

<http://permits.kirklandwa.gov/WebDocs/2020121136/eff15424-4eb3-45df-9d24-cf329da8d393.pdf>

CORE REQUIREMENT #7: FINANCIAL GUARANTEES AND LIABILITY See Section 9. A City of Kirkland Improvement Evaluation Package (IEP) will be provided with the final engineering submittal.

Please explain what the above requirement is. Details could not be found in the documents provided.

Traffic Impacts –

What studies have been done for traffic impacts due to 16+ new cars / 8 cottages, visitors, services, deliveries etc on 112th?

The turnaround at the deadend of 112th is not big enough for moving trucks, large rigs, garbage, emergency services. Trucks cannot stay on the pavement and crush landscaping. If cars are parked in the roundabout trucks must backdown the street. Parking for visitors to the homes must be within the Watershed Cottage property and should not use street parking. Visitors to the park and the narrow 112th dictate that no parking should be allowed on 112th to ensure emergency services access with 100 yards of the turnaround.

Speeding and Unsafe Conditions

To reduce incidents of speeding on 112th can the stop at 112th and 53rd become a 3 way stop? This would prevent accidents on 53rd. Look at the site distances. Stopping distances and now increased traffic on 112th. Get cars to slow down by putting in additional stop signs.

112th necks down to almost a signal lane near 5015 address. If not for the sidewalk on the eastside the road would be dangerously narrow for trucks, RVs, services etc. Even though the “Watershed” Cottages will have a sidewalk – cars should not be allowed to park on the sidewalk. The sidewalk is for pedestrians, strollers, and bikes. There is no place to avoid a car or truck on that section of 112th. The ditch is steep. An elderly person or child cannot jump the ditch to safety.

112th from 5015 address to turnaround should be no parking. The site lines, safety of walkers must be a priority. If sidewalks are provided people will park on them.

The character and style of homes on 112th is not 1500 square foot homes. They are not the density being proposed. Why is such density being allowed next to a large park on a quiet deadend street?

Access from 110th?

Can access come from 110th for the homes like the style and access that already exists on 110th? Or half of the homes?

Seeking Code Change

8 smaller cottages have a greater impact on the community than 4 larger homes. Traffic, parking, service deliveries and schools. Lakeview Elementary is already beyond capacity. The school district is not going to build more schools in our area or expand Lakeview. 8 homes should not be allowed on the property and should not be allowed in Houghton/City of Kirkland’s land use code. What is the process for getting the code changed?

Impacts on Community and Quality of Life on 112th

If the goal is to provide more affordable housing through great density care should be taken as to where such density would be added. State Street and near the downtown core is in keeping with the character of the area. The proposed development of 8 cottages is in a dense wooded area, next to single family homes. If this development goes ahead as planned it will diminish the value of homes in the area and quality of life on 112th. If the zoning allowance continues 112th will be trashed with traffic, deliveries and cars due to the increased density.

Dave Hawkins

dave@twg.llc / 206-910-1308

From: David Aldridge III <DAldridge@kirklandwa.gov>

Sent: Wednesday, March 31, 2021 11:11 AM

To: Dave Hawkins <dave@twg.llc>

Subject: RE: Proposed Land Use 112th Ave NE Kirkland ZON21-00113

Hi David,

You can submit your comments regarding this project to me. The comment period opens up next Thursday, but you can submit early.

You can view some of the documents related to the project here:

<https://permitsearch.mybuildingpermit.com/PermitDetails/ZON21-00113/Kirkland>

Cottages are allowed at a density that is double that of standard single family homes. The Houghton Community Council approved a separate code chapter for cottages in their Zone last year. This chapter can be found here:

<https://www.codepublishing.com/WA/Kirkland/html/KirklandZ113/KirklandZ113A.html>

Generally, cottages are smaller, oriented around common recreational space, and constructed to appear like single family homes. They are an alternative conceived to address housing shortages, and allowed in most Low Density Zones.

Let me know if you have any more questions.

Thank you.

-DLA

From: Dave Hawkins <dave@twg.llc>

Sent: Tuesday, March 30, 2021 4:02 PM

To: David Aldridge III <DAldridge@kirklandwa.gov>

Subject: Proposed Land Use 112th Ave NE Kirkland ZON21-00113

Good Afternoon David –

I left you a VM on this topic but figured a follow up with email might work better. We will on 112th Ave NE near Watershed Park. A Notice of Proposed Land Use to Build 8 Cottages on our street has gone up. File No. ZON21-00113.

Can you please help me understand the process of filing a formal complaint and what options we have as residents to oppose the development? We live in an area currently zoned as low density. 8 Cottages in not in keeping with the homes area or current zoning.

Others in our area are concerned over the proposed development as well but unclear on the process of how to take action in opposition.

Thank you for your time and assistance in this matter.

Dave Hawkins

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David Aldridge III

From: Dusty & Kathy Harvey <dkharvey@frontier.com>
Sent: Friday, April 30, 2021 11:16 AM
To: David Aldridge III
Subject: ZON21-0013

RE: zon21-0013

Daniel Aldridge

Kirkland Planning and Building Department

My name is Duston Harvey. My wife, Kathleen, and I have lived at 11021 NE 47th Place in the Houghton neighborhood for 40 years. We've watched the lots on the west side of 112th Avenue Northeast south of the Northeast 53rd Street go from single homes near the street to two or three houses spread down the hill. But we've never seen anything as outrageous as the proposal to put eight homes on the property at 4559 112th Avenue NE.

