

## Denise Russell

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**From:** Adam Weinstein  
**Sent:** Monday, March 11, 2024 12:04 PM  
**To:** David Grace  
**Cc:** Denise Russell  
**Subject:** RE: Goat Hill Development

Thanks David -- appreciate your comments.

Adam

Adam Weinstein  
Director of Planning and Building

City of Kirkland  
123 5th Avenue  
Kirkland, WA 98033

(425) 587-3227  
aweinstein@kirklandwa.gov

-----Original Message-----

From: David Grace <dgrace@dgrace.com>  
Sent: Saturday, March 9, 2024 9:40 AM  
To: Adam Weinstein <AWeinstein@kirklandwa.gov>; Denise Russell <DRussell@kirklandwa.gov>  
Subject: Goat Hill Development

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Councilors,

I've lived near the top of Goat Hill for 3 years and wanted to add my voice to my neighbors' concerns about the development at the end of the cut-de-sac. As much as I hate to lose native habitat for our owls, eagles, and bobcats, I do realize they contribute little to the tax base. My primary issue is construction traffic on the already-over-capacity one-lane road leading to the top. I've attached a screenshot illustrating the biggest trouble spots from my experience driving it every day. One stuck truck can trap the entire neighborhood (and this happens at least 4-5 times a year!) so the idea of adding construction traffic for 16 new homes at the very end could be a disaster for those of us trying to get kids to school in the morning. Each new home typically needs about 4-5 concrete trucks during foundation work, more if the lot is on a steep slope. Each home typically has about 4-6 pickup trucks of workers daily for at least 9 months during framing and interior buildout. 16 new homes means literally hundreds of trucks a day trying to weave up a one-lane road all the way to the end, and back down the hill on the far side.

I would propose accessing this site from 124th St from the northwest instead - it's a much shorter and more direct route with better serviced roads. Of course even better would be adding these parcels to Juanita Heights Park so wildlife still has a place to exist on Goat Hill.

Thank you,

dave grace  
11920 89th PI NE

## Denise Russell

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**From:** Adam Weinstein  
**Sent:** Monday, March 18, 2024 3:57 PM  
**To:** Donna Kutz  
**Cc:** Denise Russell  
**Subject:** RE: Goat Hill Development

Thanks Donna, much appreciated and we will take a look.

Adam

**Adam Weinstein**  
*Director of Planning and Building*

City of Kirkland  
123 5th Avenue  
Kirkland, WA 98033

(425) 587-3227  
[aweinstein@kirklandwa.gov](mailto:aweinstein@kirklandwa.gov)

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**From:** Donna Kutz <[donnakutz@gmail.com](mailto:donnakutz@gmail.com)>  
**Sent:** Monday, March 18, 2024 10:19 AM  
**To:** Adam Weinstein <[AWeinstein@kirklandwa.gov](mailto:AWeinstein@kirklandwa.gov)>  
**Cc:** Denise Russell <[DRussell@kirklandwa.gov](mailto:DRussell@kirklandwa.gov)>  
**Subject:** Re: Goat Hill Development

Hi Adam,

I appreciate your consideration of the NC study. Below are two additional links that are more current and also insightful.

-Pennsylvania

[https://library.weconservepa.org/library\\_items/970-Steep-Slope-Ordinance](https://library.weconservepa.org/library_items/970-Steep-Slope-Ordinance)

-New York

[https://www.stcplanning.org/wp-content/uploads/2021/07/WaterRunsDownhill\\_Guidance.pdf](https://www.stcplanning.org/wp-content/uploads/2021/07/WaterRunsDownhill_Guidance.pdf)

Donna

On Mar 18, 2024, at 7:48 AM, Adam Weinstein <[AWeinstein@kirklandwa.gov](mailto:AWeinstein@kirklandwa.gov)> wrote:

Hi Donna – Thanks for the email, and we will definitely check out the NC study. Appreciate that you forwarded it to us.

Adam

**Adam Weinstein**

*Director of Planning and Building*

City of Kirkland  
123 5th Avenue  
Kirkland, WA 98033

(425) 587-3227  
[aweinstein@kirklandwa.gov](mailto:aweinstein@kirklandwa.gov)

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**From:** Donna Kutz <[donnakutz@gmail.com](mailto:donnakutz@gmail.com)>  
**Sent:** Saturday, March 16, 2024 1:43 PM  
**To:** Denise Russell <[DRussell@kirklandwa.gov](mailto:DRussell@kirklandwa.gov)>; Adam Weinstein <[AWeinstein@kirklandwa.gov](mailto:AWeinstein@kirklandwa.gov)>  
**Subject:** Goat Hill Development

Hi Denise and Adam,

Thank you for your excellent communication with the residents of our Goat Hill community. The temporary building moratorium now in place was a good start to allow additional time for evaluation of environmental and safety issues. We all agree, careful examination of the negative impact that further development would have on our narrow roads and steep terrain is critical.

**Key Safety Points**

Road Safety / Access

1. Access to property must be our foremost priority. Even if the land on our hilltop was perfectly flat, resolving the fact that our roads are currently not wide enough to safely access the number of homes should be the first consideration.
2. Secondary access is not a luxury, but absolutely essential-especially if additional homes are allowed.

Fire Safety

1. Fire can spread twice as fast on slope of 40% and four times as fast on a 70% slope.
2. Our climate and vegetation is becoming drier making it more susceptible to fire. It's not IF but WHEN such an issue will arise.
3. Lack of secondary access / escape route for all hilltop residents is critical.
4. Allowing more houses without also having a secondary access would be negligent.
5. Roadways must remain clear for fire trucks and other emergency vehicles at all times.
6. Cul-de-sac at top of hill at the end of 89th PL NE currently serves as a turnaround for fire trucks. Any construction activity in that location would create congestion.

## Drainage Goals for Landslide Areas

1. Potentially allow less density on sensitive terrain (no large development).
2. Designate sensitive areas to have smaller % of lot coverage to allow more water absorption.
3. Ensure slope stability measures include engineering with geotech studies for new construction.
4. Stormwater mitigation and mandatory landscaping to ensure ground permeability.
5. Preserve as much forest possible.

I had researched potential case studies of other locations around the country with similar issues and how problems were addressed.

Western North Carolina area has many parallels to our own Goat Hill concerns.

This link has some very good information along with a plan of action the local government put in place to protect citizens and the environment from careless development. I'm sure the codes have been fine tuned and updated since the original 2008 plan date.

<https://landofsky.org/pdf/LGS/LandofSky-MRSSPS-final-report.pdf>

As per my February 1, 2024 City of Kirkland Service Request #33301 balanced planning is the key for building safe communities.

The City of Kirkland must carefully weigh rights of developers alongside the rights of residents to avoid negative impact.

We appreciate you working with us and addressing our concerns.

Regards,

Donna Kutz

## Denise Russell

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**From:** Andrea Thompson <dudleythompson@gmail.com>  
**Sent:** Tuesday, March 19, 2024 8:26 PM  
**To:** Adam Weinstein; Denise Russell  
**Subject:** Goat Hill Development Scope of Work

Hi Adam and Denise,

Thank you for helping to work on the issues that current Goat Hill residents are facing. We are very grateful to be given the opportunity to be heard and to be included in the Scope of Work feedback process.

I am planning to attend the Zoom meeting on 3/22, but I will be out of town and not 100% sure of my availability. If I can not make this meeting I will definitely attend others! I plan to be at the council meeting on April 2.

I wanted to address some of my key concerns:

1) Emergency access has become critical. The number of trucks and construction vehicles that get stuck on a monthly basis really needs to be addressed somehow. I fear that with any large scale development project this will really increase the risks to resident safety and exacerbate any current issues. What can the city do to help?

2) Is the current road at capacity? Are there any sort of standards or thresholds for one way / dead end roads? I am curious and wonder if a traffic study to measure the volume of traffic going up and down Goat Hill would provide answers. Currently there are two construction projects happening, so this could be helpful to see how the traffic increases when two single family homes are being built. At times there have been as many as five projects going at one time. If construction is allowed to continue, can there be a limit on the number of concurrent projects?

3) I hope that the City staff and council will again be able to come and walk the road / neighborhood with residents and look at the road itself and the four acre lots that are at the top of the hill to see first hand what is being considered. In addition, I hope the City will fold into this Scope of Work a look at current projects and the problems they have encountered, abandoned projects that are currently sitting, historical input of damage that has been caused by past construction projects (triggered landslides, gas main breaks, flooding caused by hitting underground water etc) and the condition of the road and what, if any, improvements can be made. I believe the history of the Hill is just as important as the future and all of this needs to be considered.

Again, these are just some initial thoughts. I look forward to working with the city to find solutions.

Kind regards,

Andrea Thompson

## Denise Russell

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**From:** Adam Weinstein  
**Sent:** Sunday, March 24, 2024 9:35 PM  
**To:** Scot Dormier  
**Cc:** Erin Dormier; Denise Russell  
**Subject:** RE: Goat Hill Development Moratorium - Request for Emergency Access Route and Addressing Weekly Blockages on Goat Hill

Thanks Scot, much appreciated.

Adam

**Adam Weinstein**  
*Director of Planning and Building*

City of Kirkland  
123 5th Avenue  
Kirkland, WA 98033

(425) 587-3227  
[aweinstein@kirklandwa.gov](mailto:aweinstein@kirklandwa.gov)

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**From:** Scot Dormier <[scotdormier@outlook.com](mailto:scotdormier@outlook.com)>  
**Sent:** Wednesday, March 20, 2024 9:56 AM  
**To:** Denise Russell <[drussell@kirklandwa.gov](mailto:drussell@kirklandwa.gov)>; Adam Weinstein <[aweinstein@kirklandwa.gov](mailto:aweinstein@kirklandwa.gov)>  
**Cc:** Erin Dormier <[erindormier@hotmail.com](mailto:erindormier@hotmail.com)>  
**Subject:** FRE: Goat Hill Development Moratorium - Request for Emergency Access Route and Addressing Weekly Blockages on Goat Hill

Hi Denise and Adam,

Regarding the virtual meeting this morning. I am not able to attend but thought you might find this email/topic useful. My wife and I send something similar every so often over the past 11 years since we bought our home here. Usually to the city council.

Scot Dormier  
12033 89<sup>th</sup> PL NE  
Kirkland WA 98034  
425-829-5874

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**From:** Scot Dormier <[scotdormier@outlook.com](mailto:scotdormier@outlook.com)>  
**Sent:** Thursday, November 2, 2023 1:37 PM  
**To:** City Council <[citycouncil@kirklandwa.gov](mailto:citycouncil@kirklandwa.gov)>  
**Cc:** Erin Dormier <[erindormier@hotmail.com](mailto:erindormier@hotmail.com)>  
**Subject:** Request for Emergency Access Route and Addressing Weekly Blockages on Goat Hill

Dear Members of the City Council,

I am writing to urgently bring to your attention a recurring problem on Goat Hill that is affecting the lives of approximately 80 residents in our community. Today, Goat Hill was blocked by a stuck garbage truck above the mailboxes on NE 118th PL, preventing access to roughly 80 homes on upper Goat Hill. Regrettably, this is a weekly occurrence, and sometimes it happens even more frequently.

As you may recall, we addressed a similar issue in an email four years ago, where we outlined a couple of options for future emergency access routes. In that email, we circled an alternative route in yellow, which we've had to use on numerous occasions for medical emergencies, school kid pickups (as no buses serve Goat Hill), and during other prolonged blockages. However, it appears that the yellow route may soon be blocked due to new construction.

Our concern is growing, especially given the possibility that the forest on the culdesac at the end of 89th PL NE may soon be developed. We would like to know if there are any requirements for an access route to Finn Hill within this development.

The urgency of this matter cannot be overstated. Please imagine a life or death medical emergency occurring during one of these weekly or even more frequent blockages, particularly when our unofficial means of access is lost.

We kindly request that the city consider developing an alternative emergency access route, as previously suggested in our email from four years ago. Addressing this issue is crucial for the safety and well-being of our community.

We appreciate your attention to this matter and look forward to hearing about the city's plans to address these concerns. Thank you for your time and support.

Sincerely,

Scot and Erin Dormier  
425-829-5874  
12033 89<sup>th</sup> PL NE  
Kirkland WA 98034

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**From:** scot dormier <[scotdo@yahoo.com](mailto:scotdo@yahoo.com)>

**Sent:** Friday, October 18, 2019 2:46 PM

**To:** [dwolbrecht@kirklandwa.gov](mailto:dwolbrecht@kirklandwa.gov) <[dwolbrecht@kirklandwa.gov](mailto:dwolbrecht@kirklandwa.gov)>; [jarnold@kirklandwa.gov](mailto:jarnold@kirklandwa.gov) <[jarnold@kirklandwa.gov](mailto:jarnold@kirklandwa.gov)>; [tneir@kirklandwa.gov](mailto:tneir@kirklandwa.gov) <[tneir@kirklandwa.gov](mailto:tneir@kirklandwa.gov)>; [tnixon@kirklandwa.gov](mailto:tnixon@kirklandwa.gov) <[tnixon@kirklandwa.gov](mailto:tnixon@kirklandwa.gov)>; [kcurtis@kirklandwa.gov](mailto:kcurtis@kirklandwa.gov) <[kcurtis@kirklandwa.gov](mailto:kcurtis@kirklandwa.gov)>; [dasher@kirklandwa.gov](mailto:dasher@kirklandwa.gov) <[dasher@kirklandwa.gov](mailto:dasher@kirklandwa.gov)>; [jpascal@kirklandwa.gov](mailto:jpascal@kirklandwa.gov) <[jpascal@kirklandwa.gov](mailto:jpascal@kirklandwa.gov)>; [psweet@kirklandwa.gov](mailto:psweet@kirklandwa.gov) <[psweet@kirklandwa.gov](mailto:psweet@kirklandwa.gov)>

**Cc:** Erin Dormier <[erindormier@hotmail.com](mailto:erindormier@hotmail.com)>

**Subject:** Identify and Evaluate Street Connections in Kirkland - Goat Hill



Scot and Erin Dormier (Geaney)

12033 89<sup>th</sup> PL NE

Kirkland WA 98034

Dear Kirkland City Council,

Thank you for the call to the public to identify and evaluate additional street connections in Kirkland.

Goat Hill has an access issue which may fall within this charter. Access in and out of Goat Hill is often cut off due to trucks becoming stuck. Lately construction vehicles cause additional blockage. I estimate I encounter two per week, so more may occur. This has been compounded by an unofficial emergency access route (highlighted in yellow in the attached picture) being blocked by new homes breaking ground in the recent months. Understanding that it was not really meant as an emergency route, rather an easement for storm water drainage according to at least one adjacent property owner, it had given residents an emergency route.

We fully support what John Ghilarducci has proposed "*Street Connection: Replace Project T41*" (and "*Trail Connection: Billy Goat Trail (P32)*") with the caveat that we need to define what an emergency is to those living in the neighborhood. Fire and medical are obvious, but getting to work, picking up kids from school and medical appointments may warrant access when an hour blockage cannot be endured. Perhaps a resident access code enabled bollard.

Referring to the same picture highlighted in yellow between upper 89<sup>th</sup> PL NE and lower 90<sup>th</sup> Ave NE, while it may or may not be desirable to the adjacent property owners, I do wonder if this previously used emergency access might be made more official by the city, possibly as a temporary solution. The effort required to make it passable by most vehicles appears light. Of course, with the understanding that it would be returned to the adjacent property owners once something more permanent is put into place.

Scot Dormier  
425-829-5874



## Denise Russell

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**From:** Adam Weinstein  
**Sent:** Thursday, March 28, 2024 3:16 PM  
**To:** Lightfeldt  
**Cc:** Denise Russell  
**Subject:** RE: Goat Hill Moratorium

Karen -- Thanks for your note, and we are definitely planning on continuing to meet with residents until this process is wrapped up, with most meetings likely being online.

We are not as intimately familiar with the various capital projects happening on Goat Hill as some of our Public Works staff, but know that the City is on the verge of initiating construction on an over \$3 million drainage management project on Goat Hill that will replace storm pipes, culverts and catch basins on sections of three streets. You can learn more here: <https://www.kirklandwa.gov/Government/Departments/Public-Works-Department/Construction-Projects/Goat-Hill>

In terms of the work that we'll be conducting for the moratorium, Council will share thoughts on our proposed scope of work at the hearing on April 2 (in the next day or two, the staff report containing the tentative scope of work will be posted here: <https://www.kirklandwa.gov/Government/City-Council>), but the project is focused primarily on changes to development regulations on Goat Hill (e.g., restrictions on residential density). The moratorium will end when this study is completed and any amended regulations are adopted, planned to happen prior to August 6 (State law frowns on moratoria being extended indefinitely).

