

**Joan Lieberman-Brill**

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**From:** John Weale <jweale@gmail.com>  
**Sent:** Monday, July 30, 2018 6:45 PM  
**To:** Joan Lieberman-Brill  
**Subject:** I support some higher density zoning in Rose Hill

Hello,

I am a South Rose Hill resident who has been hearing a great deal about proposed upzoning along 85th and, to a lesser degree, 70th (the Techcity Bowl/Bridle Trails shopping plot). While I do have concerns about traffic and school crowding, I support intelligent upzoning to allow more multi-resident housing in our city. The coming rapid bus station at 405 and 85th should grow into an asset that supports greater density, and 70th could accommodate a small increase in traffic (and perhaps Houghton Park and Ride could become useful again).

I would like to see more apartments since they tend to be inherently more affordable - regardless of The Affordable Housing Programs, a 500SF one bedroom will always be more likely to be affordable for a teacher just out of college than a stand alone house on a quarter acre of land (that a builder will bid up to a half-million just as a tear down). Kirkland has enough million dollar single family homes.

Regards,

John Weale  
7526 126th AVE NE  
Kirkland, WA, 98028

**Joan Lieberman-Brill**

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**From:** Mike E. <geddismap@yahoo.com>  
**Sent:** Sunday, August 05, 2018 9:25 PM  
**To:** Joan Lieberman-Brill  
**Subject:** Re: RE: Regarding 8525 126th Ave. NE Neighborhood Notice

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

Hi Joan,

Our main questions are:

How can someone else ask to have our property considered for a rezone without our consent?  
The day we met our new neighbor Jin (8527 126th Ave. NE) a couple of weeks ago, he did speak with us about possibly rezoning the properties in the future, but we did not know that it had been submitted until we got a notice on our door from Susan Davis.

If the four properties were considered to be rezoned by the city, how does this affect our property taxes?  
If it is rezoned to commercial or high density residential will my property tax go up even if the property never gets developed?  
Most of the homes around us are rentals, so most of the owners probably don't have a vested interest in the neighborhood.. We have owned this home for 22 years, and aren't looking to sell any time soon.

Please call my wife Vickie Elwell at her work tomorrow.  
425-519-6522

Thank you,

Mike Elwell  
8525 126th Ave. NE  
Kirkland, WA 98033

On Thursday, August 2, 2018, 5:36:22 PM PDT, Joan Lieberman-Brill <JLiebermanBrill@kirklandwa.gov> wrote:

Hi Mike and Vickie,

Thank you for both of your emails. I've been in meetings all day and will get back to you on Monday. Please provide your phone # and let me know when on Monday I can call. I'm here after 10 am. If you aren't available I can instead email a response.

Sincerely,

**Joan Lieberman-Brill, AICP**

Senior Planner

Kirkland Planning & Building Department

425-587-3254

[jbrill@kirklandwa.gov](mailto:jbrill@kirklandwa.gov)

*Mon – Thus*

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**From:** Mike E. [mailto:[geddismap@yahoo.com](mailto:geddismap@yahoo.com)]  
**Sent:** Thursday, August 02, 2018 10:21 AM  
**To:** Joan Lieberman-Brill  
**Subject:** Regarding 8525 126th Ave. NE Neighborhood Notice

This is regarding the first e-mail I sent.

The neighborhood notice I received on my door says Jin requested 4 properties for rezone.

A person named Jin purchased the home last November at 8527 126th Ave. NE... This is the only home he owns on the block. The Notice says Jin's request of 4 properties for rezone. 8519 (rental) owned by Fred Naslund, 8523 (rental) owned by Luke Lysen, 8525 owned by ME, and 8527 owned by Jin...

I wonder how Jin could request my property as a rezone without my consent?

Thank you for any information.

Michael and Vickie Elwell

8525 126th Ave. NE

Kirkland, WA 98033

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**Joan Lieberman-Brill**

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**From:** Angela Vaitkus <angela.vaitkus@gmail.com>  
**Sent:** Monday, August 06, 2018 11:37 AM  
**To:** Joan Lieberman-Brill  
**Subject:** Land use zoning change question

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

Hi Joan,  
I live in North Rose Hill and have concerns/questions about the "Land Use Zoning Change Study", mostly concerning the "NE 85th St Subarea" 3. Applicant: Jin.

- What is the timing of this potential study and zoning change?
- Is it on the agenda at the Design Review Board tonight, August 6th?

Thank you in advance for your help.

Best,

Angela Vaitkus

**Joan Lieberman-Brill**

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**From:** Susan Davis <susandavis@live.com>  
**Sent:** Tuesday, August 07, 2018 1:37 PM  
**To:** Joan Lieberman-Brill  
**Cc:** Kaylie Duffy  
**Subject:** RE: FW: rezone study of my property by city and not notified?

This Jin request did not have the consent of a property owner. That does not seem right. And all of the other property owners who have no clue for the city initiated rezones unless they dig for the info or care to go to the boring and rather developer focused meetings. Our city policy needs to change on this. TAX PAYING and Voting RESIDENTS are getting the short end of the stick. Why be involved in a comprehensive plan and spend the time when the city is constantly making exceptions in the name of affordable housing. What about the people who do not qualify for affordable housing (missing middle, we need more triplexes, or townhomes), or low income people on a 3 yr wait list for this mystical affordable housing. And what about the homeless? If anything the county should purchase already built older apartments on a good transit route, and turn them into affordable housing, The city should require 20% affordable for 25 yrs (instead of 10% for 50 yrs) so the area gets over the growth pains. For the homeless get more temporary housing, use a public Building at night when it is not being used. Get the Salt house family center built ASAP, expedite all of the required city permits! Encourage more churches to house the homeless, give Marys Place and Sophias Way more money that the city is spending on the CKC or the tax money paid by developers. The city should tell King County don't spend \$190 million of the tourist tax to remodel Safeco Field. Spend only \$50 m and use the rest to purchase apartments and make them 100% affordable. There are many larger more effective ways to create affordable housing. Then a huge apartment right next to residential with 13 affordable units has such a small positive impact for affordable housing and a big negative impact on the neighborhood. I would be happy and supportive of rezones if the city/County stepped up and purchased apartments with our tax dollars or/and built a large apartment with our tax dollars with bonds or increased sales tax that were 100% affordable. Susan

On Aug 6, 2018 4:55 PM, Joan Lieberman-Brill <JLiebermanBrill@kirklandwa.gov> wrote:

Hi Susan,

We are reviewing all the requests, it's likely that some won't be pursued, and we'll notify property owners and surrounding residents well in advance of the City Council decision on any rezoning's.

Sincerely,

*Joan Lieberman-Brill, AICP*

Senior Planner

Kirkland Planning & Building Department

425-587-3254

[jbrill@kirklandwa.gov](mailto:jbrill@kirklandwa.gov)

*Mon – Thus*

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**From:** Susan Davis [mailto:susandavis@live.com]  
**Sent:** Monday, August 06, 2018 3:49 PM  
**To:** Kaylie Duffy  
**Cc:** Joan Lieberman-Brill  
**Subject:** Re: FW: rezone study of my property by city and not notified?

Joan, how could this happen? I would think Jin should have to sign a legal affidavit and get all the property owner's to sign one as well to prove that the owner home that is listed does indeed want the rezone. Another policy to add.

On Aug 6, 2018 3:17 PM, Kaylie Duffy <[KDuffy@kirklandwa.gov](mailto:KDuffy@kirklandwa.gov)> wrote:

Hi Susan,

Joan (cc'd) can provide you with more information regarding the potential rezone request you are referencing.

Have a nice day!

-Kaylie

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**From:** Susan Davis [<mailto:susandavis@live.com>]  
**Sent:** Monday, August 06, 2018 2:46 PM  
**To:** Kaylie Duffy  
**Subject:** Re: FW: rezone study of my property by city and not notified?

The person contacted Joan.

I think in general the planning dept needs to contact all parcels in the possible rezone study areas ASAP. It is not fair and you will get a lot of push back I think that is why the planning dept and city council are deciding not to notify the affected parcels now instead of 2 weeks before a public hearing.

On Aug 6, 2018 2:33 PM, Kaylie Duffy <[KDuffy@kirklandwa.gov](mailto:KDuffy@kirklandwa.gov)> wrote:

Hi Susan,

Which properties are you referencing? Once I know which parcels you're talking about, I can pass on your feedback to the appropriate senior planner.

Thanks for voicing your concerns.

Best,  
Kaylie

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**From:** Susan Davis [<mailto:susandavis@live.com>]  
**Sent:** Monday, August 06, 2018 2:25 PM  
**To:** Kaylie Duffy  
**Subject:** RE: rezone study of my property by city and not notified?

I think they should notify as soon as they have the planning dept do a study. It doesn't make sense and many property owners do not want a rezone. The city should send a letter asap. They are wasting everybody's time esp if all of the owners in a city initiates rezone study say no. Also the JIN request is it considered a CAR? He did not get all 4 property owners permission and the other 7 extended study parcels should be contacted ASAP.

On Aug 6, 2018 2:14 PM, Kaylie Duffy <[KDuffy@kirklandwa.gov](mailto:KDuffy@kirklandwa.gov)> wrote:

Hi Susan,

Yes, the City would have to notify the property owner if the City initiates a rezone.

Best,  
Kaylie

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**From:** Susan Davis [<mailto:susandavis@live.com>]  
**Sent:** Monday, August 06, 2018 2:01 PM  
**To:** Kaylie Duffy  
**Subject:** RE: rezone study of my property by city and not notified?

Does the city have to notify the property owner if the city initiates a rezone. I would think as soon as a rezone is initiated by the city they should send letters that same week not wait until 2 weeks before public hearing.

On Aug 6, 2018 1:37 PM, Kaylie Duffy <[KDuffy@kirklandwa.gov](mailto:KDuffy@kirklandwa.gov)> wrote:

Hi Susan,

Good afternoon! The City of Kirkland is required to provide notice for rezone proposals at least 14 days prior to the public hearing in these ways: Posting notice on public notice sign boards surrounding the rezone property, on all adjacent streets; Posting notice on the City's website; Publishing notice in the Seattle Times; Posting notice on official notification boards at City Hall .

As a courtesy , Kirkland also sends notice at least 14 days prior to the public hearing to all Kirkland residents /tenants and property owners for properties both in and outside Kirkland's jurisdiction , that are within 300 feet of the property to be rezoned. Notice is also sent to all interested parties that have requested notice or submitted comments. In addition, the City typically conducts other outreach for zoning efforts that extends well beyond mandatory requirements. Other outreach includes attendance at neighborhood association meetings, community workshops, and community events; email and paper newsletters; and surveys.

In the case of a Citizen Amendment Request for a specific site where the property owner is not making the request, the applicant must notify the property owner in writing of the request. You can learn more about the process [here](#).

Please let me know if you need any additional information.

Sincerely,

**Kaylie Duffy** | Assistant Planner

Planning & Building Department

City of Kirkland

p: 425.587.3228

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**From:** Susan Davis [<mailto:SusanDavis@live.com>]  
**Sent:** Monday, August 06, 2018 10:44 AM  
**To:** PlanningInfo  
**Subject:** rezone study of my property by city and not notified?