We'd like to second -- and fully endorse -- my neighbor Sam Ziamba's April 6 email on this zoning request. He's absolutely right when he argues that this is a blatant attempt to circumvent Central Houghton's RS8.5 minimum lot size and violates the specifics of the "cottage" rules in Houghton in many ways.

My home is kitty-corner to the northwest from the proposed cottages and, if what I've been told by you and the Public Works Department is correct, my biggest loss will be being forced to live adjacent to an overcrowded, over-busy, car-filled parcel -- almost completely denuded of significant trees -- that will seriously increase noise and visual pollution. The zoning code for "cottages," in its discussion of open spaces, says: "Retain and protect trees with a high retention value to the maximum extent possible" and "Where feasible, existing mature trees should be retained." And it says "preservation of portions of the site in undisturbed, natural conditions" is a requirement of low impact development. Neither seem to be part of the plan, which has the .86 acres dominated by the eight homes, their garages and driveways and by the private road that extends from the street to the widened paved area near the western boundary. The developer's arborist proposes cutting down 25 of the 30 "viable" large trees. Of the current cottage developments in Kirkland, the 116th Street Cottages stand out for their lack of natural spaces -- a line of boxy houses abutting a long driveway with spots for house-side parking in front of tiny open spaces. The Watershed Cottages plan seems nearly identical -- but with houses on both sides of the long driveway. They clearly would not meet this standard in the Houghton rules: "Dwellings within a cottage housing development should be oriented to promote a sense of community, both within the development, and with respect to the larger community, outside of the cottage project. A cottage development should not be designed to "turn its back" on the surrounding neighborhood."

The city's news release this week on an award for its revised cottage zoning and the "missing middle" housing market makes it clear that Kirkland favors cottage development. While we applaud the city's efforts to provide less expensive housing, we question whether these proposed cottages will be affordable for the "missing middle." The builder, DGR Development, has a small subdivision of new houses of about 3,200 square feet and priced in the \$1.8 million range in the Bridle Trails area. The 1,720 square foot cottages proposed on 112th Avenue NE are somewhat more than half the size of those homes. The incredible increases in Houghton home values in recent years, and simply cutting the prices of the Bridle Trail homes by half, suggest cottages priced in the \$900,000 range at best. However, it's likely to be much higher. A neighbor tells me that in a recent phone conversation by the developer with several 112th Avenue NE residents, the price discussed was \$1.5 million, which DGR agreed was not affordable housing but said was far cheaper than what fewer houses on the lot would cost.

While the city is promoting cottages, it's also making an effort to protect the tree cover as part of the fight against climate change, with more stringent rules adopted last year. As discussed above, this project hardly fits with that priority.

We expect additional houses to be built on this lot, but it should be the three homes the property owner has previously suggested and contacted city about, not eight. The developer should be required to build them within Houghton's RS8.5 zoning rules.

Thanks.

Could you email me with an acknowledgement you received this message?

David Aldridge III

From: Diana Laforanara <diana@dianala.com>
Sent: Friday, April 30, 2021 4:16 PM
To: David Aldridge III
Subject: Comments regarding ZON21-00113
Attachments: 2021.04.30 Letter to City of Kirkland.pdf

Dear Mr. Aldridge,

Please see the attached letter and register it as a comment for ZON21-00113. Please confirm receipt of this email at your earliest convenience.

Thank you,

Diana Laforanara

Diana Laforanara
4709 112th Ave NE
Kirkland, WA 98033

April 30, 2021

David Aldridge III, Project Planner
Planning and Building Department
City of Kirkland
123 Fifth Avenue
Kirkland, WA 98033

RE: Project ZON21-00113

Via electronic mail

Dear Mr. Aldridge,

I am writing you regarding the proposed cottage development ZON21-00113. I am a signatory to the group letter submitted today by Aaron Bosworth. In addition, I would like to address some specific concerns that my husband and I have as long-term residents of 112th Avenue Northeast.

We have lived in our current house since it was sold to us by the developer approximately 14 years ago, and have lived in this area for decades. We have never, in that time, objected to any new development or subplot, notwithstanding the fact that 112th Avenue Northeast has been subject to extensive subplots and new development since we have lived here. This development has included the subdivision and construction of the property that borders our house directly to the North.

We believe that densification is important, and crucial to support the growth plan for our area, and to welcome new neighbors. We ourselves were the beneficiary of a subplot, which led to the home we have enjoyed now for so many years.

With that in mind, I hope that you will understand that it is not lightly that I write to you today, nor is it due to any objection to densification or welcoming new neighbors to Kirkland. My main and most significant concern is the safety of our residents, old and new.

