

David Aldridge III

From: Kathy Cannon <kcannon76@hotmail.com>
Sent: Wednesday, April 28, 2021 1:59 PM
To: David Aldridge III
Subject: permit number ZON21-00113

Dear Mr. Aldridge:

Please make me a party of record on this 112th AVE NE project in Kirkland. I am opposed to this development as it does not fit in this neighborhood. The dead-end street cannot handle the traffic, parking, and service vehicles this project would generate.

Thank you,

Kathy Cannon

5021 112th Ave NE
Kirkland Wa 98033
Kcannon76@hotmail.com

David Aldridge III

From: Kate Edwards <katerenedwards@gmail.com>
Sent: Thursday, April 29, 2021 7:48 PM
To: David Aldridge III
Subject: watershed cottages ZON21-00113

Mr. Aldrige -

I'm away at college and am writing today to provide public comment in opposition to the development project (ZON21-00113) that is being proposed quite near my childhood home (where my mom still lives). The Watershed Cottages is being proposed on the site of a house that my dad rented and that I lived in. While I'm not yet home for the summer, I wanted to email to raise my voice against this project.

I grew up on this street, I learned to ride my bike on this street, and I drove my own car down this street on the way to school. I can't imagine having 8 new families on our street! It will make it dangerous for kids to ride their bikes, there's no way to visit a neighbor without walking on the street, and the street on the park side drops right into a ditch. Extra traffic will make daily living a safety challenge.

Watershed Cottages don't make sense for 112th Ave NE because of the narrow road and inconsistency of sidewalks.
ZON21-00113 should not be approved for this street.

Sincerely

Kate Edwards

David Aldridge III

From: Karen Starns <karen.starns@gmail.com>
Sent: Thursday, April 29, 2021 6:37 PM
To: David Aldridge III
Subject: Public Comment -ZON21-00113
Attachments: Karen Starns_PublicComment_ZON21-00113 (1).pdf

Please accept the message below and attached copy as my public comment on the development project ZON21-00113. In addition, I ask to be included as a party of record in this matter.

29 April 2021

Karen Starns
 4525 112th Ave NE
 Kirkland, WA 98033

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

Mr. Weinstein and Mr. Aldrige -

In addition to the community letter which I have signed, I am writing today to provide public comment in opposition to the development project (ZON21-00113) that is being proposed quite near my home. As I've gotten up to speed on the current zoning code and have come to understand that this proposal for cottages might be allowed within the new code, I believe **the development could pose new, unnecessary danger for members of the neighborhood - children, families, dog walkers, and park goers.**

Earlier this week members of the neighborhood met with property owner Darin Granger, and developer Dom Ruybal on a Zoom call. Granger made a comment in response to concerns voiced by neighbors around privacy, traffic, safety and said that we needed to "understand that everybody lives in the city". While technically true, this comment struck me as completely at odds with the environment and character of our little community on this narrow, one block, dead end street. I've lived in high-density areas of downtown Kirkland in a garden home on 3rd Ave South and a tiny little cottage on 2nd Ave South surrounded by apartments. When it came time to build a home in 2006, I chose a quiet tree-lined corner of Houghton adjoining Watershed Park -- foregoing the proximity, walkability, and buzz of the 'city'.

Living behind the last house at the end of a dead-end street with a turnaround, we've dealt with congestion of parking at the park entrance, the impact of every large vehicle needing to use the turnaround to make their way out, and the lack of usable sidewalks. While there are intermittent sidewalks on the West side of the street, cars are often parked on this curb-less sidewalk and the East side drops right into a ditch. Despite all of the shortcomings of an underdeveloped street, my kids learned to ride their bikes right here on 112th Ave NE and they safely traversed back and forth between my house and their dad's three doors down (when he rented the home that is on the site of the development project in question). Additionally, we walk our dog every single day - often right down the middle of the street.

The prospect of 8 new homes with potentially 16 or more vehicles, 24 bins on Monday trash day, and the added traffic due to deliveries will exacerbate the shortcomings of this underdeveloped street that we've coped with for 15 years.

112th Ave NE will not be a place where kids can safely roam, families with younger kids can teach their kids to ride bikes, or families can walk their dogs safely.

I support higher density housing, but “city living” developments like these cottages are not appropriate for all areas of Kirkland and should not be allowed along 112th Ave NE given the undeveloped road and infrastructure. **ZON21-00113 should not be approved for this street.**

Thank you,

Karen Starns

29 April 2021

Karen Starns
4525 112th Ave. NE
Kirkland, WA 98033

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

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The prospect of 8 new homes with potentially 16 or more vehicles, 24 bins on Monday trash day, and the added traffic due to deliveries will exacerbate the shortcomings of this underdeveloped street that we've coped with for 15 years. 112th Ave NE will not be a place where kids can safely roam, families with younger kids can teach their kids to ride bikes, or families can walk their dogs safely.

I support higher density housing, but "city living" developments like these cottages are not appropriate for all areas of Kirkland and should not be allowed along 112th Ave NE given the undeveloped road and infrastructure. **ZON21-00113 should not be approved for this street.**

Thank you,

Karen Starns

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

David Aldridge III

From: Magnus Christerson <magnus@christerson.com>
Sent: Friday, April 30, 2021 12:27 PM
To: David Aldridge III
Cc: Adam Weinstein
Subject: Re: ZON21-00113
Attachments: Re- Watershed Cottages.pdf

Dear Mr. Aldridge III,

We would like to submit the attached document as comments to the ZON21-00113 application.

Our document includes some comments which are more general than said development, but exacerbated by it, which we want to provide the city as input to addressing the problems we face in our neighborhood community.

Best regards,

Pia and Magnus Christerson
11024 NE 47th Pl, Kirkland, WA 98033

magnuschr@yahoo.com

David Aldridge III

From: Rich Cannon <rich@cannoncommercial.com>
Sent: Tuesday, April 27, 2021 1:53 PM
To: David Aldridge III
Subject: permit number ZON21-00113

Dear Mr. Aldridge:

Please make me a party of record on this 112th AVE NE project in Kirkland. I am opposed to this development as it does not fit in this neighborhood. The dead-end street cannot handle the traffic, parking, and service vehicles this project would generate.

Thank you,

Rich Cannon
5021-112th Ave NE Kirkland, WA 98033 (home address)
rich@cannoncommercial.com

Rich Cannon
CANNON COMMERCIAL
Direct: 206.436.2345 Cell: 206.353.9575
565-13th Ave, Seattle, WA 98122
www.cannoncommercial.com

David Aldridge III

From: Rick Whitney
Sent: Wednesday, April 28, 2021 3:14 PM
To: David Aldridge III
Cc: Adam Weinstein
Subject: ZON21-00113

David,

Please include me as a party of record for the proposed eight cottage development on our street. I believe that the applicable permit number is ZON21-00113.

