



CITY OF KIRKLAND  
PLANNING & BUILDING DEPARTMENT  
123 5TH AVENUE, KIRKLAND, WA 98033  
425.587.3600 ~ [www.kirklandwa.gov](http://www.kirklandwa.gov)

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MEMORANDUM

To: Kirkland Hearing Examiner

From: Christian Geitz, Planner  
Eric R. Shields, AICP, SEPA Responsible Official

Date: January 18, 2017

File: SEP16-00804 and SHR16-00803

Subject: APPEAL OF STATE ENVIRONMENTAL POLICY ACT (SEPA) DETERMINATION  
FOR CARILLON POINT FLOAT PLANE OPERATION PROPOSAL

HEARING EXAMINER DIRECTION

Consider the SEPA Determination Appeal regarding the Shoreline Conditional Use Permit for float plane landing and moorage facility at Carillon Point and either:

- Affirm the decision being appealed; or
- Reverse the decision being appealed; or
- Modify the decision being appealed.

BACKGROUND

The applicant, James Young with SeaPlane Scenics, along with Sue Gemmill with Carillon Properties, has proposed to operate a commercial scenic float plane business out of the Carillon Point Marina. The application is being considered as a Shoreline Conditional Use Permit (SCUP) under file SHR16-00803 pursuant to the requirements of the Shoreline Master Program.

A SEPA Determination of Nonsignificance (DNS) was issued on November 17, 2016. The Environmental Checklist, Determination, and additional environmental information are included as Attachment 1. A timely appeal of the SEPA Determination was filed on December 1, 2016 by Karen Story on behalf of the No Seaplane Group (see Enclosure 2). Due to the underlying SCUP, the Hearing Examiner will conduct a public hearing on the SEPA appeal concurrently with the SCUP public hearing on January 30, 2017.

City staff has concluded the SCUP review under file SHR16-00803 and has made final recommendations on the proposal. Those recommendations establish limits on hours of operation, number of flights per day, and other considerations related to the proposal and applicable City codes.

## ANALYSIS

### DETERMINATION

The SEPA DNS, issued on November 17, 2016 determined that the proposal is not likely to cause any significant adverse environmental impact for which mitigation could not be identified. Many environmental impacts are mitigated by City codes and development regulations. The final recommendation on the SCUP application establishes a series of Conditions of Approval, through which these impacts are mitigated. Under State law in WAC 197-11-660(1)(e) and (g), City regulations which have been adopted to address an environmental impact are allowed to be considered and utilized in order to achieve sufficient mitigation.

### SEPA APPEAL PROCEDURES

The Kirkland Municipal Code establishes the required procedural guidelines for SEPA Appeals in section 24.02.230. KMC Section 24.02.230.b establishes the following parties as able to appeal the SEPA determination: the applicant or proponent; any agency with jurisdiction; and any individual or other entity who is specifically and directly affected by the proposed action. KMC Section 24.02.230.g.2 establishes the applicant or proponent, city staff, and persons who have appealed the threshold determination under KMC 24.02.30.b. are able to participate in the appeal.

The SEPA Appeal Procedures listed in KMC Section 24.02.230.i identify: the matters to be considered and decided upon in the appeal are limited to the matters raised in the notice of appeal; the decision of the responsible official shall be accorded substantial weight; all testimony will be taken under oath; and the decision of the hearing body hearing the appeal shall be the final decision on any appeal of a threshold determination including a Mitigated Determination of Nonsignificance.

The Hearing Examiner will consider the appeal and the testimony received during the public hearing in making her decision to either: affirm the decision being appealed; reverse the decision being appealed; or modify the decision being appealed. Within eight (8) calendar days after the public hearing, the Hearing Examiner will issue a written decision on the appeal.

### RESPONSE TO APPELLENT

The following discussion includes the **appellant's points of appeal followed by staff response:**

1. The street measurement location [along Lake Washington Boulevard] is too far from the **water's edge and from the flight path to accurately measure the noise that waterfront residents and users are exposed to.**

*Staff Response: Pursuant to WAC 173-60-050(4)(b) – adopted by reference in KZC 115.95 – the City has authority to review the noise levels of aircraft during take-off, landing and taxiing (not "in flight" noise levels). Here, the required noise study was prepared for the applicant by a licensed acoustic engineer. He recorded measurements at three different points along the perimeter of the Carillon Point Property. The measurements occurred at the north property line along the shoreline, the east side of Lake Washington Boulevard across from the eastern property line, and the southern property line along the shoreline next to the Yarrow Bay Marina. The measurement along Lake Washington Boulevard was only one of the data points. The noise measured from the northern end of the property provided the highest decibel readings as shown in Figure 1 of the Noise Study (see Attachment 8 in the SEPA Determination Memo). This measurement was the closest to the aircraft and provided the City adequate data to make its determination.*

2. The study did not measure noise in front of the waterfront homes and businesses that are most affected by the noise.

*Staff Response: Aircraft noise measured at the northern boundary was the closest point to any adjoining parcel and to the taxi and takeoff flight path (see proposed taxi and takeoff plan in Attachment 2 of the SEPA Determination Memo). The City relied on the **applicant's** acoustic engineer to perform the specialized task of measuring sound based on the proposal and surrounding environment. The northern sound collection point had the highest sound measurement of the three locations; and that measurement indicated the highest sound measured is within the maximum allowed noise levels as set forth in the standards adopted by the City (see KZC 115.95 and WAC 173-60-040).*

3. The study did not measure the noise farther north along the waterfront, where there are heavily used parks and walkways.

*Staff Response: The sound measured from the northern location was the closest point to adjoining parcels and had direct visibility between the shoreline and aircraft during (1) taxi, (2) takeoff and (3) landing, which are the noisiest parts of the flight process. **Although the City does not review noise levels "in flight,"** data in Figures 1 and 2 of the Noise Study show that noise from the airplane is, in fact, within maximum allowed noise levels during the flight itself.*

4. The study did not measure the noise on the slope above the waterfront, where sound travels unimpeded off the water.

*Staff Response: Noise was measured in three areas along the perimeter of the subject property. Noise measured along the shoreline was directly adjacent to the ordinary high water mark, with no structures, improvements, or vegetation blocking the measuring equipment from the aircraft. The measurement taken from the northern measuring point was unimpeded from the water and recorded the highest decibel level during takeoff of 63 dBA. This noise level is within the maximum allowed noise levels as set forth in the standards adopted by the City (see KZC 115.95 and WAC 173-60-040).*

5. Noise pollution and psychological and physical damage result from the cumulative effects of the various noises that comprise an urban environment.

*Staff response: The Noise Analysis collected data throughout the flight process and included ambient noise. Figures 1 and 2 show the noise from the plane within State standards, even with the addition of ambient noise such as the operation of a leaf blower and pedestrian activity nearby. **The Noise Analysis concluded that "Noise from the street side was dominated by traffic on Lake Washington Boulevard NE, rendering seaplane activity inaudible, therefore no data were reported."***

6. Introducing an unpermitted noise source will exacerbate the cumulative effect.

*Staff Response: The proposed application is an allowed use pursuant to the Shoreline Master Program administered through Kirkland Zoning Code section 83.170. The application is proposing to operate a float plane landing and moorage facility, which is a water-dependent use and is consistent with the local Shoreline Master Program, the Shoreline Management Act, the Kirkland Comprehensive Plan, and the Kirkland Zoning Code as identified in the Shoreline Conditional Use Permit staff recommendation under file SHR16-00803 (see SCUP Staff Report). The City of Kirkland is located within the Urban Growth Boundary of King County and has adopted land use regulations related to density, allowed uses, and noise standards. The SCUP application, through staff recommended*

*conditions, complies with all applicable codes and laws. The SCUP Staff Report includes a review and analysis of the Washington Administrative Code (WAC) section for conditional use permits and the cumulative effect for additional requests of like actions in the area (WAC 173-27-160).*

7. The analysis of applicable City codes that could place limitations or conditions on the application should have been completed prior to issuing the DNS and the SEPA Determination is incomplete.

*Staff response: State Law, under WAC section 197-11-660(1)(e) and (g) allows for the City to make a SEPA determination before the underlying zoning permit recommendations and conditions having been established. The City issued the Determination of Nonsignificance based on the underlying codes that allow for necessary mitigation. The City has issued a staff recommendation with conditions for the proposed SCUP (file SHR16-00803). Limitations on hours of operation and number of flights per day have been recommended in the report.*

8. If the sound study had measured noise in front of the homes, parks, and trails along the flight path, the decibel levels would have exceeded the allowances in WAC section 173-60-40.

*Staff Response: The City relied on the expert assessment of the licensed acoustic engineer to follow best practices in the measurement and reporting of sound measurements from the chosen positions. The sound measurements recorded by the qualified professional were utilized in City staff establishing the SEPA determination and the SCUP recommendations and conditions.*

9. Allowing noise levels to exceed the WAC maximum for five minutes every hour is unreasonable and is not in keeping with the intentions of the exception clause allowing 67 dBA for various periods of time.

*Staff Response: The City adopted the WAC standards for maximum environmental noise, established under the Noise Control Act of 1974, Chapter 70.107 RCW, and administered through WAC section 173-60. It is reasonable to use WAC 173-60-040 as the measure of noise impact; and that statute specifically allows noise to exceed base noise limits for a specified number of minutes in any one hour period. Based on the noise study for this case, the state statute allows the noise level to exceed the base level for five minutes in any one-hour period.*

10. The sound study measured only two flights. One of the flights generated an engine **backfire measured at 77 dBA. The noise study company was told that this event is "very rare,"** and the decibel reading was thus excluded from the study. A backfire occurring in such a small flight sampling is statistically significant and should have been included in the noise study.

*Staff Response: **By identifying the occurrence of the backfire, the applicant's acoustic engineer included the backfire in the noise study. The occurrence was identified as rare and the City has established a condition of approval in the SCUP recommendation, requiring regular maintenance of aircraft to ensure engine backfire does not occur on a regular basis.***

CONCLUSION AND RECOMMENDATION

Based on **review of the appellant's submittal, staff analysis and response, and the Shoreline Conditional Use Permit staff recommendation**, the City recommends the Hearing Examiner affirm the initial SEPA Determination of Nonsignificance.

ENCLOSURES

1. Initial SEPA DNS with Attachments
2. SEPA Determination Appeal

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cc: Applicant - James Young, SeaPlane Scenics  
Sue Gemmill, Carillon Properties  
Parties of Record (SHR16-00803 and SEP16-00804)





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## MEMORANDUM

**To:** Eric R. Shields, AICP, SEPA Responsible Official

**From:** Christian Geitz, Planner

**Date:** November 15, 2016

**File:** SEP16-00804 and SHR16-00803

**Subject:** STATE ENVIRONMENTAL POLICY ACT (SEPA) DETERMINATION  
FOR CARILLON POINT FLOAT PLANE OPERATION PROPOSAL

### **GENERAL**

The subject property is located at 4100 Carillon Point Drive (see Attachment 1, 2 and 3) and currently contains the Carillon Point development which supports retail, office, commercial and marina uses developed under Master Plan file SD-111-86-75. The applicant, James Young with SeaPlane Scenics, along with Sue Gemmill with Carillon Properties, has proposed to operate a commercial scenic float plane business out of the Carillon Point Marina. The applicant proposes to operate a maximum of two aircraft, with no more than one plane moored at Carillon Point at a time. Moorage is proposed to be located at the western end of pier E, utilizing the existing pier infrastructure (see Attachment 2). Operation is proposed at one scenic flight per hour between the hours of 9:00 a.m. to one hour prior to sunset. Each flight will begin with the aircraft taxiing from the Carillon Point Marina to a point on the lake approximately 1000 feet from the shoreline (see Attachment 3). The aircraft will take off to the northwest or west, out and away from the shoreline. Planes will land from the west or northwest, and taxi in the remaining 1000 feet (see Attachment 2). Overnight moorage and fueling are proposed to take place at an offsite location outside the City of Kirkland. Environmental considerations of the proposal include noise, fueling concerns, and impacts to the shoreline and nearby wetland environment of Yarrow Bay.

### **ANALYSIS**

The SEPA "threshold determination" is the formal decision as to whether the proposal is likely to cause a significant adverse environmental impact for which mitigation cannot be identified. If it is determined that a proposal may have a significant adverse impact that cannot be mitigated, an Environmental Impact Statement (EIS) would be required.