Identifying new infrastructure improvements on Goat Hill (along with funding) is a bit beyond the scope of this study, but we are exploring a road improvement district, under which existing property owners on Goat Hill would pay a special assessment that would raise money for future infrastructure improvements (e.g., road expansions and the necessary infrastructure to support road projects).

Thanks, Adam

Adam Weinstein  
Director of Planning and Building

City of Kirkland  
123 5th Avenue  
Kirkland, WA 98033

(425) 587-3227  
[aweinstein@kirklandwa.gov](mailto:aweinstein@kirklandwa.gov)

-----Original Message-----

From: Lightfeldt <[klightfeldt@comcast.net](mailto:klightfeldt@comcast.net)>  
Sent: Wednesday, March 27, 2024 4:25 PM  
To: Adam Weinstein <[AWeinstein@kirklandwa.gov](mailto:AWeinstein@kirklandwa.gov)>; Denise Russell <[drussell@kirklandwa.gov](mailto:drussell@kirklandwa.gov)>  
Subject: Goat Hill Moratorium

Adam and Denise,

Thank you for last week's Zoom meeting with Goat Hill residents. It's obvious you are paying attention to the shared challenges of the neighborhood. I vote to continue these Zoom meetings until controversial issues come forward at which time in-person meetings might be more productive.

You are undoubtedly aware that Julie Underwood and Jon Pascal arranged a walk about on the lower half of GH over a year ago. This included several city staff, council members, and lots of residents. Promises were made re follow up. Drainage issues were emphasized as well as the usual road concerns. I believe a second walk was scheduled for top of hill. We kept asking what was going to be done. Nothing ever happened.

Even before this walk about, Goat Hill had been promised drainage help. We have over several years been presented with multiple plans that have never happened.

Now we have a moratorium and once again there is hope. But is it just another Kirkland study? What is the council looking for? What is the criteria for ending the moratorium? Are they allocating funds to solve some rather major issues? In other words, what guidelines have you been given? Will costs and plans for improvements be included in the study?

It seems intentions are good but the challenges become overwhelming. I hope this time there will be plans ready to implement.

Karen Lightfeldt  
8930 NE 116th Pl.  
Sent from my iPad

## Denise Russell

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**From:** Mary and Dave Rumpf <mrumpf25@gmail.com>  
**Sent:** Monday, April 1, 2024 8:55 PM  
**To:** City Council  
**Cc:** Adam Weinstein; Denise Russell  
**Subject:** Goat Hill Development Moratorium - Roads

Dear Council Members,

Thank you for your attention to ongoing issues on Goat Hill. We know that City staff are studying road, drainage, slope, and construction problems during the development moratorium. Now we'd like to address the road issue in particular.

The road up Goat Hill is only one lane wide in many spots, it has sharp turns, it has poor sight distances, and it is in disrepair. It is not uncommon to have to stop and back up several yards to make way for a vehicle coming from the opposite direction. It is actually intimidating to many drivers that come up the hill.

It is time to acknowledge the road cannot support additional traffic from more homes. This is true from a safety standpoint, but also from a durability standpoint. There is obvious damage on every section of the road, particularly in the sharp turns. It seems unwise and dangerous to consider adding additional stress and damage to the road by adding several more houses to the top of the hill, houses served by passenger cars, garbage trucks, delivery trucks, and maintenance vehicles.

Construction of every new house requires dozens of heavy vehicle trips. We Googled "road damage caused by heavy trucks". A concrete truck can weigh over 60,000 lbs., about as much as 12 passenger cars. But it doesn't just do the same damage to a road that a dozen passenger cars does. The concentrated weight from one truck causes UP TO 10,000 TIMES MORE STRESS to a road than one passenger vehicle.\* Each concrete truck trip up Goat Hill is like 10,000 passenger vehicles driving up Goat Hill in terms of cumulative road damage.

Now imagine how much damage dozens and dozens of concrete trucks, dump trucks, large back hoes, logging trucks and material delivery trucks will do to our already crumbling road.

As you know, a developer recently purchased 4 acres of land at the very top of Goat Hill. Last October a lot line adjustment reconfigured the 4 lots to create an access road that could serve all 4 acres. In January, pre-submittal design information suggests the plan is to build four homes in a small section of the far corner of this acreage. It seems very likely there more to come. Updated development codes encouraging denser housing could allow 30 or more homes on those 4 acres. This development will not only devastate the existing road, but it will amplify every problem that we currently have on Goat Hill.

Please solve the current problems before considering adding additional stress to them.

Thank you,

Dave and Mary Rumpf  
8909 NE 118th PL

\* US Government Accounting Office data

## Denise Russell

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**From:** Adam Weinstein  
**Sent:** Tuesday, April 2, 2024 1:14 PM  
**To:** John Ghilarducci  
**Cc:** Denise Russell  
**Subject:** RE: Goat Hill Moratorium

Hi John – Thanks, this is very helpful and we will spend a bit more time looking through the attachments you sent.

Adam

**Adam Weinstein**  
*Director of Planning and Building*

City of Kirkland  
123 5th Avenue  
Kirkland, WA 98033

(425) 587-3227  
[aweinstein@kirklandwa.gov](mailto:aweinstein@kirklandwa.gov)

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**From:** John Ghilarducci <JohnG@fcsgroup.com>  
**Sent:** Tuesday, April 2, 2024 11:03 AM  
**To:** Adam Weinstein <aweinstein@kirklandwa.gov>  
**Cc:** Denise Russell <DRussell@kirklandwa.gov>  
**Subject:** Goat Hill Moratorium

Hi Adam: I won't be able to participate in the meeting this evening, and wanted to weigh in with some thoughts. Our family lives at 8813 NE 121<sup>st</sup> Street, which is essentially at the end of 89<sup>th</sup> Avenue NE near the "top" of Goat Hill. I read the staff report (dated March 19, 2024) and attended the March 22 virtual meeting hosted by the City. Among my hot buttons are emergency access and development densities. Of course, I'd love for the City to purchase the remaining open spaces adjacent to Juanita Heights Park, but if that isn't possible because the developer won't sell, then I would strongly favor reducing allowable densities – and certainly if they were not accompanied by access from 124<sup>th</sup> (to the north of JH Park) or significant road improvements.

I also think that emergency access to upper Goat Hill is important. The road is subject to truck blockages often, and if they occur "above" the mailboxes at the intersection of 117<sup>th</sup> Pl and 118<sup>th</sup> Pl, which they often do, then there is no way to get an emergency or any other vehicle up or down the hill. I've attached a small sample of blockages posted on Next Door by neighbors over the last couple years. I don't need to tell you that one emergency while the road is blocked could have catastrophic consequences. Even blockages below that key intersection could cause critical delays getting up or down the hill.

Thank you to you and the City for the bold steps already taken, and I encourage the City to take as much time as needed by extending the moratorium to find solutions to the issues on Goat Hill.

- John Ghilarducci

## Denise Russell

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**From:** Adam Weinstein  
**Sent:** Tuesday, April 2, 2024 1:48 PM  
**To:** Elizabeth Tockman  
**Cc:** Denise Russell  
**Subject:** RE: Goat Hill Moratorium

Hi Elizabeth -- Thanks for your email.

Adam

Adam Weinstein  
Director of Planning and Building

City of Kirkland  
123 5th Avenue  
Kirkland, WA 98033

(425) 587-3227  
aweinstein@kirklandwa.gov

-----Original Message-----

From: Elizabeth Tockman <etockman@hotmail.com>  
Sent: Tuesday, April 2, 2024 4:33 AM  
To: Adam Weinstein <aweinstein@kirklandwa.gov>; Denise Russell <drussell@kirklandwa.gov>  
Subject: Goat Hill Moratorium

Dear Mr. Weinstein and Ms. Russell,

I am a resident of Kirkland on Finn Hill and I wanted to send a message to thank you for your efforts on the Goat Hill moratorium and the initiative to thoroughly study the impacts of overdevelopment on our neighborhood. We live right on the north side of Juanita Heights Park. The excessive development of Goat Hill threatens the health and viability of this city park, and also could destabilize the hillside (and jeopardize our home). We also hear a lot of complaints from our Goat Hill neighbors about trucks getting stuck on their steep roads. I saw a metro bus stuck just recently on Juanita Drive, which provides access for disabled passengers. We understand there is a legitimate concern over emergency service access.

Thanks again for your time and efforts on this study. The wildlife and forests are what makes Kirkland such a special community. This is a shared resource we want to have available for generations to come.

Best regards,

Elizabeth Tockman  
12401 89th PL NE  
Kirkland, WA 98034  
Etockman@hotmail.com

## Denise Russell

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**From:** Brad Arnold <brad.n.arnold@gmail.com>  
**Sent:** Friday, April 26, 2024 12:23 PM  
**To:** Denise Russell  
**Cc:** Adam Weinstein  
**Subject:** Re: Goat Hill Development Moratorium - A perspective from hopeful new residents.

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for your response. We'll likely attend on the 8th.

Regards,  
Brad

On Tue, Apr 23, 2024 at 2:42 PM Denise Russell <[DRussell@kirklandwa.gov](mailto:DRussell@kirklandwa.gov)> wrote:

Hi Brad,

Thank you for your thoughtful comments, and I apologize for the delay in responding. We appreciate hearing your story and understanding the concerns you have as a new property owner in the area. We are currently working on amendments to development regulations related to size and impact of new homes, and plan to share our ideas at a virtual community meeting on May 8<sup>th</sup> at 11:30am. I would highly encourage you to attend that meeting and sign up for our listserv – all information is on our website: <https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Planning-Projects/Goat-Hill-Development-Moratorium>

Please feel free to reach out to me directly with any additional questions or comments.

Thank you,

**Denise Russell, Planning Supervisor**

Planning & Building Department

City of Kirkland

(425) 587-3270

[drussell@kirklandwa.gov](mailto:drussell@kirklandwa.gov) | [Kirkland Planning & Building](#)

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**From:** [brad.n.arnold@gmail.com](mailto:brad.n.arnold@gmail.com) <[brad.n.arnold@gmail.com](mailto:brad.n.arnold@gmail.com)>  
**Sent:** Tuesday, April 2, 2024 11:06 PM  
**To:** Adam Weinstein <[aweinstein@kirklandwa.gov](mailto:aweinstein@kirklandwa.gov)>; Denise Russell <[drussell@kirklandwa.gov](mailto:drussell@kirklandwa.gov)>; City Council <[CityCouncil@kirklandwa.gov](mailto:CityCouncil@kirklandwa.gov)>  
**Subject:** Goat Hill Development Moratorium - A perspective from hopeful new residents.



Dear Adam Weinstein, Denise Russell, and Kirkland City Council,

My wife, Lizz, and I purchased parcel 919410-0740, a vacant lot at the end of 89<sup>th</sup> Ave NE at the top of Goat Hill in 2022. We discovered Goat Hill when we were looking for our first home years ago, but simply could not afford to purchase there. Recently, we were delighted when we found this lot listed for sale. We were particularly excited by the relatively level terrain as compared to a typical Goat Hill lot, making the location more practical for building. We were subsequently deflated when the real estate agent that we had engaged with was not swift enough to make an offer before a developer snatched it up.

We spent months pestering the developer, hoping we could convince them to sell the lot to us. We had already become extremely attached to the location. Eventually, after four months, we prevailed. The developer decided to sell the lot to us. During our early discussions with the Kirkland planning department, we learned that the developer had intended to build six cottages on the 0.81-acre lot. They must have realized how difficult and unsuited to Goat Hill that would be, and so instead decided that making a small profit by selling the lot to us made more sense after all.

For the last two years, we have been working with an architect, engineers, and a builder to design our dream home – the first home we will have the opportunity to design and build. We have invested considerable time, energy, and money in this design process. We had expected to have submitted for permitting before the end of 2023, but our desire to target the newer, more energy efficient building code meant that some of our design development partners prioritized us behind their other clients rushing to submit plans before the code change. This meant that we did not manage to submit for permits before February 6<sup>th</sup>, when the six-month development moratorium unexpectedly started.

As future residents of Goat Hill, the concerns raised by the current residents resonate with us. Specifically, due to the unique topography of Goat Hill, we support careful consideration of geotechnical issues relating to development. It is important that structures be constructed in a safe manner, consistent with best engineering practices. Likewise, handling of stormwater is also critical. We also support efforts relating to road improvements, potentially including a road improvement district, where all who benefit can share in the cost. Finally, we support the careful reconsideration of density limitations for development on the hill.

We do, however, want to raise concerns of our own. While there is a desire to deter types of high-density development that may be perceived as undesirable, we sincerely hope that single family homes like ours do not become so cost prohibitive to build that only large development companies can *afford* to build on Goat Hill. Individuals like us, who intend to live in the home we build, have the best long-term interests of Goat Hill in mind. We hope that newcomers like us are not financially penalized (via increased permit fees or otherwise), forced to make up for what may have been looser building rules for those who built only a few short months or years before us. We are happy to pay for community-benefiting improvements, so long as the costs are shared uniformly by the entire benefiting community.

We do not support restricting concurrent permits on the hill. There are a finite number of parcels left to be developed, which means there will only be a finite number of opportunities for stuck construction vehicles. Limiting concurrent builds will *not* prevent stuck construction vehicles – it will only spread them out over many years. On the other hand, limiting concurrent builds *will* cause unfair costs due to interest and inflation to be incurred by those who must wait for construction (and potential delay) by others.

Regarding slopes, we are concerned about the possibility of a new and restrictive one-size-fits-all geotechnical rule, rather than deferring to Professional Geotechnical Engineers to make project-specific geotechnical evaluations and solutions based on their expertise as Professional Engineers (and the associated professional liability that that entails). This is of concern to us not because our lot is particularly steep in the region where we intend to build our home, but rather because our lot and planned home are quite *different* than the extreme slope that many of the existing homes are built on.

While we support the option for residents to be able to have deliveries sent to a parcel locker at the bottom of the hill, we would be wary of a ban on residential deliveries. Not all packages are suitable for delivery lockers. Some are too large, and some are too valuable. Even our nicest neighborhoods are not always immune to mailbox theft.

In short, we are excited to build our forever home on Goat Hill. Like the current residents, we hope that we can work together to make Goat Hill even better. We further hope that all Goat Hill neighbors, current and future, can share this responsibility together. Every home on Goat Hill was not so long ago *that new home*.

Regards,

Brad Arnold

## Denise Russell

---

**From:** Adam Weinstein  
**Sent:** Friday, April 26, 2024 6:01 PM  
**To:** Jon Pascal; Lightfeldt  
**Cc:** Denise Russell; Dave Rumpf; Kurt Triplett  
**Subject:** RE: Goat hill roads

Councilmember Pascal and Karen -- Thanks for the emails. (Karen, I hope you can come to our community meeting on Goat Hill on May 8.)

A comprehensive assessment of road conditions on Goat Hill is not part of our current scope of work for this 6-month moratorium, but we are working on pulling together data on existing roadway conditions to inform potential changes to development regulations on the hill. One item is an updated map showing the street widths on Goat Hill. We've also been looking into signage on the hill, and we've also been referencing the 2014 Goat Hill stormwater/groundwater study, which led to the 2019 drainage project and the one currently being undertaken by the City on Goat Hill.

A more comprehensive assessment of the road system on Goat Hill could be undertaken as part of establishing a road improvement district, and we'll be providing some information on the steps to establish such a district (if that's something the Council and neighborhood would like to advance) after the moratorium is concluded. A more comprehensive assessment could also occur as part of the CIP process.

Thanks, Adam

Adam Weinstein  
Director of Planning and Building

City of Kirkland  
123 5th Avenue  
Kirkland, WA 98033

(425) 587-3227  
aweinstein@kirklandwa.gov

-----Original Message-----

From: Jon Pascal <JPascal@kirklandwa.gov>  
Sent: Thursday, April 25, 2024 9:58 AM  
To: Adam Weinstein <AWeinstein@kirklandwa.gov>  
Cc: Denise Russell <DRussell@kirklandwa.gov>; Dave Rumpf <rumpf.dave@gmail.com>; Lightfeldt <klightfeldt@comcast.net>; Kurt Triplett <KTriplett@kirklandwa.gov>  
Subject: RE: Goat hill roads

Karen,

I have repeatedly asked that we assess the roads and develop an idea of the cost it would require to address maintenance type issues. Issues such as repairing guardrail, fixing failed pavement, addressing stormwater run-off, and other structural issues of the roadways themselves. If we don't have a good idea of the needs, then how can we best assess the impacts of development?

Adam,  
Is any such work being conducted?