HI Does the city rezone property without notifying the land owner (residential) before they start a study on should this property be rezoned either city initiated or a neighbor (who did not get my permission) then they include my property without my knowledge? Please let me know

Susan

Sent from [Mail](#) for Windows 10

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**Joan Lieberman-Brill**

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**From:** Camille Lamoureux <camilleebob@hotmail.com>  
**Sent:** Friday, August 10, 2018 8:46 AM  
**To:** Joan Lieberman-Brill  
**Cc:** jimlamo@outlook.com  
**Subject:** notices regarding Jin Request for 126th Avenue NE development

Hello Ms. Brill,

I've seen notices from Susan Davis regarding the Jin request for rezoning for a mixed-use 5-story land use near our home. My husband and I live at 8720 126<sup>th</sup> Ave NE. I wanted to let you know that I am very happy that higher density housing is being added to Kirkland, as long as there is ample lower-income housing included in the projects. Housing costs are absurd. I understand that some of these projects must be in "my backyard." For a society to truly be happy and work smoothly, we all need to make sacrifices. And frankly, I'm hopeful that bringing in a larger housing complex might bring some very beneficial things to my neighborhood such as fun restaurants, stores, services, more sidewalks, and better public transportation options while chasing out unwanted businesses such as the pawn shop and palm reader as well as derelict and abandoned buildings.

However, I think 5 stories is excessive for our neighborhood (blocking views and sunshine), and I'm concerned that ample infrastructure adjustments are not being included in the development plans such as new green spaces, pedestrian access paths, traffic mitigation plans, etc. Traffic on 85<sup>th</sup> is already awful. The traffic lights need to be smart to keep traffic flowing. Right now it is nearly always backed up so that we are unable get out from our own street and must go to the light at 128<sup>th</sup> to do so. I imagine having a large influx of new cars entering 85<sup>th</sup> here will be further compound the issue. The light rail is not coming to 85<sup>th</sup>. If it were, I wouldn't be as concerned.

In any case, I wanted to let you know we homeowners are not all opposed to these new developments. I just want to make sure many of them are low-income housing, and that concerns of current residents are addressed such as providing ample public green space, pedestrian access, and traffic and public transportation improvements.

Thanks for your time and consideration,  
Camille and Jim Lamoureux

*Consider donating to my fundraising ride in [BikeMS](#) supporting the National Multiple Sclerosis Society today!*



Received 7/24/18  
23 July 2018

To: Kirkland Planning Commission

Subject: Rezoning properties at 8231 124<sup>th</sup> Ave NE and 8239 124<sup>th</sup> Ave NE, Kirkland 98033

Request that the planning commission of Kirkland consider rezoning the properties from RS 7.2 to Medium density multifamily (RM 3.6). Two sixty year old houses currently occupy these respective lots. The property just to the north is zoned medium density while the property south of 8231 124<sup>th</sup> Ave NE is zoned RS 7.2.

The park to the east of 124<sup>th</sup> would give future residents a recreational area along with a playground for children. The two lots together would enable a developer to design an optimal medium lot community.

Erich Mock



From: Virginia Kaiser

To: James Coogan

City of Kirkland

Rose Hill Neighborhood Plan - 724-18

I would like the City to consider rezoning my property to medium density 3 M 3.6.

The eleven townhouses next to me are what people want. They prefer what not to live in apartments, they also want small yards and not spending their weekend doing yardwork.

124<sup>th</sup> Ave has a great park, sidewalks, Safeway, Walgreens and other stores. It is also on a bus route and near the entrance of 405. Also walking distance to Rose Hill grade school and Lake Washington High School.

Virginia Kaiser

8239 124<sup>th</sup> Ave. NE.

Kirkland, WA - 98033-8018

ph - 425-822-3278

IP NO 122336038609

Sorry I do not have Email

## Joan Lieberman-Brill

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**From:** S. Davis <spicker76@yahoo.com>  
**Sent:** Friday, July 27, 2018 11:04 AM  
**To:** Planning Commissioners; City Council; Kurt Triplett; Adam Weinstein; Joan Lieberman-Brill; David Wolbrecht; jicpruitt@gmail.com; bill@area425.com; KirklandAllianceKAN@gmail.com; carnegiema@frontier.com; chris.kagen@gmail.com  
**Subject:** North and South Rose Hill Plan Updates Feedback  
**Attachments:** zoningcompare.docx  
  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hello Planning Commission, City Council, Kirkland Alliance of Neighborhoods, Kurt, David, Adam and Joan,

I attended the planning commission mtg last night. I would like to comment further on these projects since we did not have a public comment after the city presented the rezone requests. I understand that citizens need to get involved in order to comment on a neighborhood plan. I was at the mtg and will be at future meetings! I now understand the impact that these decisions make on our community and I will make the time to educate others on these changes. I believe that it was a developer focused meeting last night because of all of the requested rezones and because the developers showed up!

I keep hearing about affordable housing. We require 10% but it is never mentioned the developer gets 2 bonus units for every affordable unit. This is definitely a win for the developer. Redmond and Bellevue only give one bonus unit. I think it should only be one unit. What is the background on 2 bonus units?

As you know from my comments last night I want more involvement from the residents. I am sure the city would also like more involvement and I think we can get more involvement if the city changed their policies relating to giving public notice. We can use the best practices of other nearby cities. Give the residents a required (not courtesy) notice of a rezone, major project within 500 ft of all the parcels that might be rezoned. Please change from 15 days to 21 or even 30 days ahead of time to send the letter and post the boards. Explain in the letter/flyer the current zoning vs. proposed zoning. People can see the details like 7.2 vs RH8 matrix (see attached file) - which was made by the planning dept for the city council to summarize the changes. Can we please add this matrix to the notice? "Too office" really does not describe what it happening. It is very difficult to understand zoning changes. I would like to see how we can work with the city council to make these changes. I have been told the city council would have to make code changes.

City Council and Kurt,

I need to understand the most recent GMA plan for the housing created by neighborhood and how many housing units we told the state we would create over the next 10 or more years. I cannot find this information anywhere. I only found out dated information. Do we really need these proposed rezones for the GMA? I think we need to slow down making so many zoning changes especially since we have limited bus transportation options until 2024, and our roads are already very

crowded. The 85th corridor just underwent renovations and still does not properly handle all of the traffic. We will have more issues once it take 2 or more years to re-do the 85th /405 interchange.

My feed back on the Comprehensive plan changes.

Even though it specifically states in our neighborhood plan the following. Why do we have these policies when we do not follow them?

Policy RH 23 : **Maintain low - density detached residential housing** as the primary land use in the areas north of the NE 85th Street commercial area, east of 124th Avenue NE, south of the commercial area and east of 120th Avenue NE.

Policy RH 24 : Encourage the efficient use of larger lots north and south of the NE 85 th ST corridor at the maximum densities allowed by the **underlying** zoning.

Thank you for encouraging other forms of tiny homes so people can have more flexibility with adding housing in an established neighborhood. I think the city needs to encourage more residential suites (like Arete) in these proposed high density projects.

The six rezones that I have concerns. - link to the summary info

[https://www.kirklandwa.gov/Assets/Planning/Planning+PDFs/Planning+Commission/North\\_South+Rose+Hill+--+Bridle+Trails+Neighborhood+Plan+Update+PC+Meeting+Packet+7\\_26\\_18+--+CAM18-00082+WEB\\_Part2.pdf](https://www.kirklandwa.gov/Assets/Planning/Planning+PDFs/Planning+Commission/North_South+Rose+Hill+--+Bridle+Trails+Neighborhood+Plan+Update+PC+Meeting+Packet+7_26_18+--+CAM18-00082+WEB_Part2.pdf)

1. JIN Request: Rezone 11 7.2 SF homes to mixed use commercial/ multifamily or higher density residential. **This does not match our policies for this area. The intersection at 126/85 does not support a high density land use. I do not think any of these parcels should be rezoned.**

2.Applicant:City

Requests: Increase density and/or commercial capacity on existing larger underdeveloped sites within Rose Hill Business District commercial corridor or expand boundaries of District. Study Area: South perimeter of East End (128th to 132nd) - behind RH8, east of RM 3.6 zone, and north of NE 84th St

**I do not support this rezone. There are enough high density housing projects in the pipeline near 85th/405 and we need to maintain residential zoning. I would be open to allowing more density for residential homes like the project directly south of 128/132 (behins First Tech Credit Union) which created residential homes at a higher density. Or adding town homes. I think the opportunity for home ownership should be increased.**

3.Madison Development request for RH 3 code amendments. Now they have proposed at 740 apartments they want 100% lot coverage instead of 80%, less required parking and almost 10 extra ft for building height. **It should stay at 80%, the applicant knew the zoning and they should work with what they have. This area is different from Totem Lake development with look, feel, location and we should not have changes to this zoning. The parking requirement being lowered seems reasonable. If they add 100 residential suites to their 740 apartment mix I would be open to a higher lot coverage.**

4. Applicant:City

Request: Consider increased density and intensity of land uses within the existing RHBD Regional Center zones closest to the future Sound Transit Station at NE 85th/I-405 interchange and Bus Rapid Transit along NE 85th ST. **I do not support this. I need more information on the city's GMA plan and how we are meeting density increases in the whole city.**

5. Applicant: Martin and Sharon Morgan

Request: Rezone four parcels owned by applicant to commercial zone or higher residential density. **I only support the 4 lots being rezoned. This area also has many fairly new SF homes and I do not support expanding the rezone past these 4 lots.**

6. Lee Johnson rezone. **I do not support this rezone.**

We need to deal with the current high density parcels that are already zoned to see if the 85th corridor is a viable area for huge developments. I think the city council is convinced that people will take the BRT at 85th. and traffic will not be added to 85th. This bus is only going to come more frequently, the Seattle commute will still be long on the bus. It will be a 2 plus seat ride to downtown Seattle as all of the buses will get kicked out of the tunnel within the year. Buses from Kirkland will have to stop at the UW rail station and riders will transfer to the rail. I ride the bus to Pioneer Square Seattle for work. The bus gets stuck in traffic like all of the single occupancy vehicles. Now a BRT on 405 will be merging onto 520 from the far left lane of 405 with no HOV lanes to get onto 520. Then the bus usually goes slow over 520 as traffic gets backed up. There is not an HOV exit off of 520 to the UW rail station that I am aware of so this bus will be sitting in traffic with the single occupancy vehicles to get the riders to their second seat on the rail.

Could I please get my questions answered?

Thank you for your time.

Susan

Susan Davis spicker76@yahoo.com Have a GREAT day! : )

	<b>RSX 7.2 (Study Area and to north)</b>	<b>RH 8 (to south and west)</b>
<b>Max Density</b>	Single family, 7,200 s.f. min. lot size (6 units/acre)	Unlimited density, stacked units above the ground floor
<b>Setbacks front/side/rear</b>	20'/5'min, 15' total/10'	10' adjacent to NE 85 <sup>th</sup> St., otherwise 20' /0'/15'
<b>Lot Coverage</b>	50%	70%
<b>Affordable Housing Required?</b>	No	No
<b>Height</b>	30 feet above average building elevation (ABE)	30 feet above ABE*
<b>Design Review</b>	No	Yes, ADR**
<b>NRH Plan &amp; NE 85<sup>th</sup> St. Subarea Plan Policy Direction</b>	<b>North Rose Hill Plan</b> Goal NRH 8 – Promote and retain the residential character of the	<b>North Rose Hill Plan</b> Policy NRH 8.2 - Locate new commercial development in the business districts at the north and south boundaries of the NRH neighborhood in order to prevent commercial encroachment.

