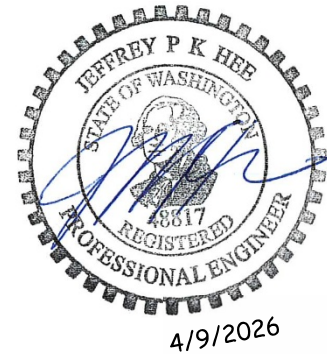


TO: James R. Jordan, Pinnacle Development Solutions
FROM: Jeff Hee, PH Consulting
SUBJECT: Park Heights Short Plat SUB25-00184
DATE: 4/7/2026



The following responds to comments from Finn Hill Neighborhood Alliance, specifically those raised by Tomas E. Hansen, PE. Written comments are listed below followed by our responses.

Comment 1. Access Road Width. The proposed short plat is located at the north end of 89th PI. NE, with NE 118th PI, NE 117th PI, and NE 116th PI the public roads providing access to NE Juanita Drive. The City's zoning code, KZC Section 110.25 3. Requires that a 20 foot wide paved connection. The existing paved widths of NE 118th PI, NE 117th PI, and NE 116th PI are less than 20 feet wide in numerous locations. I visited the area on November 8, 2025 and measured the width of the streets providing access to the site from NE Juanita Dr. at 14 different locations, the streets were equal to or wider than 20 feet at three locations. At the other 11 locations, the paved roadway width varied from 12 to 19 feet. It is my assessment that these roads as they exist will not meet the requirements of KZC 110.25 3 for providing a minimum of a 20 foot wide paved road to the proposed short plat. The approximate locations of where all the measurements were taken are shown on the attached map.

The existing roads also do not meet the width requirements contained in the International Fire Code for fire access roads of 20 foot minimum width. This has a direct negative impact on the ability of fire trucks and other emergency vehicles to drive to the site of the short plat, responding to emergency situations. If the ability of emergency vehicles to access the proposed short plat is impinged, then the public health, safety, and welfare of the future residents of the new lots created are at risk.

Response 1. KZC Section 110.25.3 states; *In all cases except for alleys, if the access point for the subject site is not connected to an existing improved street by an improved hard surface, the applicant shall provide a hard surface improvement, of at least 20 feet in width, to the existing improved street. Pervious pavement can be permitted as the hard surface. The applicant may request a modification, deferment or waiver of this requirement through KZC 110.70.*

The site plan shows that the Applicant is providing at least 20 feet of width of an improved hard surface between the site and cul-de-sac at the end of 89th PI. NE.

Previously identified narrow road sections were disclosed in the 9/29/2025 Park Height Traffic Study, see Figures 4 and 5; the figures highlight where existing pavement widths that are less than 20 feet.

To show that the road network supports emergency services regardless of its width, the Traffic Study provided an Auto-Turn analysis showing a 30.5 foot emergency vehicle (fire truck) accessing the existing neighborhood.

The project is forecast to add 114 daily and 11 peak hour trips to the local road network. The project's trip generation does not meet the City's minimum trip generation requirements for SEPA review. The crash history did not show any significant person injury-related trends that would be impacted by project trip. The Applicant will provide their proportionate share of improvements and pay traffic impact fees. Currently, the roadways on "Goat Hill" have not been identified as traffic impact fee projects.

Comment 2. Sight Distance at Intersections. Seen during my field inspection, it appears that there are 4 public road intersection that probably do not meet City's existing sight distance requirements based on my experience and judgement. I looked through the available document record on-line and did not find any analysis or assessment of intersection sight distance at the marked four intersections (See attached map). The added traffic from the proposed short plat will impact the operation of these intersections if the sight distance does not meet standards. It is my recommendation that the short plat applicant be required to perform an analysis of the available sight distance at each of the four intersections for all directions of traffic, and if the deficient, be required to make improvements so that the sight distance at each intersection meets City code. If the sight distance at any or all of the intersections is found inadequate and improvements to meet code are not made, then approval of the short plat should be denied due to inadequate road conditions.