Jon Pascal  
Councilmember  
City of Kirkland  
M: (206) 890-3868  
jpascal@kirklandwa.gov

Emails to and from city council members are subject to disclosure under the Public Records Act, RCW 42.56

-----Original Message-----

From: Lightfeldt <klightfeldt@comcast.net>  
Sent: Monday, April 22, 2024 8:25 PM  
To: Adam Weinstein <AWeinstein@kirklandwa.gov>  
Cc: Denise Russell <DRussell@kirklandwa.gov>; Dave Rumpf <rumpf.dave@gmail.com>  
Subject: Re: Goat hill roads

Adam,

Goat hill needs to have road work included in kirkland's street improvement budget. It can't wait until a road improvements district is formed. Roads less dangerous are getting improvements all over the City. The last time any work was done on these roads was when we were King County. Prior to Councilwoman Jane Hague's listening to us, there were literally no turn outs on the hill. She got funding and we got turnouts which are so important on these narrow roads. That was a time when less traffic and much less construction.

Can you come up with the number of houses the City has allowed since we were annexed? The hill has been a real money maker for the City.

Karen Lightfeldt

Sent from my iPad

> On Apr 22, 2024, at 1:22 PM, Adam Weinstein <AWeinstein@kirklandwa.gov> wrote:

>

> Karen -- Thanks for the note. Definitely want to get more thoughts from you and other Goat Hill residents about the possible improvement district. Just to be clear, this is something that would only be enacted well into the future. Our immediate task is only to create a white paper identifying next steps for establishing a road improvement district if that's something Council and the Goat Hill community decide would be beneficial.

>

> Re. development -- we don't think stopping development completely is a legally viable option, but we're working on some limitations that we'll discuss at the next community meeting.

>

> Thanks, Adam

>

> Adam Weinstein

> Director of Planning and Building

>

> City of Kirkland

> 123 5th Avenue

> Kirkland, WA 98033

>

> (425) 587-3227

> aweinstein@kirklandwa.gov

>  
> -----Original Message-----  
> From: Lightfeldt <klightfeldt@comcast.net>  
> Sent: Wednesday, April 17, 2024 9:39 PM  
> To: Adam Weinstein <aweinstein@kirklandwa.gov>  
> Subject: Goat hill roads  
>  
> CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.  
>  
>  
> Adam,  
>  
> I have concerns when the idea of a road improvement district is brought up. The City needs to take on the responsibility for the state of these roads.  
>  
> I understand road improvements are not part of the moratorium's scope but building has to stop until roads are improved, especially the two hair pin curves where trucks and other construction equipment constantly get stuck.  
>  
> The City has been less than diligent about our roads since annexation. We pay very high taxes which should mean safe and adequate roads. Meanwhile please limit construction on the hill and please do not let the proposed development of the Wu property use current inadequate roads for access.  
>  
> Karen Lightfeldt  
> Sent from my iPad

## Denise Russell

---

**From:** Adam Weinstein  
**Sent:** Thursday, May 2, 2024 5:06 PM  
**To:** Amy Mowery  
**Cc:** Denise Russell  
**Subject:** RE: Goat Hill Moratorium community member comment

Thanks Amy, appreciate your comments. (And we are definitely thinking about landslides and other geologic risks in contemplating reduced development allowances on the hill.)

Adam

**Adam Weinstein**  
*Director of Planning and Building*

City of Kirkland  
123 5th Avenue  
Kirkland, WA 98033

(425) 587-3227  
[aweinstein@kirklandwa.gov](mailto:aweinstein@kirklandwa.gov)

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**From:** Amy Mowery <moweryamy@gmail.com>  
**Sent:** Thursday, May 2, 2024 11:27 AM  
**To:** Adam Weinstein <aweinstein@kirklandwa.gov>; Denise Russell <drussell@kirklandwa.gov>  
**Subject:** Goat Hill Moratorium community member comment

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I live at the top of goat hill at 12032 89th Pl NE. I was rewatching the comments from the last city council meeting about the scope of the project. Thank you for taking the time to reevaluate the needs of our unique neighborhood.

I do think that the improved 20' of road for each construction project has been a huge benefit to our hill community. Thank you for that policy improvement. I know the storm drain project is an "invisible" project that also improves the stability of the hill. I appreciate that you are looking at how to discourage plots from sitting and not being developed once cleared. That is my fear for the Montblanc properties. I don't believe this was addressed in the community feedback or in your scope of work. I'd ask that you also consider the landslide map of Kirkland that was done when you look at policy regarding building on goat hill. It is very unnerving to see such an area of high susceptibility to landslide directly surrounding much of the construction areas on the hill. It seems that is a cause for continued caution in allowing larger projects to build on Goat Hill. Thank you for looking at this matter to address the safety for the houses on and below Goat Hill.

<https://www.kirklandwa.gov/files/sharedassets/public/v/1/fire/emergency-mgmt/hazards/landslide-hazard-map.pdf>

Thank you for your time,  
Amy Mowery  
12032 89th Pl NE  
Kirkland, WA 98034

## Denise Russell

---

**From:** Mary and Dave Rumpf <mrumpf25@gmail.com>  
**Sent:** Thursday, May 9, 2024 7:14 AM  
**To:** Adam Weinstein  
**Cc:** Denise Russell  
**Subject:** Re: Goat Hill Moratorium Comments

Hi Denise and Adam,

Thanks for the offer to meet. It doesn't seem necessary. We appreciate all of the information you and the city have been sharing.

Dave and Mary

Sent from my iPad

> On May 8, 2024, at 11:30 AM, Adam Weinstein <AWeinstein@kirklandwa.gov> wrote:

>

> Hi Mary -- Our goal is to record the discussion, but in the event we are unable to, we will take good notes and can share them. We're also happy to meet with you and Dave individually when you're back. Hope you have a good trip.

>

> Thanks, Adam

>

> Adam Weinstein

> Director of Planning and Building

>

> City of Kirkland

> 123 5th Avenue

> Kirkland, WA 98033

>

> (425) 587-3227

> aweinstein@kirklandwa.gov

>

> -----Original Message-----

> From: Mary Rumpf <mrumpf25@gmail.com>

> Sent: Wednesday, May 8, 2024 8:15 AM

> To: Adam Weinstein <AWeinstein@kirklandwa.gov>

> Cc: Denise Russell <DRussell@kirklandwa.gov>

> Subject: Re: Goat Hill Moratorium Comments

>

> Hi Adam and Denise,

> Will today's online meeting be recorded? Unfortunately, Mary and I won't have access to internet (on a plane). Thanks for your work on Goat Hill issues. We appreciate it.

> Dave Rumpf

>

> Sent from my iPhone

>

>> On Apr 25, 2024, at 1:21 PM, Adam Weinstein <AWeinstein@kirklandwa.gov> wrote:

>>

>> Thanks Mary and Dave -- appreciate the comments.

>>

>> Adam



>>  
>> Adam Weinstein  
>> Director of Planning and Building  
>>  
>> City of Kirkland  
>> 123 5th Avenue  
>> Kirkland, WA 98033  
>>  
>> (425) 587-3227  
>> aweinstein@kirklandwa.gov  
>>  
>> -----Original Message-----  
>> From: Mary and Dave <mrumpf25@gmail.com>  
>> Sent: Tuesday, April 23, 2024 10:28 AM  
>> To: Adam Weinstein <AWeinstein@kirklandwa.gov>; Denise Russell <DRussell@kirklandwa.gov>  
>> Subject: Goat Hill Moratorium Comments  
>>  
>> CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.  
>>  
>>  
>> Hi Adam and Denise,  
>> I have three comments to make on ideas I've heard about Goat Hill solutions.  
>>  
>> First, placement of an Amazon Locker at the bottom of the hill. This would not be helpful. The Amazon trucks are not the problem here. They do not get stuck on the hairpin turns. It's the big construction trucks and large moving vans that get stuck. Also, an Amazon truck delivers packages to multiple houses on the hill in one trip. If every resident drove down and back to fetch their packages, you would actually increase overall traffic on the hill.  
>>  
>> Second, streetlights. I only heard this suggestion one time, but it is not appropriate for Goat Hill. As you've heard many times by now, it's all about the view up here. Streetlights destroy night time views. In addition, streetlights contribute to our area's serious light pollution. In addition to humans, Goat Hill is surprisingly rich in wildlife and its wooded areas and streams attract a huge variety of birds. Numerous studies show the negative impact of light pollution on all of our biological welfare.  
>>  
>> Third, any planning of road improvements beyond pavement repair should include input from residents on the most effective strategies. Residents well know which spots are best for passing, where the route is confusing, how wide to take the turns, where water runs over the road, where blind spots are, and where the road actually is fine as is. We all realize that the road evolved over time, and that to try to widen and smooth it like any other street in town would be prohibitively expensive as well as impossible without completely changing the character of the neighborhood.  
>>  
>> Thanks for the work you are doing on this project.  
>>  
>> Mary and Dave Rumpf  
>>  
>>  
>> Sent from my iPad

## Denise Russell

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**From:** Andrea Thompson <dudleythompson@gmail.com>  
**Sent:** Thursday, May 9, 2024 8:47 AM  
**To:** Denise Russell  
**Cc:** Adam Weinstein  
**Subject:** Re: Additional Thought

We NEED an alternate route off the hill plain and simple

On Thu, May 9, 2024 at 8:43 AM Andrea Thompson <[dudleythompson@gmail.com](mailto:dudleythompson@gmail.com)> wrote:



This is this morning FYI.

Road blocked at 8:42am by garbage truck. Not even able to deal w storm drain work yet

On Thu, May 9, 2024 at 7:01 AM Andrea Thompson <[dudleythompson@gmail.com](mailto:dudleythompson@gmail.com)> wrote:

I guess I understand but again safety would be a big concern if a cement truck or long delivery truck was trying to get up the road in it's current state. Cement trucks go backwards all the way up the hill and cannot maneuver out of the way. It's very precious. I would encourage you guys to come up here and see how this project is looking and the current impacts.

In addition I really want the city to prioritize limiting the number of projects going on at one time. I believe a waitlist system could be implemented and as projects are completed another would get a green light to start. Two projects seems to be the most the road can handle with all the other daily traffic happening.

Also has the city implemented a traffic study to gage the volume of traffic on the road. I thought that was going to be something during this pause but I have not seen that. I am sure there is data some place that would provide guidance on maximum traffic for a one lane residential road.

Thanks again for all your hard work.  
Andrea

On Wed, May 8, 2024 at 11:15 AM Denise Russell <[drussell@kirklandwa.gov](mailto:drussell@kirklandwa.gov)> wrote:

Hi Andrea,

Thank you for the note. The meeting will be recorded and available on our website if you'd like to listen back, if you're not able to attend. We understand the constraints with the construction going on now, however it doesn't seem like we would be able to continue to stop development due to this type of traffic. We do hope that the project moves swiftly, and it is slated to be complete by the end of this year.

Thank you,

**Denise Russell, Planning Supervisor**

Planning & Building Department

City of Kirkland

(425) 587-3270

[drussell@kirklandwa.gov](mailto:drussell@kirklandwa.gov) | [Kirkland Planning & Building](#)

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**From:** Andrea Thompson <[dudleythompson@gmail.com](mailto:dudleythompson@gmail.com)>

**Sent:** Tuesday, May 7, 2024 8:04 PM

**To:** Adam Weinstein <[AWeinstein@kirklandwa.gov](mailto:AWeinstein@kirklandwa.gov)>; Denise Russell <[drussell@kirklandwa.gov](mailto:drussell@kirklandwa.gov)>

**Subject:** Additional Thought

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Adam and Denise

I know we have a Goat Hill meeting tomorrow, but I am not sure if I can attend due to work, but I had a I thought I wanted added to the list.

This week they started the 8 month long storm drain project on Goat Hill that will run through December. As you can imagine it is quite complicated and pretty intense. I would like for the City to consider keeping the moratorium on construction active until this project is done in December. This project brings with it lots of employees, their cars, heavy machinery and complex traffic monitoring.

Today was particularly difficult, and you can probably talk to any of City people working on the project for resident input. I think you can only ask so much of the residents, and even though in the long run the project is very beneficial - it is very complex and adding any additional players to the mix at this point would be pretty disastrous. The road can only handle so much.

Thanks for considering

Andrea Thompson

## Denise Russell

---

**From:** Adam Weinstein  
**Sent:** Wednesday, May 22, 2024 2:42 PM  
**To:** Mary and Dave Rumpf  
**Cc:** Denise Russell  
**Subject:** RE: Goat Hill Development Moratorium

Hi Mary and Dave – Great comments. I'd also note that we are proposing to clarify policy regarding that new residences must be served by 20-foot-wide paved roads (which would require roadway connections if none exist).

Thanks, Adam

**Adam Weinstein**  
*Director of Planning and Building*

City of Kirkland  
123 5th Avenue  
Kirkland, WA 98033

(425) 587-3227  
[aweinstein@kirklandwa.gov](mailto:aweinstein@kirklandwa.gov)

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**From:** Mary and Dave Rumpf <mrumpf25@gmail.com>  
**Sent:** Tuesday, May 21, 2024 6:45 PM  
**To:** Adam Weinstein <AWeinstein@kirklandwa.gov>; Denise Russell <DRussell@kirklandwa.gov>  
**Subject:** Goat Hill Development Moratorium

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

### **Comments on Goat Hill Moratorium Zoom Meeting on May 8th**

Hi Denise and Adam,

We couldn't attend the meeting live but did watch the recording. Thanks for posting it on the moratorium website. Our comments follow:

#### **Require Developers to improve the road whether it is frontage or not.**

It was mentioned that when new homes are built on Goat Hill the road is required to be widened and improved in front of the house. What is the requirement for a new home that is at the end of the road? The former Wu Property is not adjacent to our road. For example, if 15 new homes are built in that ravine what would the road improvement requirements be? Would there be 15 "road improvement/widening units" applied to trouble spots further down the hill?

#### **Require Developers to maintain the road during construction and repair all construction damage.**

There is already a requirement for builders to improve the road **before** construction begins. What about the subsequent damage that occurs to the road during the actual construction? The Goat Hill neighborhood

suffered through potholes at 9050 NE 117th PI for almost two years (the builder went bankrupt and didn't repair them). Finally, a few months ago the potholes were filled in and the road was much easier to navigate. Unfortunately, last month a large new rockery was built to replace a substandard retaining wall on this same property. The machinery needed to move and place the rocks was so heavy that the road was destroyed again. It is worse than ever. It appears the rockery contractors have "finished" and moved on. What about the severe damage they left behind in the road? (See attached photo)

**Don't let access to the upper hill be blocked.**

There is a possible secondary route off the top of Goat Hill. It appears there is a utility easement between 89th Place NE and 90th Ave NE near 11921 90TH AVE NE. Currently, it is a steep and rugged gravel pathway. It is rumored that residents have driven 4-wheel drive vehicles down this pathway in the past. Maybe this can be improved to the extent that smaller emergency vehicles could travel up this route? This is the same route that Roger Kutz has mentioned during an earlier community Zoom meeting. There is an urgency to making a decision on this route because a home is about to be built there. It would be unfortunate if the builder was permitted to put up a fence or rockery that made use of this route impossible.

**Recognize that F.A.R. does not prevent building large houses.**

The idea of reducing the F.A.R. allowance for houses on Goat Hill seems good. However, judging by two of the homes currently under construction on Goat Hill there is an exemption for living space that is partially below the ground level of the finished home. These two homes have disproportionately large garage and basement floors that don't count in the F.A.R. calculations. These homes will end up larger than one would predict based on the lot size alone. The homes that may be built in the ravine formally known as the Wu Property will likely all have sub-ground level floors due to the steep terrain. Thus, they will most likely have substantial total square footage under the current regulations that exempt the lower floor from the F.A.R. calculation.

We appreciate you considering these comments while you are preparing your report to the Planning Commission.

Sincerely,

Dave and Mary Rumpf







## Denise Russell

---

**From:** Andrea Thompson <dudleythompson@gmail.com>  
**Sent:** Thursday, May 23, 2024 9:01 PM  
**To:** Adam Weinstein  
**Cc:** Dave Rumpf; Mary Rumpf; Denise Russell  
**Subject:** Re: Construction Issues

Hi Adam

Thanks for your response - I know you guys are busy! I did want to say that I think when the contractors are working on the bend of 116th and 117th there needs to be an additional flagger lower down at the entrance to goat hill. They don't have to be there all the time, but when they are at that corner and there is a one lane traffic pause happening this would be helpful since a driver of a large truck would be unable to turn around if it was unable to make that turn due to the stormwater trucks parked on one side of the turn. In addition when the traffic backs up due to the one lane flow of traffic, the road is too narrow to allow for cars to pass if there is a long back up once several cars have cued up. It really can be quite a problem.