**Joan Lieberman-Brill**

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**From:** John Weale <jweale@gmail.com>  
**Sent:** Monday, July 30, 2018 6:45 PM  
**To:** Joan Lieberman-Brill  
**Subject:** I support some higher density zoning in Rose Hill

Hello,

I am a South Rose Hill resident who has been hearing a great deal about proposed upzoning along 85th and, to a lesser degree, 70th (the Techcity Bowl/Bridle Trails shopping plot). While I do have concerns about traffic and school crowding, I support intelligent upzoning to allow more multi-resident housing in our city. The coming rapid bus station at 405 and 85th should grow into an asset that supports greater density, and 70th could accommodate a small increase in traffic (and perhaps Houghton Park and Ride could become useful again).

I would like to see more apartments since they tend to be inherently more affordable - regardless of The Affordable Housing Programs, a 500SF one bedroom will always be more likely to be affordable for a teacher just out of college than a stand alone house on a quarter acre of land (that a builder will bid up to a half-million just as a tear down). Kirkland has enough million dollar single family homes.

Regards,

John Weale  
7526 126th AVE NE  
Kirkland, WA, 98028

To: City of Kirkland, Planning and building department

6 August 5, 2018

Subject: Rezoning update: 8231 124<sup>th</sup> Ave NE, Kirkland Wa, 98033



I recently composed a letter to the board requesting that my property be reevaluated for a zoning change. After attending the planning meeting at city hall in Kirkland I would like to amend my initial recommendation. Due to the significant changes to the area around 85<sup>th</sup>, I would like to see the area changed to commercial use.

The development of the bus rapid transit center located within a ten minute walk from this property would be ideal for commercial use. Safeway and Walgreens are located very close to this area and the beautiful park on the east side of 124<sup>th</sup> provides open space for walking and family activities.

The future changes which will enhance public transportation to this area of Kirkland will enable an increase in zoning density,

Sincerely

Handwritten signature of Erich Mock in blue ink.

Erich Mock

## Joan Lieberman-Brill

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**From:** Brendan Mahoney <mahoneybs@gmail.com>  
**Sent:** Monday, August 06, 2018 4:02 PM  
**To:** Joan Lieberman-Brill; Planning Commissioners  
**Cc:** Courtney Rosellini  
**Subject:** South Rose Hill Plan- Resident

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

Hi Joan:

We are Brendan & Courtney Mahoney and live in South Rose Hill at 8054 122nd Ave NE. We've recently become aware of an application for rezone of our residential street by Martin and Sharon Morgan to allow increased density and mixed-use. This application for rezone would have a direct impact on us, as this application is for the area directly North and adjacent to our home off of 122nd Ave. We are very concerned about this proposal and against it because of safety, traffic, and parking issues on an already overcrowded and overused street.

Our home is on 122nd Ave across from the Kirkland Cemetery, which is an already extremely busy and crowded street. During the day, 122nd Ave is completely lined with parked cars on both sides of the street from 85th all the way to 80th. This is mainly because of employee cars of the businesses at the corner of 85th and 122nd (i.e. Weldon Barber, Dominos, Nail spas, Starbucks, etc.) who are not allowed to park in their own parking lot due to company policy (to allow room for customers to park), and so they are forced to park along 122nd Ave. Lake Washington HS students also park on 122nd Ave during the school months making the congestion on this street even worse. These two groups of cars have already caused issues for us with both the Post Office (parked cars routinely block our mailbox), as well as with Waste Management (our trash cans are also routinely blocked by vehicles). This has resulted in missed mail (our post man informed us he does not have to stop if our mail box is blocked) and missed trash services when the trash trucks cannot access our trash cans.

Having so many cars parked on 122nd on both sides of the street does not allow for two lanes of traffic to pass by one another in opposite directions in the center of 122nd, where as you know, there are no designated driving lanes. The center and side painted lanes quickly disappear South of 85th and North of 80th with no street lines in the middle. This routinely results in vehicles traveling on one side of the road having to pull over to allow vehicles traveling in the other direction to pass, before being able to continue on in their original direction. This has caused a major safety issue for us, as it is very difficult to see down 122nd Ave in either direction for oncoming traffic when pulling out of our driveway, as the field of view is often blocked by parked cars right up to our driveway. We've almost been in multiple accidents from cars speeding in excessive of the 25mph speed limit on 122nd Ave that we could not see due to parked cars blocking our view in both directions when exiting our driveway.

Speeding is an epidemic on 122nd Ave. The painted lettering on the street (25mph & dash marks) do little to slow down traffic on our street, something that speed bumps would do a better job controlling. We have a 15 month old daughter and our next door neighbor has a 17 month old son, and the uncontrolled speed of many people on 122nd Ave is extremely unnerving to both of our families and our neighbors as we walk our dogs and children to the nearby parks.

Rezoning the area North of the Kirkland Cemetery on 122nd Ave for commercial buildings and building height of 5-6 stories will only result in increased traffic, parking issues, and additional safety concerns for what we thought was a family friendly and safe residential neighborhood. We moved from the busy and overcrowded streets of Ballard in Seattle to South Rose hill for a safer and quieter residential community.

We would also ask that you add "areas South of 85th" to Policy RH 23.

Please consider our family and those of our neighbors, and don't rezone our residential street into a high density 5 story or higher mixed-use area.

Best,

Brendan & Courtney Mahoney  
8054 122nd Ave NE, Kirkland 98033  
(425) 765-2350  
[mahoneybs@gmail.com](mailto:mahoneybs@gmail.com)

## Joan Lieberman-Brill

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**From:** Sarah Sanford <equinefansarah@gmail.com>  
**Sent:** Wednesday, August 08, 2018 8:47 PM  
**To:** Joan Lieberman-Brill; Planning Commissioners  
**Subject:** South Rose Hill Zoning - Resident feedback

Dear Ms. Brill,

I am writing to you in your capacity as the planner for Rose Hill. It has come to my attention that an application for a rezone by Martin and Sharon Morgan, involving 122<sup>nd</sup> Ave NE, as part of a larger effort impacting areas north of the NE 85<sup>th</sup> commercial area and east of 120<sup>th</sup> Ave NE. As you know, current zoning calls for low density detached residential housing as the primary land use in this area. The city is currently compliant with the Growth Management act through 2035. The application apparently requests rezoning to allow increased density including building heights of up to 5-6 stories in this area.

My residence is located at 8050 122<sup>nd</sup> Ave NE, directly across from the Kirkland Cemetery. I have lived here since May of 2014. Since I moved in, I have seen constantly increasing traffic along 122<sup>nd</sup> Ave NE, with a distressing frequency of significant speeding, as drivers consistently try to avoid traffic on NE 85<sup>th</sup>. Despite posted speed limit signs, drivers tear up and down the street. Complicating the situation is that employees of the businesses of the commercial strip mall on NE 85<sup>th</sup> regularly park on both sides of 122<sup>nd</sup> Ave NE. During the school year, students from Lake Washington High School also park on 122<sup>nd</sup> Ave NE. The street is not wide enough to accommodate parking on both sides and two lanes of traffic. Thus, it frequently feels like my neighborhood street is the site of continual games of "chicken" to see who is going to have to stop and pull into a drive way or squeeze over to allow the opposing traffic to pass. The icing on the cake comes when cars entering and exiting Starbucks and the commercial mall fronting NE 85<sup>th</sup> OFTEN block the intersection of 122<sup>nd</sup> Ave NE and NE 85<sup>th</sup>. This ends up irritating drivers, resulting in reckless and dangerous actions.

In addition, the parking up and down 122<sup>nd</sup> Ave NE often comes right up to the edge of my driveway. This significantly decreases visibility in trying to exit my driveway, sometimes pulling out onto the street is met with having to avoid a speeding car going up or down the street....and frequently a less than cordial sign from the speeding drivers because they had to slow a bit to avoid hitting me. In addition, those parking on the street often block the mailboxes and the garbage cans....I'm sure you are aware that neither the postal workers nor waste management people need to service my residence if they can't easily access mailboxes or garbage cans. I have had more than one instance when my garbage cans were not emptied.

I am an avid walker, and regularly take my dog out for walks. It is getting harder and harder to walk without having to dodge aggressive drivers. My once-quiet neighborhood is becoming far from walker-friendly. As well, there are several families with small children living on 122<sup>nd</sup> Ave NE. Pets have been hit and killed. Needless to say, that is tragedy enough.

Rezoning to allow higher density development as has been requested would aggravate traffic and safety concerns, and parking-related problems significantly. I therefore respectfully request current zoning be maintained, and that current residents be clearly supported by Kirkland planning efforts. As well, I would like to see that areas South of NE 85<sup>th</sup> be added to Policy RH23. Lastly, I would like to request notification when this issue is to be addressed by the planning commission and city council.

Thank you for your consideration.

Sarah J. Sanford  
 8050 122<sup>nd</sup> Ave NE  
 Kirkland, WA 98033

425.324.7268  
Equinefansarah@gmail.com

## Joan Lieberman-Brill

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**From:** Molly Murrah <molly@mollymurrah.com>  
**Sent:** Wednesday, August 15, 2018 9:21 PM  
**To:** Joan Lieberman-Brill; Planning Commissioners  
**Subject:** South Rose Hill zoning request

Ms. Brill:

I am writing to register my disapproval for a rezoning request in my neighborhood. I own my home at 8211-122nd Ave NE next to the Kirkland Cemetery. Evidently Martin and Sharon Morgan have requested rezoning of their properties so that they will become mixed use, 5 story properties. I am very much opposed to this rezoning.

Kirkland is already compliant with the Growth Management with zoning as it is now, but it has already become almost impossible to peacefully live and drive in this neighborhood. **PLEASE DO NOT ALLOW THINGS TO GET WORSE.** There have been several times I have had to sit at the end of 122nd Ave NE through multiple traffic lights because, with all the backed up cars, I couldn't pull out onto 85th. And several times I have had to remain at the light on 85th Street unable to turn onto 122nd because of the impossible Starbucks traffic. (Whoever approved the drive in location at that Starbucks should have their heads examined. The congestion drivers cause waiting to get into the Starbucks lot is continual and horrible!)

Those of us who live in this neighborhood already have to deal with so many cars parked on the street we can't see to get out of our driveways, and our mailboxes are often blocked. As a self-employed person working out of my home, this is untenable. Add to that the insane number of road construction sites all over the area, leaving my house to go **ANYWHERE** has become a total nightmare. With hundreds, even thousands, of new residents, I can't imagine what this area will be like.

Our current Neighborhood Comprehensive plan (Policy RH 23) says to maintain low-density detached residential housing as the primary land use north of 85th. **This should include areas south of 85th as well.**

My neighbors and I gather often and talk about what is happening to South Rose Hill. We feel ignored by the city of Kirkland in terms of anyone in city government caring about us as its citizens. Instead, we think the only thing Kirkland cares about is growing tax revenues. **The entire city government seems incredibly GREEDY** to us and it's hard to describe how disappointed we are in the people who are supposed to represent us and our interests.

I have lived in Kirkland since 1982, but if things continue in this vein, I can guarantee you I won't be living here much longer. Of course, the city probably won't care - it will simply allow 10 people to replace me thus giving you even more revenue - but eventually this deterioration of the quality of life in Kirkland will haunt you all.

**Molly Murrah**  
[molly@mollymurrah.com](mailto:molly@mollymurrah.com)  
[www.mollymurrah.com](http://www.mollymurrah.com)

When you change the way you look at things, the things you look at change.  
 –Max Planck



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**I do not support this rezone. There are enough high density housing projects in the pipeline near 85th/405 and we need to maintain residential zoning. I would be open to allowing more density for residential homes like the project directly south of 128/132 (behins First Tech Credit Union) which created residential homes at a higher density. Or adding town homes. I think the opportunity for home ownership should be increased.**

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Could I please get my questions answered?

Thank you for your time.

