



CITY OF KIRKLAND

Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587-3225
www.ci.kirkland.wa.us

MEMORANDUM

To: David Ramsay, City Manager **QUASI-JUDICIAL**

From: Eric Shields, Planning Director
Tony Leavitt, Planner

Date: February 22, 2007

Subject: LAKE WASHINGTON TECHNICAL COLLEGE MASTER PLAN UPDATE,
ZON05-00014

RECOMMENDATION

Consider the Lake Washington Technical College Master Plan Update application and direct staff to return to the March 20th Council meeting with a resolution to either:

- a. Grant the application as recommended by the Hearing Examiner; or
- b. Modify and grant the application; or
- c. Deny the application.

In the alternative, direct that the application be considered at a reopening of the hearing before the Hearing Examiner and specify the issues to be considered at the hearing.

The City Council may, by a vote of at least five members, suspend the rule to vote on the matter at the next meeting and vote on the application at this meeting. A resolution reflecting the recommendation of the Hearing Examiner is enclosed.

RULES FOR CITY COUNCIL CONSIDERATION

The City Council shall consider the Lake Washington Technical College Master Plan Update application based on the record before the Hearing Examiner and the recommendation of the Hearing Examiner. Process IIB does not provide for testimony and oral arguments. However, the City Council in its discretion may ask questions of the applicant and the staff regarding facts in the record, and may request oral argument on legal issues.

BACKGROUND DISCUSSION

The applicant, Stephen Starling, requests approval of a Process IIB zoning permit for an update to Lake Washington Technical College's existing Master Plan approved in 1989. The master plan update would guide development on the campus for the next 15 plus years. The applicant is proposing the following elements as part of the new Master Plan (see Enclosure 1, Exhibit A, Attachment 2 for a Site Plan and a detailed Development Plan):

- Construction of a new 64,000 square foot Allied Health Building.
- Replacement of eight existing portable structures with a new Early Learning Education Building totaling 21,000 gross square feet.
- Construction of a new 5,300 square foot Horticulture Building that will replace two existing portables.
- Expansion of the existing Technology Building adding an additional 70,000 gross square feet and divided into two separate expansions. Additional parking would be installed on the ground level. This expansion was approved with the 1989 Master Plan, but was never constructed.
- An existing area adjacent to the horticulture greenhouses will be converted to additional parking. Approximately 120 new parking stalls will be created.
- With the removal of the Child Care Center portables, a new parking area with 100 additional parking spaces will be created.
- Construction of a 430-space parking structure located in the north parking lot to accommodate the additional parking required by the new building development.
- The applicant is also proposing other onsite features such as a new entry gateway, boulevard, and plaza; a greenbelt trail; and arboretum. Actual construction of these features will be highly dependant on available funding opportunities.

The Hearing Examiner conducted a public hearing for the proposed project on October 6, 2005 (see Enclosure 2). Staff recommended that the application be approved subject to conditions outlined in the Staff Advisory Report (see Enclosure 1, Exhibit A). At the Hearing, Staff requested that the Hearing Examiner continue the hearing to allow staff extra time to review the Landscape Buffer Requirements set fourth in the Staff Advisory Report. The applicant requested at the hearing that Staff review the street buffer requirements and the timing for installation of this buffer. Staff reviewed the Landscape Buffer requirements and proposed the amendments outlined in Enclosure 1, Exhibit C. The written record was left open until October 10, 2005 to accommodate these amendments.

During the hearing, a memo prepared by Rob Jammerman of the Public Works Department was submitted to the Hearing Examiner (see Enclosure 1, Exhibit B). The memo summarized a discussion between the applicant and Staff regarding the condition for a potential NE 116th Street Connection through the college that would connect the existing end of NE 116th Street located west of the college and 132nd Avenue NE (see Enclosure 1, Exhibit A, Attachment 12). The applicant explained that the College had reservations about agreeing to a street connection, due to the fact that there are so many unknowns about the future connection. To alleviate the College's reservations, the Public Works Department recommended that a Memorandum of Understanding (MOU), between the City and the College, be drafted prior to City Council consideration of the Master Plan.

Based on the record established at the hearing and the testimony by parties at the hearing, the Hearing Examiner recommended approval of the application with conditions on October 21st, 2005 (see Enclosure 1). The Hearing Examiner's Recommendation includes the following conditions to be addressed prior to City Council consideration:

- Prior to City Council review, the applicant and city staff should develop an alternative plan for the pedestrian pathway and a phasing plan for installation and completion of the pathway. The pathway should be designed to minimize potential impacts on existing significant vegetation.
- Prior to City Council review, the applicant and city staff should draft a Memorandum of Understanding (MOU) to address the potential expansion of NE 116th Street. The MOU should reflect those items outlined in Exhibit B.

