



CITY OF KIRKLAND
Planning and Community Development Department
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MEMORANDUM

To: David Ramsay, City Manager

From: Angela Ruggeri, Senior Planner
Eric Shields, Planning Director

Date: September 26, 2008

Subject: City Council Briefing on Draft Environmental Impact Statement (DEIS) for Touchstone (Parkplace), Orni and Altom Private Amendment Requests (PARs) (File No. ZON07-00016, ZON07-00012 and ZON07-00019)

Recommendation

Receive a briefing and overview of the Draft Environmental Impact Statement for the Touchstone, Orni and Altom Private Amendment Requests.

Background

Staff and the City's EIS consultants for the Parkplace, Orni and Altom EIS will brief the City Council on the Draft EIS at the Council study session on October 7. The Draft EIS was issued on April 4, 2008. The City's consultants will give the Council an overview of the DEIS similar to the one given to the Planning Commission earlier this year (see Attachments 1 and 2 for Power Point presentation and Traffic Summary).

This overview will be for information purposes only since it will occur before the Final EIS is issued later in October. This is an opportunity for the Council to gain a better understanding of the contents of the DEIS and ask clarifying questions. However, because the Planning Commission is still in the process of developing their recommendation, policy direction should wait until the Council receives the recommendation from the Commission after their public hearing. The Planning Commission will be holding the public hearing in late October after the Final EIS is published. Once their recommendation is ready, the Planning Commission will present it to the Council to be used in the development of the Council's final decision on the three PARs. The tentative schedule for these events is listed below.

- 10/10 – Final Planned Action EIS issued
- 10/22 – Public hearing on Orni and Altom PARs
- 10/23 – Public hearing on Touchstone Parkplace PAR
- 11/13 – Planning Commission study session to develop recommendation on 3 PARs

12/02 – City Council study session on Planning Commission’s recommendation
12/16 - Potential adoption at regular Council meeting

The environmental review process for the 3 PARs includes a Planned Action Environmental Impact Statement (EIS) which considers the potential impacts associated with land use, aesthetics, transportation, public services and water and sewer utilities. The statute and rules for planned actions (RCW 43.32C.031 and WAC 197-11-164) establish a process to address site-specific environmental impacts of planned projects and mitigation measures early in the planning stage of the projects. This early review is intended to provide greater certainty and efficiency in project level environmental review. A preliminary draft of the Planned Action Ordinance was included as Appendix C to the Draft EIS.

Background Questions

Staff has received a number of questions from the Council relating to the Draft EIS. The questions and staff responses are listed below. Many of these topics will be discussed in more detail at the Council study session.

- 1. What are the significant transportation issues triggered by Parkplace? How much in additional CIP dollars will be needed to successfully address traffic impacts from the project?*

The Draft EIS identifies impacts to 15 intersections. Mitigations are proposed for each intersection, but only one is a funded CIP project. Another three are unfunded CIP projects which were included in calculations of impact fees. The developers would be required to pay for these four projects, but would get a credit on their impact fees for the cost. Two projects are part of larger improvements planned by WSDOT. The remainder of the potential mitigations would be paid for by the applicant unless the City agrees to offset the cost through a development agreement. We will be discussing these mitigations in more detail at the study session.

- 2. When will Council receive a revenue scenario for the Planned Action in property tax and sales tax so that the Council can determine if there are sufficient dollars to fund the potential needed City services as detailed in Chapter 3.5-15*

Based on a review of initial figures regarding the revenues from the proposed development, the Finance Department has indicated that potential revenues would be in excess of the amount required to fund the additional ongoing City services identified in the DEIS. The City staff and the developer have agreed on an analytical framework for the final financial analysis in anticipation of a development agreement. Once the Planned Action is decided upon by the City Council, a final evaluation of the expected cash flows will be generated for City Council consideration based on the final project configuration.

3. *Why is the Proposed Action height figured at 8 stories above the street and the No Action height figured above average building elevation.*

The Proposed Action height is figured above the street because that is what the applicant proposed. The No Action alternative height is calculated according to the existing Zoning Code which uses existing grade (called average building elevation) as a starting point.

4. *Concern was voiced about the possibility of having "Seattle style" parking restrictions in the neighborhoods if there is any parking spillover from the project to the neighboring streets.*

The Draft EIS identified these issues. Staff and the applicant are working on a Transportation and Parking Management Plan to address them further. The Planning Commission will be making a recommendation on this plan to the City Council in November or December.

5. *Concern was expressed about the architectural feature to commemorate a historic Native American/early settler trail at the entrance to Peter Kirk Place.*

This architectural feature was built as part of the existing Park Place (it is a concrete archway east of the skate park). The feature itself does not have historic significance and is not part of the DEIS.

6. *There was some confusion about the square footage of the No Action alternative as stated on page 2-20 of the DEIS.*

The No Action alternative is based on assumed square footage (roughly based on the previous Shulman Park Place proposal) that was used by staff when the existing Comprehensive Plan was updated in 2005. It includes 629,500 feet of office and 209,200 square feet of commercial. The square footage for this no action alternative was not part of the applicant's proposal.

7. *Where is the discussion of roof top appurtenances?*

There will be information on rooftop appurtenances in the FEIS.

8. *There was a request to discuss the public benefit of the proposal.*

Chapter 140 of the Zoning Code establishes criteria for amending the Comprehensive Plan. One criterion is that "the amendment will result in long-term benefits to the community as a whole, and is in the best interest of the community." A discussion of whether the proposed Comprehensive Plan amendments meet the criteria is not appropriate at this time. The City Council may discuss this after the Final EIS is issued and the Planning Commission has made their recommendation to the City Council.

9. *Is the water system sufficient to supply the new development? If not, how will improvements be funded?*

There is a water main across the Parkplace site that will need to be upgraded from 8" to 12". This is true for both the No Action and the Action alternatives. The developer will pay the cost for this upgrade unless the City agrees to offset the cost through a development agreement.

There will also need to be upgrades to water lines in the vicinity of the Atom and Orni developments. If these sites are developed in the near future, the developers of the sites will pay for the upgrades. If they are not developed for some time, the City may complete the upgrades as part of ongoing improvements to the area.

10. *Is the sewer system sufficient to service the new development? If not, how will improvements be funded?*

An upgrade of the 3rd Street lift station is in the planning stages with King County. The upgrade has been designed to have sufficient capacity for the No Action alternative, but may be insufficient to handle the Action alternative. City staff is working with King County to further analyze capacity and determine if an additional upgrade is needed for the Action alternative. If King County is unwilling to pay the cost of this additional upgrade, the developer will be responsible unless the City agrees to offset the cost through a development agreement.

ATTACHMENTS

1. Consultant's Power Point presentation for the Council study session
2. Transportation Summary

Cc: Douglas Howe, 2025 1st Avenue, Suite 790, Seattle, WA 98121
Katherine Orni, 825 5th Avenue, Suite 202, Kirkland, WA 98033
Rhoda Altom, P.O. Box 22926, Seattle, WA 98122
File ZON07-00012
File ZON07-00016
File ZON07-00019

Downtown Area Planned Action Draft Environmental Impact Statement

City of Kirkland

City Council

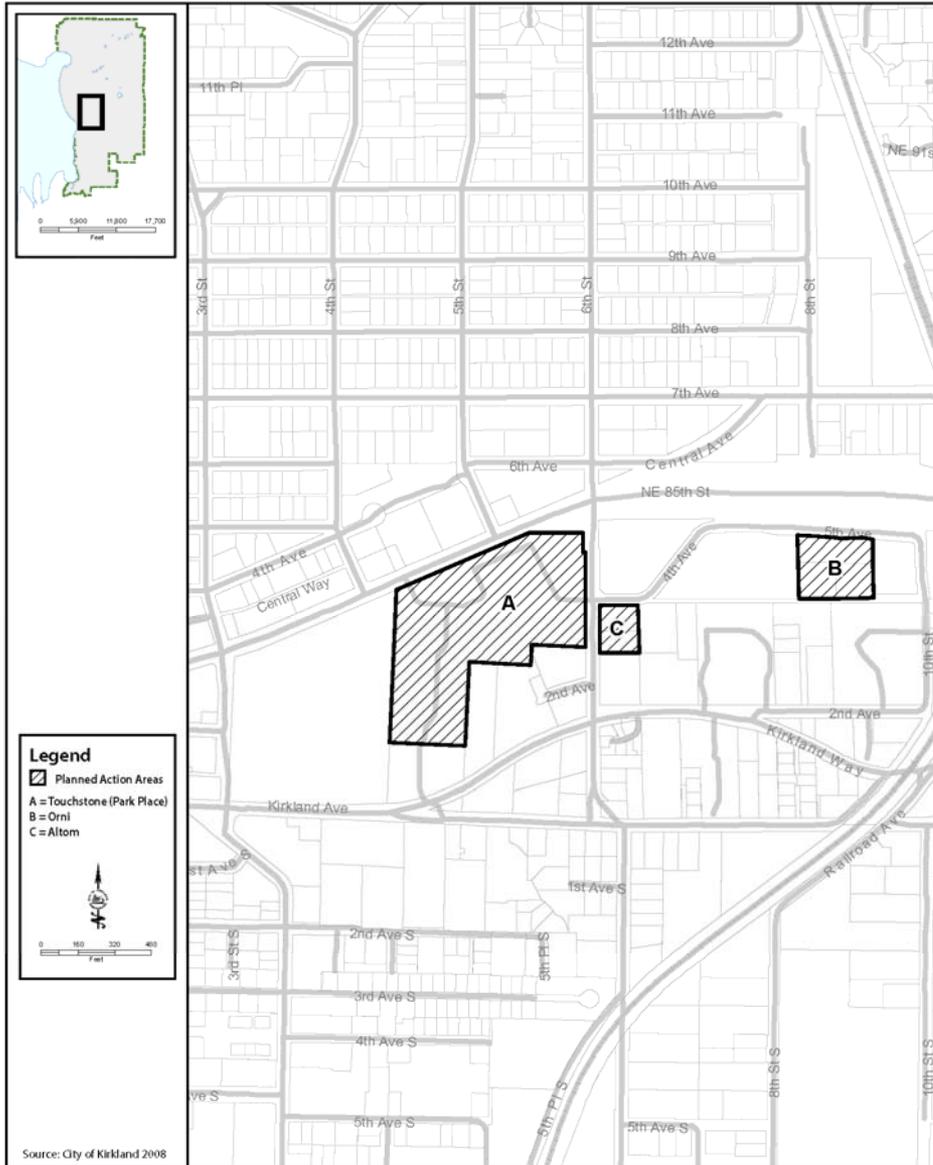
October 7, 2008

Presentation Overview

- Description of Alternatives
- Aesthetics
- Facilities
- Transportation and Parking

