-CITY OF KIRKLAND

123 FIFTH AVENUE KIRKLAND, WASHINGTON 98033-6189 (425) 587-3255

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT MEMORANDUM

To: Eric R. Shields, AICP, SEPA Responsible Official

From: Jon Regala, Associate Planner

Date: January 19, 2006

File: SEP06-00001

Subject: **TOTEM LAKE MALL - ENVIRONMENTAL DETERMINATION**

BACKGROUND

The owners of the Totem Lake Mall, Coventry II DDR Totem Lake LLC (Coventry DDR), are proposing a major redevelopment of the Totem Lake Mall. In general, their proposal is to tear down the center portion of the lower Mall (portion of Mall next to Totem Lake Boulevard) in Phase 1 and 1a, retaining the major tenants at the both ends while building new ground floor retail space (approximately 193,349 square feet) with 216 residential units above. Also, the applicant is proposing to demolish the entire upper Mall (portion of Mall east of 120th Avenue NE) as part of Phase 2 of the project.

At the upper Mall, the following is proposed: retail space (approximately 366,700 square feet), office (approximately 144,000 square feet), and cinema (60,000 square feet). The office building would be constructed during Phase 2a. The existing parking along Totem Lake Boulevard would be retained. Additional parking is proposed in three parking garages totaling 2,995 stalls. The vicinity map is shown in Attachment 1. The site plan is shown in Attachment 2.

The subject property is located on a seismic hazard area and also contains a high landslide hazard area along the steep hillside along the north property line at the upper Mall as identified on the City of Kirkland's sensitive areas map (see Attachment 3).

I have had an opportunity to visit the site and review the following documents:

Attachment 4. Environmental Checklist, December 5, 2005
Attachment 5. Professional Service Industries, Inc. Geotechnical Engineering Study dated June 2, 2004
Attachment 6. Transportation Solutions, Inc. (TSI), Traffic Impact Analysis report dated December 28, 2005
Attachment 7. Thang Nguyen's analysis memo of TSI's report dated December 29, 2005

It will be necessary to further analyze the applicant's proposal to determine if the project complies with all the applicable City codes and policies. That analysis is most appropriate with the building permit review of the Mall project. State law specifies that this environmental review under the State Environmental Policy Act (SEPA) is to focus only on potential significant impacts to the environment that could not be adequately mitigated through City of Kirkland regulations.

TRAFFIC ANALYSIS

Thang Nguyen, City of Kirkland Public Works Department Transportation Engineer, has had a chance to review the traffic impact study done by TSI. (see Attachment 6). Based on an analysis of Mr. Nguyen's memo, the

following mitigation measures should be required at the building permit stage of the appropriate phase of project since these items cannot be adequately mitigated with current City of Kirkland regulations.

1. Construct c-curbing in 120th Ave NE to restrict traffic entering and exiting the driveway located on the west side of 120th approximately 120 ft. north of Totem Lake Blvd. to right turn only.
2. Enter into an agreement not to contest the installation of c-curbing to restrict left-turns in and out of the south driveway off Totem Lake Boulevard.
3. Install traffic signals at the intersection of 120th Avenue NE/Totem Lake Way and 120th Avenue NE/central Boulevard (new east-west street through the development).
4. The applicant shall configure on-street parking stalls along the new central Boulevard that ensures safety to pedestrians, cyclists, and other vehicles. The configuration and design of the on-street parking stalls shall be subject to review and approval by the City.
5. Provide a Transportation Management Program (TMP) applicable only to the proposed office building in Phase 2a. The TMP shall be reviewed and approved by the City prior to approval of a building permit for the proposed office building in Phase 2a. The TMP shall identify measures to reduce single-occupant vehicle trips and promote other forms of transportation.

POLICY DIRECTION

These recommendations are based on adopted goals and policies of the City as found in the City's Comprehensive Plan. Specifically, the following elements of the 1995 Comprehensive Plan support the recommendations in the previous sections:

Policy T-3.1: Design transit facilities (stations, centers, park and rides, shelters, etc.) that are easily accessible from other modes of transportation, accommodating those with disabilities, and appealing to pedestrians, and that may contain residential, office, institutional and/or commercial uses where appropriate.

Goal T-4: Establish and maintain a roadway network which will efficiently and safely provide for vehicular circulation.

Policy T-4.1: Promote efficient use of existing rights-of-way through measures such as:
- ***Intersection improvements;***
- ***Time-of-day parking restrictions along congested arterials;***
- ***Signal timing optimization;***
- ***Added center left-turn lanes; and***
- ***Limiting left turns along congested arterials.***

Policy T-4.8: Provide for local vehicular access to arterials, while minimizing conflicts with through traffic.

Policy T-5.4. Require new development to mitigate site-specific transportation impacts.

Policy T-5.6: Promote transportation demand management (TDM) strategies to help achieve mode split goals. TDM may include incentives, programs, or regulations to reduce the number of single-occupant vehicle trips.

Policy T-5.7: Assure that transportation improvements are concurrent with development to maintain the vehicular level of service standard for the development's subarea.

These policies directly support the above mentioned mitigating measures and require these measures in order to fully mitigate the impacts created by the proposal.

CONCLUSION

Based on my review of all available information and adopted policies of the City, I am recommending that the proposal be changed or clarified to include the mitigating measures described in the sections above so that a Determination of Nonsignificance (DNS) can be issued.

SEPA ATTACHMENTS

1. Vicinity Map
2. Site Plan
3. COK Sensitive Areas Map
4. Environmental Checklist, December 5, 2005
5. Professional Service Industries, Inc. Geotechnical Engineering Study dated June 2, 2004
6. Transportation Solutions, Inc. (TSI), Traffic Impact Analysis report dated December 28, 2005
7. Thang Nguyen's analysis memo of TSI's report dated December 29, 2005

REVIEW BY RESPONSIBLE OFFICIAL:

✓ I concur _____ I do not concur

Comments:_____

Eric R. Shields, Planning Director 1/19/06 Date