I would like to receive any public notices and information related to this project.

Best Regards,

Rick Whitney
5009 112th Ave NE
Kirkland, WA 98033

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.

David Aldridge III

From: Steve Anderson <steve_and@outlook.com>
Sent: Friday, April 30, 2021 4:03 PM
To: David Aldridge III
Subject: Public comment on ZON21-00113 – For eight cottages at 4559 112th Ave NE

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

Stephen N. Anderson
4723 112th Ave NE
Kirkland, WA 98033
(206) 550-2961
Steve_and@outlook.com,

Dear Mr. Aldridge:

I'm writing to strenuously object to the building of eight homes on a single lot on 112th Ave NE.

These homes will have little parking on the property because there won't be much property left after all the buildings go up, with the inevitable result that owners' cars will be parked on the street. The street is too narrow even for existing cars, and is already a obstacle course to get to our homes. This is compounded by the popularity of the park and people walking to get there. It's simply already too crowded.

Furthermore, many trees will be cut down to accommodate so many homes. When we built our home, we had to submit an affidavit attesting to the fact that we wouldn't cut down one large cedar tree. With this, you'd be allowing a developer to cut down many—perhaps 20. This is outrageous and galling.

Zoning is for the purpose of aligning infrastructure with the needs of the buildings that go there and for maintaining the character of a neighborhood. If zoning has no meaning, what is its purpose? Stop this clear overreach by a developer and do the job for which zoning exists.

Sincerely,

-Stephen Anderson

David Aldridge III

From: Sharon Fields <slfields83@gmail.com>
Sent: Thursday, April 29, 2021 8:55 AM
To: David Aldridge III
Subject: RE: Permit Number ZON21-00113

David

Those of us who live on 112th Avenue NE are very concerned regarding the impact the proposed Cottage Houses will have in our neighborhood. The project I am referencing is located on 112th AVE NE. Permit Number ZON21-00113.

Is there zoning that allows these types of dwellings regardless of the impact to the neighborhood?

We have Watershed Park across the street. There is a drainage ditch at the edge of the Park without any sidewalk. The street allows only for one way traffic in places. This is the street that people use to visit Watershed Park with inadequate parking at the entrance of the Park. Which means, there really is no designated space to park at the entrance. Most people try to move their cars off the "road" enough so someone who comes down the dead end street, has enough space to turn around and get out.

We have had truck drivers who do not know the configuration of this street end up having to back out the entire length of 112th Ave NE just to get out.

When a neighbor has had a gathering, before the Pandemic, the street is lined with cars. The lack of sidewalks and the inadequate width of the street are a danger to those who walk to the Park, and a danger to the neighbor's children who walk or ride their bikes.

My name is Sharon Fields. I live at 4719 112th Avenue NE. I have lived at this address for 10+ years.

Email: slfields83@gmail.com

Sincerely, Sharon Fields

David Aldridge III

From: Sam Ziemba <samziemba@gmail.com>
Sent: Tuesday, April 6, 2021 10:09 PM
To: David Aldridge III
Cc: Kelly Wilkinson; Nicole Desmul
Subject: ZON21-00113 - Trees and Public Comment
Attachments: Letter to City of Kirkland Re Houghton Cottage Development.docx

Hello David,

Please see attached letter for public comment to the proposed cottage development file no: ZON21-00113. We hope that if cottages are to be allowed to be constructed on this site, that they are built to the zoning code and embody the elements of a cottage as zoning intended, and not just used as a mechanism to build as many units and as large of units as possible, which looks to be the current plan.

Best Regards,
-Sam

April 6th, 2021

Dear Mr. Aldridge,

My name is Sam Ziemba. My wife Nicole and I are a Houghton residents that share a lot line with the proposed cottage development on Parcel 954420-0250 and we strongly urge the city to not permit the proposed cottage development which seeks to exploit the zoning code to maximize unit count at the detriment of requirements needed to classify as a cottage development. As a result the current plan is deficient in multiple areas to classify as a cottage development that would allow the number of proposed units to be constructed.

- 1) Proposed Cottage FAR of (13,888 sf) of exceeds max allowable Cottage FAR (13,125 sf) of the site
- 2) Proposed unit size of 1736 sf exceeds 1500 sf max "Gross Floor Area" per unit as defined
 - a. Gross Floor Area: The total square footage of all floors in a structure as measured from either the interior surface of exterior wall of the structure or, if the structure does not have walls, from each outer edge of the roof. Exterior areas may constitute gross floor area
- 3) Existing Cottage developments in Kirkland have typically been built on parcels with streets on multiple sides of the parcel allowing for ample street parking for guests and visitors. This site has one street adjacent to the parcel totaling 125' of frontage not including new private drive entry. Opportunity for street parking will be extremely limited.
 - a. We are concerned with impact of additional traffic on 112th and potential for overflow street parking on 112th by guests and visitors due to lack of overflow parking accounted for onsite.
- 4) Lack of detail around hammerhead and functionality and promotes surface parking cluster in excess of 4 stalls.
- 5) How does the orientation of the development not turn its back on the surrounding neighborhood.
- 6) Please identify the Low Impact Development (LID) strategies used in the siteplan
- 7) Existing cottage developments typically provide common buildings...this one does not
- 8) Pedestrian connections are required. There are no pedestrian connections to the street or common space. The site plan should include pedestrian connections like a sidewalk or walking path. Once pedestrian connections are added, will site plan meet 50% or less impervious surface?
- 9) How is the proposed site design compatible with the character of the surrounding neighborhood?
- 10) Siteplan provides only 1 dwelling unit example for all 8 sites. Project should include a mix of unit sizes building styles, features and site design elements. Additionally, dwellings with same combination of features and treatments should not be located adjacent to one another.
- 11) The siteplan details trees on our property that will be cut down in order to develop the site. We do not consent to the removal of any trees on our property or partially located on our property.