Description of Alternatives

- Description of Proposed Action
- Existing and Proposed Comprehensive Plan Designations
- Existing and Proposed Zoning



Proposed Action

- Private Amendment requests
 - Area A, Touchstone Corporation (Parkplace)
 - Area B, Orni
 - Area C, Altom

- Planned Action Ordinance

Existing Land Uses



Comprehensive Plan Designations

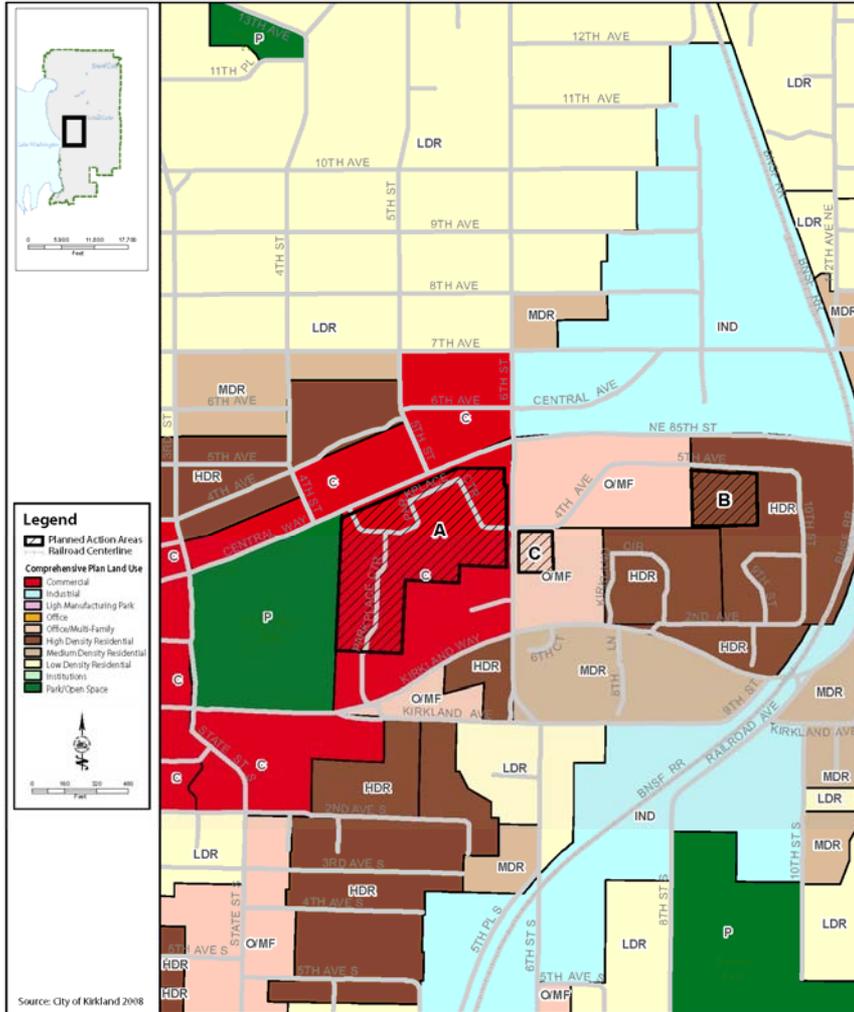


Figure 3.1-3
Existing Comprehensive Plan Designations

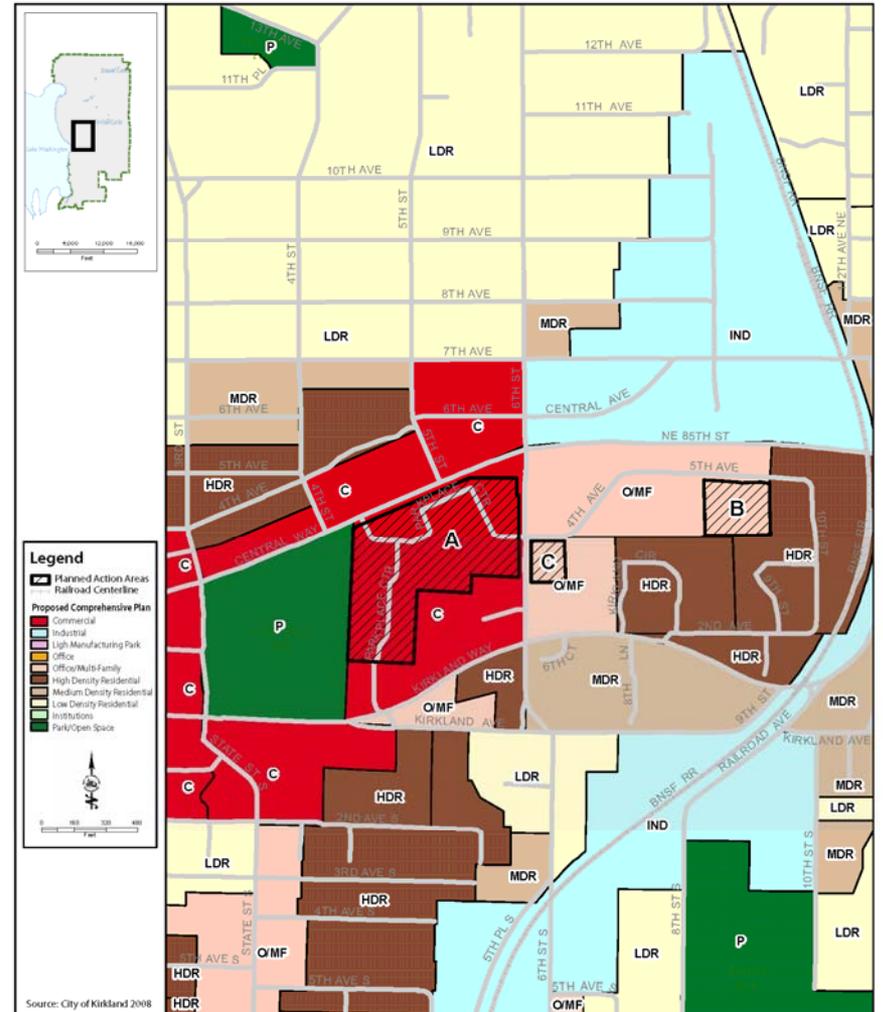


Figure 3.1-4
Proposed Comprehensive Plan Designations

Existing

Proposed

Zoning

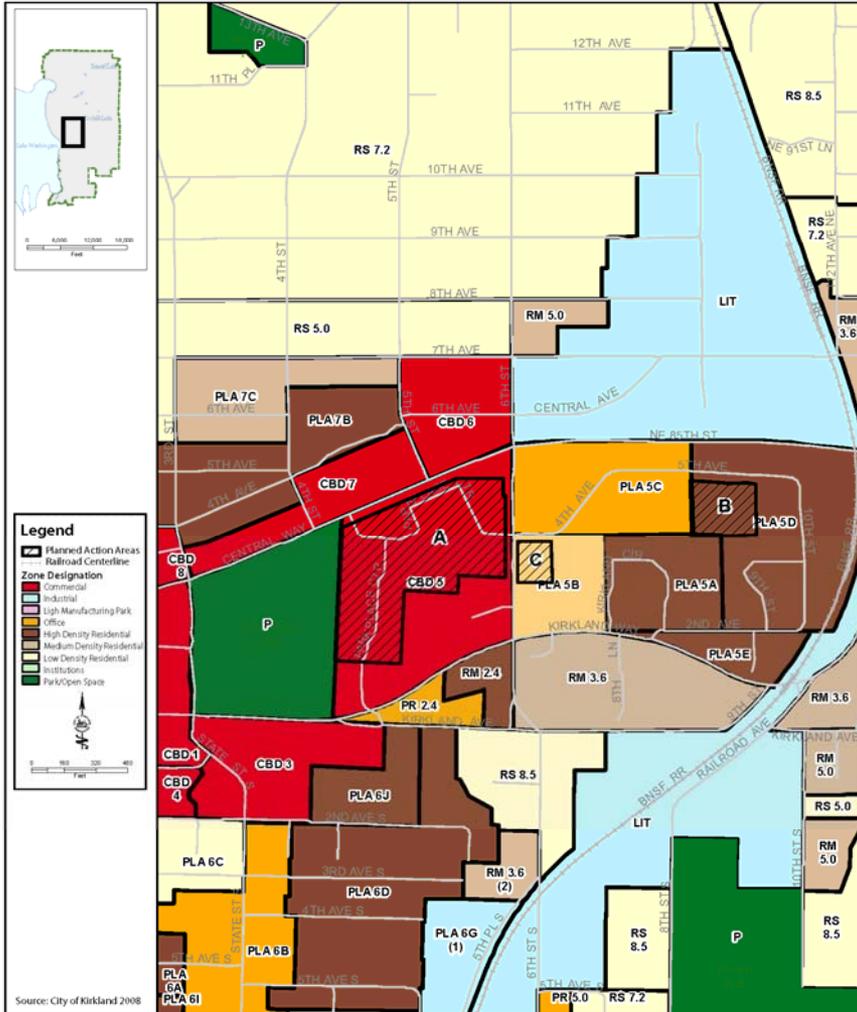


Figure 3.1-5
Existing Zoning

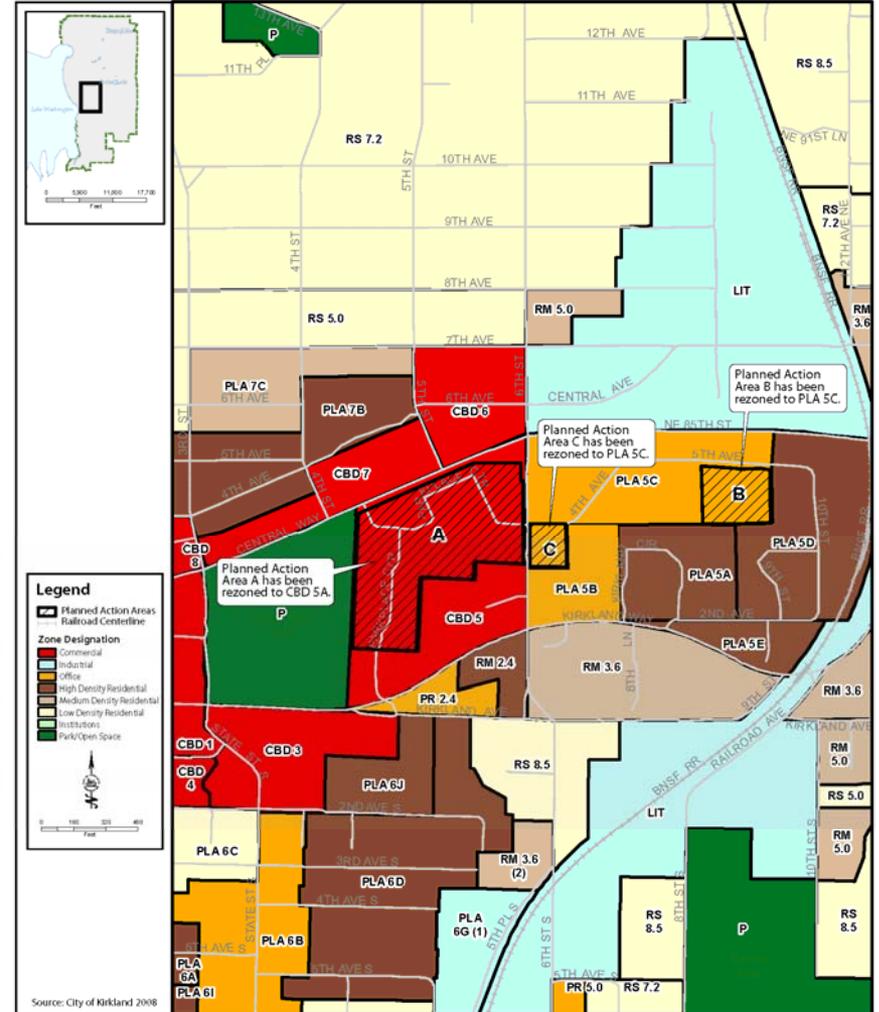


Figure 3.1-6
Proposed Zoning

Existing

Proposed

Proposed Action Alternative Summary

	Area A (Touchstone/Parkplace)	Area B (Orni)	Area C (Altom)
Existing Land uses	95,300 sf office 143,150 sf commercial	33,700 sf office	9,700 sf office
Existing Employees	668	135	39
No Action Land uses	629,500 sf office 209,200 sf commercial	33,700 sf office (except for Aesthetics and Public Services analyses)	27,700 sf office
No Action Employees	2,936	135	111
Proposed Action Land uses	1,200,000 sf office 592,700 sf commercial	145,000 sf office	103,500 sf office
Proposed Action Employees	5,986	580	414

Questions about
the Proposed Alternatives?

Aesthetics

- Building Heights
- View Analysis
- Shading Analysis

Building Heights Analyzed

	No Action	Proposed Action
Area A (Touchstone/Parkplace)	3 stories near Peter Kirk Park 5 stories farther back	4 stories near Peter Kirk Park 8 stories farther back
Area B (Orni)	4 stories / 40 feet (assumes redevelopment as multi-family at maximum height)	6 stories / 60 feet
Area C (Altom)	30 feet	6 stories / 60 feet