Many environmental impacts are mitigated by City codes and development regulations. For example, the Kirkland Zoning Code has regulations that protect sensitive areas, limit noise, provide setbacks, establish height limits, etc. Where City regulations have been adopted to address an environmental impact, it is presumed that such regulations are adequate to achieve sufficient mitigation [WAC 197-11-660(1)(e) and (g)].

I have had an opportunity to visit the subject property and review the following documents:

- Environmental Checklist dated 3/29/2016 (see Attachment 4)

- Wildlife Habitat Assessment dated April 4, 2016 (see Attachment 5)
- Noise Study dated August 11, 2016 (see Attachment 6)
- Public comment letters/emails (see Attachment 7)

It will be necessary to further analyze certain aspects of the proposal to determine if the project complies with all the applicable City codes and policies. That analysis is most appropriately addressed within the staff advisory report, which will be presented at the public hearing.

Below is an analysis of key SEPA elements identified by staff and/or brought up by the general public (see Attachment 7).

### **Wildlife**

Several comments were received concerning impacts of the proposed float plane operation on wildlife. The concerns were focused mainly on the potential impacts from noise and aircraft activity on the aquatic and bird populations in Lake Washington and the nearby Yarrow Bay Wetlands. The wetlands are located approximately 2200 feet to the south of the closest taxiing point and approximately 3000 feet to the south of the proposed takeoff and landing areas of the Float Plane Operation (see Attachment 2 and 3).

The wildlife study prepared for the applicant by Wetlands & Wildlife Environmental Consulting (see Attachment 5) examined the potential impacts of the float plane operation on the surrounding environment. The study reviewed the potential impacts on birds, fish, and mammals that inhabit the lake and nearby wetland environments. The study discussed noise and the short duration of the taxi and take off process, which is significantly shorter than the continuous noise levels produced by boats and other watercraft. It concluded that the proposed float plane operation was designed to avoid and minimize adverse environmental impacts and will have no significant adverse impacts on surrounding wildlife species, wildlife habitat, and ecological processes.

### **Noise**

More than 100 opposition comments were submitted regarding the proposed project. The majority of those public comments were concerned with the noise produced by the proposed float plane operation. The concerns covered all aspects of the operation including taxi, takeoff, landing, and inflight noise. Many of the objections to the proposal identified noise as a major nuisance, producing a negative impact and affecting the use of their property.

At the request of the City, the applicant produced a noise study to accompany the application. The study was completed by a licensed acoustic engineer (see Attachment 6). The study recorded the noise of the plane from taxi and takeoff to landing. The noise was recorded and measured from three points around the subject property. While the study was completed with the aircraft moorage located at the northern end of the marina, the results are still applicable with the proposed southern moorage location and can be used to understand the sound levels that will be produced and heard along the parcel boundary. Even though the proposed moorage location is different than what was used for the study, the takeoff and landing position on the lake remains the same. The engineer quantified the noise produced from taxiing, takeoff, inflight, and landing as standard decibels (dBA), charting the results in a table as part of the study. The maximum decibels were recorded during the takeoff portion of the flight, from the northernmost point of the subject property. The maximum decibel level recorded was 63 dBA.

The City of Kirkland has adopted, pursuant to KZC 115.95, the state standards for maximum environmental noise levels listed in Washington Administrative Code section 173-60 (see Attachment 8). The discussion below covers two elements related to the proposed float plane operation; Maximum Environmental Noise Levels addressed in the WAC and the Float Plane Landing and Mooring Facilities regulations located in the **City's** Shoreline Master Program (KZC 83.210).

**WAC Maximum Environmental Noise Levels (WAC 173-60):** This state statute establishes the maximum environmental noise levels that may be transmitted from a commercial property to an adjoining residential parcel, based on the use classification. Based on the chart in WAC section 173-60-40, the maximum decibels allowed at any hour of the day or night being transmitted from a commercial property to a residential property is 57 dBA. This 57 dBA may be exceeded by a certain decibel level for various periods of time. The application proposes a maximum of one flight per hour. The flexibilities provided in the state standards would allow an hourly increase above the 57 dBA level by 10 dBA for a duration of 5 minutes. The recorded noise levels of 63 dBA for 40 seconds during taxi and take off and 60 dBA for 45 seconds during landing are below the maximum allowed hourly occurrence of 67 dBA.

**Float Plane Landing and Mooring Facilities (KZC 83.210):** The proposed application is being reviewed pursuant to the City's Shoreline Master Program, which incorporates standards for a Float Plane operation. The standards identify the need for taxiing patterns to be followed in order to minimize noise impacts on area residents and wildlife. Additionally, the SMP standards identify that the hours of operation may be limited to minimize impacts on residents. The applicant has provided a plan showing the taxi and takeoff patterns (see Attachment 2). The plan shows the plane will taxi out away from shore to a distance of 1000 feet before taking off to the west or northwest, continuing out away from shore and residential properties of Kirkland and nearby Yarrow Point. In accordance with this section of the SMP and based on the comments submitted, the staff advisory report for the Shoreline Conditional Use Permit will include recommendations for hours of operation, to be presented at the public hearing.

### **Fuel Spills**

Comments were submitted regarding the potential for fuel spills associated with the proposed float plane facility. These comments were primarily concerned with fuel spills occurring during the fueling of aircraft at the subject property. Concerns included the need for a spill response plan and the potential to contaminate the waters of Lake Washington.

The application does not include a proposal to fuel aircraft at the site. Fueling will occur where the planes are moored overnight at an offsite location in Renton. No fueling will occur at the Carillon Point Marina. The Carillon Point Marina has established a spill response plan to protect against fuel leaks or similar accidents. The plan was required as a condition of approval for the Carillon Point Master Plan.

### **Navigation Safety**

It is important that the proposed operation of planes taxiing, taking off, and landing, take into consideration the potential navigational safety of lake users such as boaters, kayaks, paddle boarders, and swimmers.

The applicant has proposed to taxi out 1000 feet from the Carillon Point pier to a takeoff point. Takeoff will occur out into the lake in a westerly and northerly direction, away from the shoreline. Landing approach will be from the west and will occur out past the 1000 foot distance from shore. The pilot will then taxi back into the Carillon Point pier. The applicant/pilot will be responsible to operate the plane in accordance with US Coast Guard, FAA standards and the Harbor Patrol safe navigational standards.

### **CONCLUSION**

Based on my review of all available information and adopted policies of the City, I have not identified any significant adverse environmental impacts. Therefore, I recommend that a Determination of Non-Significance be issued for this proposed action.

### **ATTACHMENTS**

1. Vicinity Map Page 11 (Part 1)
2. Application Plans Pages 13-14 (Part 1)
3. Proximity Plans Page 15 (Part 1)
4. Environmental Checklist Pages 17-34 (Part 1)
5. Wildlife Habitat Assessment Pages 35-44 (Part 1)
6. Noise Study Pages 45-50 (Part 1)
7. Public Comments Pages 51-70 (Part 1), Pages 1-108 (Part 2)
8. WAC 173-60 Standards Pages 109-112 (Part 2)

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I concur     I do not concur

Comments: \_\_\_\_\_  
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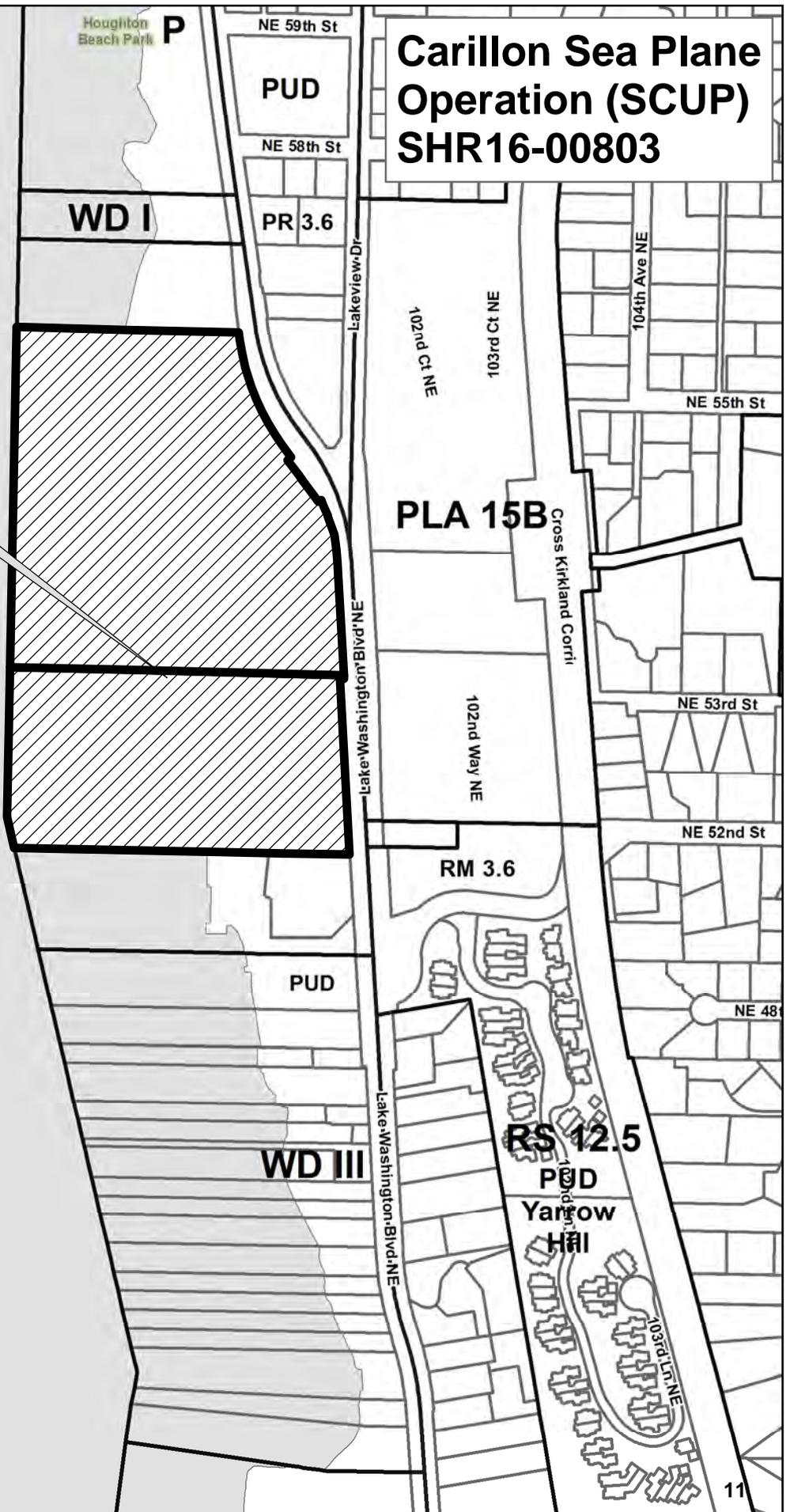


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November 15, 2016  
Eric R. Shields, Planning & Building Director    Date

cc:    Applicant - James Young, SeaPlane Scenics  
      Sue Gemmill, Carillon Properties  
      Parties of Record (SHR16-00803 and SEP16-00804)