As you know, 112th Avenue NE has several non-standard features. There are many lots which have been subdivided down a steep hill with multiple homes off the street. It has a ditch to the West side much of the street, so no one can park or walk there. On much of the East side of the street, where sidewalks do exist, they are almost all slanted sidewalks without a curb. Residents, workmen, delivery drivers, and visitors to Watershed park and the surrounding facilities such as Northwest University routinely park vehicles on these sidewalks. Our street is a dead end street that leads to the popular amenity of Watershed Park, visited by individuals, groups and schools on a regular basis.

As density has increased over the years, and the street has been further narrowed by new sidewalks adjacent to new homes, parking has become more and more difficult. The no parking zone on the West side of the street is routinely ignored by those parking their vehicles on 112th. As the street is narrowed for the addition of sorely-needed sidewalks, there is an unintended consequence that creates several hazards

for pedestrians and those driving vehicles on 112th. Frequently, due to the parked cars, when larger delivery vehicles come to our street, they often park partially obstructing the street such that it can become extremely difficult and sometimes impossible for normal passenger vehicles to pass, much less larger emergency vehicles of first responders. Pedestrians are left to leapfrog between sides of the street and have no continuous sidewalk for their safety.

The approval of the proposed cottage project ZON21-00113, without first addressing safety concerns by fully developing the West side of 112th Avenue and ensuring the sight lines of residents exiting sub-plotted private drives or extant driveways onto 112th, would greatly increase the hazards to residents and visitors in two ways: safety of circulation and safety of timely access to emergency services.

The City of Kirkland has a duty of care to its residents to ensure that the roadway is in a condition safe for ordinary travel. Sightline requirements referenced in Kirkland Public Works Policies R-13 have not been routinely enforced by the city, nor have the extant no parking zones. This has led to commonly hazardous conditions where the Sight Distance Triangle is obstructed by vehicles, fences and/or vegetation. The very existence of the slanted sidewalks where cars may park, directly adjacent to driveways, creates routine obstructions by cars that violate the Sight Distance Triangle. These dangerous conditions that occur, putting pedestrians and vehicle passengers in danger, were created by the way the city has chosen to allow development on 112th without complete consideration of these necessary safety issues, and by creating the cottage code that does not consider sightline considerations and traffic volume when approving new cottage developments.

The City knows, or should have known, that its actions have created this challenging situation on 112th Avenue NE. The City of Kirkland should have reasonably anticipated the hazard that not installing sidewalks to the West, creating slanted sidewalks where parking is possible, and failing to enforce extant sightline requirements would have thereby created: a situation wherein parked vehicles in combination with fences and vegetation narrow the street excessively to the point where it frequently blocks the Sight Distance Triangle and could potentially cause emergency vehicles to be unable to pass or be delayed when responding to an emergency.

I am therefore asking the City of Kirkland, prior to approving any new development on 112th Ave NE, and before increasing density in a more intense way with any new cottage developments such as ZON21-00113, to address the existing safety concerns on 112th NE. I know that I and many of my neighbors would welcome such improvements on our street for all of our neighbors and visitors, current and future. Our street is at a “pain point” with regard to traffic safety, and until the situation is addressed, it is not safe to bring a large number of new residences to our street.

The cottage code is a new code for our City, and extremely well-intentioned, but the impacts it brings to the safety of the residents and visitors to 112th Ave NE must be corrected before going forward with this new cottage project, and those sure to follow shortly thereafter.

Please take action now before someone gets hurt by this hazardous traffic situation, and to prevent delays in response to medical emergencies by first responders in the future.

I have attached a few photos to the letter as examples for your reference.

Thank you for your consideration,

Diana Lafornera







David Aldridge III

From: Douglas Taylor <dougday@microsoft.com>
Sent: Thursday, April 29, 2021 5:28 PM
To: David Aldridge III
Cc: boatmarina@gmail.com
Subject: Watershed Cottages
Attachments: Watershed Cottages - Written Comments - 4558 110th Ave NE.docx

Hi Mr. Aldridge,

My wife and I live adjacent to the watershed cottages project and wanted to talk through some details during the public comment phase, etc. Hopefully, this format and the information is appropriate. Please let us know if there is anything else we should do to get into the formal discussion.

Thanks,

Doug Taylor

360-305-2745

dougday@microsoft.com

To the Attention of David Aldridge
 Permit Number ZON21-00113
 Kirkland Planning and Building Department
 425-587-3256
daldridge@kirklandwa.gov

Dear Mr. Aldrige,

My name is Douglas Taylor and my wife, Marina, and I live at 4558 110th Ave NE (Parcel: 9544200140), which abuts the Watershed Cottages Proposal (ZON21-00113) on the west border of the proposal at 4559 112th Ave NE (Parcel: 9544200250).

We have some concerns with the project proposal as is and would like to discuss and possible change or improve some of the details before the project is approved. Could you help us to understand how to work through this process?

The following pages describe some of our concerns, which we would like to discuss and understand better.