I also wanted to say I was watching the Planning Commission meeting tonight and noticed that the lawyer of the MontBlanc Development Group was there and spoke. He was against the reduction in sq footage of homes to be built and also referenced revisiting the construction of an emergency road going through to 124th on Finn Hill. I am wondering if the neighborhood will be updated on discussions or will this only happen after decisions are made. He made a plea that the owners were elderly and scared that their investment, which is planned as their children's inheritance, would be worthless if they were limited to building 1,300 sq ft houses. I am just concerned that a developer's investment and inheritance dreams will take precedence over the safety and needs of current Goat Hill Residents. As you well know, the road limitations and the landslide risk of the former Wu property are very real concerns for the residents.

Thanks  
Andrea

On Wed, May 22, 2024 at 2:52 PM Adam Weinstein <[AWeinstein@kirklandwa.gov](mailto:AWeinstein@kirklandwa.gov)> wrote:

Hi Andrea – Apologies for the delayed response to your questions. Having additional traffic control on-site is on the table, although I'm not sure to what extent that would preclude trucks from getting stuck on the hill. Nevertheless, we will discuss it.

No traffic study is planned as part of the moratorium study, but we are pulling together traffic-related data that can be readily compiled (e.g., roadway widths) that can be used to inform the moratorium study.

I don't believe we have any specific standards for dead-end roads, as long as there are adequate provisions for turnarounds (and that applies primary to new development being accessed by dead-end roads).

We have been exploring limiting the number of concurrent construction projects on the hill, but believe that could be problematic legally, as it conditions the approval of a new permit on the actions of a private permit-holder (i.e., the City basically delegates its permitting authority to someone else if that construction project takes longer than expected). We think a more effective way to limit concurrent construction projects would be to impose additional development restrictions on the hill (e.g., reduced density allowances).

Sorry to hear about the continuing traffic problems! Adam

**Adam Weinstein**

*Director of Planning and Building*

City of Kirkland

123 5th Avenue

Kirkland, WA 98033

(425) 587-3227

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

---

**From:** Andrea Thompson <[dudleythompson@gmail.com](mailto:dudleythompson@gmail.com)>

**Sent:** Tuesday, May 21, 2024 8:08 PM

**To:** Adam Weinstein <[AWeinstein@kirklandwa.gov](mailto:AWeinstein@kirklandwa.gov)>; Denise Russell <[drussell@kirklandwa.gov](mailto:drussell@kirklandwa.gov)>

**Cc:** Dave Rumpf <[rumpf.dave@gmail.com](mailto:rumpf.dave@gmail.com)>; Mary Rumpf <[mrumpf25@gmail.com](mailto:mrumpf25@gmail.com)>

**Subject:** Fwd: Construction Issues

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Adam and Denise

I wanted to send you an update on an incident that happened today. The back road has been closed for at least a week due to the expected construction. Today the contractors were also working at the top of the first hairpin turn at NE 116th PL and NE 117th PL. A Lowe's delivery truck tried to deliver its load to the house under construction at the gravel road on 89th Ave NE and became stuck at this turn. Four other cars and myself had the bad misfortune of trying to leave the hill at this time and were stuck on the road for 20 minutes trapped with no way out. Of course it was not the end of the world for me but I can't help imagining what if there was a medical emergency? There would be 100% no

way for an emergency responder to get to someone in need of help during this sort of situation. It keeps happening time and again and I keep hearing the city say there is nothing that can be done about this. I 100% disagree. Something has to be done and this project needs to be more carefully managed. If there had been more flaggers on the road someone could have stopped the delivery truck from attempting to make the drive up the hill only to see too late that the road was impassable to his vehicle. Even on a good day it is tough to make this turn but with all of the storm water trucks along the road, there was no way for this driver to make the turn.

We never know day to day where the construction on the storm drains will be occurring, just as the construction crew has no idea what other deliveries are slated for the residents.

I implore you to please continue the moratorium on building until after this project is over. This really is unacceptable and I have now been stuck twice on the hill in the afternoon and we are only a few weeks into an 8 month long project.

In addition I had sent some other questions to you a few weeks back and had not heard a response. I was wondering if there was going to be some sort of traffic study done to measure the volume of traffic on the hill and if there is any sort of standard in place for one lane dead end roads. I also wanted to know about being able to stagger development projects to only allow two at a time. More than that seems to be extremely difficult with the road and with no improvements slated, I don't see how it is possible to allow for multi home construction in any safe manner.

Kind regards

Andrea Thompson

----- Forwarded message -----

From: **Andrea Thompson** <[dudleythompson@gmail.com](mailto:dudleythompson@gmail.com)>

Date: Tue, May 21, 202





May 22, 2024

*By Email Only*

Kirkland Planning Commission  
123 Fifth Avenue  
Kirkland, WA 98033  
[PlanningCommissioners@kirklandwa.gov](mailto:PlanningCommissioners@kirklandwa.gov)

Re: *Proposed Permanent Housing Freeze in Goat Hill Neighborhood*

Dear Planning Commissioners:

This law firm has been retained to represent Montebanc Management LLC, which owns nearly four acres of undeveloped infill property in Kirkland's Goat Hill neighborhood. This property is in the County's designated Urban Growth Area, with available utility infrastructure, and is well suited for enabling additional emergency and pedestrian access to the residents of Goat Hill, together with new housing that our region desperately needs. However, the City is proposing development regulations that could frustrate all of these outcomes. The proposed approach is not supported by any clear science or City policies – only by vague statements that “serious concerns continue to exist.” The proposal appears intended to downzone Goat Hill by changing its development standards to match RSA 1, instead of RSA 4. **Please do not endorse this downzone and permanent housing freeze until more questions are answered and more effective access options are evaluated.**

As presented to you by memo dated May 13, 2024, the City “intends to propose reducing lot coverage and FAR to “somewhere between 20% and 40%.” See May 13, 2024 Memorandum to Planning Commission at page 6. The downzoning of standards is ostensibly proposed to address existing access, emergency response time, and stormwater deficiencies, but the report provides *no basis* to conclude the proposal will actually help with those deficiencies. On the other hand, the 20% coverage limit being studied would **drastically reduce property values for existing owners**. As pointed out by the memorandum, a 20% FAR limit would result in the median single-family home in Goat Hill being limited to **approximately 1,316 square feet**. See May 13, 2024 Memorandum at 6. At first we thought this might be a typo, but the 1,316 square foot figure appears twice on page 6 of the memorandum. *Id.*

- **A 1,316 square foot median floor area would result in most of Goat Hill's *existing* homes becoming nonconforming. The City's Memorandum does not provide clarity about how this will affect current residents' property values or their ability to remodel or expand their homes in the future.**
- **A 1,316 square foot median floor area, given construction costs, would halt *any* new homes from being economically viable in Goat Hill.**
- **For owners of existing homes *and* vacant lots in Goat Hill, the City's proposed regulations threaten a permanent reduction in the property values that residents**

have worked hard to create. It could seriously threaten the savings that Goat Hill residents have stored in their homes.

- Although most public input on the standards has referenced Goat Hill's preexisting access deficiencies, the City's Memorandum doesn't address our recent study and proposal of viable northerly access to NE 124th Street. That new access could greatly improve Goat Hill's emergency response times, as well as construction and delivery access for other Goat Hill residents, without new cut-through traffic. It could be largely funded by private parties, but not after a downzone to a 20% coverage limit.

Perhaps most problematically, the proposed regulations will lock in an extremely unsafe condition, with continued risk to human life as a very real result. The City has received clear notice that there is insufficient emergency response access on Goat Hill today. But by freezing housing development as is proposed here, the proposed regulation would eliminate the possibility of new funding for secondary emergency access that has been proposed to senior City staff. That result does not match this Planning Commission's policy goals, so we strongly recommend against endorsing this approach.

**In our age of housing crisis, we ask that Kirkland and this Planning Commission advocate for solutions that would provide more housing and solve safety concerns, not embrace a sledgehammer downzone approach in Goat Hill.**

We have attached an annotated version of the City's Memorandum for your review. We hope to speak with you further to help you guide the City off this deeply problematic path.

Thank you for your consideration.



Josh Friedmann  
Attorney for Montebanc Management LLC

Josh.friedmann@hcmp.com  
(206) 470-7655  
enclosure

CC: Kirkland City Council  
Kurt Triplett, City Manager  
Kevin Raymond, City Attorney  
Adam Weinstein, Planning and Building Director

ND: 23350.002 4855-3176-0320v7





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## MEMORANDUM

**To:** Planning Commission

**From:** Adam Weinstein, AICP, Planning & Building Director  
Denise Russell, Planning Supervisor

**Date:** May 13, 2024

**Subject:** **Briefing on the Goat Hill Development Moratorium, File No. CAM24-00115**

### Recommendation

Receive a briefing and hold a study session to discuss the Goat Hill Development Moratorium, File No. CAM24-00115. Provide staff with direction to continue preparing the draft Goat Hill code amendments.

### Background

On February 6, 2024, City Council adopted an emergency moratorium on the issuance of permits for new dwelling units on Goat Hill. The purpose of the moratorium is to temporarily halt the development of new dwelling units to allow the City time to evaluate the life, health and safety concerns posed by such development and consider adoption of regulations to mitigate or minimize those concerns.

Please ask for clarity on which life, health or safety concerns would be addressed by limiting the average Goat Hill home to 1,316 sf.

Goat Hill is both a landform and an informal subdistrict of the greater Finn Hill Neighborhood<sup>1</sup>, which was annexed into the City of Kirkland in 2011. The area comprises approximately 66 acres of steep terrain with commanding views south over Juanita Bay and Lake Washington. Goat Hill is generally bounded by Juanita Heights Park on the north; properties adjacent to 89<sup>th</sup> Avenue NE on the west; NE Juanita Drive on the south; and properties adjacent to 91<sup>st</sup> Place NE and 91<sup>st</sup> Lane NE on the east.<sup>2</sup>

Goat Hill is a neighborhood with significant physical and environmental constraints. The streets in Goat Hill are steep, narrow, and wind sharply around corners in many places, creating pinch points with limited opportunities for vehicle turnoffs. There are only two primary access points to Goat Hill – one on the south at NE 116<sup>th</sup> Place and one on the east at NE 120<sup>th</sup> Street. These limited access points together with the area’s narrow, twisting streets, make day-to-day and emergency access to the neighborhood difficult. The area also contains significant landslide hazards, a number of perennial and intermittent streams, and other critical environmental areas, including wetlands. Approximately 97 percent of Goat Hill consists of moderate or high landslide hazard zones. After Finn Hill was annexed into Kirkland in 2011, the City undertook a basin study of the area, which concluded that Goat Hill continues to face challenges related to

Please ask how the 1,316sf limit will help access.

Please ask why lot coverage limits are needed on top of the City’s regulations on building in critical areas (landslide, streams, wetlands).

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<sup>1</sup> A small easterly portion of Goat Hill is located in the Juanita Neighborhood.

<sup>2</sup> The Goat Hill area identified in KMC 24.02.065 – Goat Hill Boundary and Zoning Map.

stormwater drainage issues, steep topography, and the preponderance of groundwater reaching the surface.

Please ask if the City's previous \$3.2 million investment (below) did not address these issues to the City's satisfaction.

Because of Goat Hill's central location in Kirkland and excellent views, it has been a popular place for development. Development on Goat Hill, however, presents many challenges, including the fact that development generates extra traffic—both immediate construction-related traffic *and* the resulting traffic from additional dwelling units—that is exacerbated by the area's above-described limited entry points and narrow roads. At the same time, due to various code and administrative policy requirements, construction projects are required to proportionally correct some of the infrastructure deficiencies in Goat Hill by widening roadway frontages and installing modern stormwater systems. Thus, ultimately, the City hopes to benefit the road and drainage system on Goat Hill through incremental improvements required by development.

Although some other areas of Kirkland exhibit similar access constraints, Goat Hill is unique due to its combination of steep topography, limited access, and heightened stormwater and geologic concerns. To date, the City has sought to address these constraints in several ways, including the following:

- the adoption of new City-wide geologic hazard regulations in 2018 that require the preparation of peer-reviewed geologic studies for projects in landslide hazard and/or seismic areas;
- implementing special construction traffic requirements for development projects on Goat Hill (Public Works Policy G-12, Attachment 1);
- purchase of private land and preservation as open space;
- the construction of stormwater management infrastructure to handle runoff and surface water, including a \$3.2 million project initiated in 2019, with phase II construction beginning in April 2024, intended to improve stormwater drainage and slope stability on sections of Goat Hill by completing a variety of tasks aimed at slowing and consolidating stormwater; and
- the adoption of new threshold levels for Categorical Exemptions issued pursuant to the State Environmental Policy Act (SEPA) in 2022 that require environmental review for projects resulting in the development of five or more dwelling units on Goat Hill (in the rest of the City, environmental review is not required for residential projects unless the development proposes 21 or more dwelling units).

Even considering these previous attempts to mitigate the impacts of development on Goat Hill, serious concerns continue to exist about the ability of Goat Hill to accommodate additional development – including development authorized by the City's middle housing regulations and new State legislation requiring cities to accommodate increased housing densities.

Please ask for the source and basis of such ongoing concerns.

In January 2024, the City received correspondence from community members on Goat Hill concerned about the risks of new development, including a petition from residents to "Halt the Development of Forest Land into Residential Homes" at an area formerly referred to as the Wu Property (located just south and west of Juanita Heights Park).

### *Moratorium*

State law authorizes local governments to adopt a moratorium or interim zoning ordinance to address urgent development, environmental, and other health and safety considerations. A moratorium gives legislative bodies time to study issues of concern and, if warranted, adopt new regulations to address those issues while holding off on issuing permits. For example, in 2022, the City adopted a moratorium to further study and craft regulations regarding the operation of autonomous personal delivery devices.

Moratoria are regulated statewide by the Revised Code of Washington (RCW) Sections 35A.63.220 and 36.70A.390, and locally by Kirkland Zoning Code (KZC) Section 135.30. Moratoria are established in 6-month increments but may be withdrawn sooner than 6 months if the issues it addresses are resolved. Moratoria may also be extended in 6-month increments, but only after a local jurisdiction first holds a public hearing and enters specific findings of fact to support the extension.

The moratorium adopted by Council for Goat Hill on February 6, 2024, extends from February 6, 2024, through August 6, 2024, and applies to the acceptance of permit applications for new dwelling units on Goat Hill, including building and all related permits (e.g., grading permits). "Dwelling units" in the KZC are defined in Section 5.250 as:

*One (1) or more rooms or structures providing complete, independent living facilities for one (1) family, including permanent provisions for living, sleeping, cooking and sanitation.*

Based on this definition, dwelling units include standard single-family units, apartments, and any form of middle housing (Accessory Dwelling Units, cottages, carriage homes, duplexes, and triplexes). While the acceptance of applications for review and/or issuance of permits for new dwelling units is prohibited under the moratorium, the issuance of permits for projects such as repairs, renovations/additions, franchise utility work and associated electrical/plumbing/mechanical permits is permitted. Capital Improvement Program projects are not subject to the moratorium.

Complete permit applications received prior to adoption of the moratorium were not impacted by the moratorium and continue to be processed; also, construction is occurring for already-issued permits. Since the moratorium was adopted, and as of the date this memo was prepared, the City has rejected one building permit application for a new dwelling unit on Goat Hill.

The main purpose of the moratorium is to allow the City to adopt regulations that protect the unique environment of Goat Hill and safeguard the health and safety of its current and future residents. As noted above, the City's existing middle housing legislation and new State requirements for accommodating additional residential density pose challenges to Goat Hill, particularly in regard to the provision of safe access to and from the hill. The City believes that it is in the public interest to immediately address these concerns, particularly before new State density mandates are implemented.

**Please ask whether the current proposal will make access safer. What effect would FAR and coverage limits have?**

### *Scope of Work*

On April 2, 2024, the City Council held a public hearing on the moratorium and adopted a scope of work for study that included the following tasks:

- Research code amendments to reduce development allowances on Goat Hill, including eliminating or reducing allowances for Accessory Dwelling Units (ADUs), cottages, duplexes, and triplexes. Also research possible square footage maximums for new residential units to further reduce development impacts.
- Explore implementation of a road improvement district to allow financing of roadway improvements to benefit Goat Hill. Staff would bring back to Council additional information on establishment of the special district and an implementation plan to begin forming the district.
- Research construction metering and other practices to reduce impact of construction on Goat Hill. This would include expanding on existing special construction requirements, including metering projects so only a certain number can be constructed within a given time, further limiting hours of construction, requiring special reporting, and expanding right-of-way improvement requirements for new development.
- Consider alternative policies regarding land clearing to avoid construction projects sitting for long periods of time without being developed.
- Explore new emergency access requirements, including alternative emergency aid vehicles that could more nimbly travel on steep, winding streets, to better access the furthest reaches of Goat Hill and improve response times.