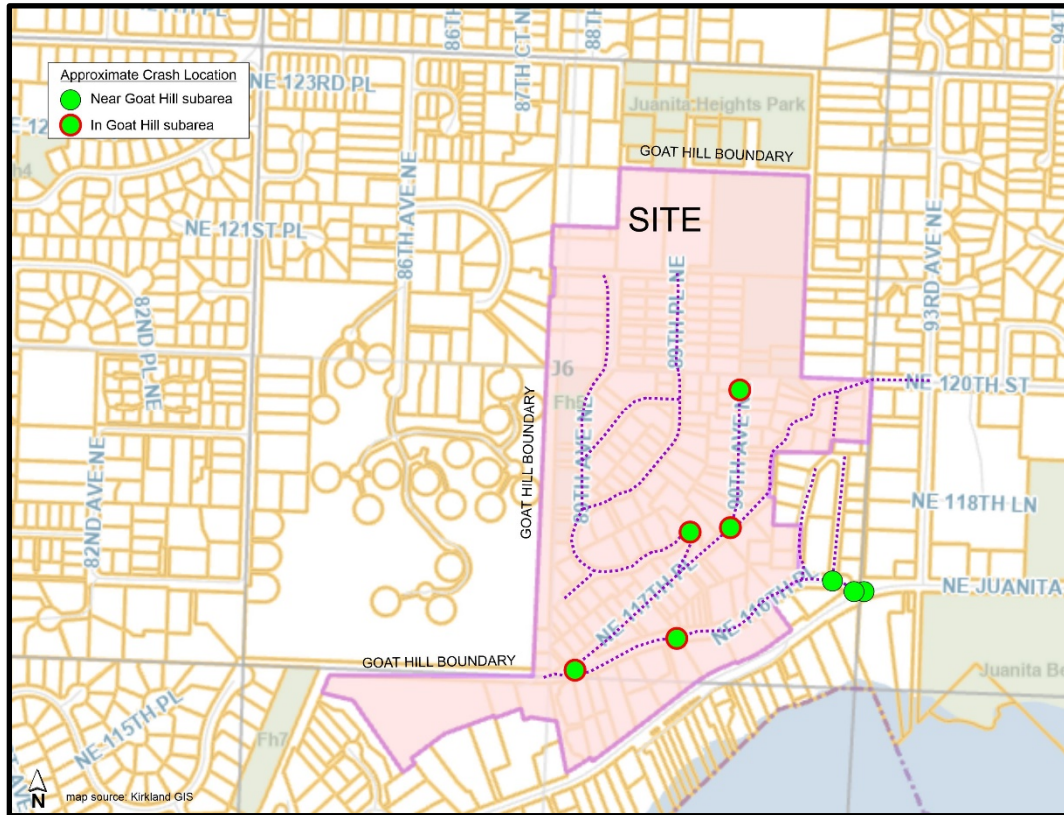
Response 2. Engineering drawings will be provided to show that the Applicant will meet their sight distance requirements at the development property and at their individual lots.

It has been recognized in the past that the existing roadways offer sharp turns with limited sightlines. An additional review of preexisting sightlines was not pursued. Guide/Warning signs can be discussed with Kirkland staff.

A 5-year crash history 2021-2025 showed 5 total crashes on local roadways on "Goat Hill," plus 2 crashes at NE 116th PI and NE Junita Drive and 1 crash at NE 116th PI & 91st Ln NE. The following summarizes the crashes reported in the Goat Hill area:

- 2021. Property damage only. Motor vehicle and heavy truck collision where NE 117th PI & NE 116th PI intersect.
- 2023. Property damage only. Motor vehicle collision at NE 117th PI & 90th Ave NE.
- 2023. Property damage only. Motor vehicle collision on 118th PI NE north of NE 117th PI.
- 2025. Property damage only. Motor vehicle collision on NE 116th PI midblock between NE 117th PI and 91st PI NE. Alcohol was noted as a contributing factor.
- 2025. Property damage only. Motor vehicle collision near the north end of 90th Ave NE north of NE 117th PI.

