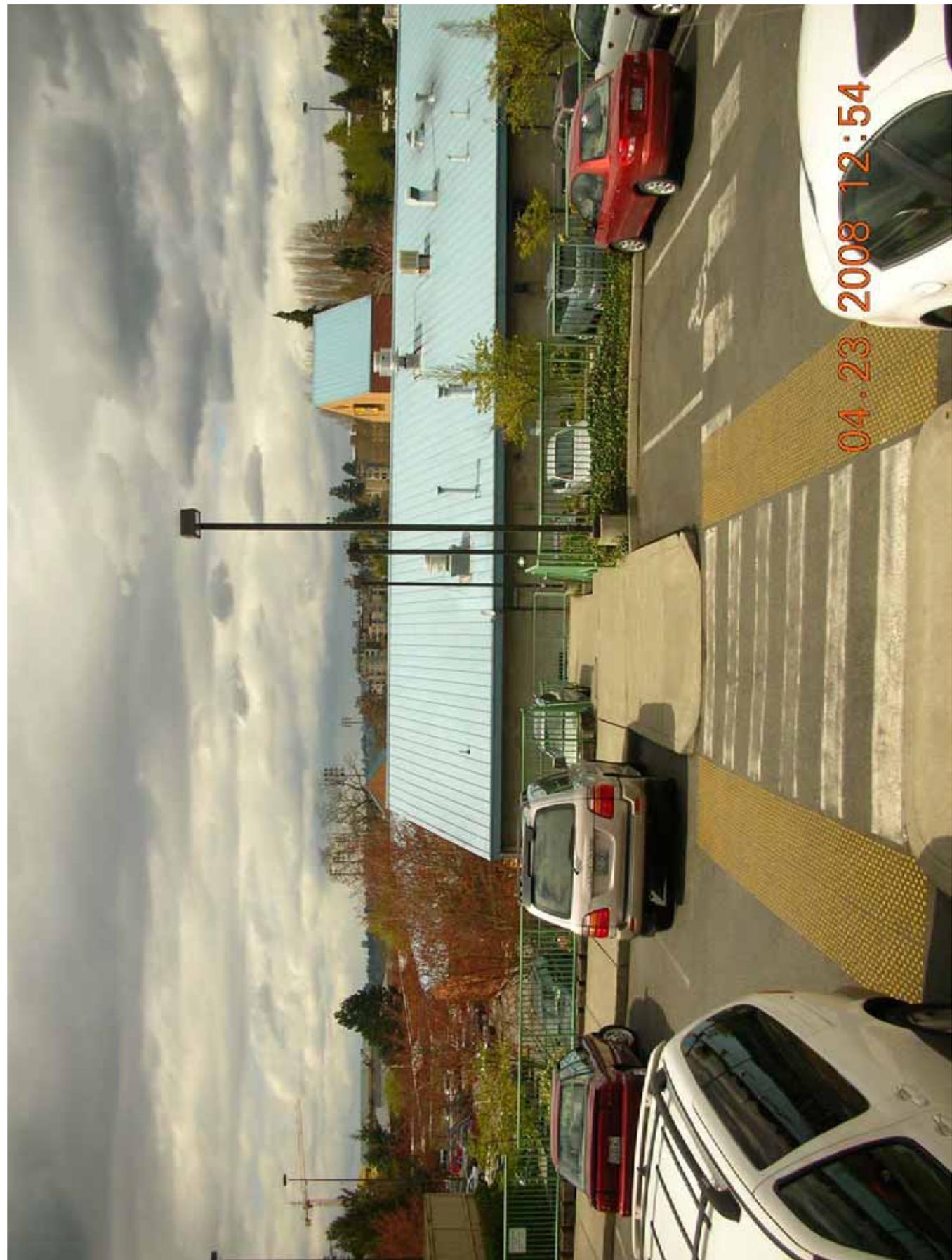


Figure C-6: Design Districts 5 and 6 - Circulation and Gateways



04.23.2008 12:54

6TH STREET

CENTRAL AVENUE

slip street

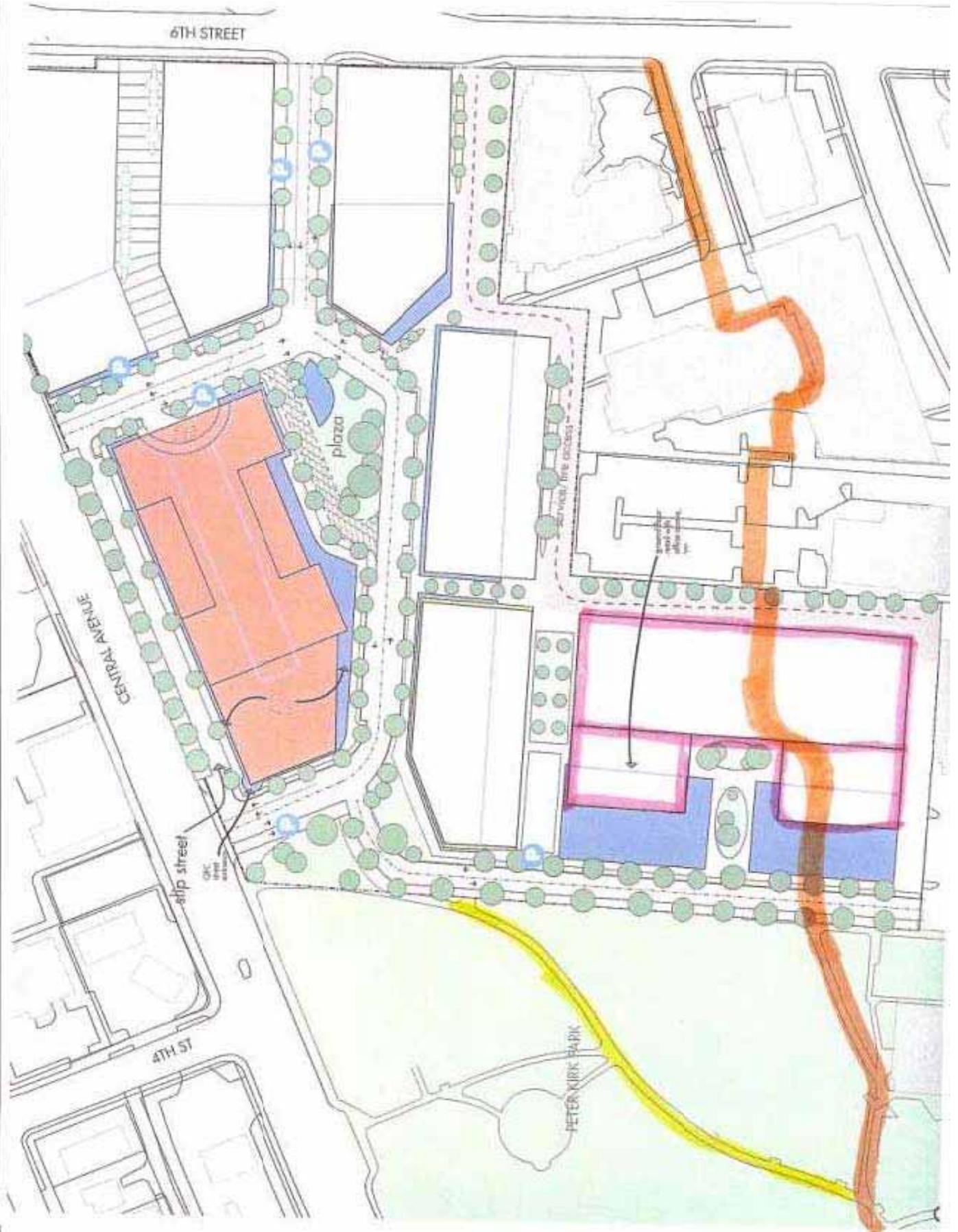
4TH ST

PETER KIRK PARK

plaza

street fire access

street fire access



PARKING

- Parking required by Code (per DEIS) • 5,100
- Parking Needed By Current Experience
 - 3.11 stalls per 1,000 sq. feet at PP now • 5,598
 - 1.8 million sq. feet needs
- Proposed • 3,500