View Analysis

View Corridor

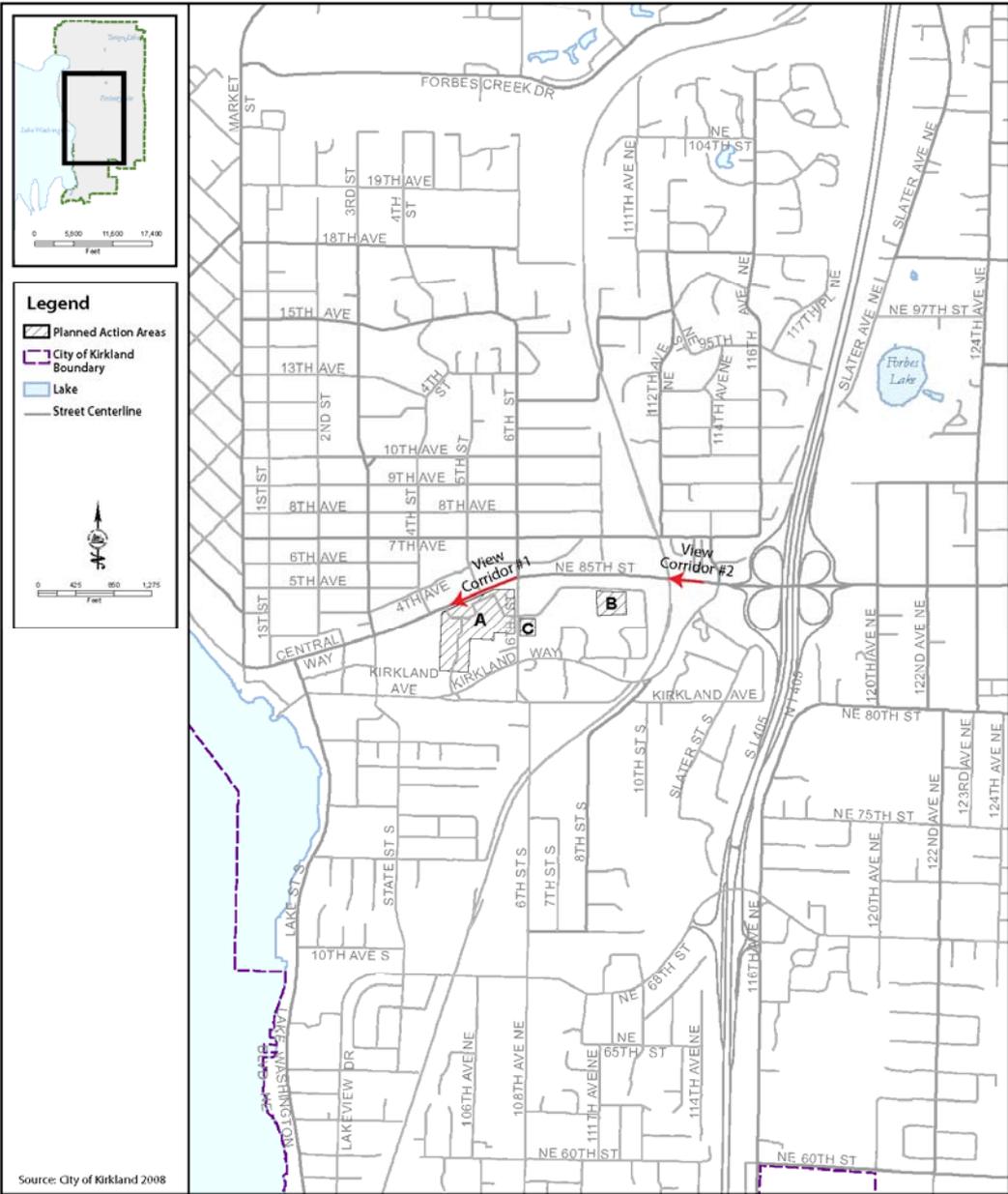


Figure 3.3-2
Aesthetics View Corridors

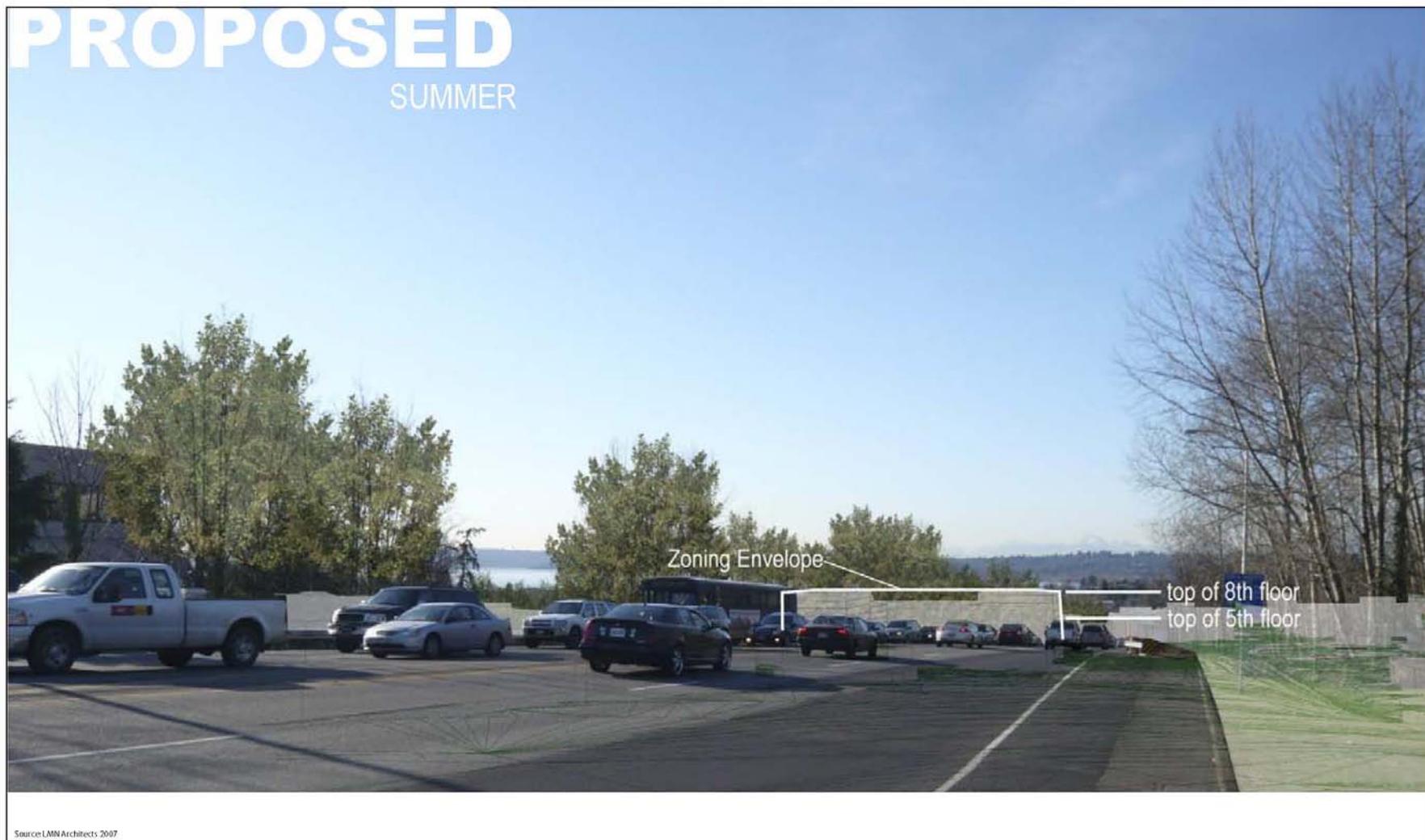
View Analysis



Source: LMW Architects 2007

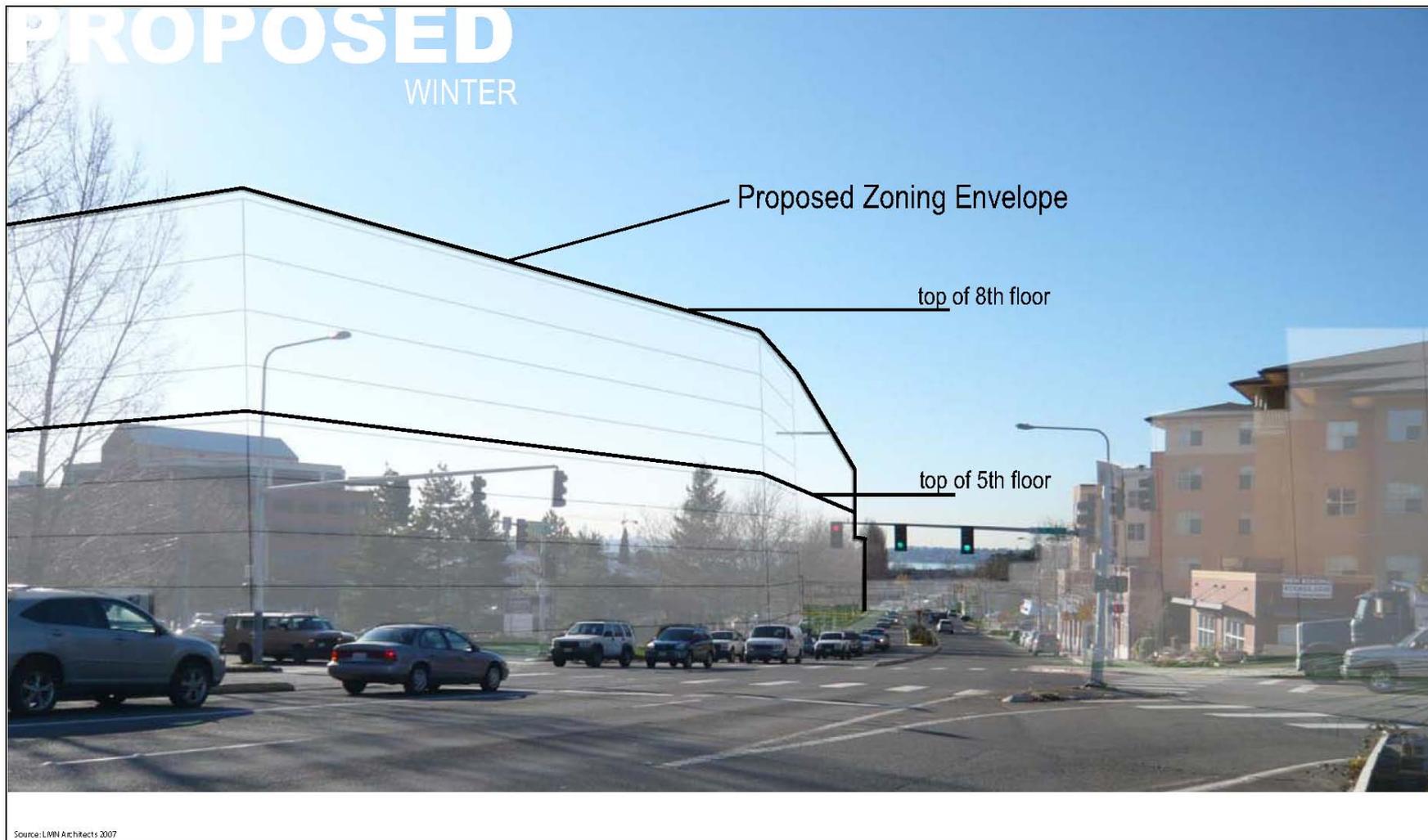
View Corridor 2 – Proposed Action/No Action in Winter

View Analysis



View Corridor 2 – Proposed Action/No Action in Summer

View Analysis



View Corridor 1 – Proposed Action/No Action in Winter

Questions about
View Analysis?

Shading Analysis

- Winter shading analyzed for each of 3 sites
- Shading analyzed
 - At 10:00 a.m. and 3:00 p.m.