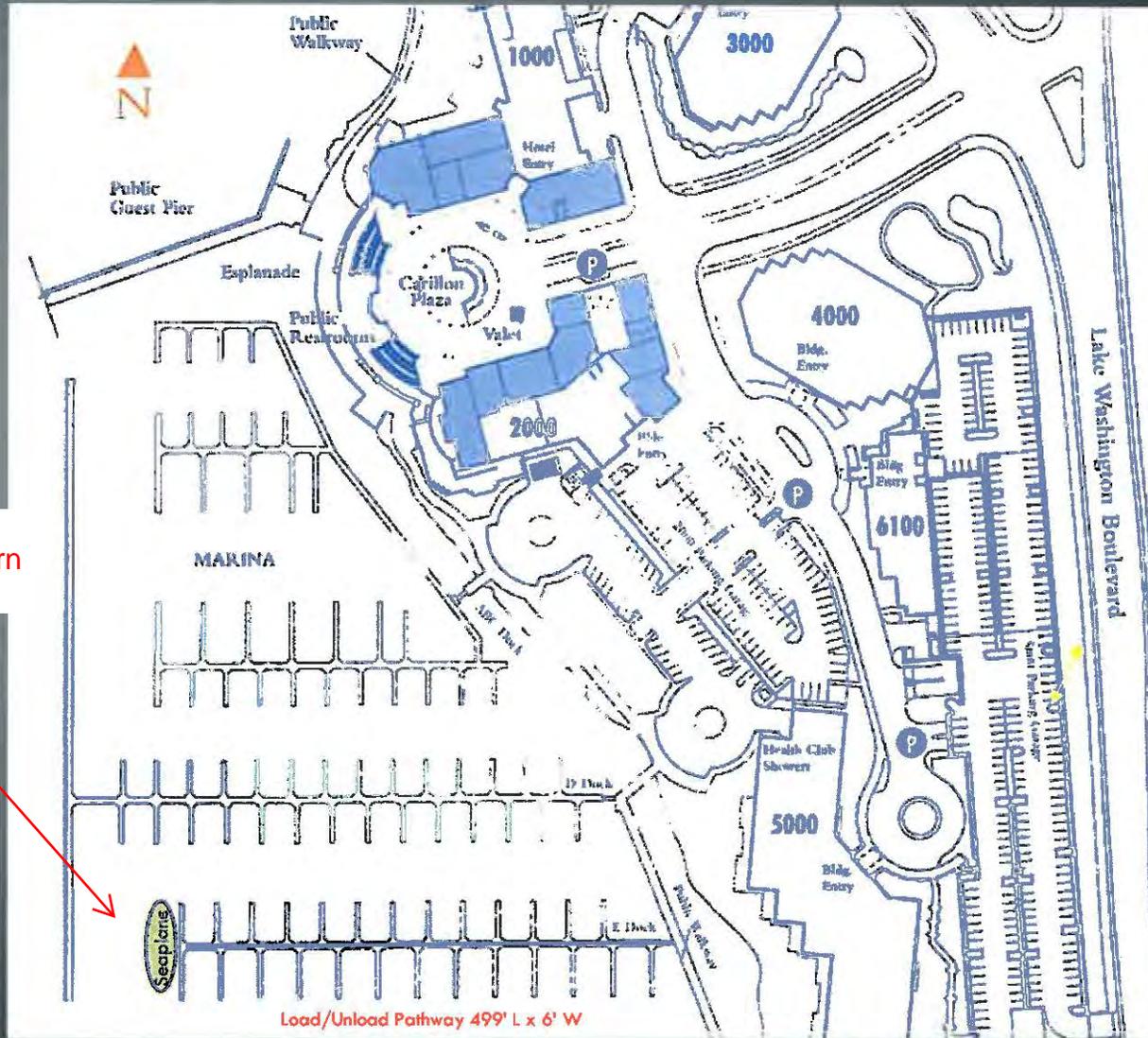
# Carillon Sea Plane Operation (SCUP) SHR16-00803

SUBJECT PROPERTY





# Passenger Load/Unload Plan



Aircraft Moorage  
location at the western  
end of Pier E.



# Flight Plan









**CITY OF KIRKLAND**  
**Planning and Community Development Department**  
**123 Fifth Avenue, Kirkland, WA 98033**  
**425.587.3225 - [www.kirklandwa.gov](http://www.kirklandwa.gov)**

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### **SEPA ENVIRONMENTAL DOCUMENTS**

If an application for a land use or building permit is subject to environmental review under Chapter 43.21C RCW, all SEPA environmental documents must be submitted with the filing of a land use permit or building permit application or the City will not accept the application.

The following is a list of the environmental documents that must be submitted with the land use or building permit application:

1. **Environmental Checklist.** The checklist form can be obtained from the Kirkland Planning Department.
2. **Road concurrency test decision memo.** Applicants must pass road concurrency *before* submitting for a land use or building permit and the environmental documents. Concurrency application forms are available from Public Works or the Planning Departments. If the application passes road concurrency, the Public Works Department's Transportation Engineer will provide the applicant or applicant's traffic engineer with a concurrency test decision memo and traffic information that needs to be included in the Traffic Impact Analysis. A copy of this memo must be submitted to show that road concurrency has been passed.
3. **Traffic Impact Analysis.** Traffic Impact Analysis Guidelines can be obtained from the Planning or Public Works Departments. The Traffic Impact Analysis is to be completed after the road concurrency test has been successfully passed. Information from the City's Transportation Engineer is to be included in the Traffic Impact Analysis along with all other information specified in the guidelines.
4. **Other supplemental environmental information.** Ask the assigned planner at the pre-application meeting what other environmental information will be required with the environmental submittal. All studies and reports must be prepared by a licensed and qualified specialist in the field and approved by the City. Supplemental impact assessment reports or studies that may be required include, but not be limited to the following:
  - Lighting
  - Environmental health hazard
  - Historic
  - Wetland and/or stream delineation and analysis, prepared or reviewed by the City's consultant
  - Hydrology
  - Wildlife
  - Views
  - Noise
  - Geotechnical soils analysis

**YOU ARE ENCOURAGED TO MEET WITH A PLANNER FROM THE DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT PRIOR TO AND DURING PROJECT DESIGN TO DISCUSS PROJECT DESIGN AND PROJECT COMPLIANCE WITH CITY REGULATIONS AND TO OBTAIN GUIDANCE ON THE ENVIRONMENTAL MATERIALS THAT YOU MUST SUBMIT.**



**CITY OF KIRKLAND ENVIRONMENTAL CHECKLIST**

Purpose of Checklist:

The State Environmental Policy Act (SEPA), Chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the City identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the City decide whether an EIS is required.

Instructions for Applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant requiring preparation of an EIS. Answer the questions briefly with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the City staff can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The City may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impacts.

Use of Checklist for Non-project Proposals:

Complete this checklist for non-project proposals, even though questions may be answered "does not apply." IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NON-PROJECT ACTIONS (Part D).

For non-project actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

**A. BACKGROUND**

1. Name of proposed project, if applicable: Carillon Point Seaplane tours
2. Name of applicant: Carillon Properties

3. Address and phone number of applicant and contact person: Sve Sommiel, Carillon Properties, 4100 Carillon Point, Kirkland 98033
4. Date checklist prepared: March 31, 2014
5. Agency requesting checklist: City of Kirkland
6. Proposed timing or schedule (including phasing, if applicable): Summer 2014
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

NO

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

Biologist wildlife habitat assessment

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

N/A

10. List any government approvals or permits that will be needed for your proposal, if known.

City of Kirkland - Conditional use Permit

11. Give brief, complete description of your proposal, including the proposed uses, the size and scope of the project and site including dimensions and use of all proposed improvements. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.

Operate Seaplane tours from the Carillon Point Guest Pier

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

1200 Carillon Point, Guest Pier on Lake Washington, Kirkland  
Waterfront

EVALUATION FOR  
AGENCY USE ONLY  
REVIEWED BY:

B. ENVIRONMENTAL ELEMENTS

1. EARTH

a. General description of the site (circle one): Flat, rolling, hilly, steep, slopes, mountainous, other

b. What is the steepest slope on the site (approximate percent slope)? 20% - main drive onto property from boulevard

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland. Clay, rock, sand

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. NO

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill. N/A - no proposed site work

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. N/A

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g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt, buildings)?

N/A -  
existing structures to remain

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

N/A

2. AIR

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

on site none as the aircraft will not be running during docking at West Pier

b. Are there any offsite sources of emissions or odor that may affect your proposal? If so, generally describe.

aircraft takeoff + landing  $\approx$  1,000 feet off shore

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

3. WATER

a. Surface

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

lake Washington  
Casillan creek

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

NO

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

N/A - none

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

N/A - none

- 5) Does the proposal lie within a 100-year flood plain? If so, note location on the site plan.

NO

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

NO

b. Ground

- 1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

NO

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals...; agricultural; etc.) Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

None

c. Water Runoff (including storm water):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

None

- 2) Could waste materials enter ground or surface waters? If so, generally describe.

NO

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

N/A

4. PLANTS

- a. Place an "X" next to the types of vegetation found on the site:

<input checked="" type="checkbox"/>	deciduous tree: alder, maple, aspen, other
<input checked="" type="checkbox"/>	evergreen tree: fir, cedar, pine, other
<input checked="" type="checkbox"/>	shrubs
<input checked="" type="checkbox"/>	grass
<input type="checkbox"/>	pasture

\_\_\_\_\_ crop or grain  
 \_\_\_\_\_ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other  
Y \_\_\_\_\_ water plants: water lily, eelgrass, milfoil, other  
 \_\_\_\_\_ other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

\_\_\_\_\_ none  
 \_\_\_\_\_  
 \_\_\_\_\_

c. List threatened or endangered species known to be on or near the site.

\_\_\_\_\_ unknown  
 \_\_\_\_\_

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

\_\_\_\_\_ none  
 \_\_\_\_\_  
 \_\_\_\_\_

5. ANIMALS

a. What kinds of birds and animals have been observed on or near the site or are known to be on or near the site?

birds: hawk, heron, eagle, songbirds, other  
 mammals: deer, bear, elk, beaver, other  
fish: bass, salmon, trout, herring, shellfish, other

b. List any threatened or endangered species known to be on or near the site.

\_\_\_\_\_ unknown  
 \_\_\_\_\_

c. Is the site part of a migration route? If so, explain.

\_\_\_\_\_ unknown  
 \_\_\_\_\_

d. Proposed measures to preserve or enhance wildlife, if any:

\_\_\_\_\_

6. ENERGY AND NATURAL RESOURCES

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

N/A

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

NO

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

N/A

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7. ENVIRONMENTAL HEALTH

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

NO

1) Describe special emergency services that might be required.

Oil Spill / Gas Kits available  
at marina facility

2) Proposed measures to reduce or control environmental health hazards, if any:

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Typical waterfront / urban noises  
exist

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2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

only brief aircraft noise

3) Proposed measures to reduce or control noise impacts, if any:

1,000 ft away for take off + landing

8. LAND AND SHORELINE USE

a. What is the current use of the site and adjacent properties?

urban mixed use commercial property with a full service marina

b. Has the site been used for agriculture? If so, describe.

NO

c. Describe any structures on the site.

office buildings / marina / streets + parking structures

d. Will any structures be demolished? If so, what?

NO

e. What is the current zoning classification of the site? PLA-15

f. What is the current comprehensive plan designation of the site?

g. If applicable, what is the current shoreline master program designation of the site?

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

NO

i. Approximately how many people would reside or work in the completed project?

2 pilot

j. Approximately how many people would the completed project displace?

none

k. Proposed measures to avoid or reduce displacement impacts, if any:

N/A

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

City of Kirkland Conditional use permit

9. HOUSING

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

N/A

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

N/A

c. Proposed measures to reduce or control housing impacts, if any:

N/A

10. AESTHETICS

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

N/A

b. What views in the immediate vicinity would be altered or obstructed?

none

c. Proposed measures to reduce or control aesthetic impacts, if any:

N/A

11. LIGHT AND GLARE

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

none

b. Could light or glare from the finished project be a safety hazard or interfere with views?

none

c. What existing off-site sources of light or glare may affect your proposal?

none

d. Proposed measures to reduce or control light and glare impacts, if any:

N/A

12. RECREATION

a. What designated and informal recreational opportunities are in the immediate vicinity?  
walkings, marina, waterfront boating, fishing, etc.

b. Would the proposed project displace any existing recreational uses? If so, describe.

NO - it would add more use

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

N/A

13. HISTORICAL AND CULTURAL PRESERVATION

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

N/A

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

N/A

c. Proposed measures to reduce or control impacts, if any:

N/A

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14. TRANSPORTATION

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show onsite plans, if any.

Take Washington Boulevard as main access  
Road to Casella Point

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

yes

c. How many parking spaces would the completed project have? How many would the project eliminate?

1,600 parking spots on Property

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

NO

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e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

Aircraft / seaplane

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

none

g. Proposed measures to reduce or control transportation impacts, if any:

N/A

15. PUBLIC SERVICES

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

no

b. Proposed measures to reduce or control direct impacts on public services, if any.

N/A

16. UTILITIES

a. What utilities (e.g.: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other) are currently available at the site?

none

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

*name*

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ENCLOSURE 1  
SEP16-00804 APPEAL

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Proposed measures to protect or conserve plants, animals, fish, or marine life are:

N/A

3. How would the proposal be likely to deplete energy or natural resources?

N/A

Proposed measures to protect or conserve energy and natural resources are:

N/A

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

This is an existing use on Lake Washington. Will not affect.