Parking Shortfall

1,600-2,000 stalls

Highlights of the Draft Environmental Impact Assessment

Parking and Traffic Impacts

Definitions

- V/C: Volume to Capacity ratio
- SOV: Single Occupancy Vehicle
- LOS: Loss of Service when the V/C is >1.4
- Adverse Operational Impact: When the demand V exceeds the capacity at an intersection by 40%
- Concurrency Threshold per the City Transportation Policy

Table 3.4-3. Concurrency Thresholds

| Subarea | Subarea Average V/C | | |
|---|---------------------|-------------|-------------|
| | Existing (2008) | 2014 | 2022 |
| Southwest | 0.90 | 0.90 | 0.92 |
| Northwest | 0.90 | 0.91 | 1.01 |
| Northeast | 0.88 | 0.88 | 0.99 |
| East | 1.05 | 1.05 | 1.10 |
| Maximum allowed individual system intersection V/C | 1.40 | 1.40 | 1.40 |

Source: City of Kirkland 2004a

The key assumption

Vehicle trips were estimated using the Trip Generation Manual (Institute of Transportation Engineers), with adjustments made.

- Assumes pedestrian and bicycle modes make up 3.5% of retail and 4% of office trips, and 6% of total trips would be made via transit. These assumptions were based on local census data and CTR data for the City

From DEIS page 3.4-27

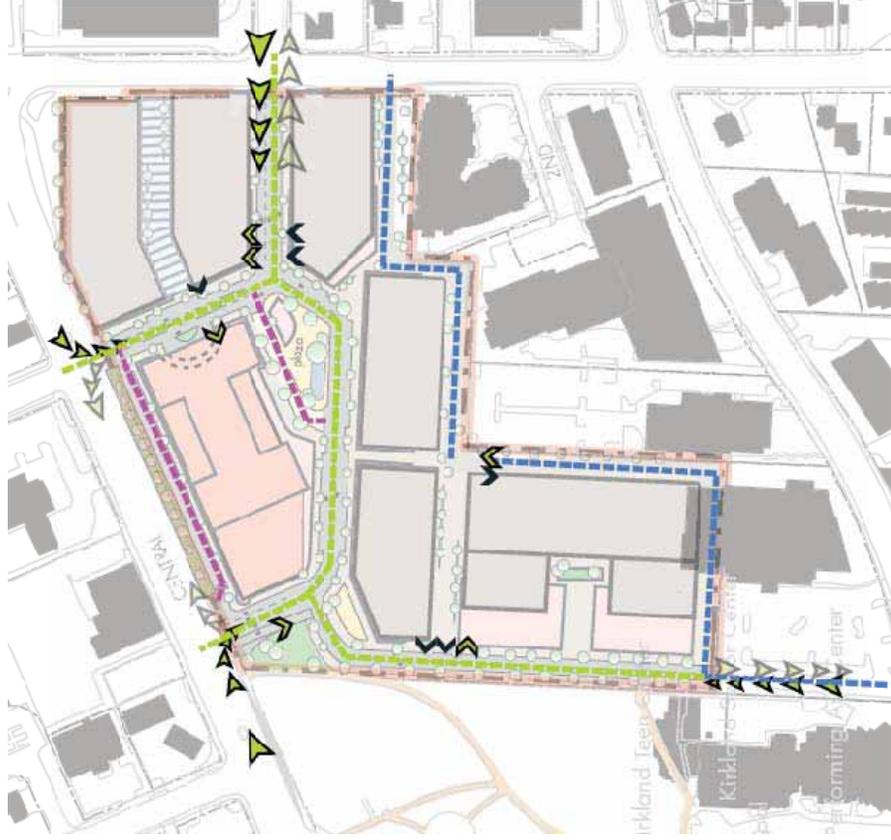
This assumption leads to a Single Occupancy Vehicle ratio of 78%, and **10** intersections will have an adverse operational impact

Existing Local Conditions

| Employer | Address | SOV | Miles Traveled |
|-------------------------------|----------------------------------|------------|----------------|
| Carillon Point | 1000-6000 Carillon Point | 86% | 13.3 |
| Central Way Plaza | 726 Fourth Avenue | 74% | 8.5 |
| Crown Pointe Corporate Center | 4010-4040 Lake Wash Blvd. NE | 91% | 13.8 |
| Emerald Building | 520 Kirkland Way | 91% | 12 |
| F & A Plaza | 11400 - 98th Avenue NE | 97% | 11.8 |
| Gateway Plaza | 11250 Kirkland Way | 94% | 12.2 |
| Kirkland 118 Commerce Center | 11710 118th Avenue NE | 84% | 11.8 |
| Kirkland 405 Corporate Center | 12015 115th Avenue NE, Suite 145 | 85% | 13.6 |
| Kirkland Avenue Office Park | 801 Kirkland Avenue | 91% | 14 |
| Lakeshore Clinic | 12710 Totem Lake Blvd. | 92% | 9.6 |
| Lakeview Office Building | 5555 Lakeview Dr. | 90% | 12 |
| The Plaza at Yarrow Bay | 10210-30 NE Points Drive | 88% | 12.5 |
| Totem Lake Plaza | 11521 NE 128th Street | 92% | 10.2 |
| Virginia Mason Clinic East | 13014 120th Avenue NE | 71% | 9.1 |
| Yarrow Bay Plaza | 10510 NE Northup Way | 77% | 14.8 |
| | | 87% | 11.9 |