- 1) The project proposal removes nearly all of the current forest and woodland area on the lot, in particular all of the foliage that currently creates a buffer between our properties and theirs.
- 2) Aren't the proposed cottage sizes well above the size standards to be defined as a cottage?
- 3) Landscaping and tree retention
 - a. Current tree plan includes removal of 2 trees that our on our property line and for which we do not provide permission to remove (trees #33 and #34 in permit application, maybe others)
 - b. Current tree retention plan appears to count trees that are partly or largely on our property and also other neighboring properties.
 - c. Current tree retention and landscaping plans don't properly account for Minimum Land Use Buffer Requirements ([95.42](#), standard 1) between our property and theirs.
 - d. There appears to be an even smaller or less extensive buffer on the northern and southern boundaries.
- 4) The storm water vault structure is planned to be encroaching on the minimum buffer standard between our properties.
- 5) Low Impact Development (LID) standards – how are these being addressed?
- 6) Buildings are larger than the allotted size for cottage development: 1500 gross ft² is allowed and cottages are spec'd at 1736 gross ft².
- 7) F.A.R. is $(1,736 * 8) / 37,363 = .37$ (max is .35 as defined in [KZ113.25](#))
- 8) The designs don't appear to provide yards for any of the cottages.
- 9) The arborist plan doesn't provide any alternatives to maximize preservation of trees

Regards,
 Douglas and Marina Taylor
 4558 110th Ave NE
 Kirkland WA, 98033

Doug:

dougtay@microsoft.com

360-305-2745

Marina:

boatmarina@gmail.com

206-919-4927

David Aldridge III

From: Elizabeth Lyons <lyonselizabethc@gmail.com>
Sent: Sunday, April 25, 2021 1:10 PM
To: David Aldridge III
Subject: Watershed Cottages-Concerns to be added to the record

Dear City of Kirkland Planning Department;

Regarding the proposed cottage project ZON21-0113 "Watershed Cottages" we as the direct next door neighbors on the north side have the following concerns about this project that we hope will be considered, addressed and listened to before approving such a project:

1. Inadequate fire department access needing to be corrected by sprinklers, what is the risk to the fences, trees etc and neighboring houses that due to the plans will be butted up against this new building type? Is there an opportunity for less density to ensure the safety of surrounding houses and greenery?
2. This street has one outlet and little additional street space due to the nature of Watershed Park. There is already traffic due to hikers at watershed park but additional traffic with no outlet (and frequent speeding) is concerning for the safety of those using the street with no sidewalks. Is there an opportunity for an additional outlet on the other end of the development for this plan? Additionally the other cottage developments that were referenced are on blocks where there is further access to streets and inlets and outlets. This adds more safety for those needing to get in and out of those developments and those passersby.
3. Lack of traffic safety and space on the street. Already with watershed park and the ubiquitous delivery vans there are issues with speeding, street width and access the further ends of the street.
4. Large lack of parking on the street. There is only parking on the west side of the street due to Watershed Park on the eastside of the street. Already due to the width of the street cars are forced to park on the "sidewalk". With 8 additional houses assuming 2 cars per house on one of the narrowest parts of the street there needs to be some planning related to the parking.
5. Due to increased traffic with this development and the slope of the lots and visibility on the street is it possible to request a gate at the end of the driveway to give ample warning to passersby that residents will be leaving the new cottages?

Additionally, as a family with small children we welcome opportunities for more families to move into the neighborhood but we are concerned that the above issues have not been considered and need to be addressed for the safety of all neighbors and those that utilize the street.

Thank you and please feel free to reach out for further conversation,

Elizabeth and Matthew Lyons
 4705 112th Ave NE Kirkland WA 98033
Elizabeth.sheets@gmail.com
 503 422 6061

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Elizabeth Lyons

David Aldridge III

From: Norman Kriloff <fcheckers@yahoo.com>
Sent: Friday, April 30, 2021 3:12 PM
To: David Aldridge III; Adam Weinstein
Subject: Watershed Cottages Permit #ZON21-00113

Please make us a party of record for the above referenced proposal:

Norman and Frances Kriloff
 4545 112th Avenue N.E.
 Kirkland, WA 98033
 Ph. 425-827-9020
 fcheckers@yahoo.com

In 1974 we did our due diligence as we purchased our home and lot adjacent to the south boundary of the property on which Watershed Cottages is proposed. At that time many of the lots in the Woods Addition to Kirkland were still full, wooded 125' x 300' with single family homes. We were told of the 8500 sq. ft. zoning and the deduction for road easement that would allow for a maximum of three homes per lot and that it was unlikely that the zoning would change. So we knew from the beginning that eventually such development would occur as our neighbors who built those homes aged and moved or passed on. But it took over thirty years before that happened. Logic said that it would make sense to access those new homes from a common driveway between two of the large lots, but the zoning and short plat codes and their application by the city planning authority made that less economical so each lot got a separate road for its three homes. Other city departments decided to maintain rather than replace and underground the stormwater ditch on the east side of 112th(hence no chance to park off the asphalt) and to merely asphalt over the gravel turnaround outside the abandoned watershed when the street was repaved. It was not brought up to normal cul-de-sac standards. When the watershed property was formally transferred to the Parks Department that turnaround became the de-facto parking for the park with its now maintained trails and use promotion. It even got mentioned in a local trail book. No off-street parking was provided at any of the three access points on 110th, 112th, or 114th. More recently the pandemic has resulted in many more people recognizing it as a close to home outdoor opportunity and the traffic and parking have increased dramatically. The increased traffic and parking from the additional short plat homes, park traffic, construction and home delivery vehicles on a 16 foot wide asphalt surface and intermittent sidewalks has created dangerous situations for drivers and pedestrians, including complete blockages at times. Access for police, fire, garbage, utility and delivery vehicles is restricted and the turnaround is frequently unavailable causing those vehicles to have to back up all the way to 53rd Street possibly through one lane openings between vehicles parked on both sides of the street. Lake Washington School District decided many years ago that it could not safely provide bus service for students on this street and they must walk its entire length to access the bus at 110th and 53rd.