Proposed measures to protect such resources or to avoid or reduce impacts are:

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

provide access to the waterfront  
enhance public use

Proposed measures to avoid or reduce shoreline and land use impacts are:

Best Practices for take up, landing  
+ approach to mitigate noise

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

N/A

Proposed measures to reduce or respond to such demand(s) are:

N/A

- 7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

[Statutory Authority: RCW 43.21C.110, 84-05-020 (Order DE 83-39), § 197-11-960, filed 2/10/84, effective 4/4/84.]



**WILDLIFE HABITAT ASSESSMENT  
PROPOSED SEAPLANE OPERATION—CARILLON POINT  
INCORPORATED CITY OF KIRKLAND, WASHINGTON**

**PREPARED FOR:**

*Carillon Properties*  
(Attn: Sue Gemmill, Property Manager)  
4100 Carillon Point  
Kirkland, WA 98033

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**PREPARED BY:**

*Wetlands & Wildlife, Inc.*  
7721—153<sup>rd</sup> Street SE  
Snohomish, WA 98296  
(425) 337-6450

**April 4, 2016**

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## BRIEF SITE DESCRIPTION AND DISCUSSION REGARDING PROPOSED PROJECT

The subject property is located in the incorporated City of Kirkland, Washington, and the nearest address follows: 1200 Carillon Point. The subject property is in an urban environment that has been heavily developed with commercial, residential, and office use. A frequently-used boat marina and moorage facility that provides space for 200 boats is located west of the subject property, along with a guest pier that provides public access. Common activities that take place at the project site and among the project vicinity include the use of passenger boats, jet skis, speed boats, paddle boards, and kayaks.

*Carillon Properties* is proposing to obtain a Conditional Use Permit to provide *Seaplane Scenics, LLC* the ability to provide commercial seaplane flights which would be centered at the guest pier west of 1200 Carillon Point. Based on information from *Carillon Properties*, the Carillon Point Marina is currently used for commercial passenger terminal uses, and is equipped with all necessary facilities to accommodate the proposed seaplane operation. Therefore, the applicant will not need to upgrade or modify any on-site or nearby infrastructure to accommodate the proposed seaplane operation. *Wetlands & Wildlife, Inc.* was retained by *Carillon Properties* to conduct a Wildlife Habitat Assessment of the subject property and surrounding project vicinity. The primary purpose of our evaluation for this site was to determine if the proposed sea plane operation will have any adverse impacts related to wildlife habitat and / or special-status wildlife species.

## STATEMENT OF QUALIFICATIONS TO CONDUCT THE WILDLIFE HABITAT ASSESSMENT

The following provides a brief overview of my experience and credentials to conduct this wildlife habitat assessment related to this project in accordance with the City of Kirkland's code requirements. I am the Founder, Owner, and Principal Wetland and Wildlife Ecologist of *Wetlands & Wildlife, Inc.* I attended the University of Montana where I graduated cum laude with a degree in Wildlife Biology. As of 2016, I have 15 years of direct experience as a professional Biologist / Ecologist in western Washington and 19 years of overall experience completing natural resource assessments among many different ecosystems across the western United States. I have worked as a professional Biologist/Ecologist for federal, state, and county environmental agencies, as well as several private environmental consulting firms with specialties in wetlands, streams, rivers, lakes, and wildlife habitat. In my 19 years of experience, I have specialized in review of proposed land use and building development permit applications as they pertain to Critical Areas (wetlands, rivers, streams, lakes, and habitats of protected fish and wildlife species). Much of that experience came as a Senior Reviewing Ecologist for King County DDES and a Regulatory Biologist for Snohomish County PDS.

I received certifications from the Washington Department of Fish and Wildlife for terrestrial wildlife habitat assessments and wildlife surveys of special-status wildlife species in Washington. I have 19 years of direct experience evaluating wildlife habitat and conducting surveys of special-status wildlife species (protected per federal and state laws) in the western United States. I have been selected as the technical expert by local jurisdictions to provide 3rd-party reviews of the adopted FEMA Floodplain Habitat Assessments and applicable Critical Areas Regulations. Over the past 19 years, I have conducted literally over 1,500 different

biological / ecological assessments on properties with many habitat types and zoning designations, from small, urban properties (0.25 acres) to large, rural properties (up to 2,000 acres in size).

**METHODOLOGIES OF THE WILDLIFE HABITAT ASSESSMENT**

The primary purpose of our wildlife habitat assessment for this project site and vicinity was to determine if the proposed sea plane operation will have any adverse impacts related to wildlife habitat and / or special-status wildlife species. Please note that this assessment was related to potential wildlife habitat and was not intended to represent a wildlife survey for any one particular species.

*Wetlands & Wildlife, Inc.* investigated a variety of on-line resources in order to garner a representation of local wildlife, wildlife habitat, and ecosystems. *Wetlands & Wildlife, Inc.* examined aerial photographs and topographical data (elevation contours) on King County’s interactive mapping system (iMAP), National Wetlands Inventory (NWI) maps produced by the U.S. Fish and Wildlife Service (USFWS), SalmonScape fish distribution maps produced by the Washington Department of Fish and Wildlife (WDFW), StreamNet fish distribution maps produced by Pacific States Marine Fisheries Commission, and Priority Habitats and Species (PHS) maps produced by WDFW.

*Wetlands & Wildlife, Inc.* completed field investigations on two different days (March 18, 2016 and March 24, 2016) in order to confirm the on-line research findings and observe present use. We used a spotting scope with a 10-60 times magnification lens, in addition to binoculars. We examined species use and visually searched for habitats of primary association while standing on the guest pier west of 1200 Carillon Point. *Wetlands & Wildlife, Inc.* also conducted a detailed visual scan of the Yarrow Bay wetland area from all available public access points to determine if any current nest locations of special-status species are present among the Yarrow Bay wetland area.

**NOISE ANALYSIS AMONG PROPOSED PROJECT VICINITY**

*Wetlands & Wildlife, Inc.* determined the common noise levels at the project site (guest pier) by estimating the distance at which local noise sources would attenuate to the project site. This was accomplished by using the following determining factors associated with this specific project: 1) estimated noise levels associated with commonly found uses in the area 2) estimated background (ambient) sound level; 3) soft site vs. hard site conditions; 4) noise point source vs. line source; and 5) develop noise attenuation table for computing distance to project site from nearby roads. Please see the project-specific tables below which were used to derive the common noise levels within the project site location.

**ESTIMATED BACKGROUND (AMBIENT) NOISE LEVELS**

<i>Estimation of Ambient Noise Based on Population Density</i>	
Estimated Background Noise level at guest pier (due to the urban nature of the project vicinity)	55 dBA

<i>Estimation of Ambient Noise Based of Uses on Lake Washington</i>	
Passenger Boat	72 - 90 dBA
Personal Watercraft (Jet Ski)	76 - 81 dBA
Racing Boat (Speed Boat)	105 - 109 dBA

<i>Estimation of Ambient Noise Based on Traffic Noise From Lake WA Blvd</i>	
Estimated Background Noise 50 feet from Lake WA Blvd	63.2 dBA
Estimated Background Noise 100 feet from Lake WA Blvd (-3 dBA)	60.2 dBA
Estimated Background Noise 200 feet from Lake WA Blvd (-3 dBA)	57.2 dBA
Estimated Background Noise 400 feet from Lake WA Blvd (-3 dBA)	54.2 dBA
Estimated Background Noise 800 feet from Lake WA Blvd (-3 dBA)	51.2 dBA
Estimated Background Noise 1,600 feet from Lake WA Blvd (-3 dBA)	48.2 dBA
Estimated Background Noise level at project site due to traffic from Lake WA Blvd being located ~950' from end of guest pier	48.2 dBA

<i>Estimation of Ambient Noise Based on Traffic Noise From I-405</i>	
Estimated Background Noise 50 feet from I-405	80.5 dBA
Estimated Background Noise 100 feet from I-405 (-4.5 dBA)	76 dBA
Estimated Background Noise 200 feet from I-405 (-4.5 dBA)	71.5 dBA
Estimated Background Noise 400 feet from I-405 (-4.5 dBA)	67 dBA
Estimated Background Noise 800 feet from I-405 (-4.5 dBA)	62.5 dBA
Estimated Background Noise 1,600 feet from I-405 (-4.5 dBA)	58 dBA
Estimated Background Noise 3,200 feet from I-405 (-4.5 dBA)	53.5 dBA
Estimated Background Noise 6,400 feet from I-405 (-4.5 dBA)	49 dBA
Estimated Background Noise level at project site due to traffic from I-405 being located ~4,670' from end of guest pier	49 dBA

<i>Estimation of Ambient Noise Based on Traffic Noise From HWY-520</i>	
Estimated Background Noise 50 feet from HWY-520	80.5 dBA
Estimated Background Noise 100 feet from HWY-520 (-3 dBA)	77.5 dBA
Estimated Background Noise 200 feet from HWY-520 (-3 dBA)	74.5 dBA
Estimated Background Noise 400 feet from HWY-520 (-3 dBA)	71.5 dBA
Estimated Background Noise 800 feet from HWY-520 (-3 dBA)	68.5 dBA
Estimated Background Noise 1,600 feet from HWY-520 (-3 dBA)	65.5 dBA
Estimated Background Noise 3,200 feet from HWY-520 (-3 dBA)	62.5 dBA
Estimated Background Noise 6,400 feet from HWY-520 (-3 dBA)	59.5 dBA
Estimated Background Noise level at project site due to traffic from HWY 520 being located ~4,783' from end of guest pier	59.5 dBA

Notes:

1. Environmental background noise levels obtained from WSDOT Biological Assessment Preparation Assessment Advanced Training Manual (Tables 7-6).

- <http://www.city-data.com/city/Kirkland-Washington.html> shows that the population density of the City of Kirkland to be 7,909 people per square mile equates to an ambient noise level of 55 dBA as shown above.
2. Estimated background noise level derived from <http://www.kirklandwa.gov/Assets/Public+Works/Public+Works+PDFs/Transportation/2015+Average+Daily+Traffic.pdf> at Carillon Point along Lake Washington Boulevard (~950 feet away from project site) is shown as 5,021 vehicles per day. Per WSDOT Biological Assessment Preparation Assessment Advanced Training Manual, 10% of the ADT (501) is used to determine the approximate worst case number of vehicles per hour. [http://product.itoworld.com/map/124?lon=-122.19799&lat=47.64722&zoom=13&open\\_sidebar=clickthrough\\_wrapper](http://product.itoworld.com/map/124?lon=-122.19799&lat=47.64722&zoom=13&open_sidebar=clickthrough_wrapper) shows that the speed limit along Lake Washington Boulevard in that location is 35 mph. Using these figures for Table 7-3 of the training manual, the noise level at 50 feet from the noise source (Lake Washington Boulevard) equals approximately 63.2 dBA, as shown above.
  3. Estimated background noise level derived from WSDOT 2014 Annual Traffic Report. Average Daily Traffic (ADT) at I-405 (~4,670 feet away from project site) is shown as 183,000 vehicles per day. Per WSDOT Biological Assessment Preparation Assessment Advanced Training Manual, 10% of the ADT (18,300) is used to determine the approximate worst case number of vehicles per hour. [http://product.itoworld.com/map/124?lon=-122.19799&lat=47.64722&zoom=13&open\\_sidebar=clickthrough\\_wrapper](http://product.itoworld.com/map/124?lon=-122.19799&lat=47.64722&zoom=13&open_sidebar=clickthrough_wrapper) shows that the speed limit along I-405 in that location is 60 mph. Using these figures for Table 7-3 of the training manual, the noise level at 50 feet from the noise source (I-405) equals approximately 80.5 dBA, as shown above.
  4. Estimated background noise level derived from WSDOT 2014 Annual Traffic Report. Average Daily Traffic (ADT) at HWY 520 (~4,783 feet away from project site) is shown as 75,000 vehicles per day. Per WSDOT Biological Assessment Preparation Assessment Advanced Training Manual, 10% of the ADT (7,500) is used to determine the approximate worst case number of vehicles per hour. [http://product.itoworld.com/map/124?lon=-122.19799&lat=47.64722&zoom=13&open\\_sidebar=clickthrough\\_wrapper](http://product.itoworld.com/map/124?lon=-122.19799&lat=47.64722&zoom=13&open_sidebar=clickthrough_wrapper) shows that the speed limit along HWY-520 in that location is 60 mph. Using these figures for Table 7-3 of the training manual, the noise level at 50 feet from the noise source (HWY 520) equals approximately 80.5 dBA, as shown above.
  5. The traffic noise created from the roads mentioned above is considered a line source noise. The standard reduction for line source noise is 3 dBA per doubling distance from the source. The noise-receiving area located between the I405 and the project site is considered a soft site due to existing vegetation and is absorptive of noise energy. Absorptive ground results in an additional 1.5 dBA reduction per doubling of distance as noise spreads from the source. Therefore, the reduction of 4.5 dBA per doubling distance was used to determine the approximate noise level at the project site from I-405. However, the noise-receiving area between Highway 520, Lake Washington Boulevard, and the project site is not absorptive of noise energy due to structures and open lake water surfaces. Non-absorptive ground results in no additional reduction per doubling distance. Therefore, the reduction of 3 dBA per doubling distance was used to determine the approximate noise level at the project site from Highway 520 and Lake Washington Boulevard.
  6. Noise volume information for boats was derived from <http://www.pwia.org/sound/level.aspx>. Data from NUI Report No. 8077.1, New Jersey State Police-Marine Division. Nov. 1, 1995. <https://www.usbr.gov/uc/envdocs/ea/navajo/appdx-E.pdf>.