 - Under No Action and Proposed Action maximum height conditions

No Action



10:00 a.m.

Proposed Action



10:00 a.m.



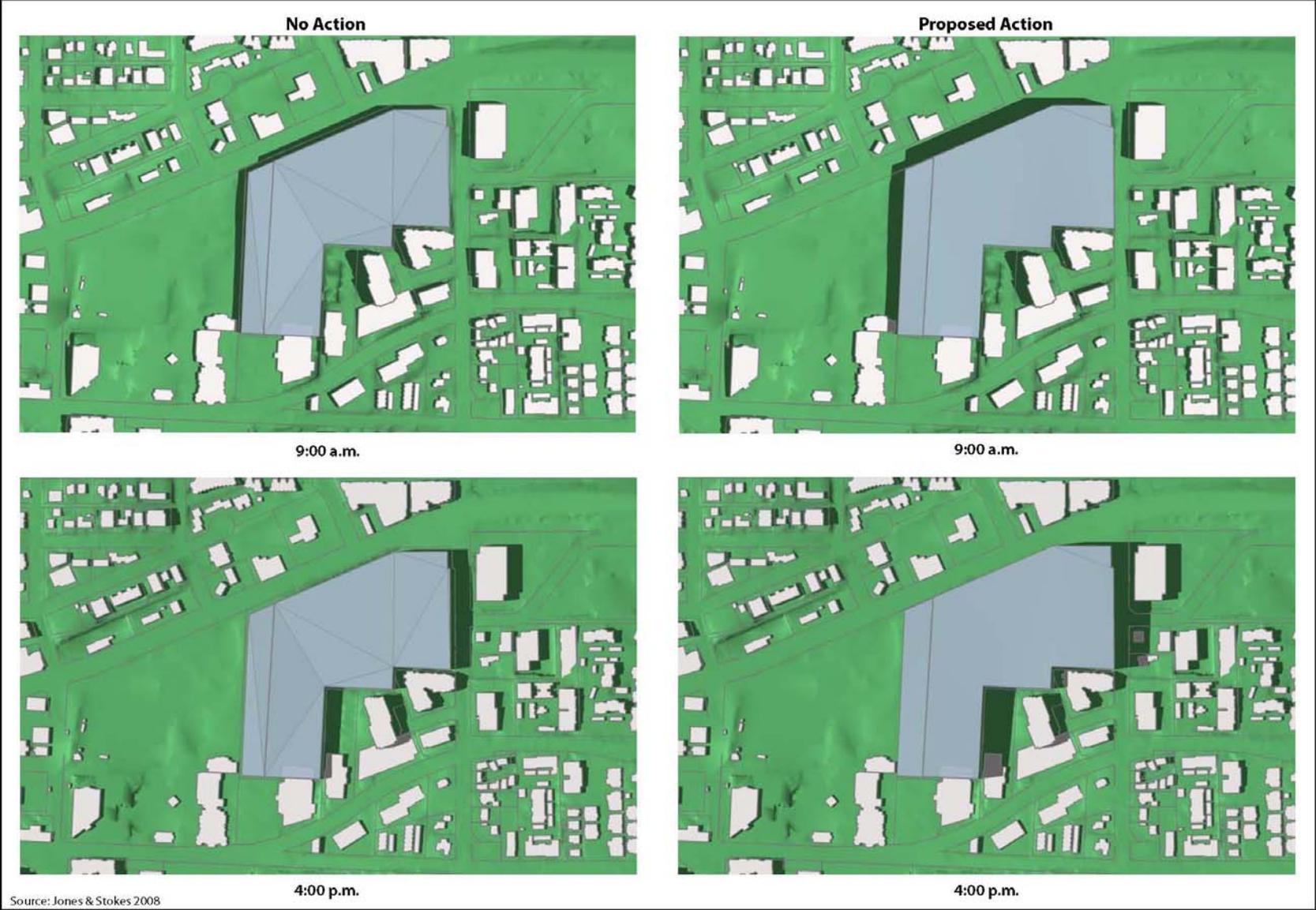
3:00 p.m.



3:00 p.m.

Source: Jones & Stokes 2008

Winter Shading – Area A



Source: Jones & Stokes 2008

No Action



10:00 a.m.

Proposed Action



10:00 a.m.



3:00 p.m.



3:00 p.m.

Source: Jones & Stokes 2008

Winter Shading – Area B

No Action



9:00 a.m.

Proposed Action



9:00 a.m.



4:00 p.m.



4:00 p.m.

Source: Jones & Stokes 2008

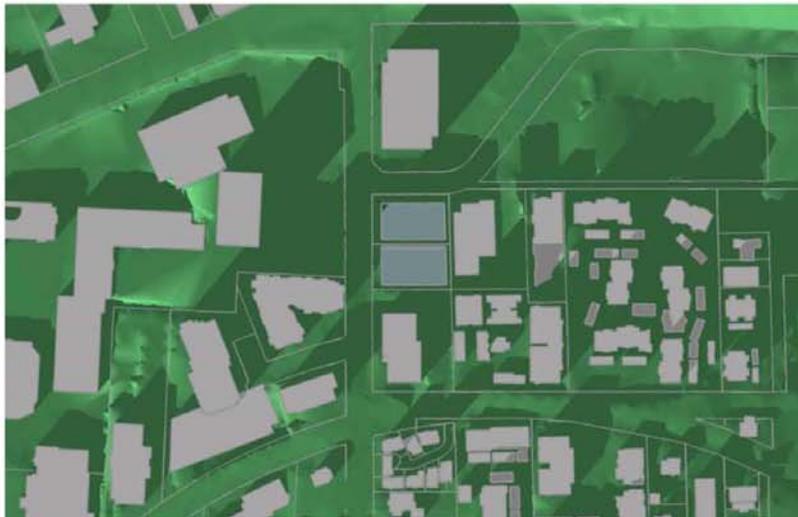
No Action

Proposed Action



10:00 a.m.

10:00 a.m.