*Planning Commission Comments*

On March 25, 2024, staff provided a brief report on the moratorium to the Planning Commission, covering the reasoning behind the moratorium, status, and study topics. The Planning Commission's comments on the moratorium are summarized below:

- Concern about potentially eliminating middle housing types on Goat Hill when such housing units may have proportionally reduced impacts compared to standard detached dwelling units and could possibly help ease the housing crisis.
- Concern about other neighborhoods wanting to eliminate middle housing because of this code amendment.
- Questions about non-conforming structures and how the new code would address like-for-like construction.
- Interest in looking at incentivizing modular or prefabricated structure options for Goat Hill.
- Interest in learning more about the City's ability to get developers to complete paused construction projects or encouraging other builders to take over stalled projects.
- Concern that the Goat Hill neighborhood is too small in scale to support an effective Road Improvement District, and that the residents would not vote for the district.

Is the City comfortable with the precedent of limiting middle housing in a specific neighborhood inside the Urban Growth Area?

Please ask how a 20% limit would affect homeowners seeking to build, sell or expand. Could 40% achieve desired results with less economic harm?

Please ask if a 20% coverage limit would incentivize developers to take over stalled projects.

Please ask if limiting the average home to 1,316sf would make a District more or less viable.

*Public Outreach*

Staff has conducted outreach to local community members as well as to the development community and other interested stakeholders. A website was created to house information about the moratorium, notice of upcoming meetings, links to other documents and resources, and an email listserv sign-up option for community members

to receive project and meeting updates. Staff also posted a large public notice sign at Juanita Beach Park, mailed a notice of the project to Goat Hill property owners, and advertised the project on social media, the City's development listserv (comprising property developers and associated design and engineering professionals), and directly to the Master Builders Association of King and Snohomish County (MBAKS).

Additionally, staff held two virtual meetings for interested community members. The first was on March 22, 2024, to review the purpose of the moratorium and get feedback on the draft scope of work prior to taking the scope to City Council. The second meeting was on May 8, 2024, to present more details about proposed code amendments and the road improvement district research. Staff received helpful feedback from community members in both meetings relating to their daily experiences on Goat Hill. Their comments primarily focused on concerns about vehicular access, including lack of secondary access, and the frequent occurrence of trucks getting stuck on the steep, winding streets of the hill and blocking traffic. Other comments related to drainage, impact to wetlands and streams, and construction projects sitting abandoned for too long.

Please ask about the potential for a proposed secondary access to NE 124th.

### **Potential Code Amendments and Policy Changes**

This section describes the code and policy changes that are currently being contemplated to address development constraints on Goat Hill. Staff would note that these changes include KZC amendments (under the jurisdiction of the Planning Commission), in addition to KMC amendments and policy changes that are administrative in nature (and not under the jurisdiction of the Planning Commission). All contemplated amendments, which would work in concert, are being presented below to give the Planning Commission a holistic sense of the entire body of work being considered as part of the moratorium.

#### *Development Regulations*

The majority of Goat Hill is zoned Low Density Residential (RSA 4). There are several parcels within the Goat Hill boundary along the eastern entrance zoned Medium and High Density Residential (RMA 3.6 and RMA 1.8), most of which are developed with multi-family residential uses. Since these parcels are at the bottom of the hill, do not make a substantial contribution to traffic uphill, and provide needed multi-family zoning capacity, staff is focusing proposed development regulation changes on those parcels zoned RSA 4.

Staff plans to propose reductions in development allowances for properties zoned RSA 4 on Goat Hill, specifically related to lot coverage and Floor Area Ratio (FAR), to reduce the impact of development. Smaller structures and minimized lot coverage will reduce the impact of development both during the construction phase and when housing units are occupied. Currently, lots in Goat Hill zoned RSA 4 have both a maximum lot coverage and a maximum FAR of 50%. Developments are also currently eligible for design-based FAR bonuses of up to five percent beyond the maximum (KZC 115.42.4).

In researching other areas of Kirkland with similar access and resource issues, we found that an area of northeastern Kirkland zoned RSA 1 has comparable constraints – it is heavily wooded, contains high landslide hazard areas, and lacks vehicular access. The maximum lot coverage for this area is 30% and the maximum FAR is 20%, and there are additional requirements to preserve open space as part of development. Another similar area is Holmes Point, just west of Goat Hill, which is also zoned RSA 4 and has steep terrain and sensitive trees, vegetation, and other resources. Lot coverage within the

Please ask how downzoning Goat Hill's development standards from RSA 4 to RSA 1 is justified by the record.

Holmes Point Overlay Zone is limited to approximately 40%, varying slightly based on the size of the lot, and developments are required to dedicate at least 25% of the total lot area as Protected Natural Areas, further limiting development potential.

With these examples in mind, staff intends to propose reducing lot coverage and FAR on parcels zoned RSA 4 in the Goat Hill area to somewhere between 20% and 40%. Lot sizes in the area range from approximately 2,000 to 15,000 square feet, with a median size of 6,581 square feet. At 20% FAR, a new single-family home on a 6,581 square foot lot could be approximately 1,316 square feet. This restriction would allow for better preservation of natural areas, less impervious surfaces, less complicated engineering, and less impact during construction compared to recent new structures that range from approximately 2,500 to 6,000 square feet.

Please ask how these limits will affect existing Goat Hill homeowners.

Staff also proposes to restrict the development of middle-housing types on Goat Hill, including cottages, carriage units, or two/three-unit homes pursuant to KZC 113. This would reduce the overall number of dwelling units allowed on the hill, thereby reducing traffic and road impact concerns. Accessory Dwelling Units (ADUs) would still be allowed within an existing footprint of a single-family home, or with an addition of no more than 5% floor area to an existing housing unit. We also intend to allow one attached or detached ADU to be constructed with new development, so long as the whole development adheres to maximum lot coverage and FAR. Another option that Planning Commission could consider to further reduce density and development impacts is to eliminate all middle-housing types, including attached and detached ADUs.

With the change in development regulations, many existing homes will be considered legal non-conforming. KZC Chapter 162 addresses nonconformances throughout the City and when they would be required to be brought into conformance. For properties on Goat Hill with nonconforming lot coverage and FAR legally established prior to the adoption of these code amendments, we intend to allow a maximum of 5% additional lot coverage and 5% additional gross floor area, not to exceed 750 square feet. This allowance is similar to the lot coverage limitations for properties within the Holmes Point Overlay area, applicable to lots that have already been developed up to or in excess of the limits currently established, prior to July 1999.

On April 25, 2024, some Planning Commissioners expressed concern about the potential elimination of middle housing from Goat Hill. Staff shares these concerns but believes that the extraordinary environmental constraints on Goat Hill warrant a meaningful restriction of residential density, even though middle housing units are smaller and may generate proportionally smaller traffic impacts than larger, conventional detached residential units. As noted above, a new 20% FAR allowance applied to the median-sized lot on Goat Hill would yield a 1,316-square-foot house – approximating the size of new housing units that have been developed under the City’s middle housing and ADU codes (ADUs are limited to 1,200 square feet; cottages are limited to 1,700 square feet). New FAR restrictions could thus yield some additional housing affordability compared to existing regulations in place on Goat Hill.

#### *Construction Metering and Practices*

Existing Public Works Policy G-12 establishes special construction requirements for Goat Hill projects. These requirements pertain to pre-construction meeting procedures, construction sequencing, traffic control, work hours in the right of way, erosion control provisions, and professional geotechnical services. As part of the moratorium study, staff has researched expanding these requirements to include metering projects so only a

certain number can be constructed within any given period of time, to reduce construction traffic and other short-term impacts to the community. However, in analyzing this practice we found that the required level of administration would make it too onerous. In addition, such metering could adversely impact the phasing and sequencing of future development projects, relinquishing some of the City's permitting authority to private entities (i.e., applicants of private construction projects that do not always have predictable schedules). We also found that if we were, for example, to limit the neighborhood to two construction projects within a six-month period, it might not result in a major change in development traffic.

To better reflect the effort it takes City staff to review and inspect development projects on Goat Hill, we also propose to increase permit fees for grading permits and building permits. An increase in fees can be accomplished through an administrative process. Currently, a portion of the permit fees go to plan review, while the rest goes towards inspections, and the total fee amount is based on the valuation of the proposed improvement. An additional 5% surcharge could help cover extra Public Works inspections for the changes to wet weather policy, and additional review by planners for special development regulations (including those that may be adopted as a result of the moratorium study). Public Works Development staff also fields numerous calls from residents on Goat Hill when roads are blocked or there are maintenance issues. An increase in fees would further support the response provided to residents.

#### *Policies Regarding Land Clearing*

Staff is cognizant of projects that have initiated the land clearing process, only to languish without being developed due to circumstances such as lack of funding or difficult construction, particularly in areas with steep slopes like Goat Hill. Special requirements in Public Works Policy G-12 related to erosion control include providing a \$50,000 performance bond to remedy erosion control issues at the site, if left unaddressed. Staff has worked closely with the Public Works Department to develop ideas for improving the performance security program. Staff is contemplating adding a provision to increase the bond amount, if site conditions warrant, to ensure restoration work can be completed and fully funded by the bond. Changes to the performance bond process will be reflected in Policy G-12 as well as in KZC Chapter 175 and Municipal Code Chapter 29.

To further address runoff issues on construction projects where the land clearing process has been stalled, staff proposes to implement a new wet-weather policy which will include a limit to the amount of time a site can be covered with black plastic or tarps for erosion control purposes, and requiring hydroseeding if a site sits for too long in a semi-developed state. This policy idea is being considered City-wide to encourage development to continue, and to reduce the use of unsightly plastic on construction sites.

#### *Policies Regarding Required Paved Connections*

KZC 110.25.3 Required Public Improvements requires a new development to connect to an improved street at least 20 feet in width. Staff intends to clarify the code language to define an "improved street" as a 20-foot-wide hard surface improvement. The current language is ambiguous in this regard and could be interpreted as only to require a 20-foot-wide hard surface improvement if the public street is gravel. This change to the code would not impact current practices and only reinforce the code to clearly align with staff's interpretation of the code. The Public Works policy for Goat Hill is to require infill

development to only widen their frontage on the right-of-way to 20 feet in width as allowed by the modification, deferment, or waiver process outlined in KZC 110.70.

#### *Additional Research*

##### 1. Road Improvement District

Staff is exploring the idea of establishing a road improvement district to allow for financing of roadway improvements that primarily benefit property owners in Goat Hill. Given that road conditions and emergency access are two of the top concerns on Goat Hill, this would provide a mechanism to raise funds over a period of time through special tax assessments on Goat Hill properties to allow the City to make those major improvements. Some Goat Hill residents have expressed concern about the cost to households of a potential Road Improvement District. Staff will present additional information to decision makers on the details of establishing such a district, and a potential implementation plan. Creation of a special district is a major undertaking, the establishment of which would need to be included as a separate City work program item and would require a special vote of residents included in the boundaries.

An important piece of information needed before establishing this type of district would be a detailed analysis of roadway conditions within the Goat Hill neighborhood to assess the potential cost of improvements.

Please ask whether a District and improved emergency access become more or less likely after a 20% coverage limit is proposed.

##### 2. Emergency Access and Response

Similar to road improvement needs, we will be proposing to commission a study of emergency access routes to determine the need and alternative routes, as well as cost to construct. The Fire Department has indicated that a critical challenge on Goat Hill is the ability of aid vehicles to reach the area, because roads to the top of the hill are essentially one-way with very little room for vehicles to pull over. Because of this, the current response times to the upper reaches of Goat Hill are expected to be minutes longer than in other parts of the City. An analysis of the physical development requirements for establishing needed vehicle pullouts, along with different types of aid vehicles that can better access the steep roads on Goat Hill could assist in improving emergency access to the upper reaches of the hill.

Please ask why road improvements and emergency access are the issues being punted under the current proposal.

#### **Key Points for Discussion**

- Is there any additional information related to the proposed amendments that staff should provide to Commission prior to the public hearing?
- Does the Commission have any comments to refine/improve the potential code and policy amendments presented above?

#### **Next Steps**

A public hearing is tentatively scheduled with the Planning Commission for June 13, 2024. At the public hearing, the Commission will collect public testimony, deliberate, and make a recommendation to City Council on the proposed code amendments (full text of the amendments will be provided). City Council is tentatively scheduled to consider the code amendments related to the Goat Hill Development Moratorium on July 16, 2024.

#### **Attachments**

1. Department of Public Works Pre-Approved Plans Policy G-12: Goat Hill –



## Special Construction Requirements

## Denise Russell

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**From:** Adam Weinstein  
**Sent:** Thursday, June 6, 2024 1:02 PM  
**To:** Bahram Bahrami  
**Cc:** Lightfeldt; Denise Russell; Planning Commissioners; City Council  
**Subject:** RE: Goat hill moratorium

Hi Ben – Thanks for your note. From past conversations, I believe our Public Works staff are on top of these two issues and are following up (both in regards to the retaining wall and the larger Goat Hill drainage project), but I've forwarded this email to them for their information.

Adam

**Adam Weinstein**  
*Director of Planning and Building*

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**From:** Bahram Bahrami <[sbbahrami@gmail.com](mailto:sbbahrami@gmail.com)>  
**Sent:** Wednesday, June 5, 2024 3:08 PM  
**To:** Adam Weinstein <[AWeinstein@kirklandwa.gov](mailto:AWeinstein@kirklandwa.gov)>  
**Cc:** Lightfeldt <[klightfeldt@comcast.net](mailto:klightfeldt@comcast.net)>; Denise Russell <[DRussell@kirklandwa.gov](mailto:DRussell@kirklandwa.gov)>; Planning Commissioners <[planningcommissioners@kirklandwa.gov](mailto:planningcommissioners@kirklandwa.gov)>; City Council <[citycouncil@kirklandwa.gov](mailto:citycouncil@kirklandwa.gov)>  
**Subject:** Re: Goat hill moratorium

Hi Adam,

This is Ben Bahrami, resident of 9000 NE 116th Place. Thank you for the information and starting the stormwater drainage and slope stability project.

Following Karen's points, I am also attaching some more pictures of the retaining wall that is slipping away from the bank and releasing many crushed rocks into the street and right into the catch basin. We have brought this to the city's official attention, requesting an expert visit the site while we wait for the contractor to fix this, to ensure it doesn't create an active hazardous problem since the land behind the wall is sinking.

Also, I would like to share that as part of the ongoing project, a catch basin will be created at the corner of our property (circled in the picture) in the same location as the old catch basin that got filled up when they started the retaining wall project. As you may see in the picture, all of the water coming from the bank and hillside, as well as the pipes that collect water from the retaining wall (marked with arrows), needs to be connected to the new catch basin to prevent overflow to surface and creating icy spots in the winter in this blind spot and narrow road, which has seen many accidents in this location. I have communicated this issue with both Construction Inspectors Rik Mayer and James Waihenya. I appreciate your attention to fix this while they are doing the work at the site.

Thank you for your attention.

Best regards,

Ben Bahrami

9000 NE 116TH PI Kirland 98034

[sbbahramoi@gmail.com](mailto:sbbahramoi@gmail.com)

206-229-3006

On Wed, May 29, 2024 at 5:41 PM Adam Weinstein <[AWeinstein@kirklandwa.gov](mailto:AWeinstein@kirklandwa.gov)> wrote:

Karen – Thanks for reaching out and good to see you the other night. The Goat Hill item at Planning Commission was just a briefing (and it happened very late at night after the Comp Plan hearing) – so not a ton of discussion. The Planning Commission expressed some concern about limiting FAR and asked for some additional information (e.g., to what extent existing lots on Goat Hill are getting built out to their development maximums).

FAR is basically a square footage allowance based on the lot size. For instance, if the FAR is 50% on a 5,000-square-foot lot, you could build a 2,500-square-foot house. FAR doesn't dictate building footprint – that is primarily influenced by building setbacks.

The 1,316-square-foot house example in the staff report was simply a 20% FAR applied to the median-sized lot in Goat Hill. It was illustrative, as 20% FAR was the low-end FAR book end we proposed to study to reduce development pressures on Goat Hill. If any FAR limitations are adopted, we'd build into the code some provisions for adding onto an existing house if your existing house is over the square-footage (FAR) limit. That could mean allowing something like a 5% increase beyond the existing square footage.

I also checked-in with our Development Engineering Division regarding the retaining walls. Our staff is working with the developer to fix the particular wall (adjacent to the road) that you mentioned. We generally believe the existing standards for retaining walls (based on best engineering practice) are adequate, but they do sometimes fail (especially in steep areas like Goat Hill). One of the reasons we collect bonds from developers in Goat Hill is so we can fix things like retaining walls after the development is concluded (if the developer is unable to do so). We're proposing to strengthen these bonding requirements as part of the moratorium work.