2006 King County Traffic Management Plan

Parking

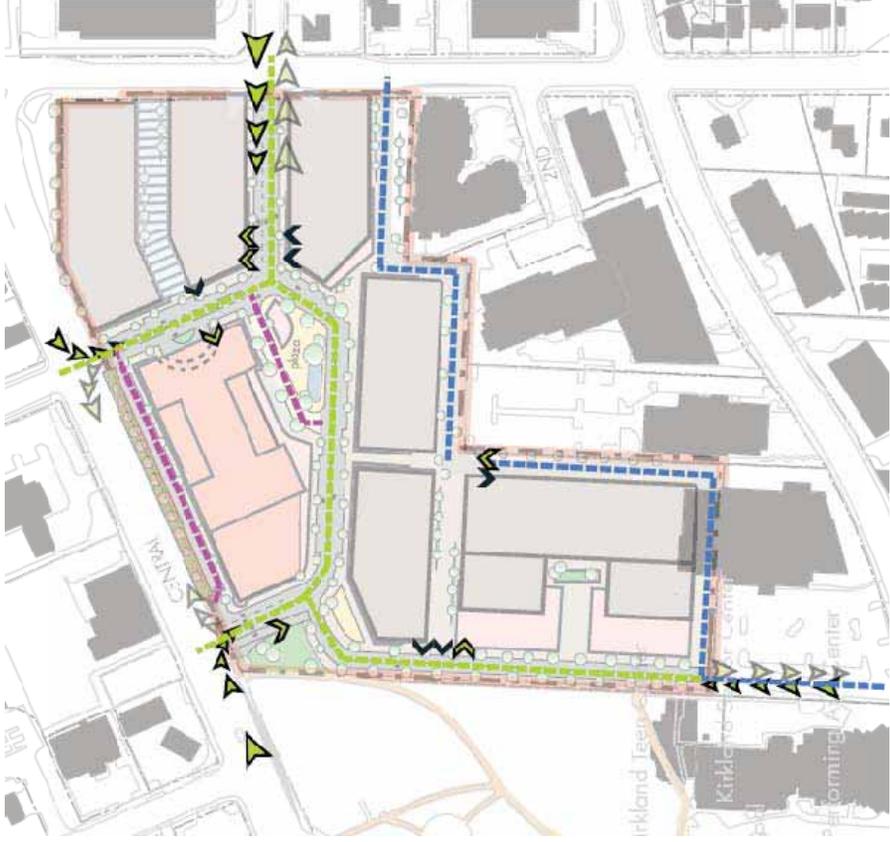


- 6,138 jobs (668 existing)
- 3-4 entry points
- Code requires 5,157 spaces
- 3,500 parking spaces proposed, less reserved parking for:
 - 325 hotel rooms
 - Retail Shoppers
 - Service vehicles
- Street parking currently at 90% in August and November

1,000 to 1,500 cars will be parking in surrounding area by office employees

Traffic at Park Place

A steady flow



- 6,138 jobs
- 2006 TMP Survey of Kirkland Office Bldgs. averages SOV = 87%
- Assuming 87% drive = 5,340 cars,
 - + 325 hotel rooms
 - + Retail Shoppers
 - + Service vehicles
- 3 to 4 access points
 - How many cars make it thru a traffic light? 20?
- Note: Neighborhood QFC shoppers at 5pm caught in the exiting gridlock.

The DEIS did not model the impact on morning traffic. Market St. currently at capacity

Market Street, Lake Street and the corner of Central & 6th will be **gridlocked** in PM.

There is no connection to attract people “downtown” in the Proposed Action.

Model does not reveal the PM backup on Lake Street.



| | EXISTING | | 2014 NO ACTION | | 2014 PROPOSED ACTION | |
|-----------------|----------|-----|----------------|-----|----------------------|------|
| | am | pm | am | pm | am | pm |
| Market & 7th | | 116 | | 180 | | >200 |
| Central & 6th | 28 | 31 | | 35 | | 96 |
| Lake & Kirkland | 13 | 19 | | 21 | | 22 |

Gateway to Kirkland

How would 3,000 + cars enter the site
in the morning?



Analysis in Final EIS should

include:

- Run the model to indicate the AM impact to Market & 7th, Central & 6th, and Lake & Kirkland
- Run the model to indicate the exact PM impact to Market & 7th (how much greater than 200?)
- Run the model at 87% SOV

Recommendation

Reject the Proposed Action based on:

- Insufficient parking and it's impact on surrounding neighborhoods
- The EIS confirms the road infrastructure in Kirkland will never be able to handle this size of this development (“a *significant unavoidable impact*”).
- Will not allow any future downtown development because the Proposed Action meets or exceeds the City Transportation Policy.
- No improvement in downtown sales. There are no transportation connections to invite employees to downtown. The development is self-sufficient for eating and shopping.



General layout used for animation.

Aerospace quality 3D-Computer Aided Design (CAD) system was used to model existing topography and proposed development.

All perimeter and elevation measurements used in model were derived from Google Earth™.

Renderings of model were generated at locations corresponding to actual photographs. Rendered images were then superimposed upon the photographs.

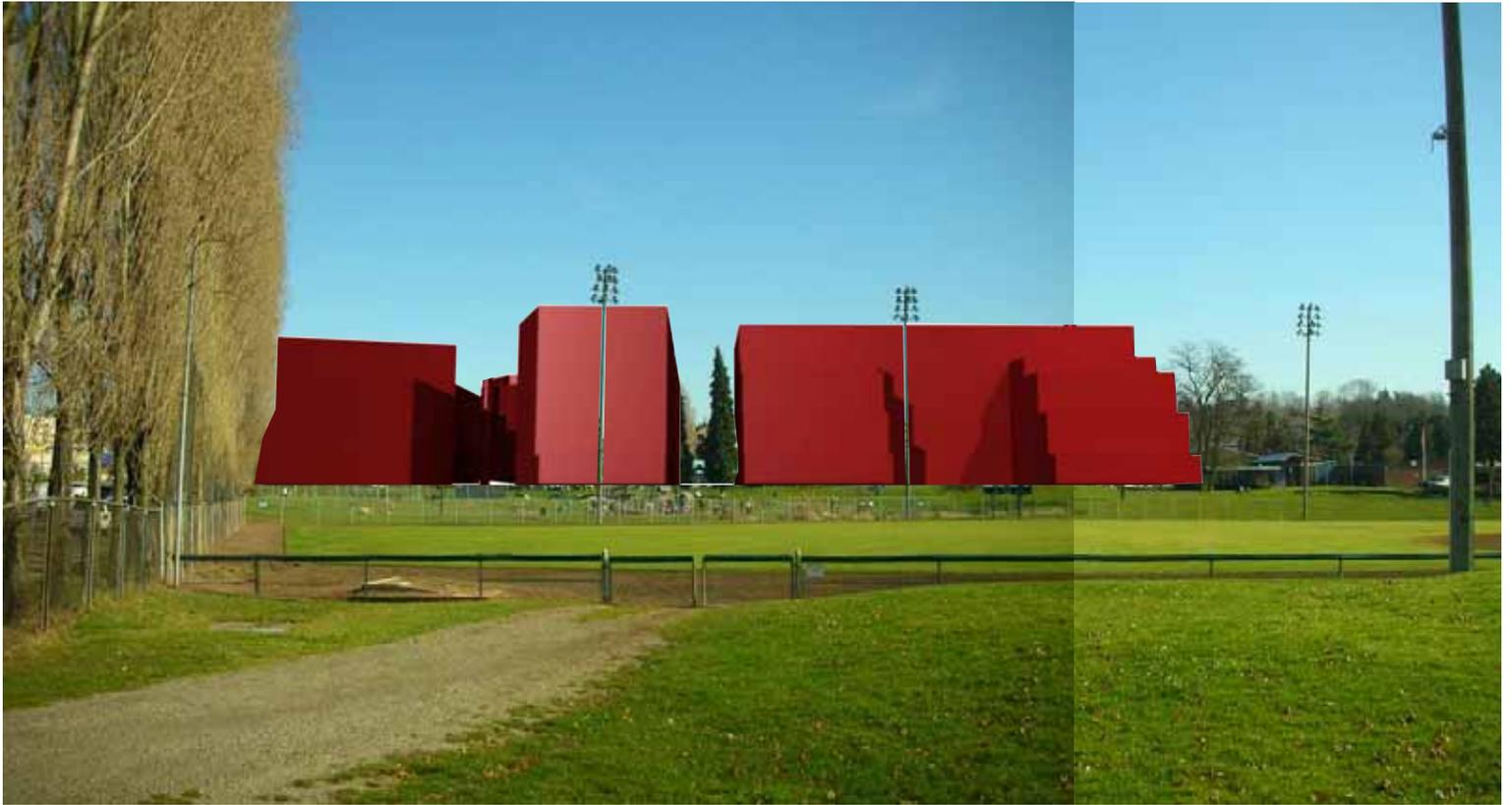


Image shown above represents the proposed development — 1 story of retail at 17 feet in height plus 7 more stories at 13 feet in height each.