There were only 2 collisions reported at curved sections on Goat Hill in the past 5 years, in 2021 (at NE 117th Pl & 90th Ave NE) and in 2023 (on 118th Pl NE north of NE 117th Pl). None of the reported crashes in the Goat Hill area resulted in an injury or involved teen drivers, pedestrians, or cyclists. A map of the collision locations is below.



The Applicant pursued alternative access to the north of the property to NE 124th St in 2022 in conjunction with an earlier project, which the City denied. If an alternative northern access were granted, the Applicant would not require use of the Goat Hill roadway network.

Comment 3. Safe Walk Routes to School. School age children that will live in the residences constructed on the new lots created by the short plat will probably be required to walk down the existing road network of NE 118th Pl., NE 117th Pl., and NE 116th Pl. to NE Juanita Dr. to catch a school bus. As there are no pedestrian facilities on these roads, they will be walking in the travel lanes. Even if the roads are widened to 20 feet in width their entire lengths, they will still be walking in travel lanes. It is problematic now and will continue to be problematic until a pedestrian facility, a walkway or a sidewalk, are constructed on these streets. As there is no reasonable or practical way of providing a safe walk route for these children to get to the school bus on NE Juanita Dr., approval of the short plat should be denied based on the criteria listed in KZC Section 22.20.140.

Response 3. The development site is within the service areas of Sandburg Elementary School, Finn Hill Middle School, and Junita High School.

The Lake Washington School District guidelines used to establish walk boundaries and bus stops specify that elementary students are encouraged to walk up to 1.5 miles and middle and high school students up to 2 miles. The District does not identify any walk routes in or near the Goat Hill area for students to reach Sandburg Elementary School. Similarly, routes to Finn Hill Middle and Juanita High Schools are not provided.

The Kirkland Active Transportation Plan does not prioritize bikeways or prioritize sidewalk segments on road segments in the Goat Hill neighborhood.

Given the location of the development, it is my opinion that school-aged students will more likely be driven to/from either a local transit/school bus stop or to school, as is likely the case for students in the existing neighborhood. If a northern emergency access is allowed between 89th Place NE and NE 124th Street, as described in the previously submitted 9/30/2025 Emergency Vehicle Access Alternatives Analysis, additional pedestrian access could also be provided.

Comment 4. After driving these roads, another concern presented itself to me. Normally the heavy construction equipment, tracked excavators and bulldozers, needed to construct the required improvements and prepare the ground for new lots, are delivered to project site by heavy duty trucks towing lowboys. The trucks drive up next to or onto the project site and un-load the tracked vehicles on or as close as possible to minimize damage to existing pavement on the streets, which would have to be repaired later. Given the geometry of the existing access roads, their widths, and the tight radius of the hairpin turns, I seriously doubt that a heavy truck towing a lowboy can drive successfully up these access roads to the site and deliver the heavy equipment at the end of 89th Pl. NE. I make this judgement based on a 30 year career of managing over 300 public works construction projects and my time as a logging engineer. The applicant should be required to submit an acceptable plan showing the means and method for delivery of the needed heavy equipment to the project site including plans to repair any damage to the pavement or surrounding terrain caused by their selected method(s) before the plat is granted preliminary approval. Driving the tracked equipment up the access roads itself on the existing paved surface from NE Juanita Drive should not be accepted as a method.

Response 4. Specific traffic management plans will be developed at the appropriate time. Therein, the contractor will recommend vehicle types to be used to construct the site. The existing roadway network does not allow “low-boys,” or other heavy construction vehicles and alternative will be identified and approved by Kirkland staff. If a northern emergency access is allowed between 89th Place NE and NE 124th Street, as described in the previously submitted 9/30/2025 Emergency Vehicle Access Alternatives Analysis, it could also be used to provide temporary construction access.

Should you have any questions, please contact me at your earliest convenience.