In order to address the first condition, the applicant has submitted a revised site plan showing a revised pedestrian pathway location (see Enclosure 3). Additionally the applicant has proposed a phasing plan for the installation and completion of the pathway. The applicant proposes installation of the south portion of trail at the same time and in the same vicinity of the south parking lot. The north leg of the pathway would be constructed at the same time and same vicinity of the Technology Building Expansion. Staff has reviewed the plan and concurs with the proposed location and the proposed phasing plan.

Staff and the College have been working on a Memo of Understanding over the last year to address the second condition. A Memorandum of Understanding was finalized in late January and has been approved by the City Attorney and the City Manager (see Enclosure 4). It should be noted that the applicant requested on November 21, 2005 that the City Council's consideration of this application be delayed while the College looked into the real estate and legal issues associated with the Memorandum of Understanding.

Additional materials pertaining to this application are available in the official file in the Planning Department.

ENCLOSURES

1. Hearing Examiner Recommendation and Exhibits
2. Hearing Examiner Meeting Minutes (October 6, 2005)
3. Revised Campus Site Plan with Revised Pedestrian Pathway Location
4. Memorandum of Understanding

**CITY OF KIRKLAND
HEARING EXAMINER FINDINGS,
CONCLUSIONS, AND RECOMMENDATION**

APPLICANT: Stephen J. Starling for Lake Washington Technical College (LWTC)

FILE NO. ZON05-00014

APPLICATION: The applicant requests approval of a Process IIB zoning permit for an update to Lake Washington Technical College's existing Master Plan approved in 1989 (see Exhibit A, Attachment 4). The master plan update would guide development on the campus for the next 15 plus years. Refer to Exhibit A, Attachment 2 for a complete description of the proposal, an estimated phasing plan, and site plan.

SUMMARY OF RECOMMENDATIONS:

Department of Planning and Community Development: Approve with conditions

Hearing Examiner: Approve with conditions

PUBLIC HEARING:

After reviewing the official file, which included the Department of Planning and Community Development Advisory Report and after visiting the site, the Hearing Examiner conducted a public hearing on the application. The hearing on the LWTC application was opened at 7:00 p.m., October 6, 2005, in the Council Chamber, City Hall, 123 Fifth Avenue, Kirkland, Washington, and was closed at 7:41 p.m. Participants at the public hearing and the exhibits offered and entered are listed in this report. A verbatim recording of the hearing is available in the City Clerk's office. The minutes of the hearing and the exhibits are available for public inspection in the Department of Planning and Community Development.

The hearing record was left open until October 10, 2005, to allow staff to the opportunity to revise the recommended conditions in response to applicant requests relative to buffer requirements and related phasing. The staff response memorandum is entered here as Exhibit C.

Hearing Testimony:

The following individuals spoke at the hearing:

FROM THE CITY:

Tony Leavitt, Project Planner: Provided commentary on the history of the LWTC and previous permitting and master plan process. Mr. Leavitt described the various site elements, structures and proposed changes and additions to the master plan proposal. He reviewed the applicable approval criteria, gave staff's analysis and recommended conditions. Mr. Leavitt noted that staff would be willing to revise several of their recommended conditions after hearing the applicants' request and rationale for flexibility on buffers and phasing.

Rob Jammerman, Development Engineer: Submitted Exhibit B and suggested that a Memorandum of Understanding (MOU) be drafted between the City and the applicant to address the issue of possible future extension of NE 116th Street. Mr. Jammerman's comments are substantially represented in Exhibit B.

FROM THE APPLICANT:

Stephen J. Starling: Outlined several concerns regarding staff recommendations. Mr. Starling noted they would like to have some flexibility with required buffer requirements and phasing of buffer and landscape improvements. He also raised concerns regarding the possible extension of NE 116th Street, which passes directly through the site. Finally, Mr. Starling requested that the height of the Early Learning Education building be allowed to 35' rather than the 30' recommended by staff.

FROM THE PUBLIC:

No one from the public was in attendance.

FINDINGS AND CONCLUSIONS:

Having considered the entire record in this matter, the Hearing Examiner now makes and enters the following:

1. The Facts and Conclusions regarding the Site Description and permit History on pages 5 and 6 in Exhibit A, Planning Division Advisory Report, September 30, 2005, accurately reflects the site circumstances, zoning requirements and land use, and are hereby adopted by reference.
2. The description of Public Comments and associated staff responses on pages 6 and 7 in Exhibit A, Planning Division Advisory Report, September 30, 2005 are accurate and supported by hearing testimony and hereby adopted by reference.
3. The Facts and Conclusions regarding Concurrency on pages 7 through 9 in Exhibit A, Planning Division Advisory Report, September 30, 2005, are accurate and are hereby adopted by reference.
4. The Facts and Conclusions regarding Approval Criteria on page 9 in Exhibit A, Planning Division Advisory Report, September 30, 2005, are accurate and are hereby adopted by reference.