Susan

Susan Davis spicker76@yahoo.com Have a GREAT day! : )

	<b>RSX 7.2 (Study Area and to north)</b>	<b>RH 8 (to south and west)</b>
<b>Max Density</b>	Single family, 7,200 s.f. min. lot size (6 units/acre)	Unlimited density, stacked units above the ground floor
<b>Setbacks front/side/rear</b>	20'/5'min, 15' total/10'	10' adjacent to NE 85 <sup>th</sup> St., otherwise 20' /0'/15'
<b>Lot Coverage</b>	50%	70%
<b>Affordable Housing Required?</b>	No	No
<b>Height</b>	30 feet above average building elevation (ABE)	30 feet above ABE*
<b>Design Review</b>	No	Yes, ADR**
<b>NRH Plan &amp; NE 85<sup>th</sup> St. Subarea Plan Policy Direction</b>	<b>North Rose Hill Plan</b> Goal NRH 8 – Promote and retain the residential character of the	<b>North Rose Hill Plan</b> Policy NRH 8.2 - Locate new commercial development in the business districts at the north and south boundaries of the NRH neighborhood in order to prevent commercial encroachment.

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Susan Davis spicker76@yahoo.com Have a GREAT day! : )

	<b>RSX 7.2 (Study Area and to north)</b>	<b>RH 8 (to south and west)</b>
<b>Max Density</b>	Single family, 7,200 s.f. min. lot size (6 units/acre)	Unlimited density, stacked units above the ground floor
<b>Setbacks front/side/rear</b>	20'/5'min, 15' total/10'	10' adjacent to NE 85 <sup>th</sup> St., otherwise 20' /0'/15'
<b>Lot Coverage</b>	50%	70%
<b>Affordable Housing Required?</b>	No	No
<b>Height</b>	30 feet above average building elevation (ABE)	30 feet above ABE*
<b>Design Review</b>	No	Yes, ADR**
<b>NRH Plan &amp; NE 85<sup>th</sup> St. Subarea Plan Policy Direction</b>	<b>North Rose Hill Plan</b> Goal NRH 8 – Promote and retain the residential character of the	<b>North Rose Hill Plan</b> Policy NRH 8.2 - Locate new commercial development in the business districts at the north and south boundaries of the NRH neighborhood in order to prevent commercial encroachment.

**Joan Lieberman-Brill**

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**From:** Dan Hay <dan@isoutsource.com>  
**Sent:** Monday, July 30, 2018 4:37 PM  
**To:** Joan Lieberman-Brill  
**Cc:** pam\_hay@hotmail.com  
**Subject:** Rezoning attempt for our property

Hi Joan, I understand you are the contact person for the city regarding the attempt to rezone a number of properties in Bridle Trails that border 65<sup>th</sup> St. Pam and I are the owners of 6424 126<sup>th</sup> Ave NE and we would like to express our desire that the properties not be rezoned. We purchased the property a few years back after living in the neighborhood for 13 years and the main attractiveness to us was the horse property zoning and the fact that there would be no increase in density. I am not sure why our house/lot is included in this request as we have no desire to see the zoning changed and would like to see the neighboring lots remain the same as well. I would also like to point out that there is an error in the email sent by Dan Weise that states access to all of the properties is from the NE 70<sup>th</sup> street. Our house is not accessible from NE 70<sup>th</sup> St other than our barn. Our front door and garage can only be accessed off of NE 60<sup>th</sup> St. Please let us know how we can engage in this process and what the status and timing is for a decision.

Thanks

Dan Hay  
425-822-8285 (home)  
206-660-4664 (cell)

**From:** Michelle Claassen  
**To:** [Janice Coogan](#)  
**Subject:** Comments for Bridle Trails Neighborhood Plan  
**Date:** Friday, August 03, 2018 11:02:55 PM

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Hi Janice-

I am a resident in the Bridle Trails Neighborhood (on 128th Ave NE) and was recently made aware of the Neighborhood Plan updates. I read through the First Draft - Bridle Trails Neighborhood Plan and was sent a link to the Neighborhood Plan Update Meeting Packet from 7/26/2018 and would like to provide the following comments:

In general, I would like to see LESS development. The character of the Bridle Trails neighborhood is based on the equestrian focused, larger lots that give the neighborhood a more rural feel while still living in a city. We have lived in Bridle Trails for nine years now and part of the calculus in choosing this neighborhood was the above mentioned character. We paid a premium to live in this type of a neighborhood and the rural feel that attracted us here is fading as more development is being allowed--and once development is allowed, it cannot be undone and returned to its historical roots and character. In addition, our streets and schools are already overcrowded and minimal effort is being made to alleviate these problems. Traffic on 70th Street has gotten progressively more congested since we moved here. It used to take only a few seconds to turn onto 70th Street and now it takes many minutes to catch a small break in traffic before we can even exit our neighborhood. Due to this increase in traffic, I no longer feel safe allowing my children to play in our front yard without vigilant supervision because of the speed and amount of cars traveling down our small neighborhood access street. My desires for LESS development holds true for the Rose Hill Neighborhoods as well, but since I do not reside in those neighborhoods, I will contain my comments to only Bridle Trails.

My specific comments to the Meeting Packet and Draft Neighborhood Plan are below:

*Comments on the Meeting Packet*

1. Item # 8 Applicant: Daniel Weise

I agree with the City's preliminary staff recommendation to NOT change the existing land use. This request contradicts Policy BT 1 in the neighborhood plan to maintain the equestrian neighborhood.

2. Item # 9 Applicant: Bridle Trails Shopping Center

-I do not agree with allowing an increase in building height at the Shopping Center. The neighborhood and streets are crowded enough. Allowing higher density would just aggravate the problem. This is supposed to be an equestrian oriented neighborhood with a small commercial shopping center, not a tall downtown style mixed use building.

-Residences should not be allowed on the ground floor. This center is a small NEIGHBORHOOD shopping center and should not be filled full of residential units, it should have the standard convenient businesses that for the most part currently occupy the center (grocery, drug store, hardware, gym...) and not be filled with more residences--especially on the ground floor.

-I did not have access to the written request for the flexibility in parking standards, but I'm assuming the builder is asking for a variance to provide less (or smaller) parking spaces than usually required. This is also something the City should not approve. While the dream of providing a walkable neighborhood shopping center that doesn't require much parking sounds lovely, it's not practical. There are plenty of people that live in the Bridle Trails Neighborhood that use the shopping center where it is not practical for them to walk to the grocery store.

Ample, convenient, and appropriately sized parking spaces need to be provided at the redeveloped center.

*Comments/Questions on the Draft Neighborhood Plan*

3. Policy BT 1, 2 and 5: Can you elaborate what is meant by compact housing opportunities and clustered cottages? How can the existing pattern of equestrian-oriented open space be retained if the open space is going to be occupied with clustered cottages and compact housing?

4. Policy BT 5: How close to the Shopping Center are the incentivized missing middle homes being proposed? There are already apartment complexes surrounding the Shopping Center. Is the proposal to increase this "incentivizing area" beyond the existing apartment complexes? Again, how do you maintain the equestrian character of the neighborhood by incentivizing MORE development. The largest part of what gives the neighborhood the equestrian character is the larger lots which allow for more open space and provides a more rural feel, even areas close to the shopping center.

5. Policy BT 7 "Actively promote the redevelopment of the Bridle Trails shopping center into an active, walkable, transit-supportive mixed use neighborhood center, including affordable housing" - I disagree with this policy as written. I do not believe that redevelopment of the center should be "actively promoted", it currently provides the core business types that the residents of this neighborhood need. Since apartments/condos will be the housing built at the center, how much more affordable do you need to require??

Thank you for the opportunity to provide comments and ask questions. If you have any follow up questions feel free to email me.

Michelle Claassen

**From:** Harry/Jane Plut  
**To:** [Janice Coogan](#)  
**Subject:** Potential rezones in Bridle Trails neighborhood  
**Date:** Thursday, August 09, 2018 4:37:47 PM

---

My family has been involved in the Bridle Trails neighborhood for many years, as part of the equestrian community. We lived in Seattle because my husband's medical practice was there, but we kept a horse at Central Pk. Stable and then rented a horse property. We moved here seven years ago when he retired. The horses have been, and continue to be a most important and unique activity here in Bridle Trails. The large lots are available for horse keeping, and the Park attracts many visitors for trail riding, horse shows, and nature walks. There is considerable traffic on both 116th and 132nd as drivers move to 405. We, along with many neighbors, are very opposed to any rezoning which includes a 6 story building, or smaller lots, both of which are incompatible with the nature of the Bridle Trails neighborhood.

Thank you for your consideration, Jane Plut

Dr. and Mrs. H.G. Plut  
17 Bridlewood Circle  
Kirkland, WA 98033

**From:** Michelle Plesko [<mailto:michelle.plesko@outlook.com>]

**Sent:** Wednesday, July 25, 2018 8:40 PM

**To:** Planning Commissioners

**Subject:** Bridle Trails shopping center

I support increased height limits and mixed-use zoning at the Bridle Trails shopping center. This is because I like having businesses within walking distance, and we are more likely to retain them if there are more people in the neighborhood. I also believe that people of all incomes should have the opportunity to live in this neighborhood, near jobs and transit, and walking and biking distance to schools, churches and other daily needs. This is a neighborhood with transportation options, where one can live well with minimal driving.

I also support zoning for more housing within the 10-minute walkshed of the shopping center, particularly the apartment complexes nearby, and the single family zones across 70<sup>th</sup>.

Michelle Plesko  
Bridle Trails

**From:** Bill Anderson  
**To:** [Janice Coogan](#)  
**Subject:** Bridle Trails Plan  
**Date:** Sunday, July 29, 2018 12:21:52 AM

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Ms .Coogan,

I am writing concerning proposed changes to the zoning of the Bridle Trails shopping center. I have some major concerns about the requests.

The request to increase maximum building height to 65 feet is grossly out of scale with the area and neighboring communities. This parcel is surrounded by low density and low rise properties. Buildings of 65 feet would adversely disrupt the architectural character of the neighborhood.

Modifying existing parking standards with an increase in density is a bad idea in this area due to traffic and transit concerns. The area is served by only two connecting arterials, both of which are a single lane only. West bound NE 70<sup>th</sup> has been known to back up past 148<sup>th</sup> Avenue NE at the evening rush hour. Additional traffic will further strain these roads. Also, if inadequate parking is provided there is no alternative for parking or access. There is little street parking for overflow and the area is poorly served by public transit, requiring visitors and residents to drive.

This part of Kirkland, with its equestrian and rural character, is a unique and special neighborhood of the city. Any future development of this property within it must not detract from what makes this neighborhood so special.

Thank you,  
- Bill Anderson  
12920 NE 64<sup>th</sup>  
Kirkland, WA 98033

**From:** Diane Ginthner  
**To:** [Janice Coogan](#)  
**Subject:** Bridle trails rezone  
**Date:** Sunday, July 29, 2018 6:09:50 PM

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I am a resident of the Bridle trails neighborhood. I am also a realtor and understand the need for housing in Kirkland. However the proposal to rezone the Bridle Trails shopping center is something I am opposed to. We currently have overcrowding on our streets. I am not opposed to the current zoning and adding multifamily to the area. We are a unique neighborhood that encourages equestrian activities. The added the traffic and congestion would have an negative impact on this unique area. Lets think twice about saving this area of Kirkland that is so unique.