It is our understanding that while the code would permit up to a four house subdivision on a parcel with 37,500 sq. ft. it would not if sensitive slope, stormwater, tree retentions, and other factors would not allow the fourth unit. If four units would not be permitted then only six cottages would be the doubled density.

We have been disappointed to see that while we have retained and expanded the tree canopy on our lot, the short plats that have been allowed have resulted in almost no tree retention, including one done at 5011 by this same landowner. Specifically relevant to this project, the removal of almost every existing tree and two very large ones that were removed last year in anticipation of a different one house development on the property, will subject our trees to greater vulnerability to wind events and increase the danger to the new cottages and our liability exposure. We would expect and demand that the city share in that liability should such occur.

We also believe that if a permit is issued that it should include a requirement for fencing along the whole south border to prevent the inevitable trespass into what is our native landscape and not just adjacent open space. A six foot cyclone fence would seem to be a good choice to preserve the open feel while protecting our rights.

While we understand the objective to increase density and provide more affordable housing options, we do not believe that this neighborhood with a deficient infrastructure is the proper place to locate this new cottage concept and certainly not in this expanded form. This proposal is a 21% increase in the number of housing units south of 53rd. This proposal would with two car garages and two driveway spots add as many as 32 cars making multiple trips per day to an already untenable situation. ADUs would make the situation even worse. The applicants suggestion that this noncompliance with the Houghton restrictions to 1500 sq. ft. and a one car garage would somehow mitigate the traffic and parking concerns

does not make common sense. They would be less affordable and would attract buyers who have more vehicles. Any street with proper width, curb and guttering, and two-directional access would be a better place to achieve those goals. Even without this project it would be advisable to mitigate these problems by providing off-street parking for the park at this and or only at the other two access points that don't have this density; to not allow parking any time in the turnaround and perhaps for the entire length of 112th south of 53rd.

Please consider these impacts in your deliberations and stand up for the principles of the tree ordinance and exercise your discretion in applying rational planning principles rather than the technicalities of the codes.

Thank you,

Norm and Fran Kriloff

30 April 2021

Residents and Users of 112th Ave. NE
Kirkland, WA 98033

Adam Weinstein
Planning and Building Department Director
City of Kirkland, Planning and Building Department
123 Fifth Avenue, Kirkland, WA 98033

Mr. Weinstein,

We are writing to provide public comment in opposition to the development project (ZON21-00113) that is being proposed in our neighborhood. The proposed project involves construction of 8 cottages on a 0.86-acre parcel located along 112th Avenue NE. Although this proposal may be consistent with current zoning code for cottages, **the development would conflict with many aspects of Kirkland's Comprehensive Plan and result in significant negative impacts to safety, walkability, and traffic congestion on 112th Ave.**

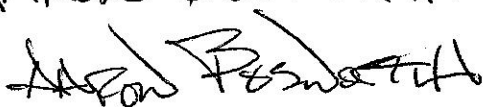
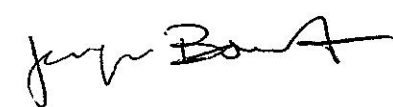
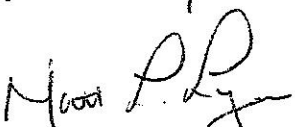
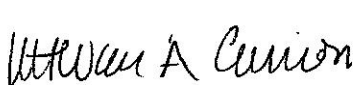
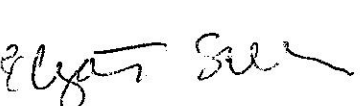
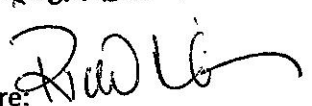




The neighborhood street (112th Avenue NE) where the development is proposed has not been fully developed; it is narrow, cannot accommodate two-way traffic in many areas, and does not have an outlet. The street lacks sidewalks along much of its length, requiring pedestrians to walk in the street. The open ditch that runs along most of the street precludes parking or walking, putting more pressure on the narrow road. Parked cars, delivery trucks, and vehicle traffic create congestion and unsafe walking conditions. Further, this street is the primary access for Watershed Park (a popular public park) which generates large volumes of traffic, with Park users parking along 112th Ave and in the turn-around at the end of the street. Again, the street does not have an outlet so all vehicles must exit on the same route they enter. The addition of eight new households to 112th Ave NE will further exacerbate congestion and vehicle traffic on this under-developed street.

The Vision Statement in City of Kirkland's Comprehensive Plan include guiding principles where "safe, well maintained and extensive systems of roads" contribute to an accessible region where people feel connected. Kirkland Comprehensive Plan, Section IX Transportation, 5. Motor Vehicles, Policy T-4.7 and T-5.5 address the negative impacts of motor vehicles on neighborhood streets. Important issues like pedestrian safety, walkability, and traffic congestion on small neighborhood streets like 112th are recognized throughout Kirkland's Comprehensive Plan. The proposed development, if built as currently proposed, will run counter to the ideals cited in the Comprehensive Plan.