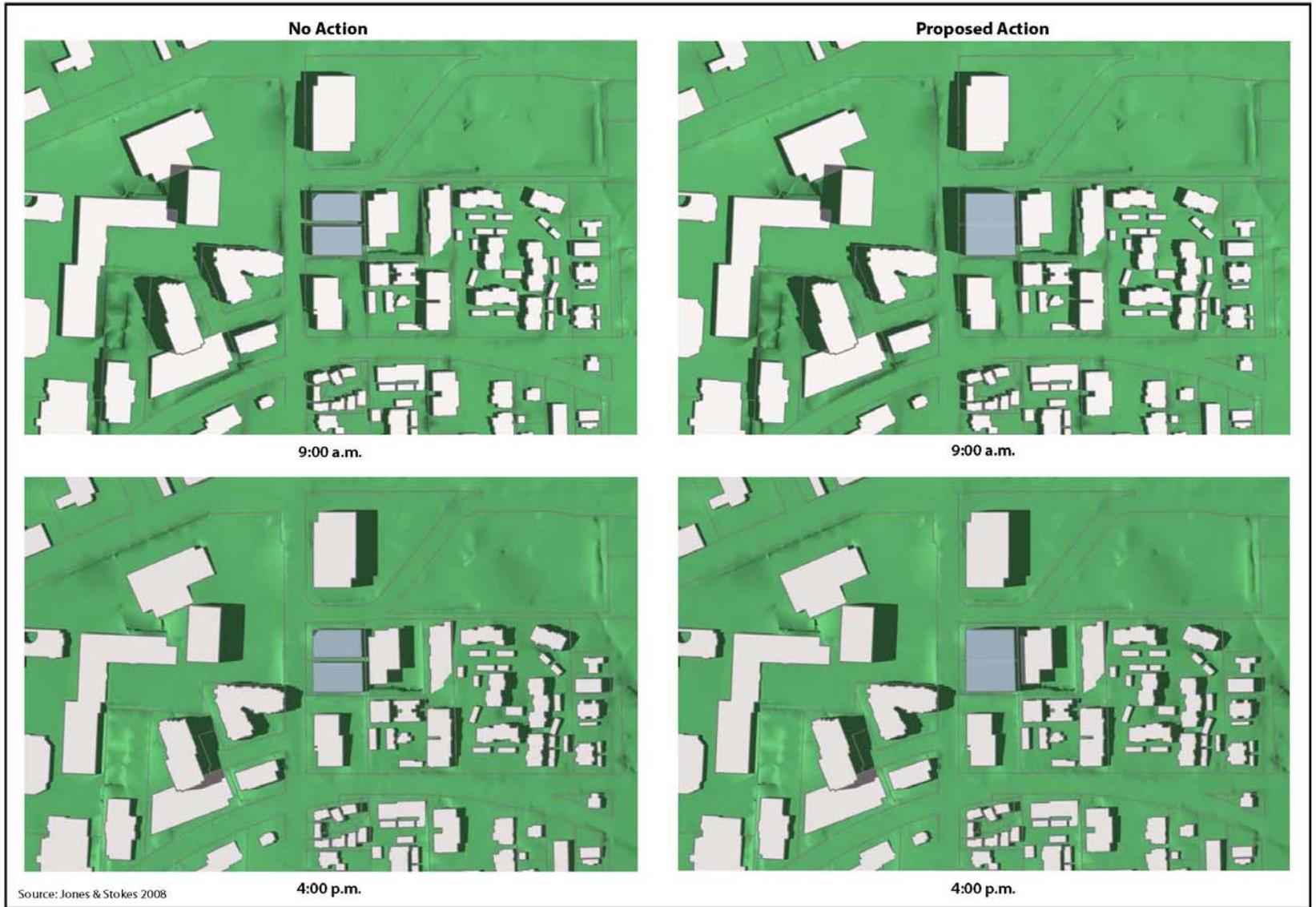


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Source: Jones & Stokes 2008

Winter Shading – Area C

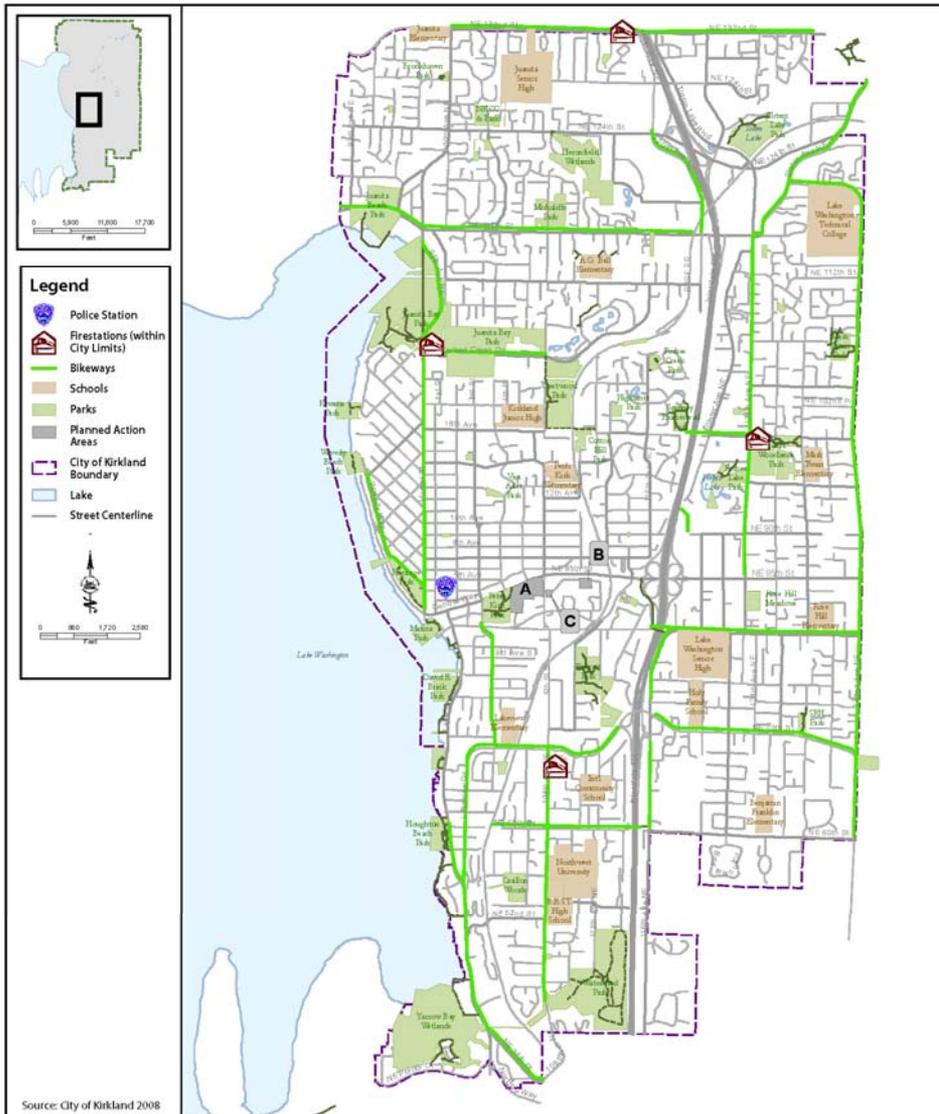


Source: Jones & Stokes 2008

Figure 3.3-12
Area C Summer Shading Conditions

Questions about
Shading Analysis?

Citywide Facilities/Services

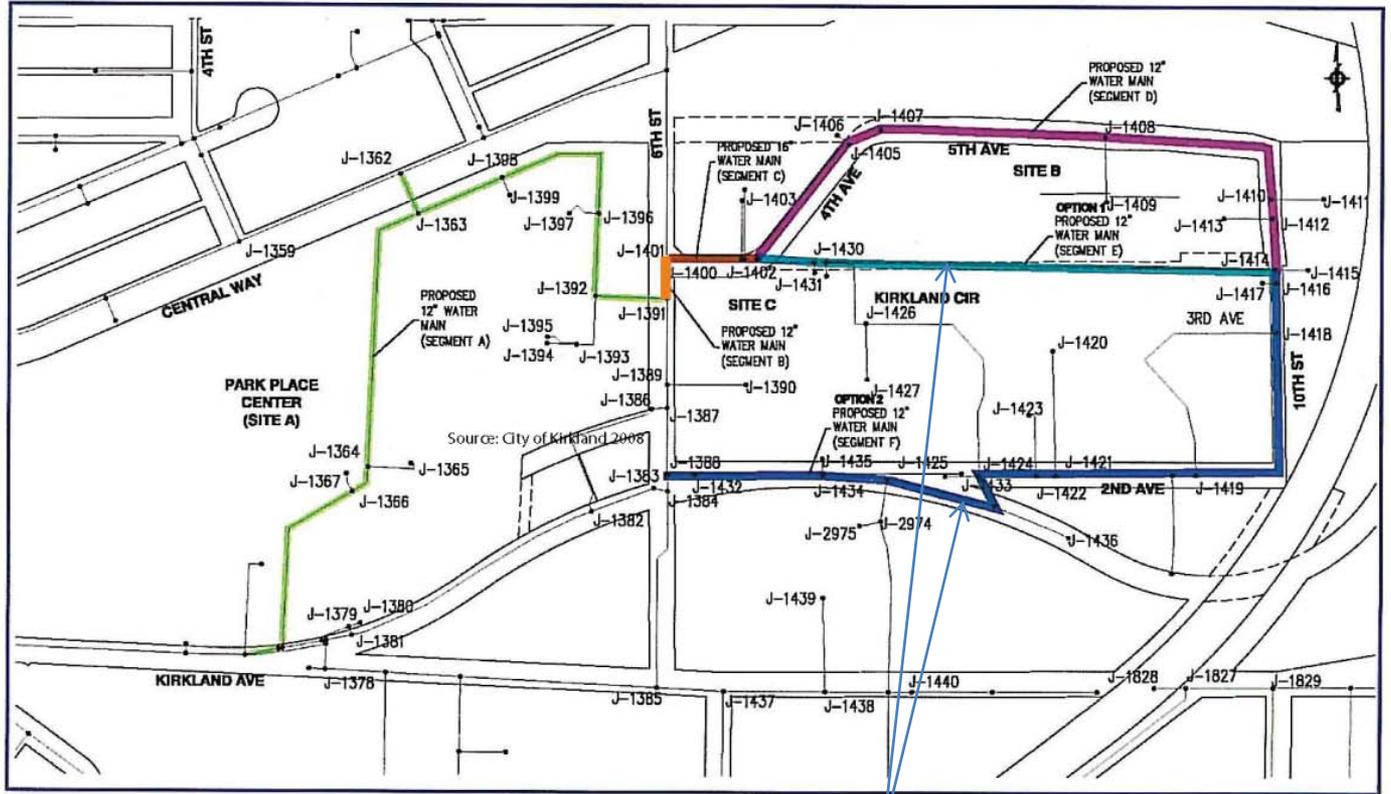


Additional Police and Fire Service Compared to Existing Conditions

No Action	Proposed Action
+1.6 police officers	+3.1 police officers
+0 firefighters	+8 firefighters *
+0 EMS firefighters	+ 4 EMS firefighters *

* Number of new staff needed to provide full coverage (24 hours/7 days) for firefighter and Emergency Medical Service (EMS) positions under Proposed Action.