*Diane Ginthner*  
*'Specializing in Results'*  
*Managing Broker*  
*Windermere Capitol Hill*  
*206 940 8908*

**Joan Lieberman-Brill**

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**From:** John Weale <jweale@gmail.com>  
**Sent:** Monday, July 30, 2018 6:45 PM  
**To:** Joan Lieberman-Brill  
**Subject:** I support some higher density zoning in Rose Hill

Hello,

I am a South Rose Hill resident who has been hearing a great deal about proposed upzoning along 85th and, to a lesser degree, 70th (the Techcity Bowl/Bridle Trails shopping plot). While I do have concerns about traffic and school crowding, I support intelligent upzoning to allow more multi-resident housing in our city. The coming rapid bus station at 405 and 85th should grow into an asset that supports greater density, and 70th could accommodate a small increase in traffic (and perhaps Houghton Park and Ride could become useful again).

I would like to see more apartments since they tend to be inherently more affordable - regardless of The Affordable Housing Programs, a 500SF one bedroom will always be more likely to be affordable for a teacher just out of college than a stand alone house on a quarter acre of land (that a builder will bid up to a half-million just as a tear down). Kirkland has enough million dollar single family homes.

Regards,

John Weale  
7526 126th AVE NE  
Kirkland, WA, 98028

**Joan Lieberman-Brill**

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**From:** Andi Levin <andi.levin@gmail.com>  
**Sent:** Monday, July 30, 2018 10:41 AM  
**To:** Joan Lieberman-Brill  
**Subject:** Re: I am sooo incredibly against a new high density housing zoning variance on 132nd & 85th

thank you. I'm also equally against changing the zoning for the Bridle Trails Shopping mall to high density housing as well. All of the streets (NE 70th/Old Redmond Road and 132nd Ave NE are \*one lane each way."

Kirkland's policy of shortplating just about every lot requested has created traffic hell in this area - first because the contractors block the roads for weeks on end to connect to the main sewer lines, etc. for, bring in building cranes, etc.

This is made worse by WSDOT's high cost HOV lanes on 405 and 520; as a result literally thousands of people use 132nd, NE 80th St., 140th Ave. NE, and NE 70th as high traffic commuter back roads to Microsoft etc. - and they are all single lanes on each side, not built to carry what should be 405 and 520 traffic.

I bought my house 20 years ago because it was in a residential area - NOT because I wanted to live in an overcrowded high density mess without adequate road infrastructure to support it.

Thank you.

On Mon, Jul 30, 2018 at 10:34 AM Joan Lieberman-Brill <[JLiebermanBrill@kirklandwa.gov](mailto:JLiebermanBrill@kirklandwa.gov)> wrote:

Thank you Andi,

Your comment will be transmitted to the Planning Commission and City Council during this process.

Sincerely,

*Joan Lieberman-Brill, AICP*

Senior Planner

Kirkland Planning & Building Department

425-587-3254

[jbrill@kirklandwa.gov](mailto:jbrill@kirklandwa.gov)

*Mon – Thus*

**From:** Andi Levin [mailto:[andi.levin@gmail.com](mailto:andi.levin@gmail.com)]

**Sent:** Saturday, July 28, 2018 8:25 PM

**To:** Joan Lieberman-Brill

**Subject:** I am sooo incredibly against a new high density housing zoning variance on 132nd & 85th

Kirkland's high zoning/short platting greed is destroying the South Rose Hill neighborhood; traffic is horrible on 132nd from Microsoft to Totem Lake; and 85th already loud and over used.

Please please do not continue to allow short plats and high density housing in this neighborhood. Kirkland's policy is disasterous. I have bought my house here in 1998 and city policy is literally destroying the quality of life here.

--

Cheers,

/andi

Andi Levin

[\(415\) 462-4490](tel:(415)462-4490)

NOTICE: This e-mail account is part of the public domain. Any correspondence and attachments, including personal information, sent to and from the City of Kirkland are subject to the Washington State Public Records Act, Chapter 42.56 RCW, and may be subject to disclosure to a third party requestor, regardless of any claim of confidentiality or privilege asserted by an external party.

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Cheers,

/andi

Andi Levin  
[\(415\) 462-4490](tel:(415)462-4490)

**From:** Sheli Hadari  
**To:** [Janice Coogan](#)  
**Subject:** Rezoning  
**Date:** Monday, July 30, 2018 10:36:05 PM

---

Hi

I am a resident of Bridle Trails Bellevue and I oppose the rezoning of the bridle trails shopping center.

Sheli Hadari

**From:** Sheli Hadari  
**To:** [Janice Coogan](#)  
**Subject:** Rezoning  
**Date:** Monday, July 30, 2018 10:36:05 PM

---

Hi

I am a resident of Bridle Trails Bellevue and I oppose the rezoning of the bridle trails shopping center.

Sheli Hadari

**From:** Michelle Claassen  
**To:** [Janice Coogan](#)  
**Subject:** Comments for Bridle Trails Neighborhood Plan  
**Date:** Friday, August 03, 2018 11:02:55 PM

---

Hi Janice-

I am a resident in the Bridle Trails Neighborhood (on 128th Ave NE) and was recently made aware of the Neighborhood Plan updates. I read through the First Draft - Bridle Trails Neighborhood Plan and was sent a link to the Neighborhood Plan Update Meeting Packet from 7/26/2018 and would like to provide the following comments:

In general, I would like to see LESS development. The character of the Bridle Trails neighborhood is based on the equestrian focused, larger lots that give the neighborhood a more rural feel while still living in a city. We have lived in Bridle Trails for nine years now and part of the calculus in choosing this neighborhood was the above mentioned character. We paid a premium to live in this type of a neighborhood and the rural feel that attracted us here is fading as more development is being allowed--and once development is allowed, it cannot be undone and returned to its historical roots and character. In addition, our streets and schools are already overcrowded and minimal effort is being made to alleviate these problems. Traffic on 70th Street has gotten progressively more congested since we moved here. It used to take only a few seconds to turn onto 70th Street and now it takes many minutes to catch a small break in traffic before we can even exit our neighborhood. Due to this increase in traffic, I no longer feel safe allowing my children to play in our front yard without vigilant supervision because of the speed and amount of cars traveling down our small neighborhood access street. My desires for LESS development holds true for the Rose Hill Neighborhoods as well, but since I do not reside in those neighborhoods, I will contain my comments to only Bridle Trails.

My specific comments to the Meeting Packet and Draft Neighborhood Plan are below:

*Comments on the Meeting Packet*

1. Item # 8 Applicant: Daniel Weise

I agree with the City's preliminary staff recommendation to NOT change the existing land use. This request contradicts Policy BT 1 in the neighborhood plan to maintain the equestrian neighborhood.

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-I do not agree with allowing an increase in building height at the Shopping Center. The neighborhood and streets are crowded enough. Allowing higher density would just aggravate the problem. This is supposed to be an equestrian oriented neighborhood with a small commercial shopping center, not a tall downtown style mixed use building.

-Residences should not be allowed on the ground floor. This center is a small NEIGHBORHOOD shopping center and should not be filled full of residential units, it should have the standard convenient businesses that for the most part currently occupy the center (grocery, drug store, hardware, gym...) and not be filled with more residences--especially on the ground floor.

-I did not have access to the written request for the flexibility in parking standards, but I'm assuming the builder is asking for a variance to provide less (or smaller) parking spaces than usually required. This is also something the City should not approve. While the dream of providing a walkable neighborhood shopping center that doesn't require much parking sounds lovely, it's not practical. There are plenty of people that live in the Bridle Trails Neighborhood that use the shopping center where it is not practical for them to walk to the grocery store.

Ample, convenient, and appropriately sized parking spaces need to be provided at the redeveloped center.

*Comments/Questions on the Draft Neighborhood Plan*

3. Policy BT 1, 2 and 5: Can you elaborate what is meant by compact housing opportunities and clustered cottages? How can the existing pattern of equestrian-oriented open space be retained if the open space is going to be occupied with clustered cottages and compact housing?

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Thank you for the opportunity to provide comments and ask questions. If you have any follow up questions feel free to email me.

Michelle Claassen

August 6, 2018

City of Kirkland  
Planning Department  
123 Fifth Avenue  
Kirkland, Washington 98033



Attn: Janice Coogan

Re: Bridle Trails Subarea  
Bridle Trails Shopping Center

Dear Ms. Coogan:

I live in the Bridle Trails area of Kirkland. I am concerned about the plans for the Bridle Trails Shopping Center. I understand the owners desire to change the zoning to allow buildings to go to five or six stories. The Bridle Trails area is primarily low density, single family residences, many of which have room for horses. There is a rural feel to the area. Allowing buildings to go to five or six stories is out of character for the area and should not be allowed. I would support allowing Bridle Trails Shopping Center to go to two or three stories, but five or six stories does not fit in with the area.

Thank you for considering my comments.

Very truly yours,

Karen Hall  
6104 123<sup>rd</sup> Avenue Northeast  
Kirkland, WA 98033  
[klhall@ymail.com](mailto:klhall@ymail.com)  
425-739-0751

**From:** CHRIS LONOWSKI  
**To:** [Janice Coogan](#)  
**Subject:** Rezonig  
**Date:** Tuesday, August 07, 2018 1:48:06 PM

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**Re-Zoning Request for Bridle Trails Shopping Center**

**Please help stop or significantly reduce this plan and any other up zoning plans that have gotten out of control in the opinion of most of the public that lives in or near Bridle Trails Bellevue, and going east to the crossroads. Politicians and developers are not listening to the public. There's some misguided objectives from our elected officials and staff at Bellevue that seem to think maximum tax revenue and maximum growth is how to judge success. You really need to listen to the public. No one. And I mean no one I speak with thinks that the spring green, the Sears Overlake plan or the growth at Crossroads or along this corridor is going to improve the quality of life for the people that live here.**

**Thank you for listening to one person's opinion.**

**[Sent from Yahoo Mail on Android](#)**

**From:** Harry/Jane Plut  
**To:** [Janice Coogan](#)  
**Subject:** Potential rezones in Bridle Trails neighborhood  
**Date:** Thursday, August 09, 2018 4:37:47 PM

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My family has been involved in the Bridle Trails neighborhood for many years, as part of the equestrian community. We lived in Seattle because my husband's medical practice was there, but we kept a horse at Central Pk. Stable and then rented a horse property. We moved here seven years ago when he retired. The horses have been, and continue to be a most important and unique activity here in Bridle Trails. The large lots are available for horse keeping, and the Park attracts many visitors for trail riding, horse shows, and nature walks. There is considerable traffic on both 116th and 132nd as drivers move to 405. We, along with many neighbors, are very opposed to any rezoning which includes a 6 story building, or smaller lots, both of which are incompatible with the nature of the Bridle Trails neighborhood.

Thank you for your consideration, Jane Plut

Dr. and Mrs. H.G. Plut  
17 Bridlewood Circle  
Kirkland, WA 98033

## Joan Lieberman-Brill

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**From:** Olivia A <okayall@outlook.com>  
**Sent:** Friday, August 10, 2018 11:33 AM  
**To:** Joan Lieberman-Brill; Janice Coogan; Adam Weinstein  
**Subject:** Fw: Public Comment for Rose Hill/Bridle Trails Comprehensive Plan

NOTE: Email for Planning Commission on this page bounces back: [https://www.kirklandwa.gov/depart/planning/Boards\\_and\\_Commissions/Planning\\_Commission.htm](https://www.kirklandwa.gov/depart/planning/Boards_and_Commissions/Planning_Commission.htm)

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 Hello Planning Staff,

I am a homeowner who lives at 8402 132nd Ave NE in Redmond, which is across 132nd Ave NE from Kirkland. Because I am across the street, the zoning plans of Kirkland affect my neighborhood and my family. Your commission is considering several projects that concern me.