Highlighted below are the provisions from RCW's that apply:

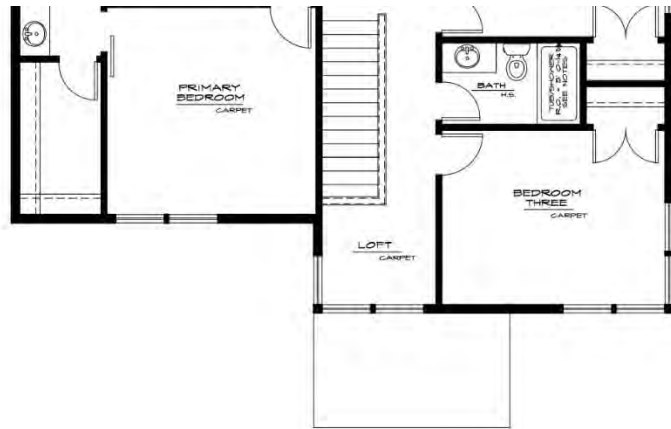
Parcel #954420-0250 Lot size = 37,500

Zoned RS 8.5 – RS is a Low density residential zone

15.30.060 In RS 8.5, the minimum lot size is 8500 sf. $37,500/8500 = 4.41$. Maximum number of lots = 4
Cottage allows for 2x the maximum density

In RS 8.5, the FAR is 50% of the lot size. $50\% \times 37,500 = 18,750$

Cottage max FAR for site = .35 = $13,125 = 1,640.63$ SqFt per unit



FLOOR AREA
RATIO SQFT = 918
SQUARE FEET
LIVING AREA
MINUS 100 SQUARE FEET PER CITY CODE
TOTAL = 818 SQUARE FEET FAR
(986 SQUARE FEET ARCHITECTURAL)

FAR CALCULATIONS
(SQUARE FOOTAGE
TAKEN FROM INSIDE OF
EXTERIOR WALLS)
1500 SQUARE FEET MAXIMUM LIVING AREA
250 SQUARE FEET MAXIMUM GARAGE AREA
TOTAL 1750 SQUARE FEET
(100 SQUARE FEET FLOOR AREA REDUCTION
FOR STAIRS/OPEN AREAS ALLOWED PER CITY CODE)

MAIN FLOOR (LIVING AREA PLUS GARAGE) = 918 SQUARE FEET
UPPER FLOOR = 818 SQUARE FEET (WITH 100 SQFT REDUCTION)
TOTAL = 1736 SQUARE FEET

DR
DEVELOPMENT

Project:
WATERSHED COTTAGES
KIRKLAND, WA

date: 01-12-21
permit:
revisions:

drawn by: MKJ
checked by:

SHEET

A2

50% maximum lot coverage = 18,750 sf

113.10 Voluntary Provisions and Intent

The provisions of this chapter are available as alternatives to the development of typical detached single-family homes. **In the event of a conflict between the standards in this chapter and the standards in KZC 15 or 17, the standards in this chapter shall control.** These standards are intended to address the changing composition of households, and the need for smaller, more diverse, and often, more affordable housing choices. Providing for a variety of housing types also encourages innovation and diversity in housing design and site development, while ensuring compatibility with surrounding single-family residential development.

(Ord. 4152 § 1, 2008; Ord. 4120 § 1, 2007)

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113.15 Housing Types Defined

The following definitions apply to the housing types allowed through the provisions in this chapter:

1. **Cottage** – A detached, single-family dwelling unit containing 1,500 square feet or less of gross floor area.

113.30 Community Buildings and Community Space in Cottage Developments



Community buildings and community space are encouraged in cottage developments.

113.35 Design Standards and Guidelines

1. Cottage Projects

- a. Orientation of Dwelling Units

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.

- 1) Where feasible, each dwelling unit that abuts a common open space shall have a primary entry and/or covered porch oriented to the common open space.
 - 2) Each dwelling unit abutting a public right-of-way (not including alleys) shall have an inviting facade, such as a primary or secondary entrance or porch, oriented to the public right-of-way. If a dwelling unit abuts more than one (1) public right-of way, the City shall determine to which right-of-way the inviting facade shall be oriented.

- b. Required Common Open Space

Common open space should provide a sense of openness, visual relief, and community for cottage developments. The space must be outside of wetlands, streams and their buffers, and developed and maintained to provide for passive and/or active recreational activities for the residents of the development.

- 1) Each area of common open space shall be in one (1) contiguous and usable piece with a minimum dimension of 20 feet on all sides.
- 2) Land located between dwelling units and an abutting right-of-way or access easement greater than 21 feet in width may not serve as required common open space, unless the area is reserved as a separate tract, and does not contain pathways leading to individual units or other elements that detract from its appearance and function as a shared space for all residents.
- 3) Required common open space may be divided into no more than two (2) separate areas per cluster of dwelling units.
- 4) Common open space shall be located in a centrally located area and be easily accessible to all dwellings within the development.
- 5) Fences may not be located within required open space areas.
- 6) Landscaping located in common open space areas shall be designed to allow for easy access and use of the space by all residents, and to facilitate maintenance needs. Where feasible, existing mature trees should be retained.
- 7) Unless the shape or topography of the site precludes the ability to locate units adjacent to the common open space, the following standards must be met:
 - a) The open space shall be located so that it will be surrounded by cottages or two/three-unit homes on at least two (2) sides;
 - b) At least 50 percent of the units in the development shall abut a common open space. A cottage is considered to “abut” an area of open space if there is no structure between the unit and the open space.
- 8) Surface water management facilities shall be limited within common open space areas. Low Impact Development (LID) features are permitted, provided they do not adversely impact access to

or use of the common open space for a variety of activities. Conventional stormwater collection and conveyance tools, such as flow control and/or water quality vaults are permitted if located underground.

c. Shared Detached Garages and Surface Parking Design

Parking areas should be located so their visual presence is minimized, and associated noise or other impacts do not intrude into public spaces. These areas should also maintain the single-family character along public streets.

1) Shared detached garage structures may not exceed four (4) garage doors per building, and a total of 1,200 square feet.

2) For shared detached garages, the design of the structure must be similar and compatible to that of the dwelling units within the development.

3) Shared detached garage structures and surface parking areas must be screened from public streets and adjacent residential uses by landscaping or architectural screening.

4) Shared detached garage structures shall be reserved for the parking of vehicles owned by the residents of the development. Storage of items which preclude the use of the parking spaces for vehicles is prohibited.

5) Surface parking areas may not be located in clusters of more than four (4) spaces. Clusters must be separated by a distance of at least 20 feet.

6) The design of carports must include roof lines similar and compatible to that of the dwelling units within the development.

d. Low Impact Development

The proposed site design shall incorporate the use of low impact development (LID) strategies to meet stormwater management standards. LID is a set of techniques that mimic natural watershed hydrology by slowing, evaporating/transpiring, and filtering water, which allows water to soak into the ground closer to its source. The design should seek to meet the following objectives:

- 1) Preservation of natural hydrology.
- 2) Reduced impervious surfaces.
- 3) Treatment of stormwater in numerous small, decentralized structures.
- 4) Use of natural topography for drainageways and storage areas.
- 5) Preservation of portions of the site in undisturbed, natural conditions.
- 6) Reduction of the use of piped systems. Whenever possible, site design should use multifunctional open drainage systems such as vegetated swales or filter strips which also help to fulfill landscaping and open space requirements.

e. Two/Three-Unit Homes and Carriage Units within Cottage Projects

Two/three-unit homes and carriage units may be included within a cottage housing development. Design of these units should be compatible with that of the cottages included in the project.

f. Variation in Unit Sizes, Building and Site Design

Cottage projects should establish building and site design that promotes variety and visual interest that is compatible with the character of the surrounding neighborhood.