**ESTIMATED NOISE LEVEL AT PROJECT SITE COMPARISON SUMMARY**

Estimated Background Noise at Project Site from Lake WA Blvd	48.2 dBA
Estimated Background Noise at Project Site from I-405	49 dBA
Estimated Background Noise at Project Site from HWY-520	59.5 dBA
Estimated Background Noise level at Project Site (due to the urban nature of the project vicinity)	55 dBA
Passenger Boat	72 - 90 dBA
Personal Watercraft (Jet Ski)	76 - 81 dBA
Racing Boat (Speed Boat)	105 - 109 dBA
<b>Proposed Seaplane Operation</b>	<b>75 dBA (short duration at this dBA; during take-off only)</b>

**RESULTS AND FINDINGS OF THE WILDLIFE HABITAT ASSESSMENT**

Based on our research, Lake Washington is mapped as providing habitat to several fish species, including Chinook salmon (*Oncorhynchus tshawytscha*), coho salmon (*Oncorhynchus kisutch*), steelhead trout (*Oncorhynchus mykiss*), sockeye salmon (*Oncorhynchus nerka*), and bull trout (*Salvelinus confluentus*). According to NWI and PHS maps, two lake-fringe wetlands are located along the shore of the developed Carillon Point. In addition, a large wetland complex (Yarrow Bay Wetlands) is located approximately 2,800 feet from the southern edge of the guest pier west of 1200 Carillon Point. Yarrow Creek, a mapped fish-bearing stream, is located among the Yarrow Bay wetland area. The PHS maps also depict bald eagle (*Haliaeetus leucocephalus*) and great blue heron (*Ardea herodias*) nest locations being located within the Yarrow Bay wetland area.

We did not find any indication of the presence or use of the PHS-mapped nest sites by bald eagles during either of our site visits, nor was there any evidence of unmapped nest sites currently used by bald eagles. Bald eagles were observed soaring over the project vicinity on March 24, 2016, but no active nest sites were located. However, we did locate and identify an active great blue heron rookery which is located along the eastern portion of the Yarrow Bay wetland complex. Although full visual observations of this heron rookery were difficult due to lack of public access and very dense vegetation, this heron rookery was observed to support at least three great blue heron pairs with three separate nesting sites. According to Table 1 of WDFW's Management Recommendations for Washington's Priority Habitats and Species - great blue heron, the recommended year-round management buffer for great blue heron rookeries among an urban setting equals a 197-foot radius. The WDFW recommended buffers between a heron rookery and extremely loud activities like blasting equal 1,320 feet between February and September. The observed heron rookery is located approximately 3,300 linear feet southeast of the guest pier which is west of 1200 Carillon Point. Therefore, the observed active heron rookery is much farther away from the proposed sea plane activities than the WDFW management recommendations among an urban setting.

## DISCUSSION REGARDING NO NET LOSS AND PROJECT'S WILDLIFE IMPACT DETERMINATION

Based on the detailed site evaluation and review of the proposed use on the property, no significant adverse impacts are expected to occur to wildlife species, wildlife habitat, or ecological process as a result of this proposed use by seaplanes. The proposed use adheres to the requirements outlined in Kirkland Zoning Code Section 83.360 (No Net Loss Standard and Mitigation Sequencing). The information below describes how the proposed use will avoid and minimize impacts to wildlife and ecological functions, in accordance with City of Kirkland's Shoreline Management regulations.

1. The proposed seaplane operation is a water-dependent use, and therefore the applicant is not able to avoid conducting this activity altogether on a Shoreline of the State (Lake Washington). However, the applicant is proposing to utilize an existing project site (guest pier) that does not require being retrofitted to allow for the use of a seaplane. This proposed location (Carillon Marina) is currently highly developed and provides all the necessary facilities to accommodate the proposed use by a seaplane, due to its current commercial and public use. No new infrastructure will be required in order to accommodate the proposed use by seaplanes, thus avoiding any above or in-water work. Therefore, the project will avoid any new disturbances to local fish species or water-dependent mammals from construction of infrastructure.

2. Per KZC 83.210 (Shoreline Management: Commercial Uses), "Use of piers or docks for commercial float plane service shall be allowed only in public or private marinas and shall be subject to a conditional use permit." One of the code requirements listed in KZC 83.210 is that float plane taxiing patterns will be designed in a way to minimize noise impacts on area wildlife. Per the figures provided to us by the applicant, the taxiing and flight patterns are designed in a way that will avoid and minimize disturbance to area wildlife. Based on information from the applicant, the seaplanes will taxi out to a point that is at least 1,000 feet from the guest pier before proceeding to take-off. The taxiing pattern and flight take-off paths have also been designed in a way to be located away from the nearby wetland complex and heron rookery. As previously mentioned, the above heron rookery is located approximately 3,300 feet southeast of the project site where the seaplane will dock. The actual point of take-off for the seaplanes will be located an additional 1,000 feet away from the guest pier, thereby creating an even greater separation from the rookery and the peak dBA noise level associated with the seaplane take-off. In addition, as noted earlier, the maximum recommended radius for a management buffer for herons is 1,320 feet during the breeding season. Therefore, the loudest noise associated with the proposed seaplane use will be greater than 3 times the width of the widest management buffer for great blue herons, ensuring no disturbance created by the proposed sea plane use.

3. Per research about noise levels associated with seaplanes and our site-specific noise analysis, the loudest dBA associated with seaplanes is during take-off (75 dBA), and this dBA level associated with seaplanes is only present for a very short duration (approximately 20 seconds). As outlined in the noise analysis tables above, the maximum 75 dBA during seaplane take-off is less than ambient noises associated with some of the common uses found on Lake Washington and within the project site (commercial passenger boat, personal watercraft such as jet ski, and speed boat) and the dBA levels associated with those water vehicles last for a much longer duration (continuous noise). Therefore, the proposed use of seaplanes within this project area will not change the level of noise typically produced by other watercraft in this vicinity. Due to the 200-slip Carillon Marina, the project vicinity experiences regular disturbances from loud watercrafts.

Based on the information contained in this report, it is our professional opinion that the proposed seaplane operation among this project area has been specifically designed in a way that avoids and minimizes adverse impacts to wildlife species, wildlife habitat, and ecological processes. In accordance with KZC section 83.360, no net loss of shoreline ecological functions related to wildlife habitat are expected to occur due to the proposed seaplane operation as described in this report and project activities as presented to us by *Carillon Properties*.

### LIMITATIONS AND USE OF THIS REPORT

This Wildlife Habitat Assessment is supplied to *Carillon Properties* as a means of determining any impacts associated with the new use of an existing pier. Please note that the purpose and focus of this assessment was to identify documented or potential wildlife, with an emphasis on potential impacts associated with new seaplane use. The report and field work are intended as a habitat assessment, including vegetative conditions and landscape context, among the subject property which may provide habitat conditions for special-status wildlife species. A wildlife survey was not completed and this report and associated field work are not intended to represent a wildlife survey for any particular species or individuals of a particular species.

The work for this report has conformed to the standard of care employed by professional ecologists in the Puget Sound region. No other representation or warranty, expressed or implied, is made concerning the work or this report. This report is based largely on readily observable conditions and no attempt has been made to determine hidden or concealed conditions. If hidden or concealed conditions arise, the information contained in this report may change based upon those conditions.

*Wetlands & Wildlife, Inc.* did not evaluate the site for the presence, extent, classification, or regulatory implications of any other Critical Areas types (e.g. wetlands, streams, or geologic hazard areas) which are also regulated by the City of Kirkland Zoning Code. Similarly, *Wetlands & Wildlife, Inc.* did not provide detailed analysis of other permitting requirements not discussed in this report (i.e. architectural, structural, drainage, geotechnical, or engineering requirements).

While *Wetlands & Wildlife, Inc.* upheld professional industry standards when completing this review, the information included in this report does not guarantee approval by any federal, state, and/or local permitting agencies. Therefore, *Wetlands & Wildlife, Inc.* does not recommend commencing any activity which requires a permit on the property until all appropriate permits have been obtained. If any questions arise regarding this habitat assessment or report, please contact me directly at (425) 337-6450.

Regards,



Scott Spooner  
Owner / Principal Wetland & Wildlife Ecologist  
*Wetlands & Wildlife, Inc.*

## REFERENCES AND LITERATURE REVIEWED

Azerrad, J. M. 2012. Management recommendations for Washington's priority species: Great Blue Heron. Washington Department of Fish and Wildlife, Olympia, Washington.

City of Kirkland Population Data. <http://www.city-data.com/city/Kirkland-Washington>.

City of Kirkland Traffic Count Data. [www.kirklandwa.gov/Assets/Public+Works/Public+Works+PDFs/Transportation/2015+Average+Daily+Traffic.pdf](http://www.kirklandwa.gov/Assets/Public+Works/Public+Works+PDFs/Transportation/2015+Average+Daily+Traffic.pdf).

King County iMAP: Interactive Mapping Tool. Administered by the King County GIS Center. <http://www.kingcounty.gov/operations/gis/Maps/iMAP.aspx>.

Kirkland Zoning Code. Chapter 90 -- Drainage Basins. City of Kirkland, Washington. [http://kirklandcode.ecitygov.net/CK\\_KZC\\_Search.html](http://kirklandcode.ecitygov.net/CK_KZC_Search.html).

Peterson, R.T. 1990. Peterson Field Guide to Western Birds. Houghton Mifflin Company, New York, NY.

SalmonScape. Interactive Mapping website administered by the Washington Department of Fish and Wildlife. <http://wdfw.wa.gov/mapping/salmonscape/index.html>.

StreamNet. Fish Data for the Northwest. Administered by the Pacific States Marine Fisheries Commission. <http://www.streamnet.org/>.

Washington State Department of Fish and Wildlife. Priority Habitats and Species map (PHS on the Web). <http://wdfw.wa.gov/mapping/phs/>.

Washington State Department of Transportation. Biological Assessment Preparation for Transportation Projects - Advanced Training Manual. (Version 02-2010). <http://www.wsdot.wa.gov/Environment/Biology/BA/BAguidance.htm#Manual>.

Washington State Department of Transportation. 2014 Annual Traffic Report. Page 176. [http://www.wsdot.wa.gov/mapsdata/travel/pdf/Annual\\_Traffic\\_Report\\_2014.pdf](http://www.wsdot.wa.gov/mapsdata/travel/pdf/Annual_Traffic_Report_2014.pdf).



**DATE:** August 11, 2016  
**TO:** Susan Gemmill – Carillon Properties  
**FROM:** Adam C. Jenkins, PE(OR), INCE Bd. Cert.  
**RE:** Seaplane Scenics – Noise Measurements

*Transmitted by:*       Mail       Delivery       Fax       E-mail

---

Susan:

The intent of this memorandum is to present the results of noise measurements of seaplane operations conducted during the day on July 28, 2016, to fulfill conditional use permit application requirements for the City of Kirkland.

### Results

Normal seaplane operations recorded from three locations surrounding the Carillon property generated a maximum of 62 dBA (LAF<sub>max</sub>). Figures 1 and 2 show seaplane activity measured over time, including other ambient noise events during the operation periods. The seaplane was most audible from the northern end of the property (Figure 1), barely audible from the southern end (Figure 2), and inaudible adjacent to Lake Washington Blvd. Tables 2 and 3 summarize measured sound levels during periods of seaplane operation.