Thanks, Adam

**Adam Weinstein**

*Director of Planning and Building*

City of Kirkland

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(425) 587-3227

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**From:** Lightfeldt <[klightfeldt@comcast.net](mailto:klightfeldt@comcast.net)>

**Sent:** Tuesday, May 28, 2024 7:56 PM

**To:** Adam Weinstein <[AWeinstein@kirklandwa.gov](mailto:AWeinstein@kirklandwa.gov)>

**Cc:** Denise Russell <[DRussell@kirklandwa.gov](mailto:DRussell@kirklandwa.gov)>; Planning Commissioners <[Planningcommissioners@kirklandwa.gov](mailto:Planningcommissioners@kirklandwa.gov)>;  
City Council <[citycouncil@kirklandwa.gov](mailto:citycouncil@kirklandwa.gov)>; Bahram Bahrami <[sbbahrami@gmail.com](mailto:sbbahrami@gmail.com)>

**Subject:** Goat hill moratorium

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Adam,

I was not able to stay or watch planning commission meeting past 10pm. What was the discussion re the moratorium?

I was forwarded the briefing to PC dated May 14. Could you clarify FAR. If you can only build a 1316 square foot house is that on the ground floor and additional sq footage is added on additional floors.

I have written to the City and previously as has Ben Bahrami and it was brought up at last Zoom presentation re the inconsistencies and lack of regulation re the retaining walls required to widen the roads. I see nothing has been included in the brief. I am attaching pictures of the retaining wall at the house next to me. You can tell it has slipped away from the bank in one pic and how it is falling onto the road in another picture. The City has been notified several times and has done nothing to repair so wall doesn't slide onto the street. I have a similar wall below my house which didn't even widen the road. This is an important aspect of development on the hill. We should have a consistent look.







## Denise Russell

---

**From:** Adam Weinstein  
**Sent:** Friday, June 7, 2024 10:07 AM  
**To:** roger kutz  
**Cc:** Denise Russell  
**Subject:** RE: Goat Hill Roads: Funding Opportunities

Hi Roger – Apologies if I never responded to this email (it’s from a long time ago)! We’re been working with our Capital Improvement group to more widely broadcast information about the stormwater project to the Goat Hill community, and have added a link to the moratorium webpage. Our Public Works staff are also working with the developer to fix this retaining wall, and might be cashing in the developer’s financial security so that the City can fix the retaining wall ourselves. Let us know if you have any questions and we can connect you with the right Public Works staff.

Thanks, Adam

**Adam Weinstein**  
*Director of Planning and Building*

City of Kirkland  
123 5th Avenue  
Kirkland, WA 98033

(425) 587-3227  
[aweinstein@kirklandwa.gov](mailto:aweinstein@kirklandwa.gov)

---

**From:** roger kutz <rogerkutz@gmail.com>  
**Sent:** Tuesday, April 9, 2024 11:57 AM  
**To:** Adam Weinstein <AWeinstein@kirklandwa.gov>  
**Cc:** Denise Russell <DRussell@kirklandwa.gov>  
**Subject:** Re: Goat Hill Roads: Funding Opportunities

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Hi Adam -

Thanks for your reply. Re: taxes, I have no intimate knowledge of how or if taxes or license fees can be allocated to specific geographic areas. My note was simply addressing that there is money out there, and if it could be funneled into Goat Hill improvements, if even for a few years, then we might avert some potential problems. Nothing more.

Thank you for the detailed information on the drainage improvement project! I don't believe that many residents are aware of this effort. It will definitely go a long way towards addressing many of our concerns. It's also an excellent reminder how well your teams are listening and working for us up here!



What is the communication plan for informing our neighbors of the drainage project? I occasionally publish a Goat Hill blog post here <https://mygoathill.blogspot.com>, but an official note from the City that all these improvements are happening will help prepare, inform and reinforce Kirklands investment on Goat Hill.

Last, there is a large rockery project at the base of NE 117th PL that is replacing a retaining wall. Residents were all ecstatic when that retaining wall was built in 2023, catch basins added and the road paved. Now it's been ripped apart and replaced by a rock wall, ostensibly by OMA Construction? Is this part of the Drainage Plan? Seems like a lot of money wasted and commuters redirected when building the original retaining wall if it was just going to be replaced in less than a year. Can you shed any light on this project?

Thanks!  
Roger Kutz  
425.922.5125

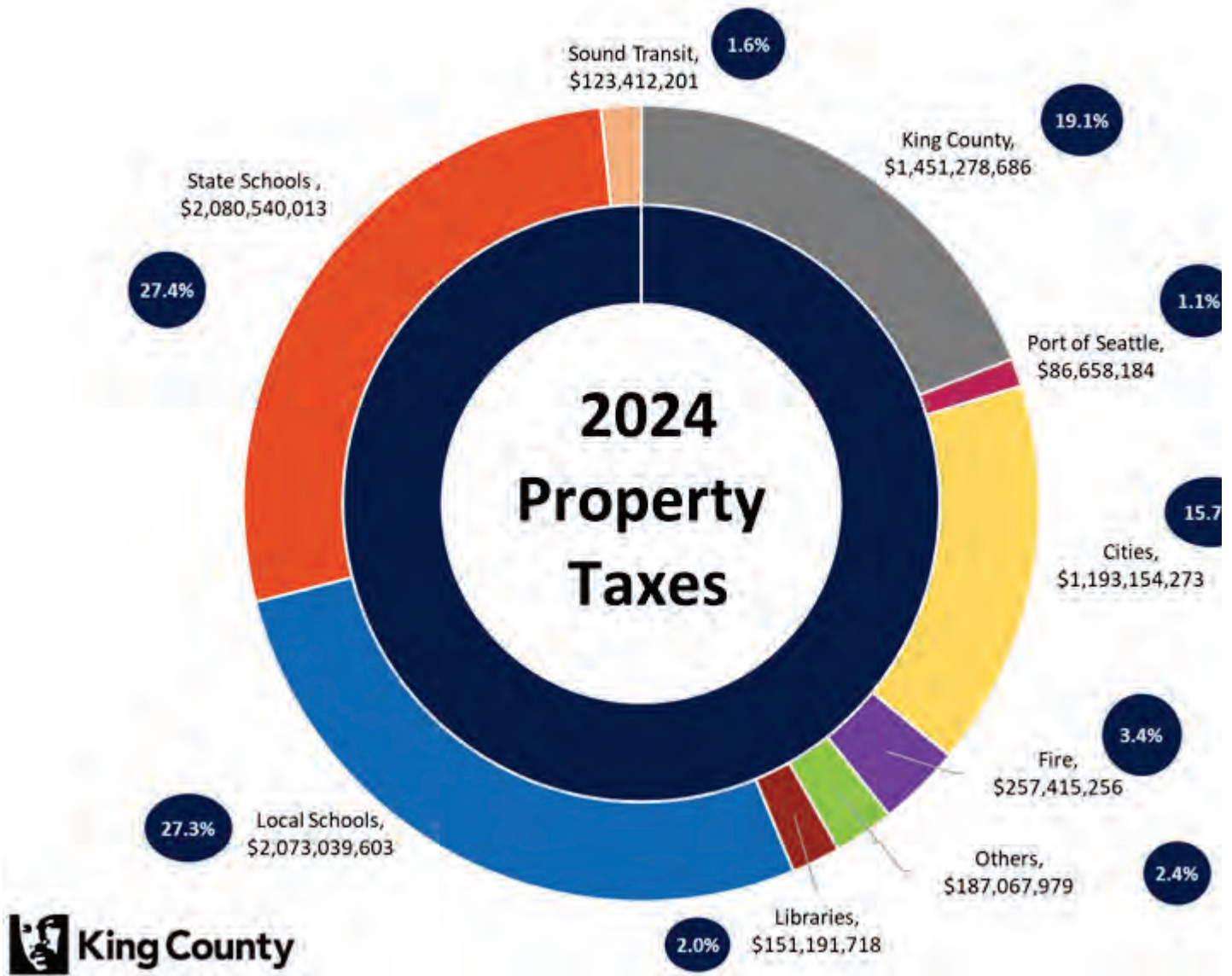
On Sun, Apr 7, 2024 at 8:48 PM Adam Weinstein <[AWeinstein@kirklandwa.gov](mailto:AWeinstein@kirklandwa.gov)> wrote:

Hi Roger – Thanks for your email. There’s a lot to unpack here, and I’m not a tax expert by any means, but most or all the taxes/fees you cite don’t flow entirely back to cities for dedication to things like roadway improvements in a specific area. For instance, in 2024, less than 16% of property taxes collected by King County flowed back to cities, and that 16% is used to fund lots of different things used universally by residents of Kirkland (ranging from the Police Department to parks to City-wide roads). See graphic below. Similarly, I believe that about 10% of State fuel taxes are distributed to cities.

With that in mind, I’m not sure I understand your statement that “Our property taxes and vehicle fees have been used disproportionately to benefit those who never use Goat Hill.” Perhaps you could elaborate.

What I do know is that the City is on the verge of initiating construction on an over \$3 million drainage management project on Goat Hill that will replace storm pipes, culverts and catch basins on sections of three streets. You can learn more here: <https://www.kirklandwa.gov/Government/Departments/Public-Works-Department/Construction-Projects/Goat-Hill>. The City has also spent hundreds of thousands of dollars purchasing open space on the hill in recent years. I’m not a capital improvements expert, but I believe these investments are fairly substantial, particularly based on the population of Goat Hill.

Thanks, Adam



**Adam Weinstein**

*Director of Planning and Building*

City of Kirkland

123 5th Avenue

Kirkland, WA 98033

(425) 587-3227

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

---

**From:** roger kutz <[rogerkutz@gmail.com](mailto:rogerkutz@gmail.com)>

**Sent:** Friday, April 5, 2024 10:30 AM

**To:** Adam Weinstein <[AWeinstein@kirklandwa.gov](mailto:AWeinstein@kirklandwa.gov)>; Denise Russell <[DRussell@kirklandwa.gov](mailto:DRussell@kirklandwa.gov)>

**Subject:** Goat Hill Roads: Funding Opportunities

Hi Adam and Denise -

Thank you for adopting emergency Ordinance 4870. As you well know, Goat Hill has a substandard road system that has become compromised by overbuilding of homes.

- The standard 20' wide road system plotted and surveyed in 1928 remains 80% unrealized, with most sections 10' - 12' wide
- Development has proceeded following standard building protocol and codes
- Our substandard roads continue to deteriorate at an accelerated pace
- Substandard drainage, runoff and stormwater system increasingly compromise downstream residents

As a 37 year resident of Goat Hill we have to question why has this happened? Surely money is available from existing sources? Why have we never attained the 1928 vision of a minimally acceptable 20' road?

We are taught to think globally, act locally. Our property taxes and vehicle fees have been used disproportionately to benefit those who never use Goat Hill. When Kirkland annexed Goat Hill we were led to believe that our roads would be brought into minimal compliance and achieve the 20' minimum width. We have seen some improvements for which we are thankful, but there is so much more to be done.

- **Vehicle license fees:** I'm all for rapid transit and the RTA tax, but we need to prioritize our local roads. Our Transportation Benefit District fees, gross weight fees and additional truck weight fees could be channeled into a special fund to bring our road up to standard. If we consider 2 vehicles for each home, 200 homes in the Goat Hill boundary with an average of \$150 annual license fee per vehicle, that is **\$80,000 that could be collected annually** from those that would directly benefit.
- **Fuel taxes:** Almost .50 per gallon currently is dedicated to earthquake retrofitting projects for bridges and roads in Washington State. Goat Hill, with its steep, slide-prone areas, is highly susceptible to seismic disturbances. The U.S. average spend on gas is \$175 per vehicle per month, or \$2,100 annually. That's roughly 466 gallons x .50 = \$233 in fuel tax. Let's estimate there are 400 people living on Goat Hill, each with one vehicle. That's well over **\$93,000 annually that**

**could be dedicated to seismic reinforcement** of our roads that could benefit those directly affected.

- **Property taxes:** King County has a median annual property tax payment of \$6,328. Goat Hill residents pay more than \$9,000 on average (increasing annually) and if we multiply that by our 200 residents and we get **\$1,800,000 annually** that could be used to improve our roads.

These sources, if tapped for only 5 years, could potentially amount to ~\$10,000,000.

Our roads are at a tipping point. Safety of our residents has long been overlooked and must be addressed. I don't believe we need a Road Improvement District. We've already been paying for unrealized road improvements for decades. All we need is to target our future taxes and vehicle licenses appropriately and intelligently use these funds to bring our substandard roads into minimal compliance.

Our community wants to be part of the solution. Please let us know if you are already looking at these funding opportunities, or if we need to petition the appropriate resource or look for potential grants.

Thank you,  
Roger Kutz  
11876 89th PL NE

## Denise Russell

---

**From:** Adam Weinstein  
**Sent:** Monday, June 10, 2024 5:16 PM  
**To:** Dave Rumpf  
**Cc:** Planning Commissioners; Denise Russell  
**Subject:** RE: Emergency Access off Goat Hill

Dave – Thanks for the email.

Adam

**Adam Weinstein**  
*Director of Planning and Building*

City of Kirkland  
123 5th Avenue  
Kirkland, WA 98033

(425) 587-3227  
[aweinstein@kirklandwa.gov](mailto:aweinstein@kirklandwa.gov)

---

**From:** Dave Rumpf <rumpf.dave@gmail.com>  
**Sent:** Monday, June 10, 2024 9:50 AM  
**To:** Adam Weinstein <AWeinstein@kirklandwa.gov>; Denise Russell <DRussell@kirklandwa.gov>  
**Cc:** Planning Commissioners <PlanningCommissioners@kirklandwa.gov>  
**Subject:** Emergency Access off Goat Hill

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To: Planning Commission, Denise Russell and Adam Weinstein,

Five to six years ago I was invited to a small discussion group at city hall composed of a couple of city staff members, two staff from the fire department, and three or four Goat Hill residents. The topic was emergency access and rescue for Goat Hill. It was clear to the group that there were significant safety challenges due to insufficient access to much of the neighborhood. Limited access options, narrow roads, intermittent road blockages and extremely sharp turns all could be barriers for a successful rescue. Emergency response time to Goat Hill simply wasn't up to the fire department's desired standards.

Since that meeting, at least 15 new homes have been built on Goat Hill. That is 15 additional families living at heightened risk of insufficient emergency services. Also, since that meeting, the state has mandated that each building lot should be allowed two ADUs in addition to the main housing structure on the lot. With these new standards there could be more than 100 future homes of various sizes built on the hill. Over 100 new families potentially in harm's way.

Below are some quotes from a Memorandum dated June 6, 2024 from Denise Russell and Adam Weinstein to the Planning Commission:

***“These limited access points, together with the area’s narrow, twisting streets, make day-to-day and emergency access to the neighborhood difficult.”***

***“... the lack of secondary vehicular access continues to be a major issue as it relates to emergency response and options for residents to bypass the hairpin turns that are often blocked by large trucks or other vehicles.”***

***“While more density could be accommodated on Goat Hill with better roadway infrastructure, creating wider/less-steep roadways, including ones that provide new access points to outside the neighborhood, is likely to be a very expensive and difficult undertaking, with potentially challenging community trade-offs (e.g., allowing roadways to be built that impact existing parks).”***

Goat Hill desperately needs another way off the hill. This can't be optional. I understand it is a difficult and possibly expensive project, but lives are at stake. This is not a new issue as our meeting over five years ago reveals. It is already way past due. Waiting longer will not make any easier or less expensive.

Please make any future studies targeted towards implementation of a plan, not just defining the problem. The problem is clear. We need another road off the hill.

Sincerely,

Dave Rumpf

## Denise Russell

---

**From:** Scott Morris <Scott.Morris@trilogyequity.com>  
**Sent:** Tuesday, June 11, 2024 8:52 AM  
**To:** Adam Weinstein; scott@finnhill.org  
**Cc:** Denise Russell  
**Subject:** Re: [EXTERNAL] Re: Goat Hill moratorium question

Any time that suits you is fine for me.

Sent from my T-Mobile 5G Device  
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**From:** Adam Weinstein <AWeinstein@kirklandwa.gov>  
**Sent:** Tuesday, June 11, 2024 8:07:17 AM  
**To:** scott@finnhill.org <scott@finnhill.org>  
**Cc:** Denise Russell <DRussell@kirklandwa.gov>  
**Subject:** [EXTERNAL] Re: Goat Hill moratorium question

Hi Scott — I might be able to explain a bit better on the phone; are you around a bit later?

Adam

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**From:** scott@finnhill.org <scott@finnhill.org>  
**Sent:** Monday, June 10, 2024 11:32:06 PM  
**To:** Adam Weinstein <AWeinstein@kirklandwa.gov>  
**Cc:** Denise Russell <DRussell@kirklandwa.gov>  
**Subject:** RE: Goat Hill moratorium question

Thanks, Adam, for another prompt and thoughtful response. I am still scratching my head a bit as to whether the City needs a 40% lot coverage limit if it also has 40% FAR limit in place. Wouldn't a 40% FAR necessarily prevent a builder or homeowner from covering more than 40% of the lot? I don't see any objection to having both standards in place, but it just seems to me that you don't actually need the lot coverage rule if it's set at a percentage equal to (or greater than) the maximum FAR percentage.