- 1) Projects should include a mix of unit sizes within a single development.
- 2) Proposals are encouraged to provide a variety of building styles, features and site design elements within cottage housing communities. Dwellings with the same combination of features and treatments should not be located adjacent to each other.

g. Private Open Space

Open space around individual dwellings should be provided to contribute to the visual appearance of the development, and to promote diversity in landscape design.

h. Pedestrian Flow through Development

Pedestrian connections should link all buildings to the public right-of-way, common open space and parking areas.

Regards,

A handwritten signature in black ink, appearing to be 'Sam Ziemba', written in a cursive style.

-Sam Ziemba

David Aldridge III

From: trvejv1@frontier.com
Sent: Monday, April 26, 2021 2:32 PM
To: David Aldridge III
Subject: WATERSHED COTTAGES, CASE NO. ZON21-00113

Dear Sir,

I am requesting to be included in correspondence and decisions regarding the above proposed development on 112th Ave NE.

My wife and I are also concerned about the significant adverse impact that the proposal will have on traffic and pedestrian safety.

This is a dead end street, unable to support 2 way traffic, incomplete sidewalks which are used for on street parking, and the principle access for the watershed park, for both entrance and exit as well as parking.

The proposal will unacceptably increase traffic and congestion. Already, utilities such as garbage trucks are often unable to maneuver through the street and must back down.

Pedestrians are constantly in the street, as much of the street is without sidewalks, and delivery or service vehicles making for traffic safety issues.

The proposal as stated with 2 car garages and 2 additional spaces per cottage would add up to 32 additional vehicles which is totally inappropriate for the street.

Thank you for your time.

Sincerely,

Tom and Jane Vimont

5030 112th Ave NE, Kirkland WA 98033

425 822-4297

trvejv1@frontier.com

David Aldridge III

From: MaryRawson <maryrawsonphd@gmail.com>
Sent: Thursday, April 29, 2021 9:49 PM
To: David Aldridge III
Subject: Letter to City of Kirkland regarding ZON21-00113 (8 Cottages)
Attachments: Kirkland Development Opposition 42021.pdf

Please find a letter attached.

William Kirk Rorrer and Mary Foreman-Rorrer
5001 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 on our street. In addition to the objections brought forth by our neighborhood letter we also have another serious concern. Looking at the plans it appears to me that there may not be adequate room for a fire truck to turn around at the end of the new homes. Fire safety with the large forest near this property needs to be a major concern and it is not clear to me that this property would support appropriate levels of protection for concerns around fire. This could be a serious problem with the large increase in addition of traffic and people living on this dead end street.

I understand that Kirkland needs to grow but we can keep it at a sustainable pace to keep up with concerns of safeness.

Sincerely, William Kirk Rorrer and Mary Foreman-Rorrer



CITY OF KIRKLAND
Department of Public Works
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800
www.kirklandwa.gov

MEMORANDUM

To: David Aldridge III, Planner

From: Thang Nguyen, Transportation Engineer

Date: March 15, 2022

Subject: Watershed Cottages, Zon21-00113

This memorandum provides the staff responses to the transportation concerns raised in the public comments to the Watershed Cottages development.

Aaron Bosworth- *112th Avenue NE has not been fully completed; it is narrow with an open ditch on one side, no sidewalks, serves as the primary access road for the Watershed Park, and it is a dead-end street with a very tiny turn-around. Pedestrian safety, traffic, and congestion are all issues on this street, and the proposed development would make these issues worse.*

Staff Response: 112th Avenue NE is a 1,900-foot dead-end neighborhood street that provides access to approximately 33 homes and the Watershed Park. There are intermittent sidewalks where new homes have been built (mainly along the first 650 feet of the street south of NE 53rd Street). Along the last 1,245 feet, there are approximately 15 single-family homes on the west side of the street; on the east side of the street is the Watershed Park. The project site is located along the last 350 feet of the street. The City has no plans to improve the street other than constructing sidewalks along the frontage of each property as redevelopments of the properties along 112th Avenue NE occur. The width of the street is adequate for two-way traffic. However, when there is a vehicle parked on the west side of the street, drivers are required to give each other the courtesy right-of-way to pass through; this condition exists where the City have permitted streets with a 20-foot-wide travel lane, and it is a common condition in urban areas. Staff have visited the street at various times and observed that there were only a couple of vehicles parked on the street. Undoubtedly, there would be more vehicles parking near the park during the summer. Most residents park their vehicles on their properties. This street has relatively low pedestrian activities and low traffic volumes. There is no congestion on this street that would delay residents from accessing the street. The additional eight cottages is estimated to generate 7 AM peak hour trips, and 8 PM peak hour trips; The amount of trips generated by this development would have negligible traffic impact on this street.

David Hawkins- *A raised curb sidewalk should be added to the east side of 112th along the entire boarder of the Watershed Park. This would be the simplest way to ensure safety of pedestrians and not allow vehicles to park on the sidewalk. What studies have been*

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done for traffic impacts due to 16+ new cars/8 cottages, visitors, services, deliveries etc. on 112th? The turnaround at the dead-end 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. 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. Can access come from 110th for the homes like the style and access that already exists on 110th? Or half of the homes?

Staff Response: Currently, the City has no plans to improve the street other than constructing sidewalks along the frontage of each property as redevelopments occur. Per City's policy, the applicant is required to provide half-street improve along their frontage to meet the street standards for this street (sidewalk, rolled-curb, and gutter). The applicant is not required to construct roadway improvements on the east side of the street. The proposed development is forecasted to generate 7 AM peak hour trips, and 8 PM peak hour trips. The traffic generated by the proposed development will have negligible impact to 112th Avenue NE. Moving trucks for the proposed development will be able to turn into the development site and back out towards the south to head out onto 112th Avenue NE. Each cottage will have a garage and a parking pad in front to the cottage; therefore, there should be no need for the new residents to park on 112th Avenue NE. The parking provided meets the zoning requirement. The 20-foot street width is the minimum requirement for fire truck to make 90 degrees turn from an intersecting street; however, a 12-foot travel lane is adequate for fire truck movements. The private access in to the proposed development meets the Fire Department requirements. There is a circular turn-around at the end of 112th Avenue NE for delivery truck to turn-around. To staff knowledge, there have been no complaints from the fire department or from Waste Management about providing services to residents along this street due to the street width. Large moving truck traffic occur on rare occasions and do not create daily impacts. It is not legal to park on the sidewalk, residents should report parking infraction to the police department. The issues of park users that park along the turn-around area at the dead-end of 112th Avenue NE is an existing condition and should be discussed with the Neighborhood Traffic Control Program coordinators- Iris Cabrera (Transportation Engineer) 425-587-3866 or Danny Rawlings (Transportation Engineer) 425-587-3819 at the City of Kirkland Public Works department. Perhaps a sign could be posted at the beginning of the street to alert truck drivers that there is no turn-around or parking could be prohibited along the turn-around.