5. The Facts and Conclusions regarding Development Regulations on pages 9 through 14 in Exhibit A, Planning Division Advisory Report, September 30, 2005, are accurate and are hereby adopted by reference.
6. The Facts and Conclusions regarding compliance with the Comprehensive Plan on pages 14 and 15 in Exhibit A, Planning Division Advisory Report, September 30, 2005, are accurate and are hereby adopted by reference.
7. Exhibit B, proposed items to be addressed in an MOU regarding the extension of NE 116th Street, appear reasonable given the issues involved. Staff and applicant should be prepared to present an MOU regarding NE 116th Street when this application goes before the City Council.
8. The applicant has requested that they be allowed to incorporate the proposed pedestrian trail shown on submitted plans to a configuration that incorporates existing and proposed hard surfaces towards the interior of the site. In addition, they have requested that the development of this trail not be tied to any specific phase, citing the difficulty in getting funding for private colleges, which is a competitive process. While the precise location of the trail can certainly be configured in a number of ways to meet the intent of the criteria, separating its development from any specific phase of the project offers no guarantees that it will actually get built. This is problematic since approval criteria specifically requires its development. Therefore, the trail needs to be tied to project element phasing to ensure its development. Staff and applicant should be prepared to present a trail configuration and phasing plan at the time this application goes before the City Council.

RECOMMENDATION:

Based upon the foregoing findings of fact and conclusions, APPROVAL of this application is recommended subject to the following conditions:

1. This application is subject to the applicable requirements contained in the Kirkland Municipal Code, Zoning Code, and Building and Fire Code. It is the responsibility of the applicant to ensure compliance with the various provisions contained in these ordinances. Attachment 3, Development Standards, is provided in this report to familiarize the applicant with some of the additional development regulations. This attachment does not include all of the additional regulations. When a condition of approval conflicts with a development regulation in Exhibit A, Attachment 3, the condition of approval shall be followed.
2. The concurrency test notice will expire on January 25, 2011 unless a development permit and certificate of concurrency is issued or an extension is granted. Traffic concurrency testing shall be required if the current traffic concurrency test notice expires or if there are changes within the master plan that result in increase trip generation.

3. As part of any Building Permit application submitted beyond 2013, the applicant shall submit for a new traffic concurrency test.
4. As part of the Building Permit application for the Allied Health Building, the applicant shall:
 - a. Pay road impact fees as shown in Table 5 of Exhibit A, Attachment 8 unless the development program changes.
 - b. Submit a landscape plan for the required 132nd Avenue right-of-way street frontage buffer. The buffer should be designed to the standards outlined in the applicant's proposed street buffer plan (see Exhibit A, Attachment 10). The portion of the buffer to be completed with this building should be the portion from the southeast corner of campus to the proposed entry gateway.
5. As part of the Building Permit application for the Early Learning Education Building, the applicant shall:
 - a. Pay road impact fees as shown in Table 5 of Exhibit A, Attachment 8 unless the development program changes.
 - b. Submit a limited scope updated traffic analysis that includes a student enrollment count, trip generation and parking demand analyses.
 - c. Submit plans for an additional 46 new parking stalls.
 - d. Submit a landscaping plan for the required residential buffer to be located along all property lines adjacent to the Kirkland Campus Subdivision. The buffer should comply with the standards outlined in Kirkland Zoning Code section 95.25.1.
 - e. Submit a landscape plan for the required 132nd Avenue right-of-way street frontage buffer. The buffer should be designed to the standards outlined in the applicant's proposed street buffer plan (see Exhibit A, Attachment 10). The portion of the buffer to be completed with this building should be the portion from the proposed entry gateway to the Kirkland Campus Subdivision
6. As part of the Building Permit application for the Horticulture Building, the applicant shall:
 - a. Pay road impact fees as shown in Table 5 of Exhibit A, Attachment 8 unless the development program changes.
 - b. Submit a limited scope updated traffic analysis that includes a student enrollment count, trip generation and parking demand analyses.
 - c. Submit plans for an additional 12 new parking stalls.
7. As part of the Building Permit application for the Phase IIIB Expansion of the Technology Building, the applicant shall:

- a. Pay road impact fees as shown in Table 5 of Exhibit A, Attachment 8 unless the development program changes.
 - b. Submit a limited scope updated traffic analysis that includes a student enrollment count, trip generation and parking demand analyses.
 - c. Submit plans for an additional 95 new parking stalls.
8. As part of the Building Permit application for the Phase IIIC Expansion of the Technology Building, the applicant shall:
- a. Pay road impact fees as shown in Table 5 of Exhibit A, Attachment 8 unless the development program changes.
 - b. Submit a limited scope updated traffic analysis that includes a student enrollment count, trip generation and parking demand analyses.
 - c. Submit plans for an additional 72 new parking stalls.
9. Prior to the issuance of any development permit for any project approved as part of this Master Plan, the applicant shall submit for recording a Natural Greenbelt Protective Easement to encompass the southern 50 feet of the subject property. The City may also require additional landscape plantings to ensure that an adequate landscape buffer exists within the NGPE consistent with KZC section 95.25.1.
10. As part of the development permit for the proposed southwest parking lot, the applicant shall ensure that the no portion of the lot extends into the required Natural Greenbelt Protective Easement.
11. The following zoning standards are established by this Master Plan:

Height:

- Allied Heath Building: Maximum roof height equal to the height of the existing East Building's Clearstory.
- Early Learning Education Building: Maximum height of 30 feet above ABE.
- Horticulture Building: Maximum height of 30 feet above ABE.
- Technology Building Expansions: Maximum roof height equal to the height of the existing Technology and West Buildings.
- Parking Structure: Maximum of 3 stories

Lot Coverage: 70%

Setbacks: 50 feet from all property lines and 10 feet from the edge of the greenbelt easement on the west side of the property. All parking areas are required to meet setback requirements.

Sign Category: Compliance with the approved Master Sign Plan (D-93-48)

12. The applicant shall preserve a corridor for the future NE 116th Street road connection, as shown in Figure NRH-6 of the Comprehensive Plan, and shall ensure that onsite improvements (i.e. parking lots, drives, buildings) be installed in anticipation of the future connection (see Exhibit A, Attachment 3). The City is not asking that the NE 116th Street corridor be dedicated as public right-of-way at this time. However, as a condition of the master plan approval, the College shall agree to dedicate the corridor when asked to do so by the City. It is anticipated that the City will not ask for the dedication until funding is secured to complete the street connection. At this time, the City is not seeking funding for the connection.
13. The Notice of Approval shall be valid until the year 2020 to allow the construction of all phases currently being proposed unless Lake Washington Technical College submits a revised master plan application.
14. Prior to City Council review the applicant and city staff should develop alternative plans for the five foot wide gravel pedestrian pathway along the western edge of the property as depicted on the Master Plan Site Plan (see Exhibit A, Attachment 2). The pedestrian pathway should be designed to minimize impacts on existing significant vegetation and encompassed in a public path easement. The proposed path should be tied to the phasing of master plan components to assure both installation and completion. Staff and applicant should explore the potential for the phasing of the path itself.
15. As part of the Building permit application for the Parking Structure, the applicant should submit a landscaping plan for the required residential buffer to be located along the property north of the Kirkland Campus Subdivision to the edge of the NGPE along NE 120th Street. The buffer should comply with the standards outlined in Kirkland Zoning Code section 95.25.2.
16. Prior to City Council review the applicant and city staff should draft a MOU to address the potential expansion of NE 116th Street. The MOU should reflect those items outlined in Exhibit B.

Entered this 21th day of October, 2005, per authority granted by Section 152.70, Ordinance 2740 of the Zoning Code. A final decision on this application will be made by the City Council. My recommendation may be challenged to the City Council within seven (7) working days as specified below.


Donald B. Largen
Hearing Examiner

EXHIBITS:

The following exhibits were offered and entered into the record:

- A. Department of Planning and Community Development Staff Advisory Report dated September 30, 2005.
- B. Memo from Rob Jammerman dated October 6, 2005, outlining recommended issues to be covered in a Memorandum of Understanding (MOU) regarding the extension of NE 16th Street.
- C. Staff response memo dated October 10, 2005, containing revised recommended conditions relative to buffers and phasing.

PARTIES OF RECORD:

Stephen J Starling; Schreiber, Starling, and Lane Architects; 1221 E Pike Street, Suite 200; Seattle, WA 98122.

Charles McWilliams, VP Business Administration; Lake Washington Technical College; 11605 132ND Avenue NE; Kirkland, WA 98033.

Department of Planning and Community Development

Department of Public Works

Department of Building and Fire Services

CHALLENGES AND JUDICIAL REVIEW

The following is a summary of the deadlines and procedures for challenges. Any person wishing to file or respond to a challenge should contact the Planning Department for further procedural information.

A. CHALLENGE

Section 152.85 of the Zoning Code allows the Hearing Examiner's recommendation to be challenged by the applicant or any person who submitted written or oral comments or testimony to the Hearing Examiner. The challenge must be in writing and must be delivered, along with any fees set by ordinance, to the Planning Department by 5:00 p.m., November 1, 2005, seven (7) calendar days following distribution of the Hearing Examiner's written recommendation on the application. Within this same time period, the person making the challenge must also mail or personally deliver to the applicant and all other people who submitted comments or testimony to the Hearing Examiner, a copy of the challenge together with notice of the deadline and procedures for responding to the challenge.

Any response to the challenge must be delivered to the Planning Department within seven (7) calendar days after the challenge letter was filed with the Planning Department. Within the same time period, the person making the response must deliver a copy of the response

to the applicant and all other people who submitted comments or testimony to the Hearing Examiner.

Proof of such mail or personal delivery must be made by affidavit, available from the Planning Department. The affidavit must be attached to the challenge and response letters, and delivered to the Planning Department. The challenge will be considered by the City Council at the time it acts upon the recommendation of the Hearing Examiner.