Please note that according to Redmond, my home is zoned as R-4 Single-Family Urban Residential. According to their 2030 Zoning Plan, it will remain this zoning code through 2030.

Definition of this zoning code here: <http://online.encodeplus.com/regs/redmond-wa/doc-viewer.aspx?secid=1071#secid-1071>

Redmond 2030 Zoning Plan Map: <http://www.redmond.gov/common/pages/UserFile.aspx?fileId=162352>

### 2. Applicant: City

The study area for this application is further south from the intersection of 132nd and 85th than my house. An office/retail building is directly across the street from my house. So if the single family homes in this study area become businesses or high density apartment buildings, my home will be much more isolated from the neighborhood. The Kirkland side of the street would become very unlike the single family homes that surround our property on the Redmond side. Also, the homes on the east end of the study area were built in 2014, which seems like an extremely short time to have allowed homes to be built just to rezone them. Areas with much older homes that are in poor condition seem like better candidates for rezoning.

I suggest:

- Zoning option A (No Change - Retain Low Density RS 7.2).

### 9. Applicant: Bridle Trails Shopping Center

The current strip mall is appropriate and convenient for the neighborhood. The applicant wants 65 feet of height in a neighborhood where nothing for a mile (and perhaps miles) is that tall. The subject property, The Bridle Trails Shopping Center, has recently had new renovations such as the Dairy Queen changed to a Chase Bank and the Red Apple Market changed to a Grocery Outlet. It seems unfair and inappropriate to allow these businesses to invest months of renovation just to rezone and demolish the structures. The Redmond 2030 Zoning Map (link above) shows the mixed use building on the northeast corner of 70th and 132nd is not going to be rezoned. It is 3 stories with the first floor being retail, the second being apartments, and only on the

west side the 3rd floor is apartments. The scale of the building is surrounded by parking spaces and a pedestrian-friendly bridge at the corner. Bridle Trails Apartments (to the west) is made up of 2-story separated buildings. Across 132nd is an undeveloped park, single family residences, and streets to winding cul-de-sacs. Redmond doesn't plan to match the scale of this project and it will be completely inappropriate now and well into the future.

I suggest:

- No flexibility for residences on the ground floor. It is to the benefit of apartment residents and businesses not to be mingled on the first floor.
- No rooftop open space amenities because they are detrimental to neighborhood noise levels.
- Allow flexibility in parking standards as long as exceptions are not based on fantasies of the majority of people riding bikes, using public transit, and walking in the future.
- A height of 2 stories would be an appropriate maximum based on the neighboring apartment buildings.

Sincerely,  
Olivia Ahna  
8402 132nd Ave NE

**From:** Don Prince  
**To:** [Houghton Council](#)  
**Cc:** [Janice Coogan](#); [Adam Weinstein](#)  
**Subject:** Please drop your support of Policy BT-7 within the draft Bridle Trails Neighborhood comprehensive plan  
**Date:** Sunday, August 12, 2018 7:01:21 PM

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When you review the next update to the Bridle Trails Neighborhood Plan, or proposed re-zones in the Bridle Trails community, PLEASE drop your support of Policy BT-7 – increasing the height of buildings in the Bridle Trails shopping center from 30 feet to 60+ feet.

Just one year ago Houghton citizens turned out in large numbers to reject a effort to increase the height and size of buildings within the Houghton Shopping Center. The citizens want to preserve the nature of that portion of the Bridle Trails neighborhood – as do we who live close to the Bridle Trails shopping center.

**As stated in Kirkland’s draft Bridle Trails neighborhood plan, Policy BT 1**  
***“Retain and preserve the low density residential and equestrian character of the neighborhood while accommodating compact new housing opportunities where consistent with equestrian use.”***

Your neighbors living closest to the Bridle Trails shopping center are the very ones who “preserve the equestrian character” of Bridle Trails.

**Increasing the height of buildings in the shopping center from 30 feet to 60+ feet will change the very equestrian character of the Bridle Trails neighborhood!**

**If residents in the Houghton area objected to height increases of the Houghton Shopping center, why would you support this change in the Bridle Trails shopping center?**

**Please drop your support of Policy BT-7.**

**Don Prince**

**Resident of Bridle Trails**

**Past President, Bridle Trails Park Foundation**

**From:** Diane Ginthner  
**To:** [Janice Coogan](#)  
**Subject:** Bridle Trails Neighborhood Plan  
**Date:** Sunday, August 12, 2018 6:25:29 PM

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I am strongly opposed to Bridle Trails Neighborhood Plan - Policy BT 7 - changing the current building height at the Bridle Trails Shopping Center from 30 feet to 60+ feet including mixed use and higher density. This change would significantly change the character of our equestrian neighborhood”

*Diane Ginthner  
'Specializing in Results'  
Managing Broker  
Windermere Capitol Hill  
206 940 8908*

**From:** Don Prince  
**To:** [Planning Commissioners](#)  
**Cc:** [Janice Coogan](#); [Adam Weinstein](#)  
**Subject:** Opposed to re zone of Bridle Trails shopping center  
**Date:** Sunday, August 12, 2018 6:55:36 PM

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I am strongly opposed to Bridle Trails Neighborhood Plan - Policy BT 7 - changing the current building height at the Bridle Trails Shopping Center from 30 feet to 60+ feet including mixed use and higher density. This change would significantly change the character of our equestrian neighborhood.

-

Please amend Policy BT-7 in the Bridle Trails community plan by deleting any reference to changing the current height restriction for buildings in the Bridle Trails shopping center.

-

Thank you

Don Prince  
6021 – 136<sup>th</sup> Ave NR  
Kirkland

**From:** Steve Allison  
**To:** [Planning Commissioners](#); [Eric Shields](#); [Janice Coogan](#); [Adam Weinstein](#)  
**Date:** Sunday, August 12, 2018 9:45:26 PM

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I am strongly opposed to Bridle Trails Neighborhood Plan - Policy BT 7 - changing the current building height at the Bridle Trails Shopping Center from 30 feet to 60+ feet including mixed use and higher density. This change would significantly change the character of our equestrian neighborhood.

**From:** Kat ^\_^  
**To:** [Eric Shields](#); [Janice Coogan](#); [Adam Weinstein](#); [Planning Commissioners](#)  
**Date:** Sunday, August 12, 2018 6:40:34 PM

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I am strongly opposed to Bridle Trails Neighborhood Plan - Policy BT 7 - changing the current building height at the Bridle Trails Shopping Center from 30 feet to 60+ feet including mixed use and higher density. This change would significantly change the character of our equestrian neighborhood.

This is a LOW density neighbourhood. We do not have any building over 2 stories tall, building anything higher is an eye sore and changes the density of the neighborhood.

Thank you for listening.

Thanks,

[Kathy Kam](#)

**From:** Megan Davidson  
**To:** [PlanningCommissioners@kirklandwa.gov](mailto:PlanningCommissioners@kirklandwa.gov); [Eric Shields](#); [Janice Coogan](#); [Adam Weinstein](#)  
**Subject:** Bridle Trails community Comprehensive Plan  
**Date:** Monday, August 13, 2018 10:38:44 AM

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Bridle Trails is the last bastion of a safe place to ride anywhere near Seattle. 15 years ago my husband, daughter and I moved to Kirkland to enjoy a very special, and hard-earned opportunity to live near Seattle, work, and have horses at our house. We are a two-person working family... As it is, increasing traffic on 132<sup>nd</sup> can be treacherous to riding horses to the park. Increasing density will make it even more so.

We do not want to be driven from our home because density creates more traffic, which makes it unsafe to ride in the area.

I am strongly opposed to Bridle Trails Neighborhood Plan - Policy BT 7 - changing the current building height at the Bridle Trails Shopping Center from 30 feet to 60+ feet including mixed use and higher density. This change would significantly change the character of our equestrian neighborhood.

Please consider having folks build somewhere else – not in the heart of a one-of-a-kind equestrian neighborhood and destroying something that can never be repaired.

**Megan Davidson**

Commercial Insurance  
Sales Executive  
Commercial Insurance  
601 Union Street, Suite 3400  
Seattle, WA 98101-1371  
206.262.4375 Direct  
206.954.0950 Mobile

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Propel's offices will close at noon on Fridays during the summer starting May 25th.

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NOTICE: This communication including any attachments may contain privileged or confidential information. If you are not the intended recipient, or believe that you received this communication in error, please advise the sender immediately and delete or destroy the communication you received without copying or disclosing the contents. Thank you.

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**From:** Bhanu Purohit  
**To:** [Planning Commissioners](#); [Eric Shields](#); [Janice Coogan](#); [Adam Weinstein](#)  
**Subject:** Bridle View, Bridle Trails resident - opposed to Bridle Trails Neighborhood Plan - Policy BT 7  
**Date:** Monday, August 13, 2018 9:16:22 AM

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Greetings,

We reside in Bridle View at 13206 NE 66th St Kirkland and as immediately the first house on 132nd and 66th (start of Bridle View), we are very strong opposed to Bridle Trails Neighborhood Plan - Policy BT7 - changing the current building height at the Bridle Trails Shopping Center from 30 feet to 60+ feet including mixed use and higher density.

This change would significantly change the character of our equestrian neighborhood and increase already congested traffic and resulting pollution on the intersection.

The city would be well served by instead focusing on how to improve the current services provided to Bridle View, make Snyder Park more beautiful and useful for the residents and add city sewer to the Bridle View neighborhood.

Thanks,

Bhanu & Sarika  
Residents of 13206 NE 66th St, Kirkland, WA, 98033 (Bridle View)

**From:** jdpluscp1@aol.com  
**To:** [Planning Commissioners](#); [Eric Shields](#); [Janice Coogan](#); [Adam Weinstein](#)  
**Subject:** Bridle Trails Comprehensive Plan: Against Bridle Trails Neighborhood Plan Policy BT 7  
**Date:** Monday, August 13, 2018 8:49:28 AM

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Dear City of Kirkland Planning and City of Kirkland Council,

Recently I was saddened and disheartened that the City of Kirkland was interested in changing the soul and character of the Bridle Trails neighborhood. This is an equestrian neighborhood that embraces a community feel with large lots with horses, lots of animals and a State Park.

I currently live on 132nd Avenue on an equestrian horse acre and the traffic has increased significantly the past 15 years due to the higher density that has been allowed by the City of Kirkland over the past 15 years in the surrounding areas. The City has not protected the residents at all that live close to the State Park, Tennis Club or shopping area. By increasing the height and density near the shopping center, the entire feel, character and soul of this neighborhood would be changed. Traffic would increase to unbearable levels. 132nd and NE 70th Street already have 1000's of cars, dump trucks, vehicles traveling to the dump, etc. If the shopping center increases traffic, it will make the area UNSAFE for children, animals, horses and families.

**I am strongly OPPOSED to the **Bridle Trails Neighborhood Plan - Policy BT 7 - changing the current building height at the Bridle Trails Shopping Center from 30 feet to 60+ feet including mixed use and higher density. This change would significantly change the character of our equestrian neighborhood.****

**Please do NOT change our neighborhood!**

Please email me if you have any questions.

**Best regards,**

**Chris Pearson**

13210 NE 61st Street  
Kirkland, WA 98033

**From:** Alice Prince  
**To:** [Planning Commissioners](#); [Janice Coogan](#); [Adam Weinstein](#)  
**Subject:** Opposed to re zone of Bridle Trails shopping center  
**Date:** Tuesday, August 21, 2018 7:40:21 PM

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I am adamantly opposed to the Bridle Trails Neighborhood Plan - Policy BT 7 - changing the current building height at the Bridle Trails Shopping Center from 30 feet to 60+ feet including mixed use and higher density. This change would significantly change the character of our equestrian neighborhood which the City of Kirkland agreed to help preserve.