Stop signs do not mitigate speeding and are only implemented when there are significant traffic volumes at the intersection or there is a safety hazards that warrant them. Based on the number of homes on 112th Avenue NE, the traffic volumes from 112th Avenue NE will not warrant STOP signs on NE 53rd Street. Furthermore, there are adequate sight distances at the intersection, and crash records indicate that the intersection of NE 53rd Street/112th Avenue NE is safe.

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Driveways are points of conflict for pedestrian and people in wheel chair. Each property is allowed one driveway to minimize impact on pedestrians and people in wheel chairs. Allowing the development to have driveways on 110th Avenue NE and 112th Avenue NE would create more conflict points. One driveway is sufficient to serve the proposed development, and 112th Avenue NE can adequately serve the proposed development.

The applicant is not required to mitigate existing conditions. The traffic issues highlighted in the public comments are existing conditions and can be address through the Neighborhood Transportation Control Program (NTCP); residents are encouraged to contact the Iris Cabrera (Transportation Engineer) 425-587-3866 or Danny Rawlings (Transportation Engineer) 425-587-3819 at the City of Kirkland Public Works department.

Diana Lafornera- 112th Avenue NE has several non-standard features. Sidewalks that exist do not have curb. Visitors and delivery drivers park on the sidewalk making it difficult for two opposing vehicles to pass each other. The no parking zone on the West side of the street is routinely ignored by drivers and are not monitored by the City. Parking has become more difficult. Kirkland Public Works Policy R-13 Sight Distance Requirements have not been routinely enforced by the City. 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 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.

Staff Response: Per City's policy, the applicant is required to only half-street improve along their frontage. Half-street improvements will be constructed as part of the proposed development that will include sidewalk, rolled-curb, and gutters to meet the street standards. The curbs that do exist on 112th Avenue NE is a standard rolled curb, which is typically used on streets with low traffic volume such as 112th Avenue NE.

112th Avenue NE is a low-volume neighborhood access street that provides access to approximately 33 homes. The 20-foot travel width on this street is sufficient for two-way traffic. However, when there is a vehicle parked on the west side of the street, drivers are expected to give each other the courtesy right-of-way to pass through; this condition exists where the City have permitted streets with a 20-foot-wide travel lane, and it is a common condition in urban areas.

The no parking zone near NE 53rd Street was implemented as a way to discourage parking by students from the NW University. Violators should be reported to the police department.

Public Works policy R-13 is a design policy to ensure new development provide adequate sight distance at their driveways. After final inspection of a development, the city does not monitor the development's sight distance. The proposed cottage development is not

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required to mitigate existing sight line deficiencies at others properties' driveways. It is the responsibility of the property owner to maintain their fence and landscaping on their property to ensure there is adequate sight distance. If there is over-growing landscape vegetation that restrict sight distance, residents can report it to the public works department.

The proposed development is forecasted to generate 7 AM peak hour trips, and 8 PM peak hour trips. The traffic generated by the proposed development will have negligible impact to 112th Avenue NE. The site design is in accordance with the City's development design guidelines and policies; therefore, it is not anticipated that the development will create transportation safety impacts. Residents can report specific existing traffic concerns on 112th Avenue NE to Iris Cabrera (Transportation Engineer) 425-587-3866 or Danny Rawlings (Transportation Engineer) 425-587-3819 at the City of Kirkland Public Works department.

Elizabeth Lyons- *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? There is lack of parking on 112th Avenue NE. Is it possible to request a gate at the end of the driveway to give ample warning to passer-by that residents will be leaving the new cottages?*

Staff Response: As it relates to street width, sidewalks, additional outlet for the cottages, and parking, please see staff responses to Aaron Bosworth, David Hawkins and Diana Lafornera. The development's driveway is designed to meet the sight distance requirement. Drivers exiting the site and pedestrians walking on the sidewalk should be able to see each other. A gate is unnecessary and doesn't provide additional sight distance.

Residents and Users of 112th Avenue NE- *Safety issues, walkability issues, and traffic congestion should be address. 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... the proposed development, if built as currently proposed, will run counter to the ideals cited in the Comprehensive Plan.*

Staff Response: Most of the comments relating to road width, walkability, traffic congestions have been addressed earlier in this memorandum. As it relates to Policy T-4.7 and T-5.5, it is not the applicant responsibility to address existing infrastructure needs. Per Policy T-4.7, the public works department has a Neighborhood Traffic Control Program (NTCP) to address neighborhood transportation issues, Iris Cabrera (Transportation Engineer) 425-587-3866 or Danny Rawlings (Transportation Engineer) 425-587-3819 are the NTCP coordinators.

Under Policy T.5.5, the city has development design regulations and transportation impact fee that is used to ensure new development mitigate site specific and system wide

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transportation impacts. The applicant is required to mitigate the development proportional share of local transportation impacts by constructing sidewalk, curb, and gutter along the development frontage. The transportation impact fee assessed on the proposed development will mitigate it's system wide transportation impacts.

Jody Anderson- *There's not enough street width and sidewalk to get to the site.*

Staff Response: Most of the comments relating to road width, walkability, traffic congestions have been addressed earlier in this memorandum. Residents can report specific existing traffic concerns on 112th Avenue NE to Iris Cabrera (Transportation Engineer) 425-587-3866 or Danny Rawlings (Transportation Engineer) 425-587-3819 at the City of Kirkland Public Works department.

Jennifer Bosworth- *112th Avenue NE is narrow and the sidewalk on this street is incomplete. The dead-end turn-around area is crowded with parked vehicles from the park users so trucks can't use the turn-around. Mitigate the turn-around problem by not allowing people to park at the turn-around.*

Staff Response: Jennifer's comments relating to road width, walkability, traffic congestions have been addressed earlier in this memorandum. Residents can report specific existing traffic concerns on 112th Avenue NE to Iris Cabrera (Transportation Engineer) 425-587-3866 or Danny Rawlings (Transportation Engineer) 425-587-3819 at the City of Kirkland Public Works department.