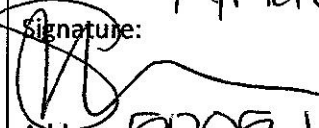






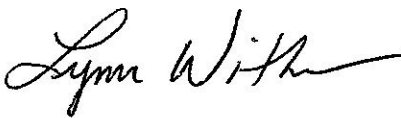

We all recognize that cottages and other alternative housing types cited in KZC, Chapter 113 are needed in Kirkland, but they are not appropriate for all areas of Kirkland. Development proposals like this may be appropriate in areas closer to Houghton's center, but they should not be allowed along 112th Ave NE or in other places where the road infrastructure is not sufficient. **Until the City of Kirkland can fully develop the infrastructure of 112th Ave NE to addresses current safety issues, walkability issues, and traffic congestion, cottage style developments like ZON21-00113 should not be approved for this street.**

Thank you for your consideration,








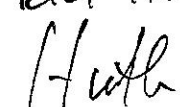
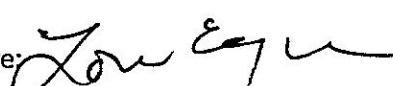
Residents and Users of 112th Avenue NE

<p>Name: AARON BOSWORTH</p> <p>Signature: </p> <p>Address: 4533-112th Ave. NE</p>	<p>Name: JENNIFER BOSWORTH</p> <p>Signature: </p> <p>Address: 4533 112th AVE NE</p>
<p>Name: Matthew Lyons</p> <p>Signature: </p> <p>Address: 4705 112th Ave NE</p>	<p>Name: KATHY CANNON</p> <p>Signature: </p> <p>Address: 5021 112th AVE NE</p>
<p>Name: ELIZABETH LYONS</p> <p>Signature: </p> <p>Address: 4705 112th Ave NE</p>	<p>Name: Richard D. Cannon</p> <p>Signature: </p> <p>Address: 5021-112th AV. N.E</p>
<p>Name: Amy Rice</p> <p>Signature: </p> <p>Address: 10514 118th PL NE Kirkland WA 98033</p>	<p>Name: Sheryl Vincent</p> <p>Signature: </p> <p>Address: 11621 NE 102nd Pl Kirkland, WA 98033</p>
<p>Name: Nicole bermul</p> <p>Signature: </p> <p>Address: 4715 112th AVE NE</p>	<p>Name: Sam Ziemba</p> <p>Signature: </p> <p>Address: 4715 112th AVE NE</p>

<p>Name: Barbara Forrest</p> <p>Signature: Barbara Forrest</p> <p>Address: 4535 110th Ave NE Kirkland 98033</p>	<p>Name: Eileen Treusch</p> <p>Signature: Eileen Treusch</p> <p>Address: 10920 NE 45th St. Kirkland, WA. 98033</p>
<p>Name: George Treusch</p> <p>Signature: George Treusch</p> <p>Address: 10920 NE 45th Ave Kirkland, WA 98033</p>	<p>Name: FRANK FORREST</p> <p>Signature: Frank Forrest</p> <p>Address: 4535 110th Ave NE KIRKLAND 98033</p>
<p>Name: TONY BANKS</p> <p>Signature: Tony Banks</p> <p>Address: 10632 NE 47th PL KIRKLAND 98033</p>	<p>Name: Marcia Banks</p> <p>Signature: Marcia Banks</p> <p>Address: 10632 NE 47th PL Kirkland 98033</p>
<p>Name: Wade Lammble</p> <p>Signature: Wade Lammble</p> <p>Address: 4533 110th Ave NE</p>	<p>Name: Curt Behrke</p> <p>Signature: Curt Behrke</p> <p>Address: 4525 110th Ave NE</p>
<p>Name: Heather Moore</p> <p>Signature: Heather Moore</p> <p>Address: 4333 110th Ave NE Kirkland, WA 98033</p>	<p>Name: Rae Behrke</p> <p>Signature: Rae Behrke</p> <p>Address: 4524 110th Ave NE KIRKLAND, WA 98033</p>

<p>Name: Dana Oskari</p> <p>Signature: </p> <p>Address: 10711 NE 58th Kirkland, WA 98033</p>	<p>Name: Tom Vimont</p> <p>Signature: </p> <p>Address: 5030 112th Ave NE</p>
<p>Name: Josh & Stephanie Tyndell</p> <p>Signature: </p> <p>Address: 5005 112th Ave NE Kirkland, WA 98033</p>	<p>Name: Jane Vimont</p> <p>Signature: </p> <p>Address: 5030-112th Ave NE</p>
<p>Name: Karen Starns</p> <p>Signature: </p> <p>Address: 4525 112th Ave NE</p>	<p>Name: Susan Hawkins</p> <p>Signature: </p> <p>Address: 5042 112th Ave NE Kirkland, WA 98033</p>
<p>Name: Shannon Jones & David Jones</p> <p>Signature:  </p> <p>Address: 5035 112th Ave NE</p>	<p>Name: Mrs Gibson</p> <p>Signature: </p> <p>Address: 10803 NE 62nd St Kirkland</p>
<p>Name: Lynne Witham</p> <p>Signature: </p> <p>Address: 5 Enatai Dr Bellevue</p>	<p>Name: Norm & Fran Kriloff</p> <p>Signature: </p> <p>Address: 4545 112th Ave NE</p>