B. JUDICIAL REVIEW

Section 152.110 of the Zoning Code allows the action of the City in granting or denying this zoning permit to be reviewed in King County Superior Court. The petition for review must be filed within twenty-one (21) calendar days of the issuance of the final land use decision by the City.

LAPSE OF APPROVAL

Under Section 152.115 of the Zoning Code, the applicant must submit to the City a complete building permit application approved under Chapter 152, within four (4) years after the final approval on the matter, or the decision becomes void; provided, however, that in the event judicial review is initiated per Section 152.110, the running of the four years is tolled for any period of time during which a court order in said judicial review proceeding prohibits the required development activity, use of land, or other actions. Furthermore, the applicant must substantially complete construction approved under Chapter 152 and complete the applicable conditions listed on the Notice of Approval within six (6) years after the final approval on the matter, or the decision becomes void.



CITY OF KIRKLAND

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**ADVISORY REPORT
FINDINGS, CONCLUSIONS, AND RECOMMENDATIONS**

To: Kirkland Hearing Examiner

From: _____ Tony Leavitt, Planner

_____ Eric R. Shields, AICP, Planning Director

Date: September 30, 2006

File: LAKE WASHINGTON TECHNICAL COLLEGE MASTER PLAN UPDATE (ZON05-00014)

Hearing Date and Place: October 6, 2005
City Hall Council Chamber
123 Fifth Avenue, Kirkland

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I. INTRODUCTION

A. APPLICATION

1. Applicant: Stephen J. Starling representing Lake Washington Technical College (LWTC)
2. Site Location: 11605 132nd Avenue NE (see Attachment 1)
3. Applicant's Request:

The applicant requests approval of a Process IIB zoning permit for an update to Lake Washington Technical College's existing Master Plan approved in 1989 (see Attachment 4). The master plan update would guide development on the campus for the next 15 plus years.

Refer to Attachment 2 for a complete description of the proposal, an estimated phasing plan, and site plan. The applicant is proposing the following elements as part of the new Master Plan:

- Construction of a new 64,000 square foot Allied Health Building.
 - Replacement of eight existing portable structures with a new Early Learning Education Building totaling 21,000 gross square feet.
 - Construction of a new 5,300 square foot Horticulture Building that will replace two existing portables.
 - Expansion of existing Technology Building would add an additional 70,000 gross square feet and would be divided into two separate expansions. Additional parking would be installed on the ground level. This expansion was approved with the 1989 Master Plan, but was never constructed.
 - An existing area adjacent to the horticulture greenhouses will be converted to additional parking. Approximately 120 new parking stalls will be created.
 - With the removal of the Child Care Center portables, a new parking area with 100 additional parking spaces will be created.
 - Construction of a 430-space parking structure is to be located in the north parking lot to accommodate the additional parking required by the new building development.
 - The applicant is also proposing other onsite features such as a new entry gateway, boulevard, and plaza; a greenbelt trail; and arboretum. Actual construction of these features will be highly dependant on available funding opportunities.
4. Review Process: Process IIB, Hearing Examiner conducts public hearing and makes recommendation; City Council makes final decision.

5. Summary of Key Issues:

- Traffic Concurrency (see Section II.E)
- Compliance with Zoning Code Decisional Criteria (see Section II.F)
- Compliance with Applicable Development Regulations (see Section II.G.)
- Compliance with Comprehensive Plan Policies (see Section II.H)

B. RECOMMENDATIONS

Based on Statements of Fact and Conclusions (Section II), and Attachments in this report, we recommend approval of this application subject to the following conditions:

1. This application is subject to the applicable requirements contained in the Kirkland Municipal Code, Zoning Code, and Building and Fire Code. It is the responsibility of the applicant to ensure compliance with the various provisions contained in these ordinances. Attachment 3, Development Standards, is provided in this report to familiarize the applicant with some of the additional development regulations. This attachment does not include all of the additional regulations. When a condition of approval conflicts with a development regulation in Attachment 3, the condition of approval shall be followed (see Conclusion II.I).
2. The concurrency test notice will expire on January 25, 2011 unless a development permit and certificate of concurrency is issued or an extension is granted. Traffic concurrency testing shall be required if the current traffic concurrency test notice expires or if there are changes within the master plan that result in increase trip generation (see Conclusion II.E).
3. As part of any Building Permit application submitted beyond 2013, the applicant shall submit for a new traffic concurrency test (see Conclusion II.E).
4. As part of the Building Permit application for the Allied Health Building, the applicant shall:
 - a. Pay road impact fees as shown in Table 5 of Attachment 8 unless the development program changes (see Conclusion II.E).
 - b. Submit a landscaping plan for the required street frontage buffers. The buffers should comply with the standards outlined in Kirkland Zoning Code section 95.25.2 (see Conclusion II.G.2).
5. As part of the Building Permit application for the Early Learning Education Building, the applicant shall:
 - a. Pay road impact fees as shown in Table 5 of Attachment 8 unless the development program changes (see Conclusion II.E).
 - b. Submit a limited scope updated traffic analysis that includes a student enrollment count, trip generation and parking demand analyses (see Conclusion II.E).
 - c. Submit plans for an additional 46 new parking stalls (see Conclusion II.G.1).