Josh Tyndell- *112th Avenue NE is narrow and the sidewalk on this street is incomplete. The dead-end turn-around area is crowded with parked vehicles from the park users so trucks can't use the turn-around. Mitigate the turn-around problem by not allowing people to park at the turn-around.*

Staff Response: Josh's comments relating to road width, walkability, traffic congestions have been addressed earlier in this memorandum. The turn-around issue is an existing condition, residents can report specific existing traffic concerns on 112th Avenue NE to Iris Cabrera (Transportation Engineer) 425-587-3866 or Danny Rawlings (Transportation Engineer) 425-587-3819 at the City of Kirkland Public Works department.

Kathy Cannon- *112th Avenue NE cannot handle the traffic generated by the proposed development.*

Staff Response: Kathy's comments relating to road width, walkability, traffic congestions have been addressed earlier in this memorandum.

Kate Edwards- *112th Avenue NE cannot handle the traffic generated by the proposed development.*

Staff Response: Kate's comments relating to road width, walkability, traffic congestions have been addressed earlier in this memorandum.

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Karen Starns- 112th Avenue NE cannot handle the traffic generated by the proposed development.

Staff Response: The response to Karen's concerns have been provided earlier in this memorandum.

Rich Cannon- 112th Avenue NE cannot handle the traffic generated by the proposed development.

Staff Response: The response to Rich's concerns have been provided earlier in this memorandum.

Steven Anderson- 112th Avenue NE cannot handle the traffic generated by the proposed development.

Staff Response: The response to Steven's concerns have been provided earlier in this memorandum.

Sam Ziemba- 112th Avenue NE cannot handle the traffic generated by the proposed development. The development will not create adequate on-street parking or on-site parking.

Staff Response: The response to Sam's concerns have been provided earlier in this memorandum. Per the City of Kirkland's development codes and policies, the development is not required to create on-street parking, it is only required to construct half-street frontage improvements consistent to the street standards for 112th Avenue NE. The development has adequate on-site parking as required by the zoning code.

Tom Vimont- 112th Avenue NE cannot handle the traffic generated by the proposed development.

Staff Response: The response to Tom's concerns have been provided earlier in this memorandum.

William & Mary Rorrer- 112th Avenue NE cannot handle the traffic generated by the proposed development.

Staff Response: The response to William and Mary's concerns have been provided earlier in this memorandum.



BLUELINE

Watershed Cottages

Kirkland, Washington

Date: February 11, 2021

Preliminary Technical Information Report

Prepared for
DGR Development Inc.
PO Box 13316
Mill Creek, WA 98082

Blueline Job No. 18-141
Prepared by: Michelle Roberge, PE
Lyndsey Fedak, PE
Reviewed by: Brett Pudists, PE



2/11/21

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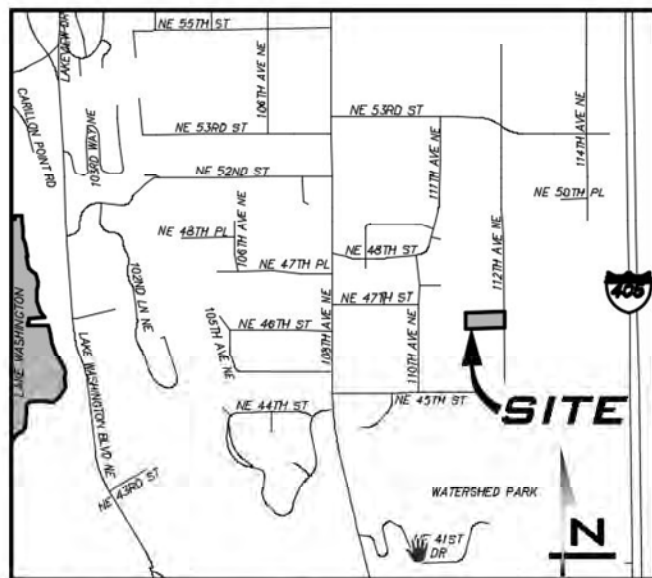
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Section 1 Project Overview

The project is located at 4559 112th Ave NE Kirkland, WA, in the SE ¼ of Section 19, Township 25 N, Range 5 E, W.M. Please see the vicinity map below.



Vicinity Map – Not to Scale

The project consists of one parcel (#954420-0250), of approximately 0.86 acres, and an additional 0.04 acres of frontage improvements. The site contains an existing gravel driveway, a single-family residence, as well as a mix of pervious lawn, trees, and residential landscaping. Please refer to the Existing Conditions Exhibit included on the following pages.

The project contains two drainage basins. The west basin consists of the parcel, which sheet flows west across the site and the east basin sheet flows toward the right-of-way. Both basins are ultimately tributary to Yarrow Creek as shown on the City of Kirkland Maps included in Section 3 of this report. The full downstream investigation is also included in Section 3 of this report.

