

From: [Richard Witek](#)
To: [Sarah Vanags](#)
Cc: [Deborah Witek](#)
Subject: Comment on Duke"s Landing PPL
Date: Sunday, November 08, 2015 9:35:36 PM

We have two concerns on the plans we were shown for the development of Dukes Landing at 16410 NE 47th ST. Redmond Wa

1. At the information meeting we were told there was a back room deal that the 47th street connection would be closed once the other property was developed. The plan was the road would remain for use by the police and fire but residents will be excluded from use and have to go up and around to 48th or over to 162nd ave NE to get out of our area. This will takes us to areas narrower roads with speed bumps and by parks/playground with many children. Placing more traffic in an are with children is just asking for accidents. In years we have lived here we have not seen accidents or issues onto Bel-Red. We want the road to stay open.
2. The density of housing in the dukes landing is about 2+ times as high as the surrounding areas. Given the concern with safety on the roads that is causing you to close off the access to Bel-Red increasing the density, and there fore traffic the area is wrong direction.

We believe the owners of the property should be able to develop but in keeping with the density of surrounding community and the existing roads should stay open.

Richard and Deborah Witek
16618 NE 47th St
Redmond, WA 98052

Hilah Selleck
Bruce F. Miller
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425/861-6376

November 4, 2015

Development Services Center
City Hall
15670 NE 85th Street
PO Box 97010, Mail Stop 2SPL
Redmond, WA 98073-9710

Re: Duke's Landing PPL,
File No. LAND-2015-00496/LAND-2015-01716

Dear Hearing Examiner,

We are writing to object to the project based on the current plans and specifications. Our concerns are mainly with (1) the disposition of traffic to and from the site, including the rerouting of traffic from the existing houses in the subdivision and (2) the method proposed to remove the poplar trees on the west end of the project.

The traffic report included in the documentation for this project used data collected from the afternoon of a single day. Remarkably, this PM data was used to estimate AM traffic volumes. Moreover, neither the exact time of the data collection nor its duration was provided in the June 3, 2015, memorandum. I believe that the data collection equipment was installed on our property, and my recollection is that the equipment was present for two or three hours at most. Does the City of Redmond make its traffic decisions based on two or three hours of data? The proposed Duke's Landing project has been in the works for months, and a continuous traffic count of the affected intersections could have been implemented months ago. Almost six months have transpired since the few hours of data collection described in the June 3, 2015, Memorandum. The traffic analysis outlined in the memorandum of June 3, 2015, claims to be based on the equations of the Institute of Traffic Engineers (ITE), but does the ITE methodology allow for using just a few hours of data collection? I doubt it.

The data presented in the June 3, 2015, Memorandum under-reports the traffic delays at the intersection of NE 40th Street and West Lake Sammamish Parkway. I regularly have to wait three or four minutes to turn north onto West Lake Sammamish Parkway from NE 48th Street, and it is not unusual to wait one or two minutes to turn south on

West Lake Sammamish Parkway from the same location. Moreover, traffic on West Lake Sammamish Parkway has steadily increased in the 22 years since I have lived in Redmond. An increase in West Lake Sammamish Parkway traffic is not accounted for in the June 3, 2015, Memorandum, although I am certain that the City of Redmond is aware of this increase.

The ITE trip equations estimate only 203 trips per day. This just isn't plausible. In addition to the planned development at issue, there are also 15 existing households that will have to be rerouted through 164th Court NE if NE 47th Court is closed. This then nearly doubles the traffic report's estimates. The neighborhood streets in this area, without signal lights or speed bumps, are not designed to handle this volume of traffic. The impact will be felt not only by commuters but also by homeowners on NE 48th Street, who may not be able to leave their driveways during peak times because of idling cars on that street waiting to access West Lake Sammamish Parkway. Finally, this huge increase in cars will put the safety of neighborhood children at risk and put an end to the quiet atmosphere of this area.