- d. Submit a landscaping plan for the required residential buffer to be located along all property lines adjacent to the Kirkland Campus Subdivision. The buffer should comply with the standards outlined in Kirkland Zoning Code section 95.25.1 (see Conclusion II.G.2).
 - e. As part of the Building Permit application for the Early Learning Education Building, the applicant should submit detailed plans for the five foot wide gravel pedestrian pathway along the western edge of the property as depicted on the Master Plan Site Plan (see Attachment 2). The pedestrian pathway should be designed to minimize impacts on existing significant vegetation and encompassed in a public path easement (see Conclusion II.H).
6. As part of the Building Permit application for the Horticulture Building, the applicant shall:
 - a. Pay road impact fees as shown in Table 5 of Attachment 8 unless the development program changes (see Conclusion II.E).
 - b. Submit a limited scope updated traffic analysis that includes a student enrollment count, trip generation and parking demand analyses (see Conclusion II.E).
 - c. Submit plans for an additional 12 new parking stalls (see Conclusion II.G.1).
7. As part of the Building Permit application for the Phase IIIB Expansion of the Technology Building, the applicant shall:
 - a. Pay road impact fees as shown in Table 5 of Attachment 8 unless the development program changes (see Conclusion II.E).
 - b. Submit a limited scope updated traffic analysis that includes a student enrollment count, trip generation and parking demand analyses (see Conclusion II.E).
 - c. Submit plans for an additional 95 new parking stalls (see Conclusion II.G.1).
8. As part of the Building Permit application for the Phase IIIC Expansion of the Technology Building, the applicant shall:
 - a. Pay road impact fees as shown in Table 5 of Attachment 8 unless the development program changes (see Conclusion II.E).
 - b. Submit a limited scope updated traffic analysis that includes a student enrollment count, trip generation and parking demand analyses (see Conclusion II.E).
 - c. Submit plans for an additional 72 new parking stalls (see Conclusion II.G.1).
9. Prior to the issuance of any development permit for any project approved as part of this Master Plan, the applicant shall submit for recording a Natural Greenbelt Protective Easement to encompass the southern 50 feet of the subject property. The City may also require additional landscape plantings to ensure that an adequate landscape buffer exists within the NGPE consistent with KZC section 95.25.1 (see Conclusion II.G.2).

10. As part of the development permit for the proposed southwest parking lot, the applicant shall ensure that the no portion of the lot extends into the required Natural Greenbelt Protective Easement (see Conclusion II.G.2).
11. The following zoning standards are established by this Master Plan (see Conclusion II.G.3):

Height:

- Allied Heath Building: Maximum roof height equal to the height of the existing East Building's Clearstory.
- Early Learning Education Building: Maximum height of 30 feet above ABE.
- Horticulture Building: Maximum height of 30 feet above ABE.
- Technology Building Expansions: Maximum roof height equal to the height of the existing Technology and West Buildings.
- Parking Structure: Maximum of 3 stories

Lot Coverage: 70%

Setbacks: 50 feet from all property lines and 10 feet from the edge of the greenbelt easement on the west side of the property. All parking areas are required to meet setback requirements.

Sign Category: Compliance with the approved Master Sign Plan (D-93-48)

12. The applicant shall preserve a corridor for the future NE 116th Street road connection, as shown in Figure NRH-6 of the Comprehensive Plan, and shall ensure that onsite improvements (i.e. parking lots, drives, buildings) be installed in anticipation of the future connection (see Attachment 3). The City is not asking that the NE 116th Street corridor be dedicated as public right-of-way at this time. However, as a condition of the master plan approval, the College shall agree to dedicate the corridor when asked to do so by the City. It is anticipated that the City will not ask for the dedication until funding is secured to complete the street connection. At this time, the City is not seeking funding for the connection (see Conclusion II.H).
13. The Notice of Approval shall be valid until the year 2020 to allow the construction of all phases currently being proposed unless Lake Washington Technical College submits a revised master plan application (see Conclusion IV.B).

II. FINDINGS OF FACT AND CONCLUSIONS

A. SITE DESCRIPTION

1. Site Development and Zoning:
 - a. Facts:
 - (1) Size: 56.01 acres
 - (2) Land Use: Lake Washington Technical College Campus.