Image shown below is current — viewed from corner of 3rd and Central.



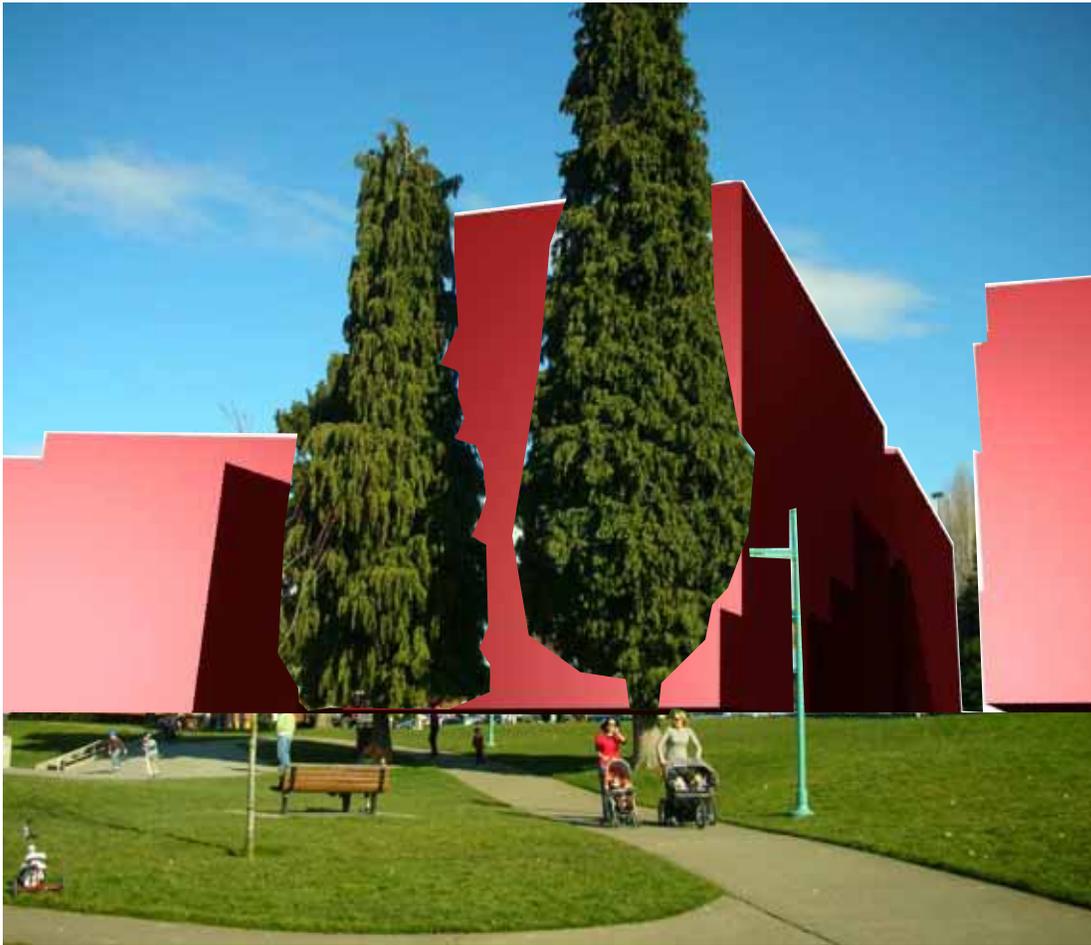


Image shown left represents the proposed development — 1 story of retail at 17 feet in height plus 7 more stories at 13 feet in height each.

Image shown to the right is current — viewed from Peter Kirk park..



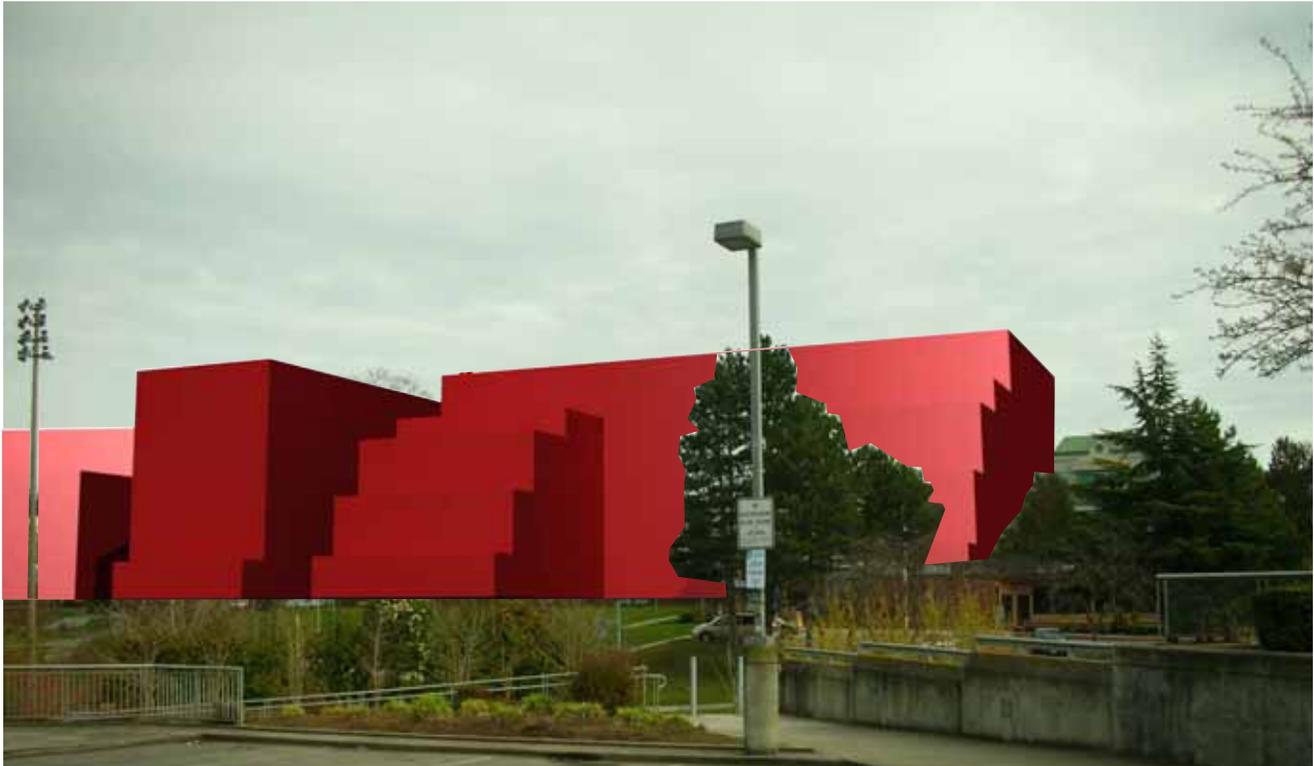


Image shown above represents the proposed development — 1 story of retail at 17 feet in height plus 7 more stories at 13 feet in height each.