Proposed Water System Improvements



Legend

Proposed Project Mitigation Measures

- Segment A: 12" Water Main
- Segment B: 12" Water Main
- Segment C: 16" Water Main
- Segment D: 12" Water Main
- Segment E: 12" Water Main
- Segment F: 12" Water Main

Source: City of Kirkland 2008

Construct either Segment E or F

Sewer Infrastructure

Area where surcharging occurs

Lift Station

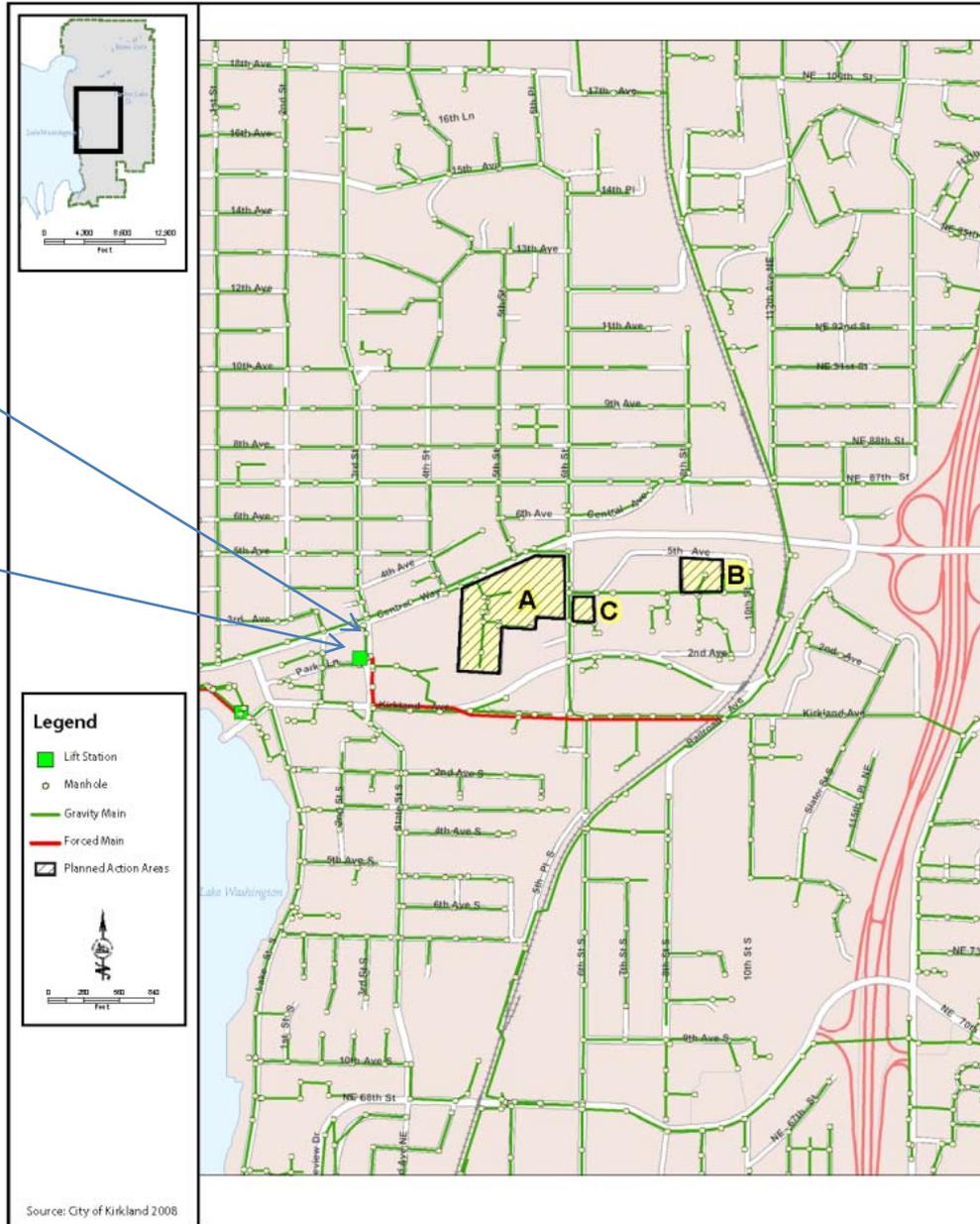


Figure 3.6-3
Sewer Infrastructure

Questions about Facilities?

Transportation

- Traffic Impacts
 - Traffic Impact Analysis (TIA) Guidelines – 2014
 - 2014 Concurrency
 - 2022 Concurrency
- Parking
- Transit, Non-Motorized, Greenhouse Gas Emissions

Traffic Impacts

- Summary of Approach
- Summary of Results

Traffic Impact Approach

- Three impact measures in DEIS
 - **SEPA Traffic Impact Analysis (TIA) Guidelines** – measures impacts at intersections through 2014, and proportion of traffic contributed by project at those locations
 - **Six-Year Concurrency** – measures compliance with adopted LOS standards through 2014
 - **Long-Range Concurrency** – measures compliance with adopted LOS goals through 2022 (horizon year of Comprehensive Plan)

Land Use Assumptions

- Outside of planned action areas
 - Consistent with Comprehensive Plan
 - Regional growth unrelated to project
 - Same for No Action and Proposed Action
- Inside of planned action areas
 - No Action – increases allowed under existing zoning
 - Proposed Action – build-out of proposals

Mode Split Assumptions

Mode	% Split	Number of Trips
Walk / Bike	3.5%	133
Transit	2.1%	78
Vehicle	94.4%	3,546
	100.0%	

- Derived from local data
 - Commute Trip Reduction data
 - Puget Sound Regional Council
 - WSDOT
 - U.S. Census
- “Conservative yet reasonable” based upon
 - location of the site
 - availability of alternative transportation modes
 - City policies
 - locally observed mode split data

Mode Split Assumptions

- Transit and carpool - similar to or lower than local observed data (6%, compared to observed downtown range of 5.9% to 12.3%)
- Walk/bike modes slightly higher than local observed data (3.5%, compared to observed range of 0.7% - 2.8%)
 - proposed TDM program designed to encourage alternative modes
 - WSDOT pedestrian study
 - City policies

Traffic Projections

- PM peak hour projections
 - derived using BKR model
 - 2014 and 2022
- AM peak hour projections
 - derived using traffic counts, traffic growth rates, modeled traffic distributions
 - 2014 only

Traffic Impact Thresholds

- TIA Guidelines
 - Level of Service (LOS) analyzed – LOS A through F
 - Impact identified:
 - If LOS E, project traffic > 15% of total traffic
 - If LOS F, project traffic > 5% of total traffic
 - Analysis completed for 2014, AM and PM peaks

Traffic Impact Thresholds

- Concurrency Guidelines
 - Volume to Capacity ratio (V/C) analyzed
 - Impact identified:
 - If individual intersection $V/C > 1.40$
 - If subarea average $>$ threshold adopted for analysis year
 - Analysis completed for 2014 and 2022, PM peaks

Questions about
Traffic Impact Analysis
Approach?

Impact and Mitigation Results

No Action

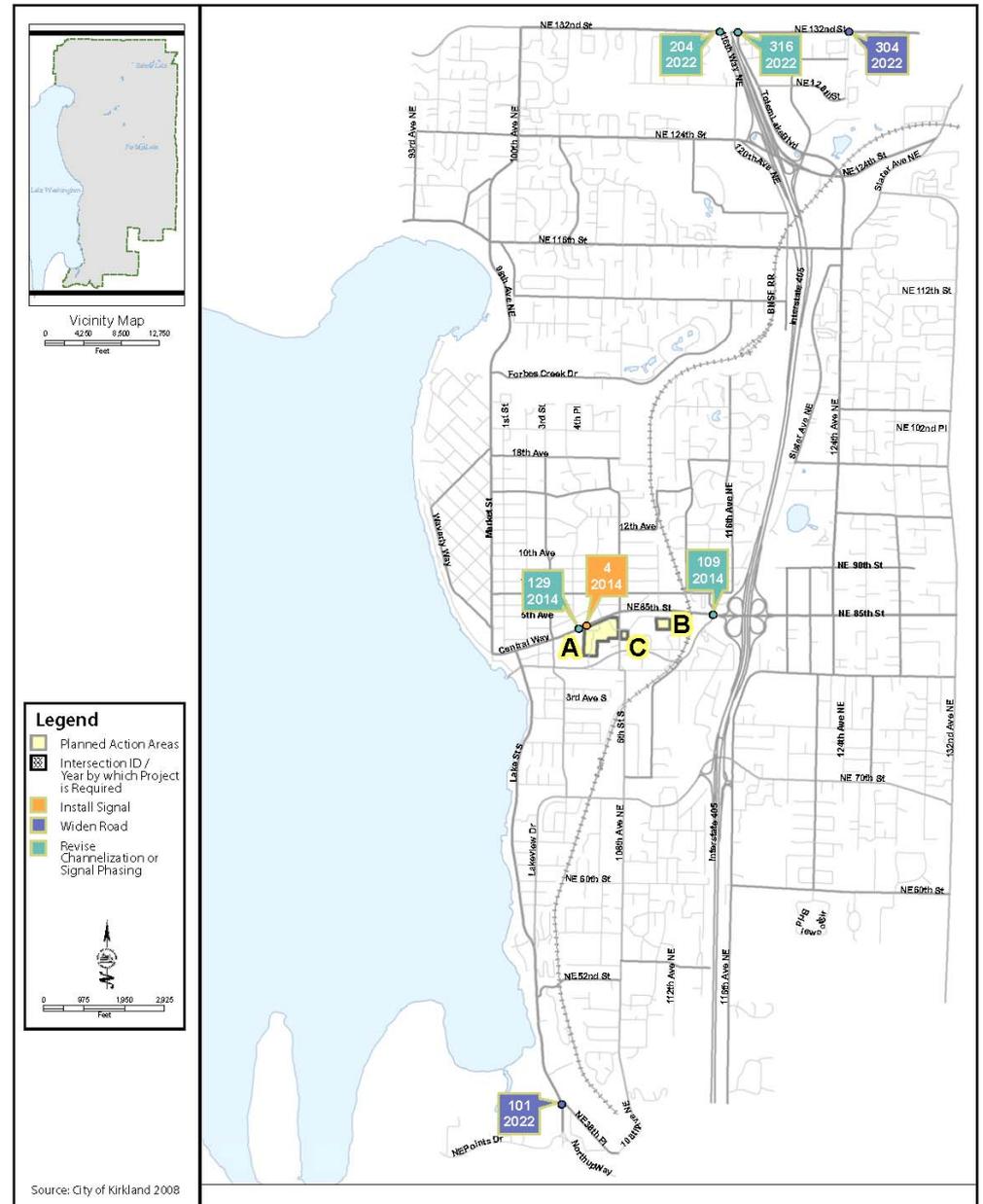
Mitigation by 2014:

- 4–Central Way/Parkplace Driveway ●
- 109–NE 85th Street/114th Avenue NE ●▲
- 129–Central Way/4th Street ●

Mitigation by 2022:

- 101–Lake Washington Blvd/NE 38th PI ▲
- 204–116th Way NE/NE 132nd Street ▲
- 304–NE 132nd Street/124th Street NE ▲
- 316–Totem Lake Blvd/NE 132nd Street ▲
- Northwest subarea ▲
- Southwest subarea ▲

- Impact under 2014 SEPA TIA
- Impact under 2014 Concurrency (none)
- ▲ Impact under 2022 Concurrency



Estimated Cost of Mitigation

	2014	2022
No Action	3 projects Est. Cost \$764,000	4 projects Est. Cost \$6,391,000 ¹
Proposed Action	10 projects Est. Cost \$7,058,000	5 projects Est. Cost \$6,391,000 ^{1,2}

1. Includes two planned WSDOT projects – no cost to City assumed
2. Includes revised signal phasing at 100th Ave NE/NE 124th St – no cost to City

Questions about Traffic Impacts or Mitigation?