- (3) Zoning: Planned Area (PLA) 14. Classified as a Public College or University Use.
 - (4) Terrain: A majority of the site has a gradual slope from the 132nd Avenue right-of-way to the west. A severe sloped area exists on the western portion of the property. This area is protected from development by an existing greenbelt easement.
 - (5) Vegetation: The subject property contains a large number of significant trees in the protected greenbelt easement. Significant landscape buffers exist along the south property line, a portion of the east property line, and a majority of northern property line.
- b. Conclusions: Size, land use, and zoning are not constraining factor in the review of this application. The existing vegetation and terrain on the western portion of the property are relevant factors in the review of this application.
2. Neighboring Development and Zoning:
- a. Facts: The following are the uses and zoning of the properties adjacent to the subject property:
- North**: Existing multi family developments. The properties are zoned Residential Multi-family (RM) 2.4 (2,400 square feet per unit).
- East**: Existing single family residences. The properties surrounded by the college on the Kirkland side of 132nd Avenue are zoned Residential Single Family Annexation (RSX) 7.2 (7,200 minimum lots size). The residential properties on the east side of 132nd Avenue are located in Redmond, so zoning is unknown.
- South**: Existing single family residences. The properties are zoned Residential Single Family Annexation (RSX) 7.2 (7,200 minimum lots size).
- West**: Existing multi family developments. The properties are zoned Residential Multi-family (RM) 1.8 (1,800 square feet per unit).
- b. Conclusion: The neighboring development and zoning are factors in the review of the proposed Master Plan (see Section II.G).

B. HISTORY

1. Facts: In December of 1989, the City of Kirkland City Council approved a Master Plan and related Planned Unit Development permit (III-89-53) for LWTC (see Attachments 4). Approval of the permit allowed the college to expand existing buildings, construct new buildings, increase the allowed height, and construct additional parking stalls.
2. Conclusion: The previously approved Master Plan and associated Planned Unit Development is a relevant factor in the review of this new Master Plan. The proposed Master Plan (ZON05-00014) will amend and supersede the 1989 Master Plan to guide campus development over the next 15 years.

C. PUBLIC COMMENT

The initial public comment period ran from July 7 until July 25, 2005. The Planning Department received 2 comment e-mails (see Attachments 5 and 6) during this comment period. Additionally

Staff has had informal email and phone conversations with neighbors to the south of the campus. The issues raised in the letters along with staff responses follow:

- Site Distance on 132nd Avenue

One letter expresses concerns about traffic entering 132nd Avenue NE from NE 113th Street. The neighbors state that there is a high bank covered with weeds and plants that blocks the view of traffic entering 132nd from 113th.

Staff Response: This is an issue that can be addressed by the City's Neighborhood Traffic Control Program. This letter has been passed onto the Public Works Department for follow-up.

- Existing Utility Lines

A letter from Seattle Public Utilities was received during the initial comment period. SPU requests that the applicant submit the requested information to them for review prior to any work that will be located near their water transmission line within the 132nd Avenue Right-of-way.

Staff Response: The applicant should contact Seattle Public Utilities prior to any work within the 132nd Avenue Right-of-way.

- Landscape Buffers Along the Southern Property Line of the Campus

Neighbors have expressed concerns about the buffer along the southern edge including any potential removal of significant trees and maintenance of the buffer.

Staff Response: Landscape Buffer Requirements are addressed in Section II.G.3 of this report.

D. STATE ENVIRONMENTAL POLICY ACT (SEPA)

Pursuant to WAC 197.11.924, Lake Washington Technical College assumed Lead Agency status for the project. On July 13, 2005 a Determination of Nonsignificance (DNS) was issued for this project (see Attachment 7).

E. CONCURRENCY

1. Facts:

- a. Thang Nguyen's, Public Works Department Transportation Engineer, review of the Concurrency Review is included as Attachment 8.
- b. The applicant submitted a Traffic Impact Analysis Report prepared by Mirai Transportation Planning and Engineering (see Attachment 9).
- c. The City of Kirkland's Concurrency Ordinance requires that a transportation concurrency test be conducted for future conditions with the project in order to comply with the state Growth Management Act. The proposed master plan is allowed to be reviewed as a multi-phase development under the City's Traffic Impact Analysis Guidelines.
- d. Although SEPA requires cumulative evaluation of future impacts by the completion of the entire master plan, the concurrency evaluation can only

consider those phases that can reasonably occur within the next six years to be concurrent with the City's six year transportation plan. This identifies 2011 as the year concurrency would be evaluated for future impacts. Phases beyond 2011 would require later submittal for concurrency testing.

- e. Phase II (construction of the Early Learning Education Building and the Horticulture Building) of the master plan is currently anticipated to be completed in 2013, but the development schedule may be accelerated. Given that Phase II has minimal trip generation, staff agreed to give the applicant flexibility with their construction program and included Phase II with the Phase I concurrency evaluation. A traffic concurrency test was completed for the proposed development on January 26, 2005.
- f. Public Works Staff concludes that the proposed Master Plan will have minimal traffic impacts if the following conditions of approval are met:
 - Pay Road Impact Fees as shown in Table 5 of Attachment 8 unless the development program changes. Road impact fees shall be paid with each individual building and are subject to change.
 - Developments beyond 2013 and for Phase III will require traffic concurrency testing.
 - A limited scope updated traffic analysis is required to include a student enrollment count, trip generation and parking demand analyses with Phases II and III.