Image shown below is current — viewed from library parking lot.

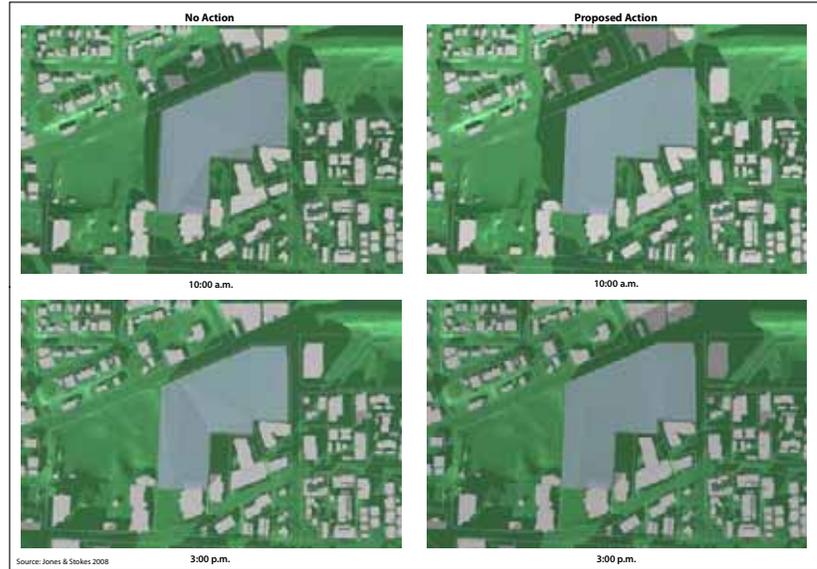


Winter Shading Conditions

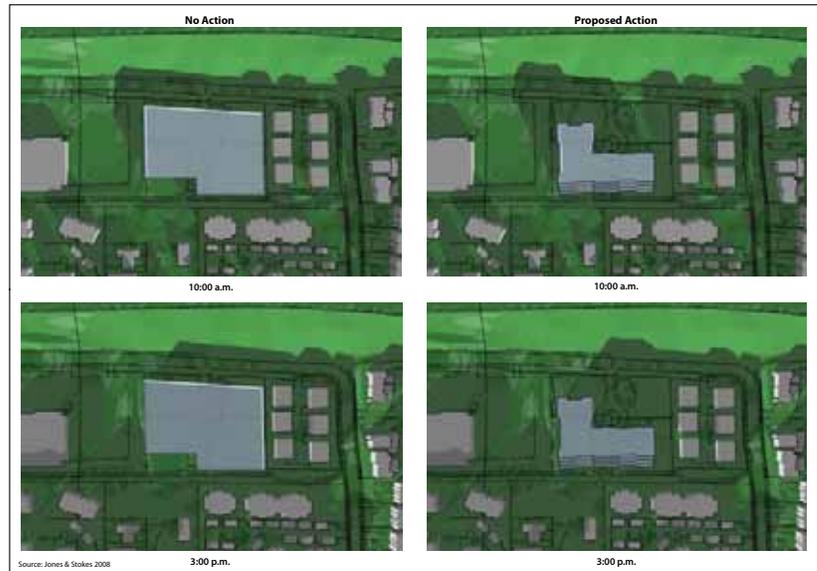
City of Kirkland ■ Downtown Area Planned Ordinance



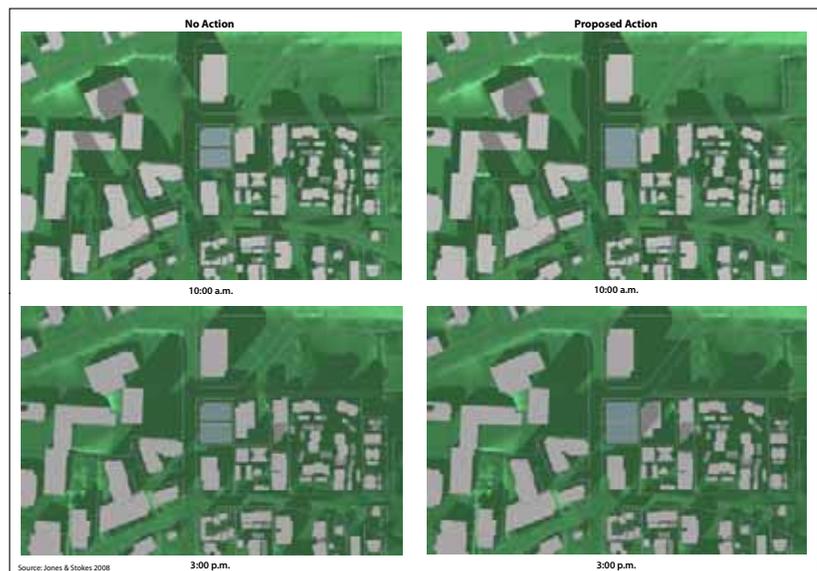
Area A



Area B



Area C





KIRKLAND PLANNING COMMISSION
May 08, 2008

1. CALL TO ORDER/ROLL CALL (6:30PM)

Members Present: Matthew Gregory, Carolyn Hayek, Byron Katsuyama - Vice-Chair, C. Ray Allshouse, and Karen Tennyson - Chair.

Members Absent: Andy Held, and Kiri Rennaker.

Staff Present: Angela Mason ~ Recording Secretary, Stacy Clauson, Angela Ruggeri, Eric Shields, and Paul Stewart.

2. ANNOUNCEMENT OF AGENDA (6:31PM)

3. REQUESTS FROM THE AUDIENCE (Limited to 3 Minutes) (6:31PM)

Richard Sandaas, 12453 Holmes Point Drive, spoke first referencing a letter he wrote and then referenced attachment sixteen of the meeting packet challenging the relevance of the topics to the Kirkland shoreline. He also spoke about vegetation providing shade and felt that the current options do not contribute.

4. STUDY SESSIONS (6:33PM)

- A. Kirkland's Shoreline Master Program Update, File No. ZON06-00017 **PURPOSE:** Discussed draft policies addressing Shoreline Land Use, the Shoreline Environment, Shoreline Parks, Recreation and Open Space, Shoreline Transportation, Shoreline Utilities, Shoreline Design, and Archaeological, Historic and Cultural Resources.

ACTION: Received a staff briefing. Provided direction on draft policies.