Parking Impacts

- Area B (Orni) and Area C (Altom)
 - Proposals assume parking supply will be consistent with zoning requirements
- Area A (Parkplace)
 - Without modification, zoning would require ~5,100 spaces for individual uses
 - 3,500 spaced proposed with modification

Parking Mitigation

- Area A (Parkplace) proposal includes 'shared parking' analysis
 - Transportation Demand Management plan
 - reduce overall vehicle demand related to commutes
 - Internal and Multi-Stop Trips
 - mixed use results in increased trips internal to site, than would otherwise
 - Parking demand by day, or time of day
 - Different uses have peak demands at different times
 - Allows parking supply to be shared

Parking Mitigation

- Recommended measures
 - Transportation Management Plan (TMP)*
 - Parking Management Plan (includes monitoring)
- Other potential measures
 - Permitted parking in surrounding neighborhood
 - Land use measures – reduce allowed development at certain locations

*TMP is required to mitigate parking impacts, but will also help reduce overall traffic generation

Questions about
Parking?

Transit and Non-Motorized Impacts

- Proposed Action most supportive of City policies
- No Action more supportive than existing
- No mitigation required

Greenhouse Gas (GHG) Emissions

- Increased vehicle miles traveled resulting from proposals would increase GHG emissions
- Trip reduction measures would also serve to reduce GHG

Remaining Questions?

City of Kirkland Planned Action Ordinance Summary of Transportation Impacts and Mitigation

Roadway Operations

Roadway Operational impacts were assessed according to Traffic Impact Analysis (TIA) and concurrency guidelines, described as follows.

Traffic Impact Analysis

The City has established Traffic Impact Analysis (TIA) guidelines by which the effect of development proposals on roadway operations must be analyzed for the expected year of project completion. For 2014 Traffic Impact Analysis, an impact is identified if either of the following conditions occur:

- a. If the intersection is projected to operate at LOS E, an impact is identified and mitigation required if greater than 15% of traffic projected to travel through the intersection is generated by the project.
- b. If the intersection is projected to operate at LOS F, an impact is identified and mitigation required if greater than 5% of traffic projected to travel through the intersection is generated by the project.

Concurrency

Concurrency analysis considers the effects of proposed land use on the transportation system at the time of project completion, and for the long-range planning horizon. Concurrency planning for the year of project completion, which is 2014 for this project, is a legal requirement to ensure that the City has funding secured in its 6-year Capital Improvement Plan (CIP) for transportation projects needed to support development planned through that time period. Concurrency analysis is required additionally applied for the long-range planning horizon, which is 2022 for this project, because the Proposed Action would result in a change in the City Comprehensive Plan. The long-range concurrency analysis allows for a long-range transportation plan to be developed to support the Proposed Action proposed development through the planning year defined in the Comprehensive Plan. Traffic conditions meet concurrency standards when both of the following conditions are met for a typical weekday PM peak hour:

- no individual signalized system intersection may have a V/C greater than 1.40; and
- maximum allowed subarea average V/C for signalized system intersections in each subarea may not exceed the values listed in Table 1.

Table 1. Concurrency Thresholds

Subarea	Subarea Average V/C		
	Existing (2008)	2014	2022
Southwest	0.90	0.90	0.92
Northwest	0.90	0.91	1.01
Northeast	0.88	0.88	0.99
East	1.05	1.05	1.10
Maximum allowed individual system intersection V/C	1.40	1.40	1.40

Table 2 summarizes the intersections at which impacts were identified, under the No Action and Proposed Action scenarios. LOS and V/C values that reflect adverse impacts, based upon the guidelines described above, are underlined.

Table 2. Intersection Operational Impacts

ID	Location	2014 TIA (LOS/Delay)		2014 Concurrency (V/C)		2022 Concurrency (V/C)	
		No Action	Prop Action	No Action	Prop Action	No Action	Prop Action
4	Central Way/Parkplace Driveway	<u>F/>300</u>	<u>F/>300</u>	--	--	--	--
101	Lake Washington Boulevard/NE 38th Place	D/49.2	D/48.4	1.04	1.04	<u>1.47</u>	<u>1.48</u>
105	Central Way/6th Street	C/34.5	<u>F/96.3</u>	0.89	1.04	1.01	<u>1.43</u>
109	NE 85th Street/114th Avenue NE	<u>F/132.1</u>	<u>F/227.9</u>	1.30	<u>1.57</u>	<u>1.54</u>	<u>1.41</u>
110	6th Street/4th Avenue	B/17.5	<u>E/75.1</u>	--	--	--	--
112	Kirkland Way/6th Street	F/149.6	<u>F/231.0</u>	--	--	--	--
128	Central Way/5th Street	F/103.5	<u>E/66.2</u>	--	--	--	--
129	Central Way/4th Street	<u>F/82.4</u>	<u>F/119.0</u>	--	--	--	--
169	6th Street/7th Avenue	E/45.9	<u>F/86.7</u>	--	--	--	--
202	100th Avenue NE/NE 124th Street	E/58.3	E/62.6	1.06	1.09	1.27	1.29
204	116th Way NE/NE 132nd Street	--	--	0.99	1.00	<u>1.47</u>	<u>1.49</u>
211	Market Street/15th Avenue	F/70.1	<u>F/153.3</u>	--	--	--	--
304	NE 132nd Street/124th Street NE	F/213.4	F/217.4	1.06	1.07	<u>1.43</u>	<u>1.44</u>
316	Totem Lake Boulevard/NE 132nd Street	D/48.2	E/48.7	1.09	1.09	<u>1.69</u>	<u>1.70</u>
402	NE 85th Street/124th Avenue NE	E/74.2	<u>F/81.0</u>	1.07	1.08	0.99	1.01
	SW Subarea Average (for concurrency)	--	--	0.85	<u>0.91</u>	<u>0.99</u>	<u>1.05</u>
	NW Subarea Average (for concurrency)	--	--	0.81	0.81	<u>1.09</u>	<u>1.13</u>

1. TIA = Traffic Impact Analysis; LOS = Level of Service, Delay = average seconds per vehicle

2. No impact was identified at this intersection. This mitigation measure is recommended in order to improve conditions in the subarea, to address the concurrency impact that was identified in the northwest subarea under the 2022 Proposed Action scenario.

Table 3 summarizes the mitigation measures that have been identified to address intersection impacts for the Proposed Action. (Note, the identified mitigation measures would also address impacts identified under the No Action scenario)

Table 3. Proposed Mitigation to Address Operational Impacts – Proposed Action

ID	Location	Improvement	2014 TIA (LOS/Delay)		2014 Concurrency (V/C)		2022 Concurrency (V/C)	
			Unmiti- gated	Miti- gated	Unmiti- gated	Miti- gated	Unmiti- gated	Miti- gated
4	Central Way/Parkplace Driveway	Install signal	<u>F/>200</u>	C/21.3	--	--	--	--
101	Lake Washington Boulevard/NE 38th Place	Add 720-ft right lane on northbound receiving lanes (north of the Intersection), modified to extend up to NE 43rd St w/ bike lanes)	D/48.4	--	1.04	1.04	<u>1.48</u>	0.84
105	Central Way/6th Street	Construct dual westbound left turn lane. Modify signal to provide westbound left/northbound right overlap phase.	<u>F/96.3</u>	D/39.0	1.04	0.95	<u>1.43</u>	1.14
109	NE 85th Street/114th Avenue NE	Restripe southbound dual left and eastbound right to through conversion. Requires completion of HOV Queue Bypass for the eastbound-to-southbound on-ramp.	<u>F/227.9</u>	F/110.4	<u>1.57</u>	1.35	<u>1.41</u>	1.16
110	6th Street/4th Avenue	Dual eastbound left turn, with widening on 6th Street	<u>E/75.1</u>	C/22.0	--	--	--	--
112	Kirkland Way/6th Street	Install signal.	<u>F/231.0</u>	C/23.6	--	--	--	--
128	Central Way/5th Street	Install signal.	<u>E/66.2</u>	D/38.7	--	--	--	--
129	Central Way/4th Street	Extend two-way-left-turn by moving crosswalk to Parkplace Signal	<u>F/119.0</u>	C/21.3	--	--	--	--
169	6th Street/7th Avenue	Add left turn lanes on northbound and southbound approaches	<u>F/86.7</u>	E/42.6	--	--	--	--
202	100th Avenue NE/NE 124th Street	Modify the signal phase to be the same as during AM peak period, with northbound and southbound to be split phase, and southbound configuration to be left, left/through shared, and through/right shared. ²	E/62.6	--	1.09	1.09	1.29	1.15
204	116th Way NE/NE 132nd Street	Reconfigure the intersection based on the 132nd Street Study and new I-405 northbound on-ramp	--	--	1.00	1.00	<u>1.49</u>	1.03
211	Market Street/15th Avenue	Install signal	<u>F/153.3</u>	B/15.9	--	--	--	--
304	NE 132nd Street/124th Street NE	Construct eastbound dual left turn lane, based on the 132nd Street Study	F/217.4	--	1.07	1.07	<u>1.44</u>	1.36
316	Totem Lake Boulevard/NE 132nd Street	Reconfigure the intersection based on the 132nd Street Study and new I-405 northbound on-ramp	E/48.7	--	1.09	1.09	<u>1.70</u>	1.13
402	NE 85th Street/124th	Add northbound right-turn-only	<u>F/81.0</u>	E/78.4	1.08	1.08	1.01	1.01

ID	Location	Improvement	2014 TIA (LOS/Delay)		2014 Concurrency (V/C)		2022 Concurrency (V/C)	
			Unmiti- gated	Miti- gated	Unmiti- gated	Miti- gated	Unmiti- gated	Miti- gated
	Avenue NE	pocket						
	SW Subarea Average (for concurrency)		--	--	<u>0.91</u>	0.88	<u>1.05</u>	0.92
	NW Subarea Average (for concurrency)		--	--	0.81	0.81	<u>1.13</u>	1.01

1. TIA = Traffic Impact Analysis; LOS = Level of Service, Delay = average seconds per vehicle

2. No concurrency impact was identified at this intersection. This mitigation measure is recommended in order to improve conditions in the subarea, to address the concurrency impact that was identified in the northwest subarea under the 2022 Proposed Action scenario.