It should be noted that an engine backfire was measured at 77 dBA before takeoff at the northern monitoring location, however, it is our understanding that this event is very rare, so it was excluded from our assessment of typical operations.

### Definitions

- A-weighted Decibel, dBA

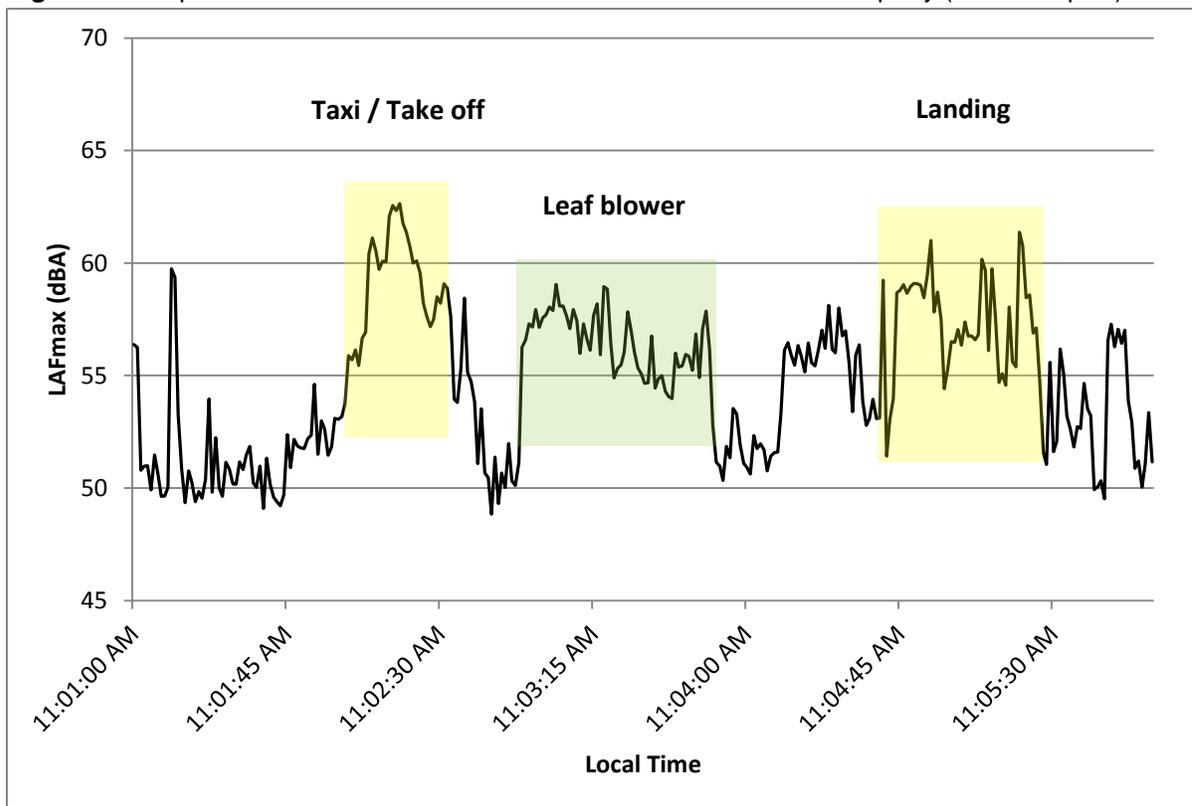
The human ear has a unique response to sound pressure. It is less sensitive to those sounds falling outside the speech frequency range. Sound level meters utilize a filtering system to approximate human perception of sound. Measurements made utilizing this filtering system are referred to as “A weighted” and are called “dBA”.

- Maximum Sound Level, LAF<sub>max</sub>

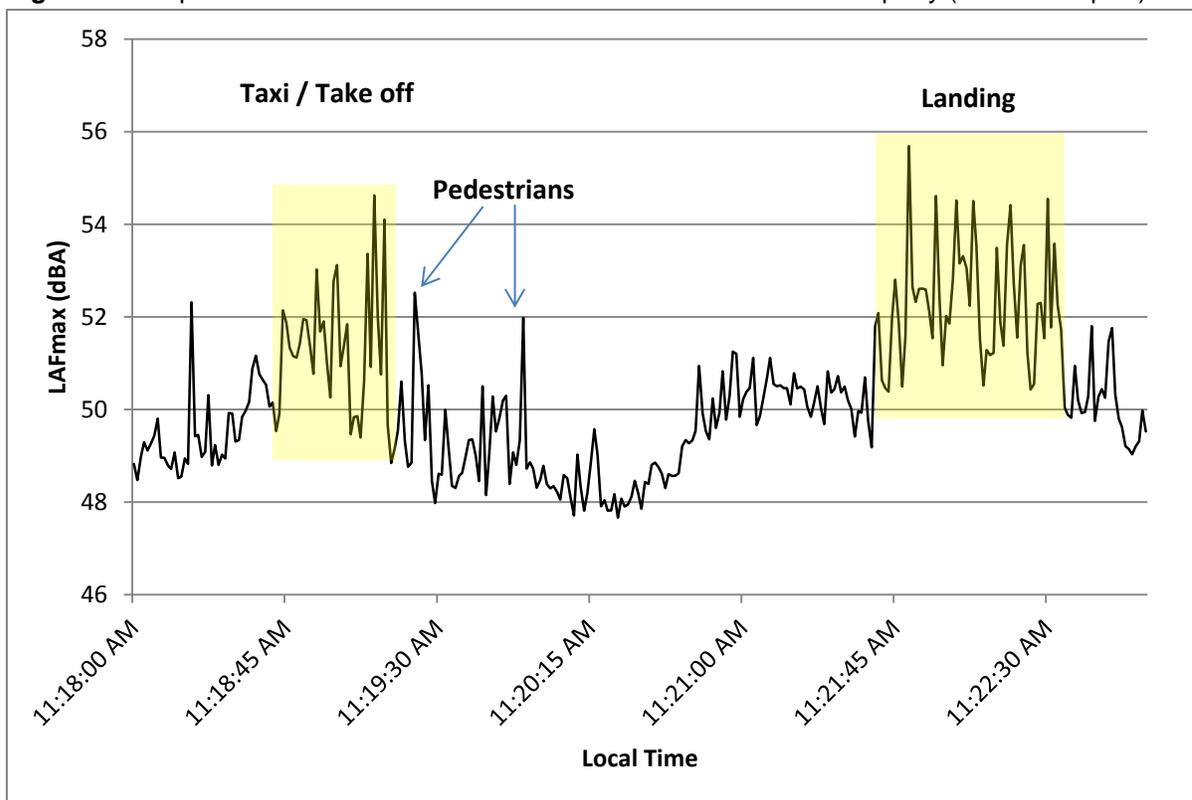
LAF<sub>max</sub> is the maximum recorded root mean square (rms) A-weighted sound level for a given time interval with a 125-millisecond time constant.

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Seaplane Scenics

**Figure 1.** Sample Time Series Recorded from the Northern End of the Property (dB re: 20  $\mu$ Pa)



**Figure 2.** Sample Time Series Recorded from the Southern End of the Property (dBA re: 20  $\mu$ Pa)



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Seaplane Scenics

### Measurements

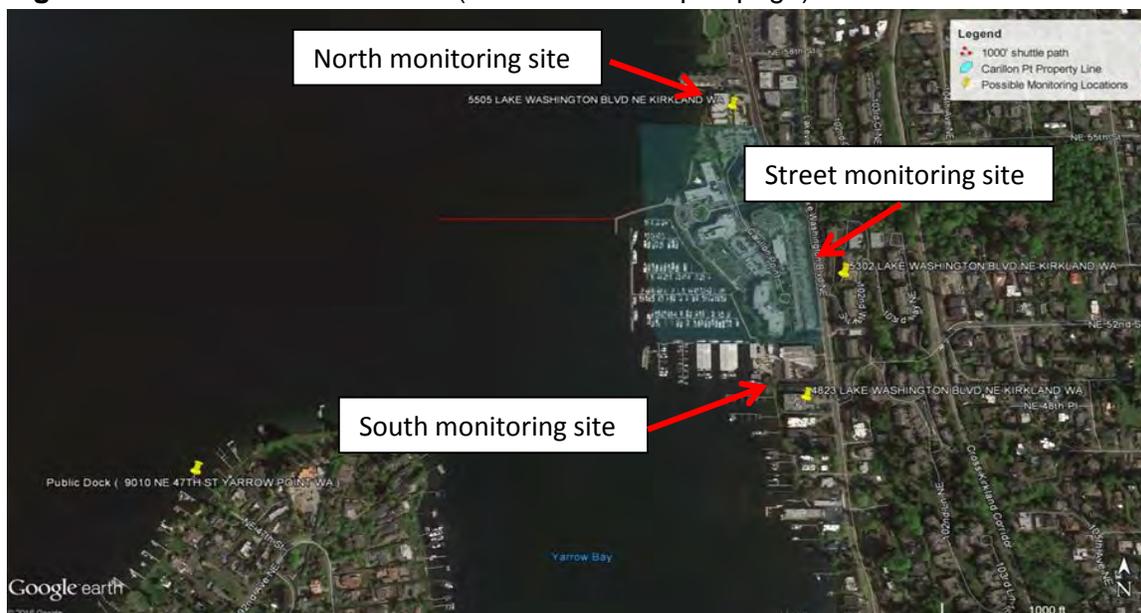
Sound levels were measured on July 28, 2016 between 10:30 AM and 11:30 AM from three monitoring sites surrounding the Carillon property, as shown in Figure 3. The north site was lakeside on the northern boundary of the Carillon property, which consist of a variety of commercial uses, included restaurants, recreational watercraft, and hospitality.

The north site was lakeside near One Carillon Point Condominiums (5505 Lake Washington Boulevard NE), the south site was also lakeside near the Yarrow Bay marina (5207 Lake Washington Boulevard NE)The street site was near the Villas at Carillon Condominiums (5306 Lake Washington Boulevard NE).

Land use zoning of the Carillon property and adjacent properties to the North and South is "Office" (PLA 15A), zoning to the East at the street site is "Medium Density Residential" (PLA 15B).

Two flight operations were conducted, each including taxi, takeoff, and landing. The flight track to the North was measured at the north monitoring site, the flight track to the South was measured at the south monitoring site, both operations were also measured at the street monitoring site.

**Figure 3.** Measurement Locations (North towards top of page)



**Figure 4.** Flight Tracks and Monitoring Locations



Measured sound levels during taxi, take off, and landing from the north and south sites are shown in Tables 1 and 2. Manual calculations of the underlying data were performed to determine maximum and average sound levels during each phase of flight operation.

Noise from the street site was dominated by traffic on Lake Washington Boulevard NE, rendering seaplane activity inaudible, therefore no data is reported.

**Table 1.** Summary of Measured Sound Levels, North Site (dBA re: 20 µPa)

Source	Start Time	Duration	LAF <sub>max</sub>	LA <sub>eq</sub>
Taxi and Take off	11:02 AM	40 seconds	63	58
Landing	11:04 AM	45 seconds	60	56

**Table 2.** Summary of Measured Sound Levels, South Site (dBA re: 20 µPa)

Source	Start Time	Duration	LAF <sub>max</sub>	LA <sub>eq</sub>
Taxi and Take off	11:18 AM	43 seconds	52	50
Landing	11:21 AM	47 seconds	56	51

Equipment used during the testing is described in Table 3 and Figures 5-6.

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 Seaplane Scenics

**Table 3.** Measurement Equipment

Equipment	Description	Serial #	Last Laboratory Calibration	Classification
Brüel & Kjær Type 2250	Sound Level Analyzer	3009751	6/20/16	IEC Class 1, ANSI Type 1
	ZC0032 Preamplifier	24198		
	4189 Microphone	3036571		
Brüel & Kjær Type 4231	Acoustic calibrator	3001160	12/15/15	IEC, ANSI
RION NL-32	Sound Level Analyzer	00161681	05/18/16	IEC Class 1
	RION NH-21 Preamplifier	18454	05/18/16	
	RION UC-53A Microphone	309751	05/18/16	
LD CAL200	Acoustic Calibrator	5463	05/18/16	IEC Class 1

**Figure 5.** North Location



**Figure 6.** South Location



**Figure 7.** Street Location





## Adam C. Jenkins, PE(or), INCE Bd. Cert.

*Associate Principal*

Adam Jenkins is an Associate Principal with The Greenbusch Group, Inc., providing acoustical consulting services for a wide range of projects such as environmental noise monitoring, mitigation and measurement for water and wastewater facilities. Adam has worked closely with mechanical engineers to develop noise and vibration control approaches for HVAC equipment in industry and utility, higher education, health care, residential and commercial spaces. He utilizes reality-grounded 3-D computer modeling to evaluate complex acoustical environments, provoking efficient and optimized mitigation approaches for challenging environmental noise issues.