Stacy Clauson began her presentation on the Shoreline Master Program by outlining the topics of discussion for the evening. The main topics included shoreline stabilization as well as the shoreline vegetation and updates that have been made within the policy that affect these areas. She also brought up the topic of watercraft usage, which had been discussed at the previous meeting and was further expanded on at this time. Ms. Clauson outlined some of the current provisions that are enforced by King County Marine Patrol and other provisions for consideration such as speed limits, reckless operation of vessels and the protection of Yarrow Bay and Juanita Bay. The Commission responded with questions.

Ms. Clauson moved on to outline some of the revisions that have been made in the current SMP policies since the previous meeting. The Commission responded with further recommendations.

The discussion moved on to the topic of shoreline transportation, specifically addressing helicopter and floatplane use. The Commission provided feedback and expanded on some of the concerns in allowing these usages. The Commission continued discussion on the potential frequency of these uses both commercial and private. Staff responded to questions presented. Ms. Clauson stated that they are currently recommending that helicopter use remain prohibited with the exception of emergencies.

Ms. Clauson moved on to discuss the topic of public access along the shoreline. She asked if the Commission felt that there was any need for any additional connections that may not have been addressed previously. The Commission responded with questions, staff

expanded on these topics which included easements and proposed connections. The Commission had no recommendations for further connections to be added at this time.

Ms. Clauson requested comment on the Shoreline utilities policies. There were no additions recommended by the Commission to these or to the shoreline design policies.

The discussion moved on to the topic of public views, the Commission outlined some areas with substantial views that could be added. The Commission had further questions regarding potential future changes, staff responded. Ms. Clauson also outlined the Juanita business area and the view corridors within that area. The Commission and staff reviewed JBD-4 and JBD-5 as this may affect potential development in the Juanita area.

Ms. Clauson moved on to the goals and policies as they are currently outlined. The Commission provided direction and potential revisions to some of the policies.

Ms. Clauson discussed the open house scheduled for June 9th and some of the goals thereof. The Commission responded with questions and outlined some of the upcoming topics and meetings that will be addressing the shoreline master plan. Ms. Clauson then concluded her presentation.

The Commission took a break.

The Commission reconvened

- B. Park Place, Orni and Altom Private Amendment Requests,
File No. ZON07-00016, ZON07-00012 and ZON07-00019
ADDRESS: 6th and Central Way; 825, 903, and 911 5th Avenue; and 220 6th Street and 603 4th Avenue
PURPOSE: Gave staff direction on timeline and topics for preparation of preliminary preferred alternative for the Planned Action Final Environmental Impact Statement (FEIS).

Angela Ruggeri began her presentation with the agenda for the meeting.

Ms. Ruggeri began the discussion with the schedule for the upcoming meetings on these topics and the goal of these meetings. The Commission responded with questions regarding what is reflected in the DEIS. Staff expanded on the impacts as well as the previous and current proposals that are involved. Discussion continued regarding the proposals and the DEIS. The Commission agreed upon the current schedule for the upcoming meetings.

Ms. Ruggeri discussed which topics will be addressed at each of the upcoming meetings. The Commission expressed concern about giving enough time to the Altom and Orni Private Amendment Request sites as they are being addressed at the same time as the Park Place Private Amendment Request.

Ms. Ruggeri outlined some of the information that was received from the Touchstone Corporation that had been requested by the Commission at the previous meeting. The Commission responded with questions regarding the needs and requirements of the office and retail space. These were responded to by Gary Weber, a representative from Touchstone Corporation. Douglas Howe, also from Touchstone Corporation, joined the discussion at this time expanding on the components considered for the different proposals in development of the project site. Discussion continued with questions from the Commission for the Touchstone representatives regarding the mixed use versus the office alternative.

The discussion turned to the topic of the tenants and community input regarding the Park Place site. Walt Nehoff of LMN Architects joined the discussion at this time. He referenced the binding master plan that was created between LMN Architects and the City of

Redmond while designing and building Redmond Town Center. He suggested this as an option for this project as well if the PAR is approved thus providing some security both for the developers and the City if the project moves forward.

Eric Shields presented the policies and regulations in relation to the Private Amendment Request to be reviewed at this time. The Commission responded and discussion continued with staff.

Ms. Ruggeri re-directed the discussion towards some of the questions to be addressed regarding the PAR. Focusing on the character of the project and how it could either be considered appropriate or inappropriate for this area.

The Commission began their discussion on the topic of character and which areas have a greater need to be preserved. They also noted that the character of Kirkland should remain separate from the surrounding cities. The Commission outlined some of the ways that the amendment request should be viewed and analyzed before making a decision. Discussion continued with staff and Rob Loewen, a consultant from Jones and Stokes.

The Commission turned the discussion towards the Altom and Orni private amendment request sites. The Commission requested that there be further clarity in the portrayal of the Altom site as there is a perception of one large development whereas it is two properties that are both less than half an acre.

Rhoda Altom, 220 6th St., addressed the Commission this time providing some clarification for the site area and the requests that are being made regarding the site.

The discussion continued which focused on the Orni site and their private amendment request. The Commission discussed the comparison to the post office which is adjacent to the the Orni site and didn't feel that this was the best way to judge the site as the post office is leased and therefore may not always maintain the same usage. Staff was available to answer questions presented by the Commission and suggested separating the use with the height and potentially allowing increased height for affordable housing. Discussion continued regarding the length of time that the Orni site has been in existence as a non-conforming use.

Kiri Rennaker arrived and joined the discussion at this time.

Discussion continued regarding the Orni and Altom sites and the allowable building uses and massing.

5. **UNFINISHED BUSINESS (9:57PM)**
6. **NEW BUSINESS (9:57PM)**
7. **READING AND/OR APPROVAL OF MINUTES: (9:57PM)**

A. March 13, 2008 approved

8. **TASK FORCE REPORTS (9:58PM)**

The Commission requested audience comment

Ken Davidson, 13215 Holmes Point Drive, addressed the Commission regarding their process and the upcoming meetings. He spoke against the amendment request specifically stating issues with traffic and parking affecting the liveability of the area. Mr. Davidson requested that there be more time for the citizens to speak to the Commission.

9. **ADMINISTRATIVE REPORTS (10:02PM)**

MC3-1

- A. City Council Actions
- B. Hearing Examiner Actions
- C. Public Meeting Calendar Update

11. **ADJOURNMENT (10:02PM)**

Chair
Kirkland Planning Commission

Chapter 6. Distribution List

6.1. Government Agencies

Association of Washington Cities

Bellevue Regional Library

Burlington Northern Railroad

City of Bellevue, Planning Dept

City of Bothell, Planning and Community Development

City of Kenmore Planning Department

* City of Kirkland - City Manager

* City of Kirkland - Director of Planning and Community Development

City of Kirkland - Finance and Administration

City of Kirkland - Parks

* City of Kirkland - Planning

* City of Kirkland - Public Works

City of Kirkland - Assistant City Manager

* Received a copy of the DEIS.

City of Kirkland - Chief of Police

* City of Kirkland - City Attorney

City of Kirkland - City Clerk

City of Kirkland - Director of Fire and Bldg Svcs

City of Kirkland - Director of Info and Tech

City of Redmond

City of Woodinville Planning Department

Economic Development Council of Seattle and King County.