Please amend Policy BT-7 in the Bridle Trails community plan by deleting any reference to changing the current height restriction for buildings in the Bridle Trails shopping center.

Thank you,

Alice F. Prince  
6021 136th Ave. NE  
Kirkland, WA. 98033

Phone: 425-883-8501  
email: [afprince42@aol.com](mailto:afprince42@aol.com)

To:

Janice Coogan  
Senior Planner  
425-587-3257

[jcoogan@kirklandwa.gov](mailto:jcoogan@kirklandwa.gov)

Terry Trimingham  
Kirkland, WA  
425-240-4500  
ttrim02@yahoo.com

29 August 2018

Dear Ms. Coogan,

As a longtime resident in this area, I am very strongly opposed to Bridle Trails Neighborhood Plan - Policy BT 7 – to change the current building height at the Bridle Trails Shopping Center from 30 feet to 60+ feet including mixed use and higher density. This change would significantly change the character of our equestrian neighborhood.

I urge the commission to consider how exactly will taller buildings preserve the equestrian character of this area? Taller buildings block the sun and dwarf the trees. Also, taller buildings can easily spur changes to the boundaries of the commercial area, which will encroach on our neighborhood. WE LIKE THE NEIGHBORHOOD AS IT IS.

Allowing the taller buildings and the proposed re-development with housing will bring in a LOT MORE TRAFFIC into an area that already suffers from Google and Microsoft commuters.

What exactly is a “rooftop amenity”, and how would one make this area better for ALL neighbors? No one that I know enjoys living in a fishbowl. As it is, our current neighborhood is changing from one-story ramblers to gigantic two-story monsters. Do you live next to something like that? I do. It is not pleasant. I would HATE to see the Bridle Trails Shopping Center turn into something like Juanita Village. That type of change does NOT support “maintaining the equestrian character” of the current neighborhood as stated in the new draft vision statement.

No one that I have spoken with wants a zoning change to the Bridle Trails shopping center.

There have already been zoning changes along the 85th street corridor in the Rose Hill/Bridle Trails area to accommodate high density, please, focus on that and do not ruin the Bridle Trails Shopping Center with more of the same.

Thanks to our current zoning, and along with the hard work of the equestrian community to protect and preserve what we have, our neighborhood is a “rural” getaway.

Those of us that have lived in this neighborhood have been key in retaining and saving Bridle Trails State Park. The City of Kirkland directly benefits from our past efforts.

I would appreciate it if the City of Kirkland would support our current efforts by not allowing Policy BT 7 to move forward.

I am not alone. If you would like, I’m happy to provide a list of names and signatures that support my point of view.

Most Sincerely,

Terry Trimingham



## Joan Lieberman-Brill

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**From:** S. Davis <spicker76@yahoo.com>  
**Sent:** Monday, July 30, 2018 11:18 AM  
**To:** Joan Lieberman-Brill; Planning Commissioners  
**Subject:** North and South Ropse Hill Neighborhood plans feedback

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

Hi Planning Commission and Joan,

I would like a copy of the draft plan known as attachment 1 included in the part 1 of the July 26 mtg with the marked up version showing the changes that the planning department has made on the policies.

I believe that the below policies should NOT be changed. except that "south of 85th all the way to 132 Ave NE" needs to be included in Rh 23 policy as the area is also mainly low density established residential and should not be rezoned into a high density mixed use.

"Policy RH 23: Maintain low- density detached residential housing as the primary land use in the areas north of the NE 85th Street commercial area, east of 124th Avenue NE, south of the commercial area and east of 120th Avenue NE."

"Policy RH 24: Encourage the efficient use of larger lots north and south of the NE 85 th ST corridor at the maximum densities allowed by the **underlying** zoning."

"Policy RH 42 : On the north and south boundaries of the Rose Hill District, allow multifamily residential uses at a density of 12 units per acre. Allow a greater density if affordable housing is a component of the development."

I also believe "Commercial development should not be permitted to spread beyond the existing NE 85th Street commercial area into adjacent residential areas" on page 9 should not be changed.

I think drive-through windows need to be limited in the Rh 7 and 8 areas and not removed from the plan. The height needs to stay at 30 ft.and not go to 35ft. listed on page 6 and 7 on the draft. The commercial/mixed use buildings will be next to residential that can only go to 30 ft and most existing homes are much shorter than 30 ft. And if they qualify for the affordable housing incentive they will get another 5 ft (?) so they will now be 40 ft tall if the plan is changed and towering over a residential area.

Additionally at the July 26 planning commission mtg the packet also included a file that was edited by Rodney Rutherford and Martin Morgan. How are there comments getting or not getting incorporated. It appears that Rodney and Martin want to rezone and over develop the area south of 85th and east of 124 the AVE where they own residential homes (conflict of interest?). I do not believe their comments should replace our existing neighborhood plans for the Rh23 and RH 24 as well as a few other revisions they recommend. They are not professionals and they have a financial

interest in the area they are trying to change to more commercial development by rezoning the residential area they live in.

Thank you in advance for considering my input.  
Susan

Susan Davis spicker76@yahoo.com Have a GREAT day! : )

**Joan Lieberman-Brill**

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**From:** kiversonpt@aol.com  
**Sent:** Sunday, August 05, 2018 5:40 PM  
**To:** Joan Lieberman-Brill  
**Subject:** Continental Divide project---132nd Ave and 85th street

Hi Ms. Lieberman.

I have been a North Rose Hill resident for 50+ years and I fail to see how this project was zone changed, and will dominate the area in it's massive size. I really think the city needs to understand that we are not against housing, we need housing, especially affordable housing. The plan and the builder will not have this affordable at all. And they will say that it will have 10% of the units as affordable but that means of the median income, which on the eastside, is \$96,000 to \$102,000. That is not affordable for a large majority of people searching for a home.

132nd Ave has become the alternate 405 freeway as has 124th Ave. Accessing and leaving this property will be a total nightmare for all. It does not fit into any reasonable neighborhood quality assurance.

I missed the startup of the neighborhood plan update, but will certainly try and be available for the rest of the public input. The city needs to pay attention to it's residents and plan to enhance the quality rather than destroy it.

Regards,  
Kathy Iverson

**Joan Lieberman-Brill**

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**From:** Mike Sandberg <mike587@comcast.net>  
**Sent:** Thursday, August 09, 2018 5:01 PM  
**To:** Joan Lieberman-Brill  
**Subject:** 85th st re-zone

Please DoNot Rezone any property on NE 85th. From 405 east to 132nd. It will dramatically change my neighborhood for the worse.

Mike  
Sent from my iPhone

**Joan Lieberman-Brill**

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**From:** Yvonne Markgraf Stoehr <ylmarkgraf@outlook.com>  
**Sent:** Monday, August 13, 2018 3:06 PM  
**To:** Joan Lieberman-Brill; Glenn Peterson; Mathew Pruitt; Sandeep Singhal; John Tymczyszyn; Carter Bagg; Colleen Cullen; Angela Rozmyn  
**Cc:** A Ron; Tony Leavitt  
**Subject:** Proposed road changes for accommodating influx of drivers from Continental Divide apartment building development

Hello Kirkland City Planners,

I has come to my attention, through information and action gathered by my immediate neighbors of the community bounded by 132<sup>nd</sup> Ave NE, NE 88<sup>th</sup> Street, NE 90<sup>th</sup> Street that you are planning to, or discussing following through with a plan, to connect 130<sup>th</sup> Ave NE, NE 88<sup>th</sup> Street and NE 90<sup>th</sup> to the main thoroughfare of 132<sup>nd</sup> and connect 128<sup>th</sup> Ave NE – creating a main thoroughfare there as well. I have to oppose this suggested plan as it greatly affects the peaceful enjoyment of my neighborhood and will dramatically decrease the safety of the children and animals that use this neighborhood to walk through, as an option to stay off of the busy 132<sup>nd</sup> Ave NE thoroughfare.

As I see it, a more sound and proven method of accommodating additional traffic volumes while maintaining flow and reducing congestion is by converting existing, over-busy stop lights into roundabouts at state highway 908. The lights at 132<sup>nd</sup> & 85<sup>th</sup>, 128<sup>th</sup> and 85<sup>th</sup> and 124<sup>th</sup> and 85<sup>th</sup> would better served by the conversion to roundabouts. Those would leverage existing streets, with sidewalks and two way traffic, without requiring taking possession of private lands and building new road throughways. The cost savings of conversion at existing main intersections, rather than creating entirely new road infrastructure seems like a very solid reason to truly explore this possibility. I would hate to have my neighborhood overrun with traffic, have our limited street parking taken away and have my tax dollars going to buying up and developing private lands that currently protect our environment from noise and traffic pollution, in addition to providing us with safe, walkable areas in our increasingly crowded city area.

I know I speak on the behalf of all of my family and neighbors when I say none of us want our quiet subdivision to become a main thoroughfare area for commuters avoiding traffic on 132<sup>nd</sup> and highway 908. We all purchased homes here knowing it is situated in a dead end neighborhood and it's a big reason for our choice to buy here. While I am in support of measured growth with safe accommodation to ease growing pains, I don't feel that our neighborhood should be required to bear the brunt of the impacts from the new apartment development especially when we have existing roads already built that can be used more wisely.

Sincerely,

Yvonne Markgraf Stoehr  
(206)250-4254 tel

**Joan Lieberman-Brill**

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**From:** Tolga Tekin <tolga.tekin@gmail.com>  
**Sent:** Wednesday, August 15, 2018 9:50 AM  
**To:** Joan Lieberman-Brill  
**Subject:** Kirkland

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

Hi Ms Lieberman,

There are lots of families with small kids in our neighborhood (60th and 116th ave ne) There is no playground where kids can play during school hours. There is nothing that brings our community together. If you have small kids (and no car), there are hardly anything to walk to in this area or sidewalks as well. The Bridal Trails is great for equestrians but there is nothing there for the kids. As a community with small kids, we would rather see a playground in our neighborhood instead of transfer station. The transfer station is making our roads unsafe. Trucks coming out of the station do not always watch for pedestrians. The community is in the process of collecting signature in this regards.

Thank you for your attention in this regards

Regards,  
Tolga

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MARIE FROMM AND CONNIE ERONSON

12861 NE 88TH ST, KIRKLAND, WA

Objections to CONTINENTAL DIVIDE MIXED  
USE – DRV18-00312 and ROSE HILL  
NEIGHBORHOOD PLAN DRAFT (7-17-18)

Prepared for: Kirkland City Council Planning Commission  
[planningcommissioners@kirklandwa.gov](mailto:planningcommissioners@kirklandwa.gov),  
Sandeep Singhal - Chair [ssinghal@kirklandwa.gov](mailto:ssinghal@kirklandwa.gov)  
Tony Leavitt - [tleavitt@kirklandwa.gov](mailto:tleavitt@kirklandwa.gov)

Prepared by: Marie Fromm  
August 21, 2018

## COMMENTS ON THE CONTINENTAL DIVIDE MIXED USE – DRV18-00312 AND ROSE HILL NEIGHBORHOOD PLAN DRAFT (7-17-18)

### introduction

We recently became aware of these proposals that has significant impact on our home, located at 12861 NE 88th St, Kirkland, WA.