### Employment History

*2006-Present*

Associate Principal: The Greenbusch Group, Inc.

*2004 - 2006*

Engineer & assembler of solid state electronic professional audio products: THD Electronics, Ltd.

### Education

The Pennsylvania State University, MEng Acoustics, *Present*

Seattle Pacific University BS Electrical Engineering & Physics, *2004*

### Licenses

Professional Engineer, Acoustics: Oregon, 84419PE

### Relevant Experience

Center City Connector Streetcar Noise and Vibration	Seattle, WA
Elliott Bay Seawall Replacement Project Construction Noise	Seattle, WA
Elliott Bay Seawall Replacement Hydroacoustic Monitoring	Seattle, WA
Fairview Avenue North Bridge Replacement Noise and Vibration	Seattle, WA
Mercer Corridor Improvements Construction Noise - East Phase	Seattle, WA
Mercer Corridor Improvements Construction Noise - West Phase	Seattle, WA
Mercer Corridor Improvements Construction Vibration - East Phase	Seattle, WA
Sound Transit East Link Segment A Construction Noise	Seattle, WA
Sound Transit N112 Construction Noise and Vibration Monitoring	Seattle, WA
Sound Transit Northgate Link Construction Noise	Seattle, WA
Sound Transit University Link Construction Noise	Seattle, WA
SR99 Deep Bore Tunnel Design-Build Noise and Vibration	Seattle, WA

### Professional Affiliations

Acoustical Society of America, Member  
Institute of Noise Control Engineering, Board Certified Member  
National Council of Acoustical Consultants, Firm Representative  
Pacific Northwest Clean Water Association, Firm Representative  
Washington Public Ports Association, Firm Representative

### Papers and Presentations

“Design Criteria and Noise Control Approaches for “Minimal Impact” Facilities”, PNCWA Conference, September 2008  
“Summary of North Portland Environmental Noise Data Collection and Abatement Recommendation Project”, 157th ASA Meeting, May 2009  
“Addressing Odor Nuisance Without Creating a Noise Nuisance”, PNCWA Conference, Sept 2011  
“The Process and Politics of Permitting Nighttime Construction Noise in Seattle, Washington”, Inter-Noise, New York, NY, August 2012



**Christian Geitz**

---

**From:** Dan Carpenter <hcskiff@gmail.com>  
**Sent:** Monday, June 20, 2016 3:54 PM  
**To:** Christian Geitz  
**Cc:** Eric Shields; Kurt Triplett; Amy Walen  
**Subject:** Seaplanes in Kirkland

Christian,

As a Kirkland resident, I am writing to oppose the permitted use of seaplanes at Carillon Point for the following reasons:

1. Noise that would occur from 9:00 to dusk with that disturbance happening with regular frequency. Private residences and a hotel are next to this perceived seaplane operation. Check your decibel ordinances as initiated by the problem at Juanita Bay.  
This can't happen!

2. Safety- This is a water congested area consisting of two Stand Up Paddle/ Kayak rental companies along with Rental Jet Ski operations private power boats, organized sail boat regattas and a public park next door. All sharing the same space!

What are you Thinking and if you allow a permit, I hope the city is well insured.

Don't compare this operation to Kenmore Air on Lake Union. That entire lake has a 7 knot speed limit on all water craft and that allows for a measure of safety.

No speed limit exists outside the markers outside the Carillon marina and how often has there been 50 mph speed boats travel just outside these buoys intersecting seaplane departures.

Please go back into your public records and check the original claims of the Carillon Developer. They stood in front of the public and the city council making assurances that the Carillon Development would never allow in the Marina either Ski Boats or Jet Skis let alone rental operations. This promise was abandon and Now Seaplanes?

And why has the city not bother to issue a seaplane permit for the last year and allow this business to exist without a notification to the public?

Dan Carpenter  
Parkside Condo Owner

## Christian Geitz

---

**From:** Corinne <corinnecowan1@aol.com>  
**Sent:** Sunday, June 19, 2016 12:09 PM  
**To:** Christian Geitz; Christian Geitz  
**Cc:** Eric Shields  
**Subject:** Carillon Point - Kirkland: Seaplane Operations Permit

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Mr. Geitz,

It is our understanding that in your capacity as Assistant City Planner you are the appropriate person to whom we are to address our observations and comments regarding the now proposed permitting for seaplane excursions from Carillon Point.

We are sure that you will be receiving many reasons as to why a permit should not be issued for Seaplane Scenic Flights; among them resident user safety, environmental safety and community security.

Before those considerations are reviewed we would like to address the underlying issue(s):

- What is the reason for not adhering to our city's permitting process from the beginning of flight operations.
- Why did the city deny operation at the Marina then turn around and suggest they seek operation at Carillon Point

Are the answers, perhaps the following:

- Seaplane operation at the marina would, by its very nature, disrupt the enjoyable usage of Marina Park's city sponsored events, businesses, marina access, patron tranquility and safety
- Carillon Point - Skinner Corporation Headquarters: is their social and business presence the reason why Mr. Shields, Kirkland planning director, has taken a hands off stance and allowed an operation that is in violation of the city's permitting process. (Kirkland Reporter: "We have not taken a heavy hand on that so far. I'd prefer not to do that.")

Solution:

- Cease and desist operations until all "legalities" are satisfied.

Rationale:

- How few people will enjoy a 20 minute ride; how many people south of Marina Park will lose enjoyment of the tranquil beauty of our greatest asset: the shoreline and its' adjacent waters.
- What's good for the Marina Park entities is equally good for the businesses, residents, boaters, kayakers, surf and kite boarders, swimmers, park users between the Carillon Point and Marsh Park sections of our city parks.
- Is anything sacrosanct. Do we have to be bombarded by noise incessantly.
- Is the dollar at the top of our priority list in all cases?

Most Sincerely  
Doug and Corinne Cowan, Kirkland Residents  
6736 Lake Washington Blvd. NE # 2  
Kirkland, 98033  
425.454.5315 (c)

CC: Erik Shields, Director - Kirkland Planning and Building Department

Corinne  
corinnecowan1@aol.com

**Christian Geitz**

---

**From:** Shay Abrash <shay\_abrash@hotmail.com>  
**Sent:** Monday, June 13, 2016 2:07 PM  
**To:** Christian Geitz; Eric Shields; Kurt Triplett; Amy Walen  
**Subject:** SHR16-00803 and SEP16-00804

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

As a Houghton resident, I am concerned about the proposal to allow sea planes to operate at Carillon Point. The noise level from boats and jet skis is already significant during the spring and summer without adding 20 to 40 takeoff and landings of sea planes on a daily basis. We enjoy the peace and quiet of the lake during the winter, and that would be in jeopardy with this year-round proposal. Please do not approve this proposal.

Thank you for your consideration .

Sincerely,

Cheryl Abrash  
6211 108th Ave NE  
Kirkland, WA 98033

Sent from my iPad

**Christian Geitz**

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**From:** i» Jack Arndt <jcakra@frontier.com>  
**Sent:** Saturday, June 11, 2016 1:58 PM  
**To:** Kurt Triplett; Amy Walen; Dave Asher; Doreen Marchione; Shelley Kloba; Penny Sweet; Jay Arnold; Toby Nixon; Christian Geitz; Eric Shields  
**Subject:** Seaplanes - SHR16-00803, SEP 16-00804

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

We are informing you that we do not support regular service seaplanes on Lake Washington at Carillon Point, this is not a location that any of you should support for many reasons such as; noise level, environmental issues, safety, let the boaters, jet skiers, and kayaking have this area without having to make room for landing and takes offs of planes which will increases the risk of serious injury and death.

We already have traffic and pedestrian issues on Lake Washington Blvd., what impact will drivers looking up at the sky versus the road cause to safety? What will be the negative impact to individual property values?

If we had wanted regular airplane noise in our neighborhood we would have moved to Sea-Tac with a lower tax base.

It is time you, our leaders take a stand in supporting the concerns of its citizens and vote NO to seaplanes service as there are significant negative impacts to the community if allowed under any circumstances.

Sincerely,

Jack & Christy Arndt - 6424 Lake Washington Blvd. NE. - Kirkland

**Christian Geitz**

---

**From:** cathybachmann@aol.com  
**Sent:** Saturday, May 21, 2016 12:05 PM  
**To:** Christian Geitz  
**Subject:** SHR16-00803

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi Christian,

I am writing about the application for sea plane operation at Carillon Point. I have lived in the apartments up the hill from Carillon for 3 years and lived up the hill on 52nd Street for 26 years. I am opposed to adding sea plane noise to this area. We have had to endure additional noise over the years. The addition of Carillon Point has brought loud stereos and motor noise from boats and jet skis. Carillon Point also has vehicles that deliver during the middle of the night that use back up beepers and cause quite a bit of racket. They also installed a new HVAC unit on top of one of their building this last summer that is quite a bit noisier than the old HVAC unit. We also live with the unruly noise of motorcycles revving up and down the boulevard. So now you want to add Sea Planes to the mix. How many take offs and landings are we talking per day? Is this really something we want to add to the neighborhood? This was once a nice waterfront community that is turning into a commercial development. I am opposed to adding to all the commotion and noise in this area with Sea Planes taking off and landing.

Cathy Bachmann  
5604 Lakeview Dr #E  
Kirkland WA 98033

Permit #SHR16-00803

**Christian Geitz**

---

**From:** Craig <craigball@comcast.net>  
**Sent:** Friday, June 17, 2016 7:28 PM  
**To:** Christian Geitz; Eric Shields; Kurt Triplett; Amy Walen; Jay Arnold; Shelley Kloba; Penny Sweet; Toby Nixon; Dave Asher; Doreen Marchione  
**Subject:** 'No' for seaplanes

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hello, all,

Like many of my neighbors, I have recently become aware of the commercial seaplane operation based out of Carilon Point via my neighborhood e newsletter.

I am a 20 year resident of the Highlands neighborhood and have, in fact, noticed that there are more and more light airplanes buzzing over my house. While I've never actually seen the planes, I hear them as their noise level within my home is very loud. As you can imagine, this is more than just a quaint annoyance.

Please know that the members of my household are vehemently opposed to the continued operation of this seaplane business at Carilon Point. While sightseeing flights may serve as a positive for transient vacation goers, they simply represent one more negative impact on our quality of life here in Kirkland.

Please say 'no' to seaplanes.

Best regards,

Craig Ball  
Highlands resident

**Christian Geitz**

---

**From:** John Barnett <johnandyokobarnett@gmail.com>  
**Sent:** Saturday, June 18, 2016 1:34 PM  
**To:** Christian Geitz  
**Subject:** Re: Carillon Point Sea Plane Proposal (SHR16-00803)

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Christian,

Thank you for sending the information below. We have at least two questions for which we would like replies.

1. One of our condo members was earlier told from what is expected to be a reliable source that there is a limit of 25 flights per day.

However, that does not agree with the information you sent that reads that there would be only one flight per hour starting from 9:00AM and ending one hour before sunset. By my calculation the limit at the end of June when we have the latest sunset would be eleven flights at one per hour. Which is correct?

2. Since 2015 seaplanes have been boarding and discharging passengers in front of the Beach Cafe and the Woodmark Hotel by tying up to the north side of the breakwater extending from shore close to the Beach Cafe. The flight plan in your document appears to have the seaplane dock moved to the extreme south end of the Carillon Point Marina immediately adjacent to the north edge of the Yarrow Bay Marina. That, incidentally, would move it to about one hundred yards from our condo. If my understanding about this placement is correct, I ask why it is moved from the site of the Beach Care and Woodmark Hotel?

Thank you.

John Barnett  
4823 Lake Washington Blvd NE, #5  
Kirkland, WA 98033

On Jun 15, 2016, at 11:39 AM, Christian Geitz <[CGeitz@kirklandwa.gov](mailto:CGeitz@kirklandwa.gov)> wrote:

You are receiving this message because you either are an interested party or submitted a comment to the City of Kirkland regarding the proposed Float Plane (Sea Plane) operation at Carillon Point. In an attempt to provide all interested parties with the most up to date information, the applicant prepared a brief summary of the proposal. Additionally, the City prepared a brief handout identifying the proposal, the codes we will apply, and the process the application will follow. The applicant's summary identifies some of the more significant points related to the permit. Please note that the application has not changed, and the official file is available to be viewed here at City Hall (123 5<sup>th</sup> Avenue).