King County Department of Development and Environmental Services

King County Department of Public Works, Solid Waste Division

King County Department of Transportation, Transportation Plan Section

King County Fire District 41, City of Kirkland Fire Dept

King County Hosp Dist 2, Evergreen Healthcare

King County Metro Transit Environmental Plan

King County Natural Rsrc&Parks, Water and Land Resources Division

King County Office of Regional Policy and Planning

King County Parks & Recreation Department

King County Public Works, Surface Water Management

King County Wastewater Treatment Division

King County Conservation District

Kingsgate Branch, King County Library System

Kirkland/King County Library

Lake Washington School District No 414

* Received a copy of the DEIS.

Metro Transit

Lake Washington Technical College

Metro Water Pollution Control

Muckleshoot Indian Tribe, Environmental Division, Fisheries Department

Public Health Seattle and King County

Puget Sound Action Team

Puget Sound Air Pollution Control Agency

Puget Sound Regional Council

Redmond/King County Library

Sound Transit

Tulalip Tribes

U.S. Army Corps of Engineers

U.S. Department of Housing and Urban Development

U.S. Department of Energy

U.S. Department of Fish And Wildlife

U.S. Department of Transportation

U.S. Department of Transportation, Federal Highway Administration

U.S. Environmental Protection Agency Region X

U.S. Soil Conservation Service

UW Libraries

Washington State Department of Agriculture

* Washington State Department of Ecology (2)

Washington State Department of Natural Resources

* Received a copy of the DEIS.

Washington State Department of Social and Health Services

* Washington State Department of Transportation

Washington State Environmental Council

Washington State Office of Archaeology and Historic Preservation

* Washington State Department of CTED, Growth Management Services

Washington State Department of Fish and Wildlife

Washington State Department of Health - Drinking Water

Washington State Office of Financial Management

Washington State Office of Governor

Washington State Superintendent of Public Instruction

Washington State Parks and Recreation Commission

6.2. City Councils and Commissions

* Houghton Community Council

* Kirkland City Council

Kirkland Design Review Board

Kirkland Human Services Advisory Committee

* Kirkland Planning Commission

Kirkland Senior Council

* Kirkland Transportation Commission

Kirkland Youth Council

Park Board

* Received a copy of the DEIS.

6.3. Utilities

Comcast

Northshore Utility District

Qwest

Puget Sound Energy

Cascade Water Alliance

6.4. City Neighborhood and Business Associations

Arts and Cultural Council

Central Houghton Neighborhood

DAC

Denny Creek Neighborhood Alliance

Everest Neighborhood

Highlands Neighborhood

KDA Executive Director

Kirkland Alliance of Neighborhoods

Kirkland Chamber of Commerce

Kirkland Economic Partnership

Kirkland Performance Center

Lakeview Neighborhood

Market Neighborhood

Moss Bay Neighborhood

Norkirk Neighborhood

North Juanita Neighborhood

North Rose Hill Neighborhood

S Rose Hill/Bt Neighborhood

South Juanita Neighborhood

Totem Lake Neighborhood

Kirkland Downtown Association

6.5. Community Organizations

Arch A Regional Coalition for Housing

Audubon Society, Eastside Chapter

Cascade Land Conservancy

Friends Of Youth

Futurewise

Kirkland Heritage Society

Kirkland Interfaith Transitions In Housing

Liveable Communities Coalition

People for Puget Sound

Sierra Club NW Regional Office

6.6. Newspapers

Daily Journal of Commerce

Kirkland Courier Review

Seattle Post Intelligencer

Seattle Times

6. . Applicants

* Rhoda Altom

* Douglas Howe (Touchstone Corporation)

* Katherine Orni

6.8. Individuals

555 Condominium Association

Susan Baker-Herman

Ben Aberg

Constance Ballou

Bella Acharya

Sharmin Banu

Anna Adams

Natalie Barber

Troy Adams

Julie Barker

Frances Albrecht

Brent Barnes

Douglas L. Allen

Maureen Baskin

Cordell Almond

Robert Baskin

David Aloken

Aubri Baskin

Sheryl Ames

Dick Beazell

Nina Aminmansour

Charlotte Becker

Bill Anspach

Jeanie Benaroya

Karl Archer

Sharen Bentson

Melissa Aston-Buzard

Arlene M. Berry

Onur Aydin

Reed Bettinger

Michael Ayquist

Shivani Bhain

Becky Baird

Christine Bigham

Scott & Tonya Baker

* Received a copy of the DEIS.

| | |
|--------------------------|-----------------|
| Iryna Bogdan | Craig Carlson |
| Carol Bonner | Cory Carlson |
| Nancy Borne | Kirsten Carlson |
| Tracy Botsford | Paige Carroll |
| Gary C. and Anna M. Boyd | Sarah Cason |
| Carol A. (Cam) Bradley | Joe Castleberry |
| Schuyler Bradley | Tom Champoux |
| Skye Bradley | Luanne Chandler |
| Patty Brandt | Tessa Chaplin |
| David D. Brewer | Linda Charleson |
| Julie Bridge | Mark Chatalas |
| Larry & Mary Brill | Monica Chen |
| Joy Brooke | Hyun-Ah Cho |
| Tracy Brooks | Diana Chow |
| Matthew Brown | Beth Clapper |
| Scott Brown | Lisa Clark |
| Margaret Bull | Sharon Clark |
| Kamolaan Bunnag | Bonnie Clipson |
| Bob Burke | Jeff Cole |
| Vanessa Burnaby | Chris Conrad |
| Sue Butka | Mia Cooledge |
| Rick and Lynn Butzberger | Mel Cooke |
| Elena Camerini | Bill Cooper |
| Petra Carl | Jana Cooper |

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| Marcelo Copezruiz | Jeannine Dougherty |
| Bob Cornish | Peter Drabble |
| Cordon and Trika Craig | Yasue Drabble |
| Ellery Cramer | Rich Drottz |
| Karen Cruzan | Scott Duckh |
| Robert Czeisler | Ken Duekerk |
| Bob Dahl | Michelle Ebeling |
| Carol Davidek-Waller | Sheila Edwards |
| Ken Davidson | Anthony Egri |
| Danielle Davis | Sandra A. Ekins |
| Doug Davis | Linda Engert |
| Rick Decamp | Ben D. Engler |
| Victor Deleon | Jeff Eustis |
| Princess Delizio | Michael L. Evans |
| Carol-Beth Depay | Anthony Ewing |
| Jill DeRoche | Sarah Fader |
| Ken DeRoche | Katie Faires |
| Jennifer Deshaw | Cathy Farney |
| Diane W. Dewitt & Curtis L. Thompson | Dalynn Farris |
| Justin Dickens | G. David Felt |
| Thien-Di Do | Kathleen Fisher |
| John Doherty | Patrick Fitzgerald |
| Barbara and Perry Dolan | Shannon Fitzgerald |
| Harriette & Fred Dorkin | Linda Fowler |