### Issues

The North Rose Hill Street Connection Plan Map in the “ROSE HILL NEIGHBORHOOD PLAN DRAFT (7-17-18)” lists connecting a number of streets to support the CONTINENTAL DIVIDE MIXED USE – DRV18-00312 project, which adds 133 high density units to a residential neighborhood. Note Page 16 of the plan draft. Of particular concern is the 130TH Ave NE between NE 87th ST and NE 94th ST connector.

*Staff Note: Staff will update the map and list to reflect completion status.*

#### Table NRH-1: North Rose Hill Street Connection Plan Description List

1. NE 108<sup>th</sup> ST between Slater Ave NE and 123<sup>rd</sup> Ave NE
2. Portions of NE 105<sup>th</sup> PI between 129<sup>th</sup> Ave NE and 132<sup>nd</sup> Ave NE
3. NE 103<sup>rd</sup> PI between 132<sup>nd</sup> Ave NE and existing cul de sac end
4. NE 101ST P. between 131<sup>st</sup> PI and 132<sup>nd</sup> Ave NE
5. 125TH Ave NE between NE 94<sup>th</sup> ST and NE 95<sup>th</sup> ST
6. 130TH Ave NE between NE 87<sup>th</sup> ST and NE 94<sup>th</sup> ST
7. NE 91ST ST between 130<sup>th</sup> Ave NE and 132<sup>nd</sup> Ave NE
8. Portions of NE 90<sup>th</sup> ST between 128<sup>th</sup> Ave NE and 132<sup>nd</sup> Ave NE

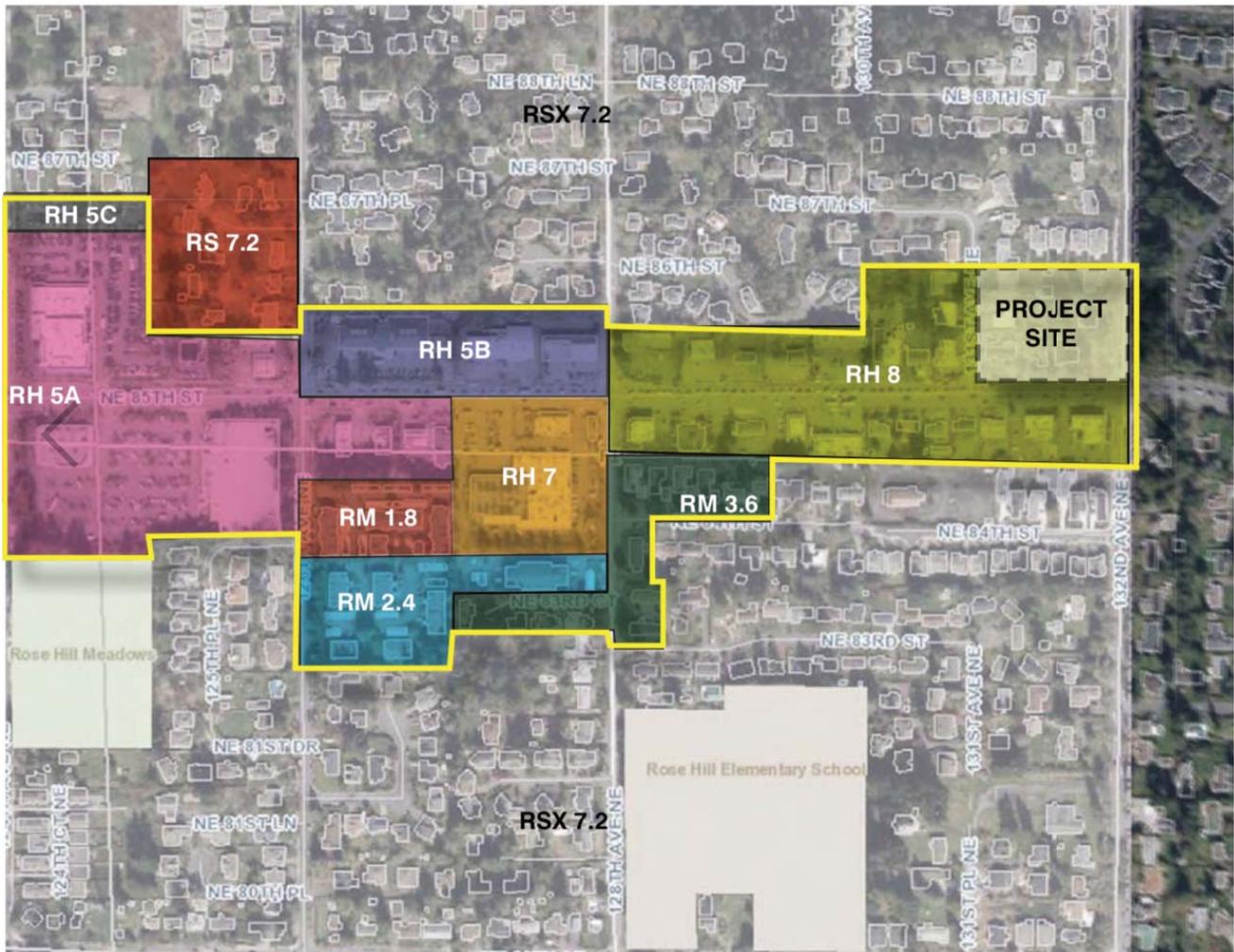
MARIE FROMM AND CONNIE ERONSON

12861 NE 88TH ST, KIRKLAND, WA

This development, with the significant traffic will add to an already over congested NE 85th Street and 132nd Ave would have a profound negative effect on the homeowners in the area, including Marie Fromm and Connie Eronson, homeowners of 12861 NE 88th St, Kirkland, WA. Our home is the yellow area indicated on the official King County GIS survey maps reproduced below.



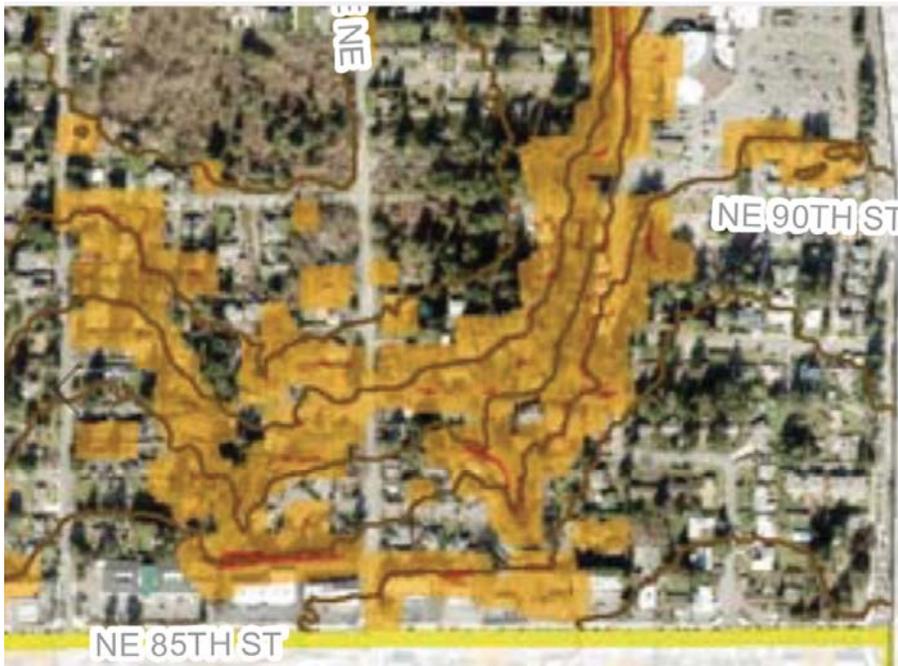
The zoning maps list our home as zones RSX 7.2. Pursuing the Continental Divide project and the most recent street connection plan adding connection #6: 130TH Ave NE between NE 87th ST and NE 94th ST will burden the homeowners in the RSX 7.2 zoned area with enormous additional traffic attempting to bypass the severely congested 124th, 128th and 132nd Ave, which would produce idling exhaust fumes and increased danger to children and pedestrians on workday commute times and Sundays when the City Church draws hundreds of cars to the area. This is an unreasonable intrusion in a quiet neighborhood that today only services local traffic and has connecting trails used by pedestrians and bicycles.



In the most recent Kirkland Liquefaction / Mudslide potential maps (2018 City Initiated Comprehensive Plan Amendments, File Number CAM18-00363) the development of creating a connecting roadway at 130TH Ave NE between NE 87th ST and NE 94th ST will increase require removal of all major trees and increase the 30 degree grade of our property. Increasing steepness in a wetland drainage area dramatically increase the risk of a slide on our property. This action would effectively change our property designation from “moderate” landslide risk to “high” landslide risk. This will also increase the danger of a slide and damage to the home of our closest downhill neighbor, located at 12923 NE 88th St, as well as the other homeowners further down the hill.

See <https://www.kirklandwa.gov/Assets/Planning/Planning+PDFs/Planning+Commission/2018+City+Initiated+Comprehensive+Plan+Amendments+PC+08232018+Packet+WEB+->

[+CAM18-00363\\_Part3.pdf](#) p45



The street drains for 87th Street NE drain out onto our property, to the south of our home, and our property was recently designated a critical wetland drainage area. Building the 130th Av NE connector would increase the grade and water draining onto our property and onto the home downhill, 12923 NE 88th St, leading to additional flooding and mudslide potential. Building a road on a wetland is contrary to Resolution 2017-2: Chapter 90 KZC Amendments (Critical Area Ordinance/Wetlands, Streams, Fish and Wildlife Conservation Areas, Minor Lakes and Frequently Flooded Areas) and related minor code amendments (CAM15-01832) <https://www.kirklandwa.gov/Assets/Planning/Planning+PDFs/Houghton+Community+Council/Chapter+90+HCC+Meeting+Packet+01262017+-+CAM15-01832.pdf>

Kirkland's Tree study report; "Internship Project Findings Related to Tree Code Efficacy, Kirkland Zoning Code Chapter 95, File Number CAM18-00408" <https://www.kirklandwa.gov/Assets/Planning/Planning+PDFs/Planning+Commission/Tree+Research+Presentation+Staff+Report+with+Attachments+08092018+PC+Meeting+WEB.pdf> finds that tree code loopholes are consistently being exploited, contrary to the stated goal of enhancing Kirkland's urban forest to achieve an overall healthy, sustainable 40 percent tree canopy cover citywide over time. Much of the area surrounding our home to the North and South have been developed, and developers have exploited the current lax Kirkland tree canopy regulation and have eliminated almost all 100% major tree cover of the neighborhood in those developed areas. The developer to the South of our property "accidentally" damaged then removed the major trees that were required to be retained on the developed property, and the developer subsequently replanted Arborvitae to meet replacement requirements but never watered them, letting them die. I have enclosed a picture adjacent to our property where the 130th Av NE connector would be built to connect 130TH Ave NE between NE 87th ST and NE 94th ST. Constructing this connector roadway would require removal of all of the major trees to the east of our home, the loss of which would eliminate wind buffer and lead to the loss of all of the major trees on our property. The construction of the roadway and loss of these trees and root systems would greatly increase soil erosion and mudslide potential on our property, and all the properties below us.



### **Solution**

**For these reasons we object to both the CONTINENTAL DIVIDE MIXED USE – DRV18-00312 project and the street connection plan supporting this project in the “ROSE HILL NEIGHBORHOOD PLAN DRAFT (7-17-18)” which details connector #6: 130TH Ave NE between NE 87th ST and NE 94th ST.**

**Signed: Marie Fromm and Connie Eronson**

**12861 NE 88th St, Kirkland, WA**