Table 4 summarizes the estimated cost of projects that have been identified as mitigation.

Table 4. Estimated Costs of Proposed Capacity Improvements

No	Intersection	Potential Mitigation	Estimated Cost	No Action	Proposed Action
Improvements Needed through 2014					
4	Central Way/ Parkplace Driveway	Install signal	\$566,000	X	X
109	NE 85th Street/ 114th Avenue NE	Restripe southbound dual left and eastbound right to through conversion (CIP Project #TR-0079 - funded). Requires CIP Project #TR-0056 (currently unfunded) HOV Queue Bypass for the eastbound-to-southbound on-ramp	166,400	X	X
129	Central Way/4th Street	Extend two-way-left-turn by moving crosswalk to Parkplace Signal	31,200	X	X
105	Central Way/6th Street	Construct dual westbound left turn lane. Modify signal to provide westbound left/northbound right overlap phase	3,044,000	-	X
110	6th Street/4th Avenue	Dual eastbound left turn, with widening on 6th Street	580,000	-	X
112	Kirkland Way/6th Street	Install signal. (CIP Project #TR-0065 - unfunded) ⁴	564,000	-	X
128	Central Way/5th Street	Install signal.	564,000	-	X
169	6th Street/7th Avenue	Add left turn lanes on northbound and southbound approaches	89,400	-	X

No	Intersection	Potential Mitigation	Estimated Cost	No Action	Proposed Action
211	Market Street/15th Avenue	Install signal. (CIP Project #TR20-11 - unfunded)	564,000	-	X
402	NE 85th Street/ 124th Avenue NE	Add northbound right-turn-only pocket	889,000	-	X
Cost of Improvement Projects Through 2014				\$763,600	\$7,058,000
Improvements Needed through 2022					
101	Lake Washington Boulevard/NE 38th Place ¹	Add 720 ft right lane on northbound receiving lanes (north of the intersection), modified to extend up to NE 43rd St w/ bike lanes (CIP Project #TR-0090 – unfunded)	1,953,000	X	X
204	116th Way NE/ NE 132nd St	Reconfigure the intersection based on the 132nd St Study and New I-405 SB off-ramp. (CIP Project #TR20-11 – unfunded)	WSDOT ³	X	X
304	NE 132nd St/124th Ave NE	Construct eastbound dual left turn based on the 132nd Street Study	4,438,100	X	X
316	Totem Lake Blvd/ NE 132nd St	Reconfigure the intersection based on the 132nd Street Study and new I-405 northbound on-ramp. CIP Project #TR20-11 – unfunded)	WSDOT ³	X	X
202	100th Ave NE/NE 124th St	Modify the signal phase to be same as during AM peak period. NB and SB to be split phase. The SB lane configuration change to left, left/through shared and through/right shared during the peak period. ²	-	-	X
Cost of Improvement Projects 2015 through 2022				\$6,391,100	\$6,391,100

1. This cost estimate assumes that widening would occur to allow the bicycle lane that currently exists along this segment of roadway to remain. If the improvement were made without keeping the bike lane, the estimated project cost would be \$2,234,000
2. No cost is assumed for this measure, since it is already being implemented during the AM peak period.
3. Assumed that improvement to this intersection would be included in the larger improvement that is planned by WSDOT for this location.
4. Projects funded in the CIP are partially funded by existing impact fees.

Other Impacts and Mitigation

Table 5 summarizes the other potential impacts and proposed mitigation measures that have been identified for the Proposed Action. (Note, incorporated Plan Features are those features that the applicant has built into the proposal)

Table 5. Other Impacts and Mitigation

Impacts	Mitigation
<p>Parking</p> <p>For Area A, the spaces that would be required by the City's zoning code are much higher—approximately 5,157— than the approximately 3,500 spaces that are being proposed. The differences in standard code parking requirements and the proposed parking supply are due to expected shared parking and proposed measures to reduce parking demand. A parking management program, which encourages use of alternative modes and efficient use of the available parking, will be needed to ensure that parking supply is adequate to meet demand. Otherwise, there is potential for parking to spill out into the surrounding neighborhoods, which would be considered a significant impact.</p> <p>Since proposals for Areas B and C do not include any provisions for reduced parking supply, it is assumed that future development in these areas would follow provisions of the City zoning code.</p>	<p>Incorporated Plan Features</p> <p>Under the Proposed Action, Area A includes a total of 3,500 parking spaces at full build-out, which is lower than the approximate 5,100 spaces that would be required under current zoning. The applicant has provided analysis that demonstrates how the proposed amount of parking is expected to accommodate the shared parking demand.</p> <p>The parking demand estimate for the Area A mixed-use project was determined by combining parking accumulation (demand by time of day) for each of the proposed land uses, considering the following factors:</p> <ul style="list-style-type: none"> ▪ Mode of travel. The Area A development would include a transportation demand management plan developed for the office tenants to increase transit, carpooling, walking, and bicycling to work. Increased use of these modes would reduce the parking demand associated with the office use. In addition, some of the retail and restaurant customers are expected to walk to the site from nearby residential uses. ▪ Internal and multi-stop trips. Many of the daytime customers to the area's retail and restaurant uses are expected to come from offices at the area. Likewise, hotel guests could also shop or dine in the area. No additional parking would be needed for these customers. Many of the area's customers will visit more than one use. For example, a restaurant patron may also shop at the supermarket or retail store, or visit the theater. ▪ Parking demand by time of day or day of week. The peak parking demand for each use occurs at different times of the day or on different days of the week. This allows some of the parking to be shared among uses.
	<p><u>Transportation Demand Management</u></p> <p>The cumulative parking demand estimates for the office use require that some of the trips to and from Area A would occur by modes of travel other than SOV. To encourage use of other modes, the project proposes to implement a Transportation Management Plan (TMP) for the office tenants. The following elements are proposed:</p> <ul style="list-style-type: none"> ▪ Provide a transportation coordinator to manage and promote the program. ▪ Provide transit pass subsidy. ▪ Charge for daily parking. ▪ Offer a part-time parking pass option. ▪ Provide ride-match information. ▪ Provide free parking for vanpools. ▪ Provide reserved parking spaces for vanpools. ▪ Provide shower and locker facilities. ▪ Provide bike storage. ▪ Provide parking for a car-sharing program (e.g., Zipcar). ▪ Offer guaranteed ride home to employees who commute by

Impacts	Mitigation
	<p>alternative modes.</p> <ul style="list-style-type: none"> ▪ Install electronic kiosk(s) that provides up-to-date information about transportation services. ▪ Monitor success of the TDM program. ▪ Join transportation management association. ▪ Implement a TDM program as a condition of development approval, with specific measures defined in the case it does not meet mode split targets.
	<p>Parking Management</p> <p>The following parking management measures are proposed:</p> <ul style="list-style-type: none"> ▪ Charge for all daytime parking. ▪ Validate customer and visitor parking. ▪ Use internal gates and controls to divide the garage into sections that are reserved for specific uses at different times of the day. ▪ Reserve areas of the garage for short-term parking by customers and visitors. ▪ Reserve parking for hotel. ▪ Share office parking on weeknights and weekends. ▪ Do not reserve individual spaces for office parking. No parking space in the garage would be reserved for an individual user. This allows all office parking to be shared by employees. ▪ Monitor garage use and adjust allocation or implement additional management measures, if needed. ▪ Monitor public parking outside of Areas A, B, and C. The City may require a parking management program be implemented as a condition of development approval, with specific measures defined in the case that tenants do not meet parking demand targets.
	<p>Permitted Parking in Neighborhoods</p> <p>If, over the long-term, monitoring indicates that even with the parking management measure described above in place, that parking supply is not adequate to meet typical demand, and overflow traffic is parking in neighborhoods, the City may consider establishing permitted parking in neighborhoods. This would allow residents to park long-term in their neighborhoods at no charge, but would restrict visitors to an established maximum.</p>
	<p>Policy and Land Use Measures</p> <p>In the case that revenue is not available to address all identified capacity needs, or if TDM measures do not produce adequate reduction to reduce needed capacity improvements, the GMA allows the City to achieve the needed balance between land use and the transportation system through policy or land use measures. Land use measures may include reducing the level of development at certain locations to reduce the number of trips in the transportation system. Policy measures can include refining LOS and concurrency standards to allow more congestion at certain locations.</p>
<p>Pedestrian and Bicycle Mobility</p> <p>With the Proposed Action's potential for a master planned redevelopment more site amenities are likely to be provided in terms of non-motorized connectivity, landscaping, and gathering spaces. With these features, the Proposed Action would be more conducive to pedestrian and bicycle mobility, and would support the City's non-</p>	<p>No mitigation required.</p>

Impacts	Mitigation
<p>motorized policies.</p> <p>Lower square footages for retail and commercial uses and a potentially less efficient use of land could be less conducive to pedestrian and bicycle mobility and less supportive of the City's non-motorized policies than the Proposed Action. However, there is a greater potential for improved pedestrian and bicycle mobility compared with current conditions.</p>	
<p>Transit Service</p> <p>Higher density under the Proposed Action would be more conducive to transit service and would support the City's transit policies. A report by the PSRC identifies employment densities of 25 jobs per gross acre as a threshold for supporting frequent high-capacity transit service, with a density of 50 jobs per acre as preferred for higher frequency service. The PSRC report identifies that commercial uses with surface parking should strive for a floor area ratio of at least 0.5 to 1.0, and preferably 2.0.</p> <p>The Proposed Action would result in a net increased employment density of 238 jobs per acre above the No Action employment density. The Proposed Action alternative is expected to result in an employment density of 462 jobs per acre and a floor area ratio of 3.25. Both of these measures are well above the thresholds identified by the PSRC to support frequent high capacity transit service.</p> <p>Under the No Action alternative, increased residential and employment growth is anticipated, although to a lesser degree than under the Proposed Action. Therefore, it is expected that the No Action alternative would support increased transit service, although to a lesser degree than the Proposed Action. The No Action alternative is expected to result in an employment density of 224 jobs per acre and a floor area ratio of 1.4. Both of these measures are above the thresholds identified by the PSRC to support frequent high capacity transit service.</p>	<p>No mitigation required.</p>
<p>Greenhouse Gasses</p> <p>Greenhouse gas emissions are expected to increase with increased vehicle traffic. However, trip reduction measures would also have the effect of reducing greenhouse gases.</p>	<p>In addition to trip reduction measures such as transit, carpooling, and walking, there are several other ways that future developers in the analysis area could reduce greenhouse gas emissions. Appendix D of the DEIS lists a variety of additional mitigation measures that could reduce GHG emissions caused by building construction, space heating, and vehicle usage.</p>