Regards,

### Scott Morris

Finn Hill Neighborhood Alliance - President  
Finnhill.org | 206-972-9493  
PO Box 682, Kirkland WA 98083



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**From:** Adam Weinstein <AWeinstein@kirklandwa.gov>  
**Sent:** Monday, June 10, 2024 1:37 PM  
**To:** scott@finnhill.org  
**Cc:** Denise Russell <DRussell@kirklandwa.gov>  
**Subject:** RE: Goat Hill moratorium question

Hi Scott – In regard to your questions:

- Lot coverage restrictions are more focused on preserving vegetation and reducing hard surfaces (which sometimes has some stormwater implications); FAR is more focused on the square footage of housing units (a reduced FAR could lead to slightly smaller houses, less construction material being transported up the hill, and potentially reduced demand for new housing development). Since lot coverage/FAR are different, and both regulate development characteristics that contribute to development impacts on Goat Hill, we think regulating both has merit.
- Not sure we need to further incentivize 2-story structures – people are already building up to capture views.
- There’s nothing magic about a 40% FAR limitation. We received some critical feedback about imposing a more stringent FAR limitation on Goat Hill, and so aimed for a more modest reduction that could help to incrementally reduce development pressures and impacts on the hill. Similarly, there is nothing special about a 40% lot coverage limitation – our intent was to be helpful in limiting development on the hill to respond to development constraints but not overly so. We also wanted to be thoughtful about what happens when people undertake major renovations to their houses (generally, when people undertake renovations to their houses that exceed 50% of the assessed value of their houses, they need to conform to the zoning regulations). In other words, a more stringent reduction in FAR/lot coverage allowances would make it harder for homeowners to address nonconformances when they undertake major renovations.
- We haven’t undertaken a detailed assessment of buildable lots on Goat Hill, but believe there are about 40 undeveloped lots remaining, meaning that under the proposed development regulations, we could get 40 single-family houses + 40 attached ADUs (max).
- We don’t really establish maximum street capacities, and focus instead on intersection function (i.e., not really the issue on Goat Hill).
- Yes, we’re proposing to retain the SEPA threshold.

Let us know if you have any questions. Thanks, Adam

**Adam Weinstein**  
*Director of Planning and Building*

City of Kirkland  
123 5th Avenue  
Kirkland, WA 98033

(425) 587-3227  
[aweinstein@kirklandwa.gov](mailto:aweinstein@kirklandwa.gov)

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**From:** [scott@finnhill.org](mailto:scott@finnhill.org) <[scott@finnhill.org](mailto:scott@finnhill.org)>  
**Sent:** Monday, June 10, 2024 12:45 AM



To: Adam Weinstein <[AWeinstein@kirklandwa.gov](mailto:AWeinstein@kirklandwa.gov)>; Denise Russell <[drussell@kirklandwa.gov](mailto:drussell@kirklandwa.gov)>

Subject: Goat Hill moratorium question

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Adam and Denise,

Please excuse what is probably a dumb question, but I can't figure out how a 40% lot coverage restriction will accomplish anything that won't be addressed by a 40% F.A.R. ceiling. Are the calculation methodologies so different that the Goat Hill overlay needs both restrictions? Alternatively, would it make sense to specify a 30% lot coverage limit with a 40% F.A.R., which would lead to a smaller footprint on the ground but presumably incentivize 2 story structures?

Also, if the new overlay is approved as proposed, how many new dwelling units plus attached ADUs can be built on Goat Hill? About 100 to 150? More?

Does the City have a standard for maximum traffic capacity for streets?

Finally, I presume that the existing requirement for a SEPA analysis for projects of 5 or more units will be retained. Is that correct?

Many thanks,

**Scott Morris**

Finn Hill Neighborhood Alliance - President

Finnhill.org | 206-972-9493

PO Box 682, Kirkland WA 98083



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## Denise Russell

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**From:** Denise Russell  
**Sent:** Thursday, June 13, 2024 11:37 AM  
**To:** Andrea Thompson; Adam Weinstein  
**Cc:** Dave Rumpf; Mary Rumpf  
**Subject:** RE: Goat Hill Moratorium Feedback

Hi Andrea,

Thank you for your email. I will try to address your questions here, and feel free to reach back out with any further comments. I've also sent your comments to the Planning Commissioners.

1. Analysis of an emergency access route would be completed as part of the second phase of this effort if City Council wants to explore the formation of a road improvement district and/or undertake a more comprehensive analysis of access on the hill, and if so, the path you mentioned will certainly be explored for feasibility. The scope of this moratorium study was limited to revising development regulations and putting a plan together for next steps.
2. Staff is recommending establishing FAR and lot coverage limitations at 40% as it is comparable to the nearby Holmes Point area. Staff believes this modest reduction from 50% to 40% will incrementally reduce development pressure and future construction traffic accessing the neighborhood. In addition, the modest reduction wouldn't pose as many problems for existing Goat Hill residents who wish to undertake major renovations to their houses (and which would require conformance to zoning regulations). However, Planning Commission could decide to impose more stringent FAR and lot coverage limitations.
3. New development is required to improve their right of way frontage to a minimum 20-foot paved road with curb and gutter.
4. New homes are required to accommodate a 20ft x 20ft parking pad where they gain access from the right of way (typically in front of the garage). This requirement will not change, and any new attached ADUs will have to incorporate an additional parking pad for the additional unit.
5. Understood. We are in close contact with the folks in Public Works managing the stormwater project and they are doing everything they can to ensure safe traffic control. An extension of the moratorium would be a City Council decision, but State law requires that a moratorium only be extended for the time that is needed to expeditiously accomplish code/policy amendments to address the identified problems.

Thank you,

**Denise Russell, Planning Supervisor**  
Planning & Building Department  
City of Kirkland  
(425) 587-3270  
[drussell@kirklandwa.gov](mailto:drussell@kirklandwa.gov) | [Kirkland Planning & Building](#)

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**From:** Andrea Thompson <dudleythompson@gmail.com>  
**Sent:** Tuesday, June 11, 2024 10:02 PM  
**To:** Adam Weinstein <AWeinstein@kirklandwa.gov>; Denise Russell <drussell@kirklandwa.gov>  
**Cc:** Dave Rumpf <rumpf.dave@gmail.com>; Mary Rumpf <mrumpf25@gmail.com>  
**Subject:** Goat Hill Moratorium Feedback

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Dear Planning Department and City Council Members,

First, I wanted to say thank you for implementing the Goat Hill Moratorium and for taking the time to try and help current residents of this unique Kirkland neighborhood, it is appreciated.

My neighbors and I have read over the proposed amendments and still have a few questions and concerns:

- 1) I am still trying to understand why no one has responded to multiple requests for the city to look more closely at the emergency access possibility from 89<sup>th</sup> PL NE to 90<sup>th</sup> Ave NE via an existing driveway and unused utility easement. Although it could possibly be inconvenient for the four homes that border this easement, the ability for these homes, and the rest of the upper homes to have a way to get off the hill should take precedence. This path would enable first responders as well as residents a way off the hill when the upper hairpin switch back is blocked. This seems like the least impactful way to get at least one alternate road off the top.
  
- 2) In an initial draft of the amendments, the city was considering at 30% lot coverage for new housing that was like another unnamed area in Kirkland, as reported by the planning commission. I am wondering why the planning commission has now settled on 40%. I know that the lawyers for Montebanc made comments at the last planning meeting, and pleaded that the 92 year old investors were frightened that their legacy inheritance development project would be deemed worthless if the land that they want to build on was to be limited in this manner. I am disappointed that it appears as though the planning commission and city have taken the side of developers over the many voices of concerned current residents. This is very disappointing to see first-hand. If they thought buying land that has been for sale for 25+ years, in a red landslide zone, at the end of a one lane crumbling road, was the answer to the inheritance legacy they were seeking, that should not be our concern.
  
- 3) I am also wondering about road improvements that are supposed to be done by all new development. I have seen the last four homes that have been constructed at the top of goat hill, and none of them have made any improvements. Maybe it is because the portion of the road where these houses are was seemingly wide enough. But this does not account for all the damage that the rest of the road has suffered due to the heavy machinery needed to build these houses. The City claims there are no funds to sufficiently repair the road. Why not start a fund by charging developers additional fees to build on the road that will then go into a fund for repairing the damage done all the way up and down the hill by these projects. Why should the residents have to foot that bill with a private road entity when it is the developers that are causing the continued damage in spots all along the way. This should be a priority, to hold the developers accountable in more ways than just installing a 5 foot curb in front of their new home, when no other house on the hill has a curb. That was a waste of funds while the road in front of the house still pools with water in the rain. Could the builder not have addressed that instead?

4) In addition, why is the city not requiring all new homes to include one off street parking spot in addition to their garage and driveway? Having a garage is no longer adequate for today's home buyers. They tend to store items in their garage other than their car, and then invariably park along the very narrow road. In one instance where a house was required to build a bridge to access their property, they do not use their garage at all. They do park their two very large cars in the driveway, but then move across the street and park their cars on their neighbors property. I don't imagine that can continue once that new house is finished and landscaped. New homes need to include additional off-street parking, and not just a requirement for the attached AUDs being considered.

5) And lastly, I want to ask again that the moratorium please continue while the storm water project continues through December. This is an extremely intense project, and the impact is severe. I understand it is needed and I am appreciative, but when the front side is closed from 7am-5pm and then night work is happening 7pm – 5am, we have about 1 or 2 hours per day to access both sides of the road. Signs, cones, metal plates, gravel piles, construction vehicles and holes are making it more and more difficult to travel the narrow back road. When two cars encounter each other, one must back up, alongside the ravine or a retaining wall, there is no space to turn out. One night, last week I had to back up three times and then on the forth encounter I made that car back up instead. When the front side is closed there is no way an emergency vehicle can make the 3-point turn from the back side on NE 117<sup>th</sup> PL. I am thankful no one has needed help, but there are two pregnant women at the top of the hill due in the next month and I pray that they will be able to get safely to the hospital for their deliveries in time, or if they need help at home, I hope an ambulance can get to them without harm coming to anyone.

Please consider our requests and do more to help the current residents. Developers should not have a voice in our neighborhood concerns, they are only interested in their own profits, not the safety of the people within this community.

Sincerely,

Andrea Thompson

June 13, 2024

*By Email Only*

Kirkland Planning Commission  
123 Fifth Avenue  
Kirkland, WA 98033  
[PlanningCommissioners@kirklandwa.gov](mailto:PlanningCommissioners@kirklandwa.gov)

Re: *New issue and continued issues in June 7 draft Goat Hill Amendments*

Dear Planning Commissioners:

I hope this finds you well. As you likely recall, this law firm represents Montebanc Management LLC with respect to its four acres of undeveloped infill residential property in the Goat Hill neighborhood. Montebanc appreciates your careful attention to the delicate and critical regulations being considered for Goat Hill. We appreciate the recalibration of the proposed floor area ratios and coverage limits for this neighborhood from 20% to 40%, but still encourage you to restore the coverage to 50% as allowed in code. Limits of 40% still represent a 20% reduction in allowed square footage and FAR, which will continue to negatively impact the property values of existing homeowners in Goat Hill. The 20% reduction in allowed square footage, when combined with the package's dramatic reduction in permitted middle housing units (down to a mere one primary and one ADU) hollows out the housing capacity of Goat Hill.

Additionally, the draft legislative package released on Friday, June 7, contains a new proposed amendment to Kirkland Zoning Code ("KZC") 110.25.3, which, if we read it correctly, could still result in a permanent development freeze at the top of the hill and set a concerning precedent for infill and missing-middle housing viability in neighborhoods throughout the city. In addition to counteracting the City's stated housing goals, this proposed amendment would also likely violate well-established law. As proposed in Friday's packet, this new recommended amendment reads as follows:

**KZC 110.25.3 Required Public Improvements:**

3. Required Paved Connection – 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 20 feet in width, the applicant shall provide a hard surface improvement, of at least 20 feet in width from the nearest collector or arterial, 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.

This new recommended amendment would require that anyone developing a Kirkland site that does not have an existing 20-foot access point would need to widen and improve the whole road from point of development to the nearest collector or arterial. While we hope this isn't the true intent, the inclusion of this language appears to be a project killer for Goat Hill. In fact, it's not even clear there is the necessary unobstructed right-of-way to facilitate such an improvement – even if that scope of improvements were economically feasible.

**We ask the Commission to decisively remove, or ask staff to remove, this proposed amendment from the package in order to ensure that the amendments are compliant with state and federal laws, and do not result in a permanent housing freeze for upper Goat Hill.**

This proposed change would have serious implications for housing production by increasing the costs of production in the midst of an affordability crisis. If adopted, this provision would make Goat Hill (and as a precedent, Kirkland as a whole) less attractive for future housing investment than peer jurisdictions.

Montebanc assumes that this provision is not *intended* to effectively block infill and middle housing where it applies. Indeed, the intent stated in the Staff Report is to disallow gravel roads from counting as “improved road” access – but this proposed legislative text goes much further, and would absolutely impact current practices. The Planning Commission should understand that expanding the existing road or frontage improvements by 20 feet for the entire distance to the collector or arterial would be cost-prohibitive for many infill and middle housing projects. On upper Goat Hill, it is a *de facto* permanent moratorium on new housing, and completely infeasible both from a constructability and economic standpoint.

It is common for infill sites to have legally nonconforming access less than 20 feet in width. Where those conditions exist, this amendment would require infill and middle housing providers to provide improvements to existing City infrastructure regardless of need, and regardless of the length of the distance between the site and a collector or arterial. For infill sites on dead ends and cul-de-sacs, this provision will halt residential development and redevelopment.

In addition to the policy consequences of the draft amendment to KZC 110.25.3, the proposal is deeply problematic on several independent legal grounds. Simply put, this revised provision would require the housing provider to pay for and construct improvements to benefit the public, regardless of any nexus or proportionality to the actual impacts of his or her development proposal. The U.S. Supreme Court recently confirmed that legislative enactments like these Goat Hill amendments must align required public improvements with actual public impacts. *See Sheetz v. County of El Dorado*, 601 U.S. 264 (April 12, 2024). This proposed amendment does not.

In addition to legal problems under the new *Sheetz* case, the package's proposed amendment to KZC 110.25.3 is also deeply problematic, if not prohibited outright, under

RCW 82.02.020. That state law prohibits cities from imposing direct or indirect charges on residential construction except where a city has demonstrated that the charge is related to a “direct impact” or “direct result” of the subject project. *See also Isla Verde Int'l Holdings, Inc. v. City of Camas*, 146 Wn.2d 740, 759, 49 P.3d 867 (2002) (“City has failed to establish that [development condition] is reasonably necessary as a direct result of the [proposal] or reasonably necessary to mitigate a direct impact that is a consequence of the proposed [proposal]”) *abrogated on other grounds by Yim v. City of Seattle*, 194 Wn.2d 682, 451 P.3d 694 (2019).

In addition to counteracting the City’s housing goals, and raising serious legal questions under 2024 caselaw and current state statute, the proposed amendment to KZC 110.25.3 is also problematic under longstanding U.S. Supreme Court precedent in the instance of Goat Hill. On Goat Hill, satellite images suggest that many current property owners have installed and maintain improvements within the 20-foot improvement area that this amendment would require. Therefore, any one of these owners, by refusing to move his or her improvements, has an unappealable veto power over a project uphill of him or her. This appears to be an unlawful delegation of the City’s land use permitting authority. *See State of Washington ex rel. Seattle Title Tr. Co. v. Roberge*, 278 U.S. 116, 122 (1928) (unlawful delegation found where neighbors’ failure to consent was final and determinative end to proposed home for seniors in poverty).<sup>1</sup>

The possibility of exceptions or exclusions to the proposed expansion of KZC 110.25.3’s general rule are precious little comfort to those hoping to provide housing in response to the City’s housing crisis. In instances where neighbors oppose a project for their own reasons, staff will be under tremendous political pressure to not grant modification, deferment, or waiver. Similarly, the 20% cap on street improvement costs provided at KZC 110.10.1 provides no backstop, because limiting an unsupported tax on housing to 20% of the project value will certainly block scores of infill projects in our era of high interest rates and staggering construction costs.

As a reminder, Montebanc remains open and excited to discuss a possible development of their property that would include a new, developer-financed emergency and utility access connection for the benefit of Goat Hill’s current residents, as previously discussed.<sup>2</sup> However, the newly proposed legislative language is a factually unsupported

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<sup>1</sup> The proposed amendment to KZC 110.25.3 notably differs from the facts of Washington’s *Isla Verde* case, 146 Wn. 2d at 765-66. There, unlawful delegation was not found because the City’s required road improvements *could be built along more than one potential route*. In instances like Goat Hill, where the proposed condition can only be satisfied by (exorbitantly expensive, factually unsupported) improvements along the single existing route to a connector or arterial.