The City is dedicated to providing information about all types of land use and construction projects. If you have any questions about the application, please let me know.

Thank you again for your interest and comments.

Christian

**Christian Geitz**  
Planner  
Planning and Building Department  
City of Kirkland  
p: 425.587.3246

**"Kirkland Maps" makes property information searches fast and easy.**  
*GIS mapping system now available to public at <http://maps.kirklandwa.gov>.*

<Permit Quick Info Sheet.pdf><Carillon Point Float Plane Summary.pdf>

**Christian Geitz**

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**From:** John Barnett <johnandyokobarnett@gmail.com>  
**Sent:** Monday, May 30, 2016 4:26 PM  
**To:** Christian Geitz  
**Cc:** Helen Rodgers; Ron Weinstein; John Barnett; Fred Freeburg; Joel Benoliel; Jackie Goldfarb; Gary Schwartz; Jonathan D. Lazarus  
**Subject:** Carillon Sea Plane Operation Shoreline Conditional Use Permit

Dear Officer Geitz,

We are voicing against subject and have copied other homeowners in our condo, 4823 Lake Washington Blvd. NE, Kirkland, WA.

Currently, seaplanes taking off at Carillon Point in front of the Beach Cafe at Carillon Point make a horrendous noise. We have heard that there will be up to 25 landings and takeoffs per day. This undoubtedly will have an impact on those within hearing distance. It is only the Yarrow Bay Marina between our condo and Carillon Point Marina, a short distance for sound travel.

There will certainly be a huge impact on air birds and waterfowl. As retirees we derive great pleasure at all times of the day observing air and water birds from our west-facing windows. With 25 planes a day, birds will almost certainly leave the area because they won't feel safe. This will impact our life enjoyment in a negative manner. For these reasons we are against the subject.

Please give us prior notice of the hearing as soon as possible.

Thank you.

John and Yoko Barnett  
4823 Lake Washington Blvd. NE, #5  
Kirkland, WA 98033

425-889-0207

**Christian Geitz**

---

**From:** seema bharati <seema\_bharati@hotmail.com>  
**Sent:** Wednesday, June 01, 2016 6:52 PM  
**To:** cgeitz@krklandwa.gov  
**Subject:** Proposed Airplane operation - SHR16 - 00803 .

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Categories:** Zoning Permits

SHR16 - 00803 .

Hello,

The impact of an airplane operation in an area which is dense in residential condominiums and houses will affect families in extremely negative way. The continuous noise of airplanes landing and taking off throughout the day would have a detrimental effect on members of our home as well as members of many families who have senior citizens and school age children.

For example my Mother-In-Law is 79 nine years old and is in fragile health. She stays with us permanently and will have a disturbed day due to harsh noise which will be detrimental to her health.

The area around the proposed landing place has many families with children whose education will also be negatively affected.

The harmony of the environment and families should not be disturbed by granting a landing permit to the commercial hotel in an area primarily surrounded by residential units.

Please ensure that we can have a peaceful life without the ear shattering noise.

Thank You

Seema

**Christian Geitz**

---

**From:** Kim Blackwell <foodwinetravel@gmail.com>  
**Sent:** Friday, June 17, 2016 2:58 PM  
**To:** Christian Geitz; Eric Shields; awalen@kirklandwagov.com; Kurt Triplett  
**Subject:** Opposition to permit # SHR16-0083

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Our building of 21 units is directly south of Carillon Point. Anytime construction work goes on at the point, we get an extremely annoying amount of dust. It covers everything -- vertical windows included. Because seaplanes emit a lot of exhaust fumes, and because of the obvious noise from departing airplanes, all our occupants, especially those 10 units on the north side strenuously oppose having seaplanes leaving and arriving at Carillon Point.

Thank you for your consideration.

**Jim Hoon**  
**President, Yarrowbay Condominiums Owners' Association**

Kim Blackwell  
Board Member, Yarrowbay Condominiums Owners' Association

4561 Lake Washington Blvd NE  
Kirkland, WA 98033

**Christian Geitz**

---

**From:** winelovernw <winelovernw@gmail.com>  
**Sent:** Wednesday, June 15, 2016 7:57 PM  
**To:** Christian Geitz  
**Subject:** Sea planes at Carillon - Permit # SHR16-00803

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Christian,  
My name is Kim Blackwell. I reside at 4561 Lake Washington Blvd NE Unit 102 in Kirkland, WA. I purchased my home in 2004.

I adamantly oppose **SHR16-00803** as I believe this will significantly compromise the enjoyment of Lake Washington for many Kirkland residents and visitors.

If the project moves forward, I would anticipate a greater degree of noise, air and water pollution. I would like to maintain the beauty of this lovely lake we call home.

I can be reached for further comment at 425.753.4277.

Thank you!

**Christian Geitz**

---

**From:** Lisa Boyce <lisab817@hotmail.com>  
**Sent:** Sunday, June 12, 2016 1:00 PM  
**To:** Christian Geitz; Eric Shields; Kurt Triplett; Amy Walen; Jay Arnold; Shelley Kloba; Penny Sweet; Toby Nixon; Dave Asher; Doreen Marchione  
**Subject:** Seaplanes NO

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Do not want seaplanes to noisy this is a very bad idea strongly don't want the noise.

Lisa Boyce

Sent from my iPad

**Christian Geitz**

---

**From:** Harvey BUER <HSBUER@MSN.COM>  
**Sent:** Monday, June 20, 2016 8:22 AM  
**To:** Eric Shields; Christian Geitz  
**Subject:** seaplane permit

Eric and Christian, We live across the street from Houghton Park and wish to register our resistance to extending a permit to authorize the Seaplane business out of Carillon Point. Each time the seaplane takes off, even at 1000 feet from shore our conversation stops whether we are indoors or outdoors. The noise level prohibits us from hearing each other. Of course the frequency of the take offs increase in summer and on weekends when we are most likely to be entertaining. It is more than annoying. It rattles the nerves. We know you must weigh the merits of tourism to neighborhood quality but this service does not seem to be a big plus for tourism and it is a significant negative to our Houghton neighborhood. We urge you to deny a permit to this Seaplane industry. Thanks you. Harvey and Suzanne Buer, 10115 NE 62<sup>nd</sup>. St.

**Christian Geitz**

---

**From:** Shawclark <shawclark@yahoo.com>  
**Sent:** Wednesday, May 25, 2016 7:36 AM  
**To:** Christian Geitz  
**Subject:** Seaplane

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Categories:** Zoning Permits

I just learned their is a request to have sea plans landing and taking off in Kirkland. If this was limited to a few a day I would be fine but up to 11 is a huge noise issue. Please don't let our waterfront become a commercial noise pollution scene.

Thank you  
Sandy Clark  
Kirkland resident

Sent from my iPad

**Christian Geitz**

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**From:** Randall Cohen <randall4978@gmail.com>  
**Sent:** Saturday, June 11, 2016 2:56 PM  
**To:** Christian Geitz  
**Subject:** Seaplanes at Carolin Point

The Kirkland waterfront is popular to many who enjoy the peace and quiet of Lake Washington. It is also what attracted us and our neighbors to purchase waterfront property.

Perpetual seaplane noise which is considerable, would detrimentally spoil the Kirkland waterfront experience for those who live here as well as visitors and residents who frequent our wonderful waterfront parks.

The seaplane noise may well have a detrimental effect on property prices leading inevitably to less city revenues.

Please take these considerations into account while considering the permit to allow seaplanes on such a frequent basis.

Randall Cohen  
905 Lake St. S. Kirkland

**Christian Geitz**

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**From:** Larry Saltz <lesaltz@earthlink.net>  
**Sent:** Sunday, June 12, 2016 9:29 AM  
**To:** Christian Geitz  
**Subject:** Seaplanes

Kirkland Council, June 11, 2016

I am writing regarding the proposed seaplanes landing on the lake by Carillon Point.

I have always been against noise pollution and find it is seldom addressed. I enjoy very much walking along the lake and always take the opportunity to drop down away from the road to the "quieter" side and enjoy the peace of the lake. I was disappointed to see the two large houses that replaced the apartment house were not required to make a walkway along the lake to extend the current walkway. When I asked at the planning department I was told that since they replaced 4 homes with two they were not required to place a water walkway. Disappointed.

I was happy to see however that Anthony's Homeport was no longer doing outside music. I like music but I like ever vanishing silence even more.

Which bring me to the seaplanes. Another source of noise. I hate that jet skis appear to be currently allowed but ask you do what you can to prevent even more noise by fighting the potential seaplane noise.

Kirkland is a fantastic city and everyone wants to be here but if we are not careful the high density housing and the noise will drive people out.

Thank you for your attention to this issue.

Sincerely,

Kathleen Dier  
6214 101st Court NE  
425 896 8180

**Christian Geitz**

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**From:** Deborah Dinzes <deborah.dinzes@comcast.net>  
**Sent:** Thursday, May 26, 2016 6:01 PM  
**To:** Christian Geitz  
**Subject:** Case No. SHR16-00803

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Categories:** Zoning Permits

Regarding the application for sea plane operation at Carillon Point, as a resident of Houghton, I'd like to register my opposition to this proposal.

1. This is a heavily populated area and the residents of this area value our view and the relative quiet of our area. Running a noisy airport in our front yard would be extremely offensive. And smelly. Airplane fuel really stinks.
2. Carillon is the most popular beach for downtown Kirkland residents, especially with children. We don't want sea planes taking off around our #1 beach.
3. The lake in this area is heavily used by boaters, jet skiers, kayakers, paddlers, rowers, and swimmers. Having sea planes taking off in the area around Carillon grossly inconveniences the many residents who actively use this water.
4. Kenmore sea planes aren't that far away that someone can't drive 15 minutes to get there. That airport is located in a commercial area, not a residential area, and is far away from people's homes and recreational areas. There is also the sea plane international airport on Lake Union just 5 miles away.
5. Then there's the logistics. Where would you plan to build a fueling station? Where would the planes be moored? What about fuel spills? That fuel would roll right in to the beach where our kids swim.

Those few residents who feel they need this aren't grossly inconvenienced by driving a few minutes to two nearby sea plane venues, whereas thousands of local residents are grossly inconvenienced every day by this project.

I hope that the city of Kirkland will prioritize the needs and rights of the many over the miniscule monetary interests of a few people.

Sincerely,  
Deborah Dinzes  
11331 NE 67<sup>th</sup> St.  
Kirkland, WA 98033  
425.443.9524

**Christian Geitz**

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**From:** Mark & Karen Duncan <the.duncans@comcast.net>  
**Sent:** Wednesday, May 25, 2016 8:41 AM  
**To:** Christian Geitz  
**Subject:** Comments on SHR16-00803

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To the Kirkland Planning Commission -

I am writing in regards to the application to begin seaplane flights from the Carillon Point Marina area. As a homeowner in the area, I have strong concerns about the related noise levels and **I am against allowing this business to operate from this area** which is surrounded by residential neighborhoods. I am actually a fan of motorsports in general, and I grew up in a family which owned airplanes. I have flown extensively in small aircraft and have a lot of respect for the industry. However, seaplanes emit a large amount of loud noise on take-off and climbing to altitude. An occasional flight is not at all bothersome to me, and indeed is part of the character of Lake Washington and the greater Northwest. However, if flights reach the maximum that will most likely be sought by the business – I have heard this could be over 20-25 flights per day – the noise would become a relentless distraction. One may listen to the concerns/complaints of people living near the 520 bridge regarding increased noise related to expansion joints as an example of the impact of constant high levels of noise. Would the City of Kirkland consider having this business operate out of the Moss Bay area? I would suggest that the appropriate place for a seaplane base is near an existing base, such as Kenmore or Lake Union. I hope the city considers the trade-off between the taxes and employment opportunities offered by this operation vs. the reduction in property values likely to be incurred by a large number of homeowners in the vicinity. I encourage the City to reject the application for a seaplane terminal at Carillon point.

Regards,

Mark Duncan  
10431 NE 52nd St.  
Kirkland, WA 98033  
[the.duncans@comcast.net](mailto:the.duncans@comcast.net)