<p>Name: Edward W. Sheets</p> <p>Signature: Edward W. Sheets</p> <p>Address: 4545 Sand Point Way NE #801 Seattle WA 98105</p>	<p>Name: Ronda Skubi</p> <p>Signature: Ronda Skubi</p> <p>Address: 4545 Sand Point Way 801 Seattle</p>
<p>Name: Mary Rawson Foreman-Rorver</p> <p>Signature: MR Foreman-Rorver</p> <p>Address: 5001 112th Ave Kirkland 98033</p>	<p>Name: Lisa Fynaaert</p> <p>Signature: Lisa Fynaaert</p> <p>Address: 806 1/2 St W. Kirkland WA 98033</p>
<p>Name: Kirk Rorver</p> <p>Signature: Kirk Rorver</p> <p>Address: 5001 112th AVE NE Kirkland 98033</p>	<p>Name: Dennis Schor</p> <p>Signature: Dennis Schor</p> <p>Address: 4719 112th AVE NE KIRKLAND, WA 98033</p>
<p>Name: JOHN KAPPLER</p> <p>Signature: [Signature]</p> <p>Address: 5025 112th AVE NE</p>	<p>Name:</p> <p>Signature:</p> <p>Address:</p>
<p>Name: Pamela Kappler</p> <p>Signature: [Signature]</p> <p>Address: 5025 112th Ave NE Kirkland, Wa-98033</p>	<p>Name:</p> <p>Signature:</p> <p>Address:</p>

<p>Name: Cheryl Geels</p> <p>Signature: </p> <p>Address: 4705 110th Ave NE Kirkland, WA 98033</p>	<p>Name: Meno Pribic</p> <p>Signature: </p> <p>Address: 4706 110th Ave NE 98033 Kirkland, WA</p>
<p>Name: Julia Pribic</p> <p>Signature: </p> <p>Address: 4706 110th Ave NE Kirkland, WA 98033</p>	<p>Name: Meredith Hazy</p> <p>Signature: </p> <p>Address: 4639 110th Ave NE Kirkland, WA 98033</p>
<p>Name: Chris Stewart</p> <p>Signature: </p> <p>Address: 4647 110th Ave NE Kirkland, WA 98033</p>	<p>Name: Stephanie Miller</p> <p>Signature: </p> <p>Address: 4526 110th Ave. NE Kirkland, WA 98033</p>
<p>Name: STEPHEN BRAUNER</p> <p>Signature: </p> <p>Address: 10927 47th St NE</p>	<p>Name: Peter Huth</p> <p>Signature: </p> <p>Address: 10507 NE 48th Pl</p>
<p>Name: LORI Egan</p> <p>Signature: </p> <p>Address: 10507 NE 48th Pl Kirkland WA 98033</p>	<p>Name:</p> <p>Signature:</p> <p>Address:</p>

Name: <i>Dustin + Kathleen Harvey</i> Signature: <i>[Signature]</i> Address: <i>11021 NE 47th Pl</i> <i>98033</i>	Name: <i>Sharon Fields</i> Signature: <i>[Signature]</i> Address: <i>4719 112th Ave NE</i> <i>98033</i>
Name: <i>Diana + Philip Laformara</i> Signature: <i>[Signature]</i> Address: <i>4709 112th Ave NE</i> <i>98033</i>	Name: Signature: Address:
Name: Signature: Address:	Name: Signature: Address:
Name: Signature: Address:	Name: Signature: Address:
Name: Signature: Address:	Name: Signature: Address:

David Aldridge III

From: Hjordis M Foy <hfoy@uw.edu>
Sent: Wednesday, April 28, 2021 10:38 AM
To: David Aldridge III
Subject: permit number ZON21-00113

Traffic on 108th ave between 512 and downtown Kirkland was bumper to bumper already before the pandemic. You had to schedule your medical appointments and purchases of food accordingly. And you are trying to add some 16 cars - . Walking from 4559 112th ave(the site) to public transportation on 108th ave would be 0.6 miles.

You would potentially add about 16 (2x8) school children. Are the local schools ready to absorb that?

Hjordis Foy, email hfoy@uw.edu

11016 NE 47th pl, Kirkland, WA 98033

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Hjordis

David Aldridge III

From: Jody Anderson <jodylynnanderson@msn.com>
Sent: Thursday, April 29, 2021 12:20 PM
To: David Aldridge III
Subject: Public comment on ZON21-00113

From:
Jody Anderson
4723 112th Ave NE
Kirkland, WA 98033
jodylynnanderson@msn.com

Public comment on ZON21-00113 – For eight cottages at 4559 112th Ave NE

I do recognize the need for more affordable housing, and recognize that cottage communities are a part of this picture, but I strongly appose the request for a variance in the zoning code for this piece of property on 112th street where I live.