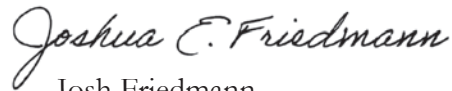
<sup>2</sup> As an additional clarification to the Staff Report, Montebanc has not proposed “a new road on property currently owned by the City as a [p]ark.” Montebanc has suggested that would fund and construct an emergency and utility access route for the City, which would be mostly within existing right-of-way that the City already

Kirkland Planning Commission  
June 13, 2024  
Page 4 of 4

mandate that would have significant unintended consequences for any possibility of infill and middle housing development on Goat Hill or anywhere else where this provision applies.

**Please do not hamstring housing development on Goat Hill, and create serious legal risk to the City, by advancing the June 7 package's proposed amendment to KZC 110.25.3. If you have concerns about these risks, please share them with staff and the City Council to help prevent this deeply problematic amendment to the zoning code.**

Thank you for your consideration.



Josh Friedmann  
Attorney for Montebanc Management LLC

Josh.friedmann@hcmp.com  
(206) 470-7655  
enclosure

CC: Kirkland City Council  
Kurt Triplett, City Manager  
Kevin Raymond, City Attorney  
Adam Weinstein, Planning and Building Director

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owns but currently has no identified funding to improve. If the City chooses to accept these improvements, a small corner of current park land would be needed, but it could very easily be offset by Montebanc's dedication of equal or better land to the City to maintain or expand the area of Juanita Heights Park.



## Denise Russell

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**From:** John Ghilarducci <JohnG@fcsgroup.com>  
**Sent:** Thursday, June 13, 2024 4:36 PM  
**To:** Adam Weinstein  
**Cc:** Denise Russell  
**Subject:** RE: for the Planning Commission meeting

Thanks, Adam. I have zero expectations about extending the moratorium. I feel like I have to express that preference, even knowing that the City has taken a bold step and has totally followed through on the things it said it would do during the moratorium. Will the Planning Commission get my email and pictures?

- John

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**From:** Adam Weinstein <AWeinstein@kirklandwa.gov>  
**Sent:** Thursday, June 13, 2024 9:49 AM  
**To:** John Ghilarducci <JohnG@fcsgroup.com>  
**Cc:** Denise Russell <DRussell@kirklandwa.gov>  
**Subject:** RE: for the Planning Commission meeting

Thanks John. Agree with everything that you're saying, and our position has always been that any sizable development on the Montebanc site would need off-hill access (and we'd ensure that through the lower-threshold SEPA review for Goat Hill projects).

I do think it would be difficult to indefinitely extend the moratorium until the road problem is fixed (or there's a good solution in-hand) due to the very expensive/difficult nature of off-site connections, but the currently-proposed limits on development should at least mitigate for future conditions.

Thanks – Adam

**Adam Weinstein**  
*Director of Planning and Building*

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Kirkland, WA 98033

(425) 587-3227  
[aweinstein@kirklandwa.gov](mailto:aweinstein@kirklandwa.gov)

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**From:** John Ghilarducci <[JohnG@fcsgroup.com](mailto:JohnG@fcsgroup.com)>  
**Sent:** Thursday, June 13, 2024 6:42 AM  
**To:** Adam Weinstein <[AWeinstein@kirklandwa.gov](mailto:AWeinstein@kirklandwa.gov)>  
**Cc:** Denise Russell <[DRussell@kirklandwa.gov](mailto:DRussell@kirklandwa.gov)>  
**Subject:** for the Planning Commission meeting

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Adam: In advance of the planning commission meeting tonight, I'd like to share my thoughts (again in some cases) about the moratorium and the many issues facing Goat Hill. Our family lives at 8813 NE 121<sup>st</sup> Street, which is essentially at the end of 89<sup>th</sup> Avenue NE, a mostly gravel road near the "top" of Goat Hill. I read the updated staff report (dated June 6, 2024) and attended the March 22 and May 8 virtual meetings hosted by the City. Among my hot buttons are emergency access and development densities. Of course, I'd love for the City to purchase the remaining open spaces adjacent to Juanita Heights Park (now the Montebanc parcels), but if that isn't possible because the developer won't sell at a feasible price, then I would strongly favor reducing allowable densities, as staff recommends through the FAR and lot coverage ratio reductions; prohibiting middle housing and detached ADUs, as recommended in the report; and other changes addressed in the staff report.

Emergency access and response is noted in the memo as needing additional research, but it is critically important. The road up Goat Hill is subject to truck blockages often, and if they occur "above" the mailboxes at the intersection of 117<sup>th</sup> Pl and 118<sup>th</sup> Pl, which they often do, then there is no way to get an emergency or any other vehicle up or down the hill above that point. I've attached a small sample of blockages posted on Next Door by neighbors over the last couple years. [Keep in mind these are only the ones that have been posted.] I don't need to tell you that one emergency while the road is blocked could have catastrophic consequences. Even blockages below that key intersection could cause critical delays getting up or down the hill. Any substantial development on the upper part of the hill, such as the Montebanc parcels, should be accompanied by access that could serve construction and later emergency (and bike/ped) access only, likely from 124<sup>th</sup> (to the north of JH Park), or significant (and probably impossible) road improvements.

Thank you to you and the City for the bold steps already taken, and I encourage the City to take as much time as needed by extending the moratorium to find solutions to the issues on Goat Hill.

- John Ghilarducci

## Denise Russell

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**From:** Adam Weinstein  
**Sent:** Friday, June 14, 2024 9:59 AM  
**To:** Mary and Dave Rumpf  
**Cc:** Denise Russell  
**Subject:** RE: Thank you

Hi Dave and Mary -- Thanks so much for this note, and we appreciate all the correspondence and thoughts from both of you. They helped us better understand Goat Hill and make the code proposals better.

Adam

Adam Weinstein  
Director of Planning and Building

City of Kirkland  
123 5th Avenue  
Kirkland, WA 98033

(425) 587-3227  
aweinstein@kirklandwa.gov

-----Original Message-----

From: Mary and Dave Rumpf <mrumpf25@gmail.com>  
Sent: Friday, June 14, 2024 7:40 AM  
To: Adam Weinstein <AWeinstein@kirklandwa.gov>; Denise Russell <DRussell@kirklandwa.gov>  
Subject: Thank you

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Denise and Adam,

We want to thank you for all of the time, thought, and effort you have devoted to Goat Hill over the past few months. We know you have received a lot of emails from us and our Goat Hill neighbors. You made a point of acknowledging them and we truly appreciate it. It is great live in a city where the staff is accessible and responsive to its citizens.

Again, thank you.

Sincerely,  
Dave and Mary Rumpf

Sent from my iPad

## Denise Russell

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**From:** Adam Weinstein  
**Sent:** Monday, June 17, 2024 9:24 AM  
**To:** roger kutz  
**Cc:** Denise Russell  
**Subject:** RE: Emergency access to Goat Hill

OK, thanks Roger.

Adam

**Adam Weinstein**  
*Director of Planning and Building*

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123 5th Avenue  
Kirkland, WA 98033

(425) 587-3227  
[aweinstein@kirklandwa.gov](mailto:aweinstein@kirklandwa.gov)

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**From:** roger kutz <rogerkutz@gmail.com>  
**Sent:** Friday, June 14, 2024 7:12 PM  
**To:** Adam Weinstein <aweinstein@kirklandwa.gov>  
**Cc:** Denise Russell <DRussell@kirklandwa.gov>  
**Subject:** Re: Emergency access to Goat Hill

Hi Adam -

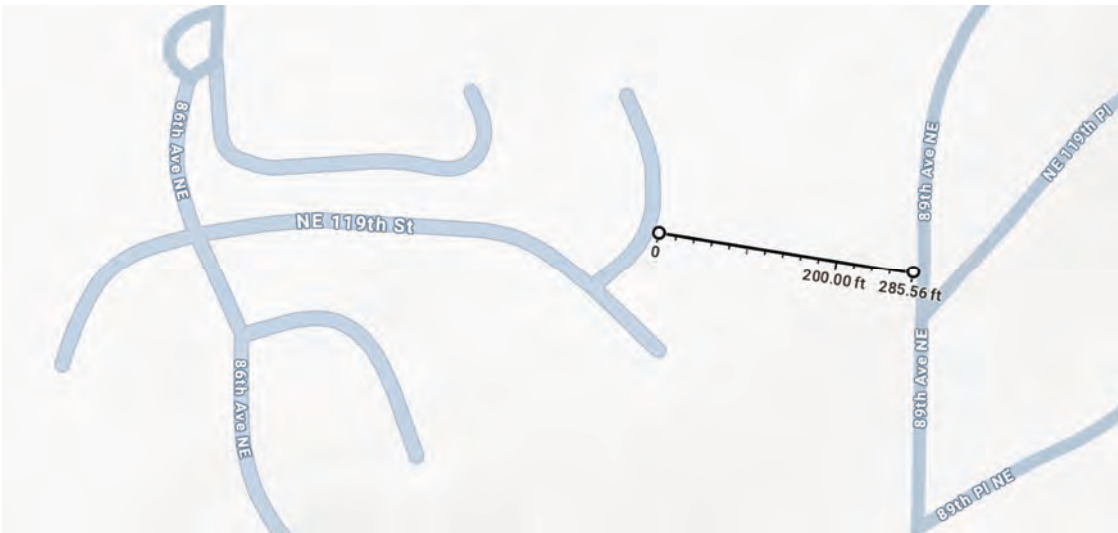
Yes, Finn Hill Meadows would need to relinquish a short road across the meadow. When granted, it would then cross the vacated right-of-way, then access one of 4 City owned parcels. A quick measure shows a road of approximately 200'. And depending on which City lot is used, almost all of the clearing has been done. No, it would not be easy, and likely mean either annexing or eminent domain. I'm sure their HOA would push back, but I would hope they would understand. There is also a drainage easement across the meadow connecting to Goat Hill that might make sense to try to acquire. I'll attach an image of the 4 possible access points from Finn Hill to Goat Hill. I'll also try to learn more about that easement from NUD.

I also have not heard any response on the potential emergency access between 89th PL NE and 90th PL NE. This is only a partial solution (for when trucks are stuck on the hairpin above the mailboxes) but is a relatively easy one. (ImagToday's Amazon delivery debacle attached.)

Long time Goat Hill residents remember losing property to the City, so I do know it can be done.

Living here 40+ years, we never thought the Hill would ever become this congested. It can be a nightmare at times, especially backing up as a dump truck is barrelling down on you.

No one really wants emergency access, but it unfortunately has become a necessity.





On Fri, Jun 14, 2024 at 4:43 PM Adam Weinstein <[aweinstein@kirklandwa.gov](mailto:aweinstein@kirklandwa.gov)> wrote:

Hi Roger,

Thanks for the note and agree about the severity of the road issue. Since there's no immediate remedy for the roadway connections, we don't think it would be legally defensible to continue the moratorium until those are resolved (although we understand that the pain point is high right now due to the stormwater project).

Can you give us a sense of what connection to Finn Hill Meadows would be possible entirely on City property? (It's not completely evident to us.) I'd also note that any alteration of FH Meadow's open space would require their HOA to approve or City eminent domain – not an easy task!

Thanks, Adam

**Adam Weinstein**

*Director of Planning and Building*

City of Kirkland

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

---

**From:** roger kutz <[rogerkutz@gmail.com](mailto:rogerkutz@gmail.com)>

**Sent:** Thursday, June 13, 2024 9:13 PM

**To:** Adam Weinstein <[aweinstein@kirklandwa.gov](mailto:aweinstein@kirklandwa.gov)>; Denise Russell <[DRussell@kirklandwa.gov](mailto:DRussell@kirklandwa.gov)>

**Subject:** Emergency access to Goat Hill

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Hi Adam and Denise -

Thank you for recommending the 50-40% compromises in your proposal for resolving the housing and traffic on Goat Hill. And congratulations for getting the Planning Commission to approve your proposal.

However, as a retired volunteer first responder living on Goat Hill for the past 40+ years, I am extremely worried about emergency access and response times. We've recently had multiple deaths, currently have two pregnant women and many senior citizens living on the Hill.

The stated response time from the Kirkland fire department is four minutes. Without traffic it takes 2-3 minutes to drive from the top to the bottom. Currently, it's common to experience as much as 10 to 20 minutes per trip.

To continue to allow additional building without addressing the emergency access issue is irresponsible. Not only does it place our citizens at elevated risk, but also places considerable liability on the City.

One of the moratorium's goals was to address emergency access. This proposal in front of you now only kicks this requirement down the road in hope someone else will solve it for us. Now is the time. No additional building should be justified until this issue is resolved.

The first choice for emergency access would be through Finn Hill Meadows. This could be accomplished through a flat, grated, gravel access road and connect to existing City owned property. This would have literally no negative impact on any private residence.

The secondary choice would be to readdress the Montebanc proposal of annexing a small corner of Juanita Heights Park to tie in 124th and 89th Ave.

I am sure the city would prefer a solution rather than face future legal bills.

Thanks for continuing to keep emergency access a top priority.

Best,

Roger Kutz  
11876 89th PL NE  
Kirkland





## Denise Russell

---

**From:** Lightfeldt <klightfeldt@comcast.net>  
**Sent:** Tuesday, June 25, 2024 4:17 PM  
**To:** Adam Weinstein  
**Cc:** Denise Russell  
**Subject:** Re: Goat Hill Moratorium

Adam

What does “above average building elevation” mean.

You referred to Juanita Beach Camps. Are you distinguishing JBC as 35 ft in height but the rest of Goathill as 30 feet? The area south of 116th is not part of Juanita Beach Camps.

What would make a 3750-square foot lot not “a legal building lot” if the fact it doesn’t meet size regulations doesn’t make it unbuildable? One developer on the hill had to prove a 50 foot wide lot wasn’t historically joined with other lots that would have caused it to meet currently city requirements. This took forever and searching archives etc with early records not being very complete re tent sites.

It seems building houses on these skinny lots is going to unfavorably increase density.  
There are several of these lots. Look at your map along NE 116th Pl. Will setbacks remain at 5ft?

I still think the retaining wall issue as a requirement needs to be addressed. I know you have seen pictures of the one next to me that has been failing for years. The City will not get it fixed. I think you passed it on the road contractor who will not take liability for fixing it without city direction. Last I heard the City was trying to get developer to take care of it but we know he went bankrupt years ago. The wall continues to fail and spew gravel.

I’m sure the City has received lots of complaints re road construction. And I understand lots has gone wrong with the project mainly due to historical reasons. My driveway is one that is blocked almost daily. Kudos to the workers and flaggers that make it possible to still get on/off the hill. I also know there is a lot of frustration with the City, mainly not attending to problems that have presented themselves in a timely manner.

Karen

----- Original Message -----

From: Adam Weinstein <Aweinstein@kirklandwa.gov>  
To: Karen Lightfeldt <klightfeldt@comcast.net>  
Cc: Denise Russell <DRussell@kirklandwa.gov>  
Date: 06/24/2024 9:59 AM PDT  
Subject: RE: Goat Hill Moratorium

Karen,

Basically, we are just planning on leaving the medium density residential zones in the southeast part of the hill (the RMA-designated areas shown on the map below) as-is:



The RSA 4 areas are the only ones we're proposing to change through limits to floor area ratio, lot coverage, etc.

For detached dwelling units in the Juanita Beach Camps, the maximum height is 35 feet above average building elevation; pretty much everywhere else in the RSA zone it is 30 feet above average building elevation.

If those 3,750-square foot lots are legal building lots, under a 40% floor area ratio limitation, you could build a 1,500-square-foot house.

Thanks, Adam

**Adam Weinstein**

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

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**From:** Karen Lightfeldt <klightfeldt@comcast.net>  
**Sent:** Sunday, June 23, 2024 7:46 PM  
**To:** Adam Weinstein <Aweinstein@kirklandwa.gov>  
**Subject:** Goat Hill Moratorium

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Adam

Could you clarify the area you are considering for higher density on the lower part of Goat Hill. There is already zoning for multi-family on the south side of 116th as you start up the hill. Is your thought to increase this density thru increase in height or to change single family zoned area.

Since there are many very skinny lots originally zoned as tent sites, what is the minimum size a house can be built on with proposed new regulations. These lots are mostly 25' x 150'.

When Goat Hill was originally annexed to Kirkland there was a group of residents that petitioned and received designation for different standards for building heights due to the steep hill. Are these still in effect? What is the boundary for those designations?

Thanks for your time to answer.

Karen Lightfeldt