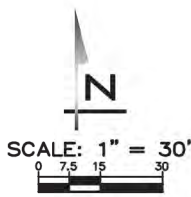
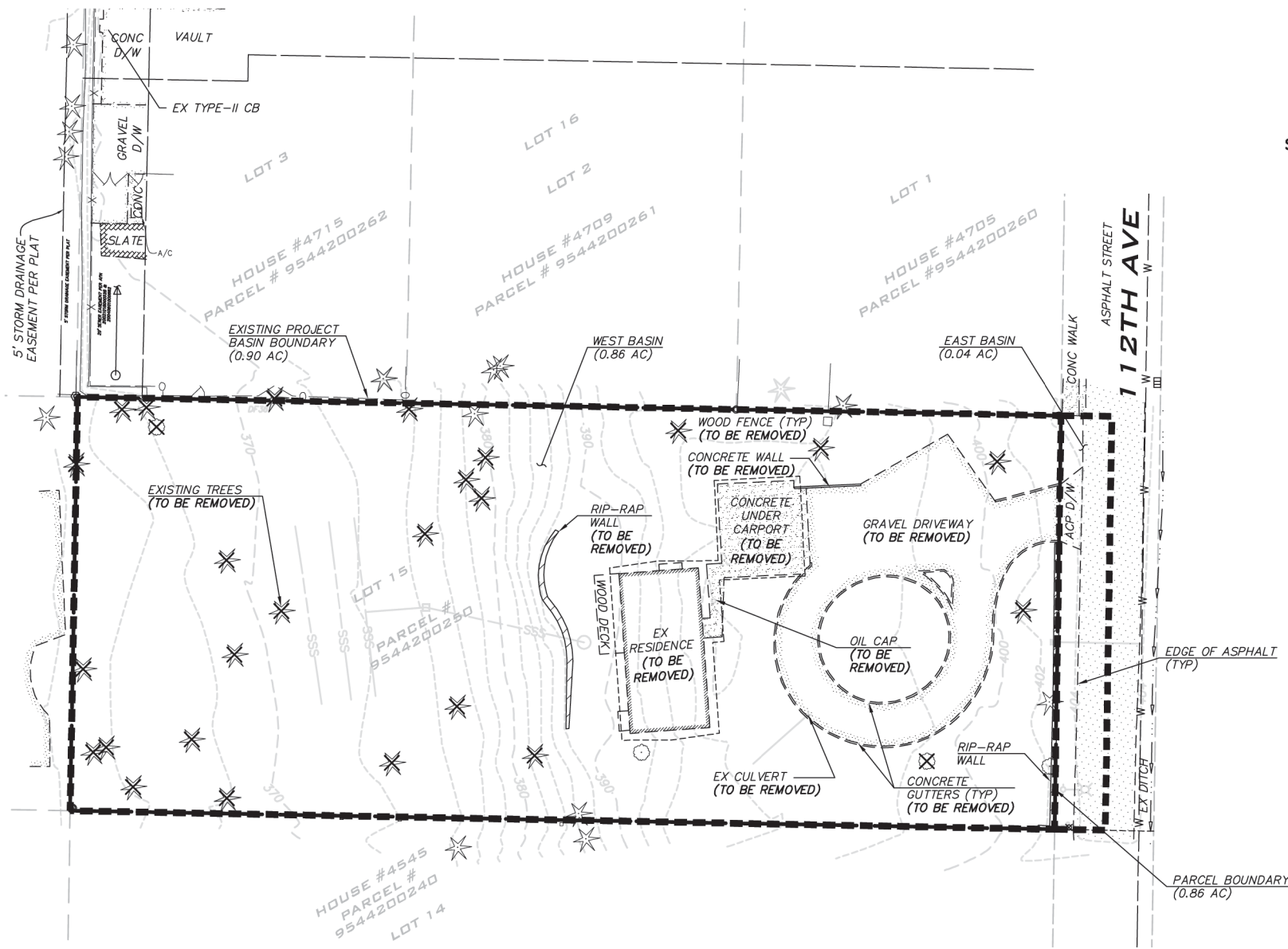
According to the Geotechnical Engineering Report prepared by the Riley Group, Inc, dated April 29, 2020, the onsite soils are medium to very dense silty sand with some gravel grading to silty gravelly sand (till), overlain by loose to medium dense silty sand with gravel. Please note the Riley Group, Inc prepared a separate LID Infiltration Study, dated June 5, 2018. See Section 6 of this report to reference the Riley Group, Inc reports.

The site is bounded by single-family residences to the north, south and west and 112th Ave NE to the east. The project proposes an eight-cottage development, a private access road, its associated driveways, a detention vault, and a separate 4'x6' BioPod Biofilter System to treat runoff from the pollution-generating impervious surface (PGIS) prior to entering the detention vault. Please refer to the Developed Conditions Exhibit included at the end of this section.

Stormwater elements will be designed in accordance with the 2016 King County Surface Water Design Manual (KCSWDM) as adopted and amended by the City of Kirkland. The proposed detention facility is designed to meet the Level II Flow Control Standard. The project is subject to Full Drainage Review per City of Kirkland policy D-3. The requirements for the Full Drainage Review are listed in Section 2. The total pollution generating impervious surface (PGIS), 9,700 sf, includes 9,600 sf of associated onsite driveways and private access road, and 100 sf of associated frontage improvements (driveway).

The site's pollution generating impervious surface (PGIS) is greater than the 5,000 sf threshold per lot and is therefore required to satisfy the enhanced basic water quality treatment requirements per Section 1.2.8, Enhanced Basic WQ Menu, pg 1-75 of the 2016 KCSWDM.