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|------------------------------|------------------------------|
| Katherine Frink | Jess Harris |
| Chris Frost | Mary Harris |
| Crystal Fulton | Pat Harris |
| Renee Gallant-McKay | Jim Hart & Associates |
| David and Susan Garland | Sue Hartford |
| Lynn Gasch | Richard T. and Connie Hartry |
| Karen Gee | Bob Hassett |
| Gorjean Gibson | Dave Hawkins |
| A. Gishwend | Gayle Hayes |
| Gary K. Glenn | Ladeana Haylor |
| Gail Goldberg | Howard Heflin |
| Carrie Goodrich | Eric Heilman |
| Victoria Graff | Clifford Hersman |
| Brian Granowitz | Nick and Debbie Herston |
| Francesco Greco | Debbie Herzog |
| Vanessa Greenbaum | Jennifer Heuberger |
| Max J. Grevstad | Molly Hill |
| Jeff Griffis | Rich Hill |
| Tim Griffith | Gary Hinds |
| Michael Grim | Stephanie Hokanson |
| Michael and Kathleen Gruskin | Michael Horn |
| Marc Hale | Jeffrey Hoyt |
| Marianna Hanefeld | Alex Hudspeth |
| Deanne Hanky | Kim Humphries |

| | |
|--------------------------|--------------------------------|
| Jim & Carolyn Hitter | Kelley Kim |
| Ed Irwin | Andrew Kippur |
| Paul Jacroux | Donald Kirby |
| Susan Jeffery | Karen Kirkland |
| Anne Jensen | Jennifer Klahn |
| Pete Jensen | Brenda L. Klos |
| Don and Elaine Jewell | Barbara Knapp |
| Sarah and Dick Johnson | Patricia Knight |
| Michael Joffe | Gerald D. Knudson |
| Alex Johnson | Aimee Knutson |
| Angela Johnson | Kochman Family |
| Erica Johnson | Jackie Koster |
| Rosemary Jones | Roberta Krause |
| Sam Jones | Walter Krueger |
| Elizabeth Joy | Tom Kufeldt |
| Alexandra Kelegiro | Inna Kuperman |
| Andre K. Kaluna | Melissa La Caille |
| Pat Kaluna | Denise La Caille |
| David Kasemeier | Beverly and Howard La Victoire |
| Faiz Kass-Elias | Nabila Lacey |
| Russell Kau | Christopher Laing |
| Robert and Doris Keblbek | Wai Angela Lam |
| Dan Kilpatric | Diana Lampart |
| Daniel Kim | Jennifer Lansangan |

Elaine Larsen

Keith Maehlum

Jeff Larson

Ramona Martin

Michael Laudin

Sandy Martin

Matt Laukaitis

Michelle Massey

Lydia Lavergne

Nancy E. & Dr. William Maynard

James O. Lea

Danielle McClure

Callise Lee

Travis McClure

Miyeon Lee

Lisa McConnell

Arlene Levy

Michael McDaniel

Jennifer Linden

James McElwee

Kathy Lindstrom

Bonnie R. McKinney

Seija Linnee-Matthew

Bill & Helen Meany

Heidi Litzenberger

Nicole Meckel

Laurie A. Lobdell

Susan Mello

Peter Loft

Olga Melnik

Robin Long

Marypat Meuli

Andy Loos

Diana Meyer

Windy Loriseh

Mindy Meyers

Kim Lowe

Tim Micek

Mike Luckenburgh

Chris Miller

Diana Ludke

David S. Miller

Tonya Lysne

Debbie and Burt Miller

Vernita Lytle

Chelsea Minkler

Don and Betty Jo MacPhee

Erin Minton

| | |
|----------------------|------------------------|
| Lance Mitchell | David Odegaard |
| Vivienne Mitchell | Rachel Odegaard |
| Miki Mobrand | Debbie Ohman |
| Monica Mooney | Ian A. Olson |
| Michael Moore | George and Hanne Orren |
| Brett Moreland | Cliff Owen |
| Marilyn Morford | Roshan P. Parikh |
| Colleen Morris | Dee Parke |
| Kimberly Morris | Craig Parker |
| Terry Morris | Gail Pedersen |
| Alex Morse | Kevin Pedersen |
| Jerrilynn Moselle | Jeremy Pemble |
| Melissa Mungaven | Mary Peppard |
| Lois Myers | Delaine Peterson |
| Melissa Nadir | Paula Peterson |
| Bea Nahon | Rick Peterson |
| Mike Nelson | Kyle Pluth |
| Richard J. Newbert | Richard Pope |
| Linda Newhouse | Steven Pope |
| Cheryl Nichols | Doug Popeney |
| Rita and Ross Nicoll | Shirley Posey |
| Lenae Nofziger | Beth Prichard |
| Galina Norominsky | Julie Proudlove |
| Susan Northrup | Lia and Matt Quick |

Davis Randell

Linda Saxon

Stephanie Reimann

Glenda Schmidt

Angelique Reiss

Jennifer Scheilke

Beverly Reynolds

Pam Schmoll

Patricia Rice

Jaye Lynn Schneider

Keri Richards

Greg Schroer

Angela Richardson

Victoria Serles

Jeff Ridley

Lupita Serrano

Stacy L. Rinder

Todd Shaphren

Jeff Riordan

Mark B. Shark

Carol Rogers

Kathy Shelby

Diane Rogers

Sharon & Tom Sherrard

John F. Rogers

Yangun Sheu

Helen Roller

Greg Shroer

Steve Rothberg

Jan Signs

B. Roytbezg

Steve Silva

Mary Rumpf

David Slavick

Norman and Elinor Sadis

Nicki Smith

Toni Saddler-French

Sally L. Smith

Christian Saether

Samantha Smith

Gary Samiels

Jacqueline Snedeker

Jeremy Sandin

Loren Spurgeon

Diana Sarinian

Marilyn Starr

Ivan Sarkisyan

Blake Stedman

| | |
|-----------------|------------------------|
| Teresa Stedman | Joan C. Topacio |
| Katie Steinle | Barbara Toy |
| Paul Stelzer | Patty Tucker |
| Christy Stewart | Daniel Tulchinsky |
| Debra A. Stone | Kamil Ercan Turkarslan |
| Barbara Stolz | Marylee Tyler |
| Karen Story | Bill Vadino |
| Jane Stratton | Marian Van Der Veen |
| David Swanson | David Visintainer |
| Casey Sullivan | Erich von Berger |
| Ryan Sullivan | Lynn Voss |
| Derek Szehner | Sam Vu |
| Ivy Takahashi | Elizabeth Walker |
| Jennifer Tang | Katherine Walker |
| Al Thatcher | Mark Walker |
| B. David Thomas | Theodore Wall |
| Trish Thomassen | Lee Wallender |
| Judy Thompson | Casey Ward |
| Scott Thompson | Michael W. Ward |
| Jill Thomson | Margot Washington |
| Kim Thomson | Geordy Watson |
| Susan Thornes | Doug Weber |
| Deborah Tofte | Suzanne Weber |
| Deborah L. Tom | Adrian Webb |

Donna West

Tony White

Kim Whitney

Steven B. Weed

Geraldine Williams

David Wilson

Kennedy Wilson

Rod Wilson

Don Winters

Christine Witcher

Ethan Woodward

Ruby J. Woodworth

Ethan Yarborough

Brady Yeager

Steve Yegge

Caroline Yeh

Katie Yinny

Karen Yu

Lillian Yuen

Xiu Zhien

Iryna Zhuh