112th Street dead ends into Watershed park so we have tons of walkers that use this street, from NW University and the surrounding Kirkland community. As typical, when new development goes in, the street is widened a bit and sidewalks are added. And as typical, this means that the sidewalk does not run down the entire street. Because of this, and the nature of this street which dead ends into the park, no one, and I mean no one, walks on the sidewalks. In addition, in places where there the road has not been widened there are choke points where not only can two cars not pass each other, there is not room for one car and somebody walking. Right now, it slows people down and continues to make it a great place to walk, but I can not imagine adding seven additional residences with their cars and their deliveries in that mix. There are times of the day that it is very difficult to maneuver as one ping-pongs down the street avoiding parked cars, oncoming traffic, delivery trucks, dog walkers, kids on bikes and mailboxes. It's a long street, with only one access point so not a good place to add housing density. There may be enough room for the houses and the parked cars at the site, but there is not enough street width and sidewalks to get to the site.

Jody Anderson

David Aldridge III

From: Jennifer Bosworth <jenbosworth23@gmail.com>
Sent: Monday, April 26, 2021 3:19 PM
To: David Aldridge III
Subject: Public Comment for Permit ZON21-00113 at 4559 112th Ave NE

David,

I am emailing to express my **opposition** to the Watershed Cottages project (ZON21-00113) at 4559 112th Ave NE. While I agree that increasing housing density is an important goal for the City of Kirkland, I feel strongly that this is an **inappropriate location** for the project.

112th Ave NE is an under-developed, country like road, with a ditch along one side. There are no real sidewalks, with the randomly placed partial sidewalks being primarily used for parking. The road is so narrow that there is almost always at least one point on the road where a car coming from the opposite direction has to wait for the other to pass. And then there is the dead end street with a turnaround that is frequently useless for trucks due to an overabundance of Watershed Park users parked in the turnaround. If 112th were a through street, or if the project could bring the driveway down to connect with 110th, then it would make more sense. But every car coming down the street **MUST** go out the way it came, which doubles the traffic.

Darren Granger has been touting all the parking he is creating within the project, because he knows firsthand what an issue congestion is on 112th, especially when cars are parked along the road (as this turns the road in to a single car lane). However, with a one car garage and a 1500sf cottage, it's safe to say that the garages would be used for storage not vehicles. So he is really not providing that much parking. Parking will constantly overflow onto the street causing bottlenecks and blocking "sidewalks" from pedestrian use. And at this point in the dead end road, cars tend to be driving extra fast because they cannot believe how long it is taking to get to the end of the road.

Moving the primary entrance for Watershed Park to 110th Ave and posting no parking signs in the turnaround on 112th might be one possible mitigation idea, as this would decrease current traffic to compensate for the increase that would come from the cottage project.

In summary, because of the nature of the street, allowing 8 cottages will further decrease pedestrian safety while increasing traffic and congestion on the street. This project should **NOT BE APPROVED**.

Sincerely,

Jennifer Bosworth
 4533 112th Ave NE, Kirkland, WA 98033
jenbosworth23@gmail.com

David Aldridge III

From: Josh Tyndell <jstyndell@gmail.com>
Sent: Wednesday, April 28, 2021 10:10 AM
To: Adam Weinstein; David Aldridge III
Cc: Josh Stephanie Tyndell
Subject: Proposed Permit Number ZON21-00113

Dear Mr. Aldridge and Mr. Weinstein,

I am writing to you today as my family would like to be a party of record **opposing the proposed cottage development at 4559 112th Ave NE, Kirkland, WA 98033, permit number ZON21-00113.** We have several concerns with this project and the impact it will have in our neighborhood. We don't oppose this type of housing or that the city of Kirkland changed their zoning laws to allow this type of development. The issue we want to raise is that while this type of development may be desirable in the eyes of the city, it is not practical for every neighborhood.

112th is a dead end street that is already congested with both local and Watershed Park traffic. The sidewalks do not run the entire length of the road, which is unsafe for the high volume of pedestrian traffic. Street parking is already a challenge and often times blocks half of the street. Delivery, garbage, and construction vehicles create many issues on our street as well. In some cases, driveways and landscaping are damaged as a result of lack of space for larger vehicles to use this road and there is not sufficient enough space for said vehicles to turnaround at the end of the street. It should be noted that school buses will not even pick up/drop off kids near our street and surrounding streets due to limited spaces for them to travel safely in the area. The closest school bus stop is on 108th Avenue. If 8 cottage homes are put on 1 lot on this street, that creates even more congestion and street parking issues. It is not safe!

A development such as this that you would often see in this area, generally is located off of a main road or on roads that are more developed to handle this kind of traffic that have painted lines, sidewalks and/or bike lanes, and are wide enough to accommodate 2 lanes of traffic without obstacles. If this project is approved, we would like these mitigating conditions, preferably on the east side of the street, to protect our neighborhood from density beyond standard zoning. This should come at the cost of the city or the developer.

We appreciate your consideration in this matter.

Josh & Stephanie Tyndell
5005 112th Avenue NE
Kirkland, WA 98033
jstyndell@gmail.com