It is also odd that the traffic of the rowing club to the east of NE 48th Street has not been taken into account. The rowing club participants turning south on West Lake Sammamish Parkway enter the same short turn lane as the drivers turning north onto West Lake Sammamish Parkway from NE 48th Street. Because groups of young rowers also jog along the shoulder of West Lake Sammamish Parkway, a very dangerous situation is present in this area even now. This will only become more dangerous if traffic is added to the NE 40th Street and West Lake Sammamish intersection.

We suggest that, in addition to reducing the number of households in the Duke's Landing development, the City add at least one traffic light at the crucial intersection of West Lake Sammamish Parkway and NE 48th Street. Furthermore, we ask the City to leave NE 47th Street open. In a neighborhood that is planned for 34 households, it is necessary that there be more than one route of access and egress.

Our other concern is the proposal by the arborist that the poplars be removed. In a phone conversation I had with the project's arborist, he stated that they would be felled to the east, "through" the existing Douglas firs.

The poplars and the firs have grown as a grove for at least 20 years, so there are very few fir branches on the west side where the poplars have shaded them. It is inevitable that when the poplars fall toward the east, they will take with them many of the fir branches on the north and south, leaving severely damaged and abbreviated firs. This is not going to preserve the privacy screen that exists now, and this projected development will also be exposed to views of the existing houses up the hill to the west and the winds that come from that direction during winter storms.

If the poplars must be removed, we are urging the plan to call for the use of a boom truck or equivalent methods of removal that don't damage the remaining trees in the grove. Furthermore, new trees should be planted in the right-of-way easement to protect both the existing neighborhood and the new development from unsightly views.

We are not trying to prevent this planned development. However, we expect our city to protect the existing neighborhood from the inevitable excessive traffic that our roads and intersections are not designed for. Just as important is the protection of groves of significant trees on the Duke's Landing property and in the City's easement adjoining the property.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Bruce F. Miller".

Bruce F. Miller

A handwritten signature in cursive script, appearing to read "Hilah A. Selleck".

Hilah A. Selleck

Sarah Vanags

From: Victoria Hunter <diemtn@hotmail.com>
Sent: Monday, November 09, 2015 4:46 PM
To: Sarah Vanags
Cc: 'Jason Hunter'
Subject: Duke's Landing - Public Comment Form (submitted 11/9/2015 at 4:45pm)

Importance: High

Sarah: Please see below for our request to become a party of record and our public comment form.

Project Name: Duke's Landing
File Number: LAND-2015-00496

CONTACT INFORMATION

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invino4@hotmail.com (Jason)
diemtn@hotmail.com (Victoria)

COMMENTS

We would like to become a party of record and be informed of future actions on the Duke's Landing proposal (file #: LAND-2015-00496).

We would also like to comment on the proposed closure of NE 47th Street. We believe this proposed change presents an unnecessary and onerous hardship for the current residents serviced by this access who enjoy easy entrance to West Lake Sammamish Parkway, and thereby Redmond and Bellevue. The proposed closure would require current residents to thread a contorted path upward through the neighborhood and then back down 48th Street to achieve similar results. This extended pathway is considerably less convenient and in times of extreme weather, such as icy conditions, may not be at all negotiable. The current access is both direct, efficient, and has been without incident for the current residents over the course of the 10+ years we have lived here.

A possible alternative remedy that meets the needs of the existing development without substantially impacting existing residents would be to introduce restricted access only along the eastern boundary of Duke's Landing, adjacent to tracts 13A/13B and the neighborhood park (tract B). The access for current residents of NE 47th Street and 167th Court NE would remain open for existing homes east of this boundary. Access for new homes built as part of the Duke's Landing development would exit through the northwestern ease way of record. This alternative preserves existing access for residents east of the development, while simultaneously minimizing the new traffic imposed on residents north and west of the development.

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VICTORIA E CLARKE

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E M A I L : V E C L A R K E @ H O T M A I L . C O M
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November 5th 2015

Development Services Center
Redmond City Hall
15670 NE 85th Street
PO Box 97010
Mail Stop 2SPL
Redmond
WA 98073-9710

Application Type: Land Division Subdivision/ Right of Way Vacation

Project Name: Duke's Landing PPL

Project Location: 16410 NE 47th St, Redmond WA 98052

For the attention of Sarah Vanags

Dear Sir / Madam

File Numbers: LAND-2015-00496 / LAND-2015-01716, proposed subdivision of a 4.27 acres site into 18 residential lots, and vacate right-of-way on Eastern perimeter of the site.