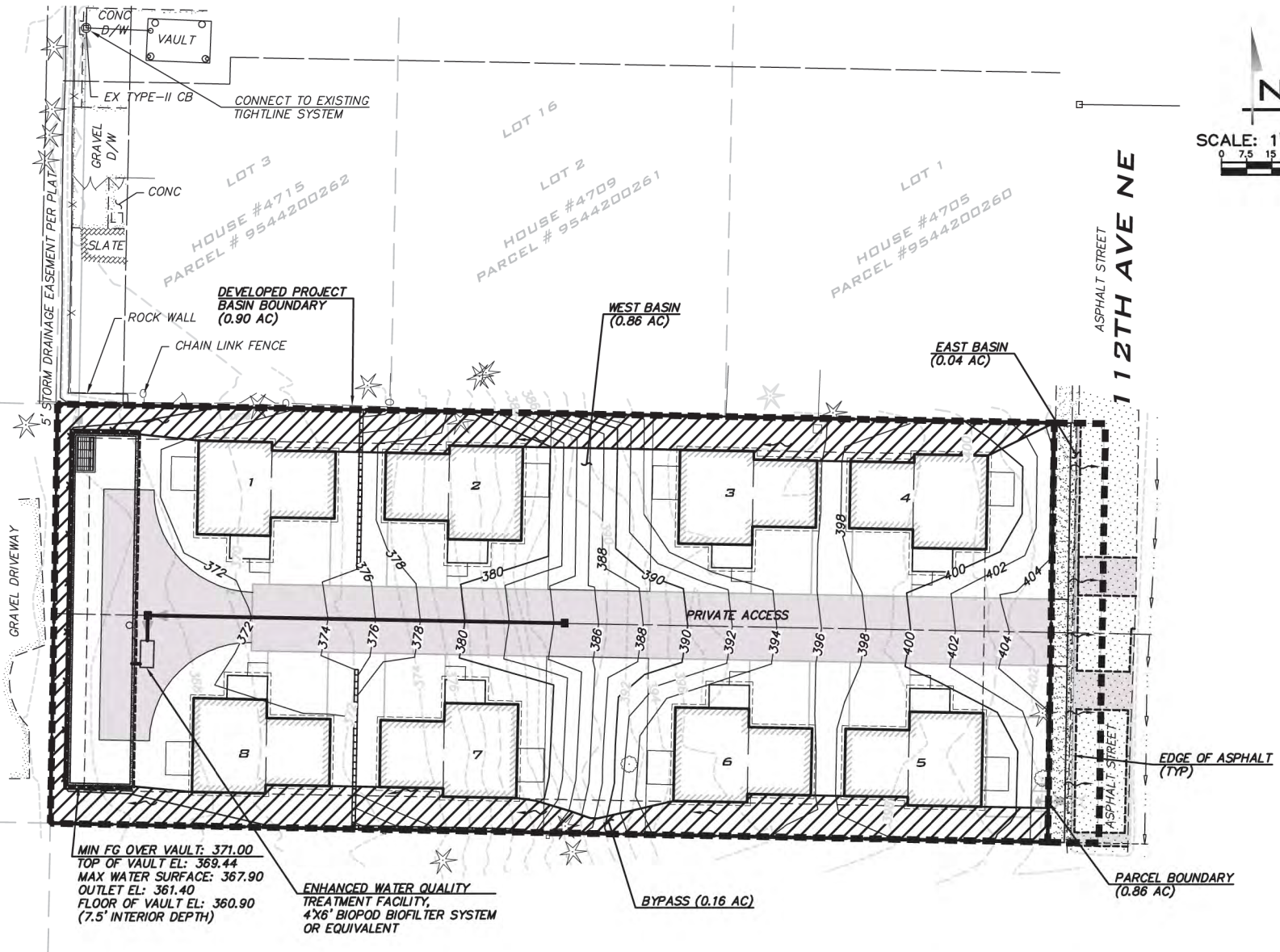
EXISTING CONDITIONS EXHIBIT



 BLUELINE <small>25 CENTRAL AVE. SUITE 100 ANN ARBOR, MI 48106 401.963.1100 WWW.BLUELINEGROUP.COM</small>	
EXISTING CONDITIONS EXHIBIT WATERSHED COTTAGES PRELIMINARY TECHNICAL INFORMATION REPORT	
AS NOTED	BRETT PUDIST, PE
PROJECT MANAGER	NADIA KROUMOVA
DESIGNED BY	MICHELLE ROBERGE, PE
DRAWN BY	February 9, 2021
PLOT DATE	
SCALE	
JOB NUMBER:	18-141
FIGURE:	EC

Feb. 09, 2021 - 3:16pm - User mroberge
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DEVELOPED CONDITIONS EXHIBIT



DEVELOPED CONDITIONS EXHIBIT
WATERSHED COTTAGES
 PRELIMINARY TECHNICAL INFORMATION REPORT

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SCALE: AS NOTED
 PROJECT MANAGER: BRETT PUDIST, PE
 DESIGNED BY: NADIA KROUMOVA
 DRAWN BY: MICHELLE ROBERGE, PE
 PLOT DATE: February 9, 2021

FIGURE:
DC

Section 2 Conditions and Requirements Summary

Core and special requirements as listed in Sections 1.2 and 1.3 of the 2016 KCSWDM as adopted by the City of Kirkland are listed below. The project is subject to Full Drainage Review. The requirements for the Full Drainage Review are listed below.

CORE REQUIREMENT #1: DISCHARGE AT THE NATURAL LOCATION

See Section 3. The site contains two drainage basins with separate discharge locations. In the existing condition, the existing parcel generally sheet flows to the western property boundary and the right-of-way discharges to the existing ditch along the east side of 112th Ave NE. In the developed condition, site runoff will be detained by a proposed onsite detention vault, ultimately conveying flows to an existing tightline system on an adjacent parcel located northwest of the proposed site. Runoff collected from the right-of-way will discharge to an existing ditch along the eastern side of 112th Ave NE.

CORE REQUIREMENT #2: OFF-SITE ANALYSIS

See Section 3. A Level 1 Downstream Analysis prepared by The Blueline Group is included in the Offsite Analysis.

CORE REQUIREMENT #3: FLOW CONTROL

See Section 4. The site will provide a detention vault meeting Level 2 Flow Control requirement per Chapter 5 of the 2016 KCSWDM. The developed east basin's 100-year peak flow creates 0.03 cfs increase when compared to the existing historic condition 100-year peak flow when modeled using 15-minute time steps in WWHM2012. As the increase in flow is less than the threshold difference of 0.15 cfs, the east basin is exempt from flow control requirements per Section 1.2.3.1 of the 2016 KCSWDM. Refer to Appendix A for the east basin WWHM output. In the developed west basin, runoff from the majority of site will be collected onsite and routed to a detention vault, located on the western portion of the site. The site's runoff will ultimately be tributary to a conveyance system within NE 47th PL. The portion of the site that is unable to be collected will be modeled as bypass. Refer to Appendix B for the west basin WWHM output.

CORE REQUIREMENT #4: CONVEYANCE SYSTEM

See Section 5. The conveyance system is designed to convey the 100-year, 24-hour storm event without overtopping.

CORE REQUIREMENT #5: EROSION AND SEDIMENT CONTROL

See Section 8. The temporary erosion and sedimentation control (TESC) plan consists of temporary measures (rock entrance, inlet protection, silt fence, etc.) as well as permanent measures (hydroseeding, soil amendment and landscaping). Please refer to the TESC information included in Section 8 of this report.

CORE REQUIREMENT #6: OPERATIONS AND MAINTENANCE

See Section 10. All permeable pavers on site will be the responsibility of the individual cottage owners. The detention vault, BioPod Biofilter System, the drainage lines and structures within the private access road and ROW will be maintained by the City of Kirkland. Operations and Maintenance information is provided in Section 10 for the proposed stormwater facilities.



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.

CORE REQUIREMENT #8: WATER QUALITY

See Section 4. The project will create more than 5,000 ft² of new PGIS (9,700 ft²), which includes 9,600 sf of associated onsite driveways and private access road, and 100 sf of associated frontage improvements (driveway). In addition, the site meets the threshold under Section 1.2.8.1.A.1 for an enhanced basic water quality treatment facility since the site is a residential subdivision development in which the actual density of single family units is equal to or greater than 8 units per acre of developed area. The project will provide a 4'x6' BioPod Biofilter System or equivalent to meet water quality treatment.

CORE REQUIREMENT #9: FLOW CONTROL BMPs

See Section 4. Post amended soils per BMP T5.13 will be applied to landscaped areas. Permeable pavers with underdrain are proposed for driveways, walkways and patios to meet the 50% lot coverage requirement, but no LID credit was applied for the permeable pavers in the vault model. Overflow from the pavers will be conveyed along the private access road, which is tributary to the detention vault.

Special Requirement #1: Other Adopted Area-Specific Requirements

There are no known additional requirements for the project. This special requirement is not applicable.

Special Requirement #2: Floodplain/Floodway:

The site does not contain and is not adjacent to a flood hazard area. This special requirement is not applicable.

Special Requirement #3: Flood Protection Facilities:

The site does not rely on an existing flood protection facility, and the project will not modify or construct a new flood protection facility. This special requirement is not applicable.

Special Requirement #4: Source Control:

The subject project is a residential development and not a commercial development. This special requirement is not applicable.

Special Requirement #5: Oil Control:

The subject project is a single-family development and not a high-use development. This special requirement is not applicable.