I am unable to attend the public hearing on November 9th but would like to be a Party of Record with my views expressed as follows:

The site at 16410 NE 47th St is set within an existing residential area on a steep slope subject to water drainage issues. Access from one point on NE 48th St is proposed, with the existing access at NE 47th St to be closed. Whilst I understand that the site has significant value given its proximity to Microsoft, Redmond and good transport links, I strongly object to the development plans as proposed.

Density of Development

The proposed 18 residential lots incorporating 19 residential units is not in keeping with the density of existing housing. Whilst I understand that R-4 zone has been applied to the 4.27 acre site, I do not believe that the calculations should take the following areas into account as they cannot be built upon:

1. "Parcel C" at the west of the site, nor
2. "Tract B" being the stormwater storage area, nor
3. The proposed stormwater easement at the east of the site, nor
4. Existing easements at the north and south perimeters of the site.

Excluding these areas from the calculation would reduce the number of proposed plots to something more in keeping with the surrounding housing.

Access

The proposed development provides inadequate access from NE 48th St, particularly once NE 47th St onto the Bel-Red Road is closed. Access via one point with no turnaround will cause significant congestion and invite accidents as vehicles use driveways to turn. Emergency vehicles will only have access to those living in existing accommodation at the bottom of NE 47th St from the top of the hill on NE 48th St. School buses and other service vehicles will similarly have restricted access to both the proposed development and existing housing with no turnaround or “in and out” access. This will be dangerous when driving conditions are good but lethal when roads are icy and slick.

Parking

The development does not provide for adequate parking facilities given that each dwelling is likely to have at least two cars and the proposal is for 19 residential units. Hard standing parking for these cars will exacerbate water drainage issues and on-street parking on the steep slope will further complicate access issues.

Trees and outlook

The proposed removal of healthy trees as part of the development is objectionable when we should be doing all we can to protect the environment for wildlife and well-being. Additionally the removal of trees will lead to further drainage and soil erosion issues.

Affordable units

I applaud the developers’ inclusion of affordable homes in the proposed development but feel that the 2 units shoe-horned onto the site are not in keeping with the rest of the plan as they are the only duplex unit. This fact betrays the applicant’s true intentions in including affordable homes as a cynical manipulation of the density bonus calculations to boost the number of lots permitted.

In summary, this development is flawed in that it includes in the calculations areas of land that should be excluded as they cannot be built on. The proposed plan will exacerbate existing water drainage and soil erosion issues. It will also lead to dangerous traffic movements with only one access point and inadequate access for both the proposed development and existing homes.

Yours faithfully,

Victoria E Clarke (Mrs)

STAFF RESPONSE TO VICTORIA E CLARKE'S LETTER TO THE HEARING EXAMINER

Density of Development

RZC 21.08.170 States the following as the method for calculating the allowed density.

“When calculating allowed density for any given site in the City, the gross area of the site is multiplied by the allowed density per acre that applies to the zone where the site is located. The result is the maximum number of units (other than ADUs) that may occupy that site. Please note that any available density bonuses are calculated on the base density.”

The “gross” site area would include all land that will be used for road, surface water collection, critical areas and any other portion of the land that would or would not be used for the construction of new homes.

Minimum density is calculated from the “net” site area and could exclude all elements Ms. Clarke mentions.

Access

A traffic study has been completed to access not only the impacts of the new 19 units but also those of the present homes which will be rerouted. Additionally, the access from 47th was approved only temporarily due to concerns of grade and site distance. Access will remain for emergency personal.

Parking

All homes will have four off street parking spaces available to them. Current drainage issues being experience by neighbors should be lessened or resolved all together by the installation of the new stormwater vault and collection system.

Trees and outlook

The proposed project has a retention that meets the 35% as required by the Redmond Zoning Code.

Affordable units

The code allows for duplex attached dwelling units to be used towards meeting the affordable housing requirement.