2. Conclusion:

- a. Based on the test result, the proposed project passed concurrency. The concurrency test notice will expire on January 25, 2011 unless a development permit and certificate of concurrency is issued or an extension is granted. Traffic concurrency testing should be required if the current traffic concurrency test notice expires or if there are changes within the master plan that result in increase trip generation.
- b. As part of any Building Permit application submitted beyond 2013, the applicant should submit for a new traffic concurrency test.
- c. As part of the Building Permit application for the Allied Health Building, the applicant should pay road impact fees as shown in Table 5 of Attachment 8 unless the development program changes.
- d. As part of the Building Permit application for the Early Learning Education Building, the applicant should:
 - (1) Pay road impact fees as shown in Table 5 of Attachment 8 unless the development program changes.
 - (2) Submit a limited scope updated traffic analysis that includes a student enrollment count, trip generation and parking demand analyses.
- e. As part of the Building Permit application for the Horticulture Building, the applicant should:

- (1) Pay road impact fees as shown in Table 5 of Attachment 8 unless the development program changes.
 - (2) Submit a limited scope updated traffic analysis that includes a student enrollment count, trip generation and parking demand analyses.
- f. As part of the Building Permit application for the Phase IIIB Expansion of the Technology Building, the applicant should:
- (1) Pay road impact fees as shown in Table 5 of Attachment 8 unless the development program changes.
 - (2) Submit a limited scope updated traffic analysis that includes a student enrollment count, trip generation and parking demand analyses.
- g. As part of the Building Permit application for the Phase IIIC Expansion of the Technology Building, the applicant should:
- (1) Pay road impact fees as shown in Table 5 of Attachment 8 unless the development program changes.
 - (2) Submit a limited scope updated traffic analysis that includes a student enrollment count, trip generation and parking demand analyses.

F. APPROVAL CRITERIA

1. GENERAL ZONING CODE CRITERIA

- a. Fact: Zoning Code section 152.70.3 states that a Process IIB application may be approved if:
- (1) It is consistent with all applicable development regulations and, to the extent there is no applicable development regulation, the Comprehensive Plan; and
 - (2) It is consistent with the public health, safety, and welfare.
- b. Conclusion: The proposal complies with the criteria in section 152.70.3. It is consistent with all applicable development regulations (see Sections II.G) and the Comprehensive Plan (see Section II.H). In addition, it is consistent with the public health, safety, and welfare because it will allow the growth and evolution of an institution dedicated to education while addressing the growth impacts of that institution on the surrounding neighborhood. This Master Plan provides a level of certainty with respect to campus growth and physical boundaries of the college.

G. DEVELOPMENT REGULATIONS

1. PARKING REQUIREMENTS

- a. Facts:
- (1) The Campus currently contains 1,494 parking stalls.

- (2) The applicant submitted a parking utilization analysis as part of the Traffic Impact Analysis Report prepared by Mirai Transportation Planning and Engineering (see Attachment 9). The parking utilization analysis, to determine parking demand and supply, concludes that the current campus has a utilization rate of 87% or 1,304 parked vehicles.
- (3) Thang Nguyen's, Public Works Department Transportation Engineer, review of the Traffic Impact Analysis is included as Attachment 8.
- (4) Public Works Staff recommends, based on projected enrollments and a recommended utilization rate of 95%, that the applicant install 1,742 stalls. The applicant is proposing to install 1,926 parking stalls as part of the completed Master Plan.
- (5) Public Works Staff recommends the following number of stalls for each proposed building:
 - Allied Health Building: No new stalls
 - Early Learning Education Building: 46 new stalls
 - Horticulture Building: 12 new stalls
 - Phase IIIB Expansion of the Technology Building: 95 new stalls
 - Phase IIIC Expansion of Phase IIIB: 72 new stalls
- (6) The parking structure is proposed to be constructed on the existing North Parking Lot and would result in the loss of parking stalls during its construction.

b. Conclusions

- (1) As part of the Building Permit application for the Early Learning Education Building, the applicant should submit plans for an additional 46 new parking stalls.
- (2) As part of the Building Permit application for the Horticulture Building, the applicant should submit plans for an additional 12 new parking stalls.
- (3) As part of the Building Permit application for the Phase IIIB Expansion of the Technology Building, the applicant should submit plans for an additional 95 new parking stalls.
- (4) As part of the Building Permit application for the Phase IIIC Expansion of the Technology Building, the applicant should submit plans for an additional 72 new parking stalls.
- (5) As part of the Building Permit application for the Parking Structure, the applicant should submit information showing that the parking supply meets the Master Plan requirements during the construction of the new parking structure.

2. LANDSCAPE BUFFER REQUIREMENTS

a. Facts:

- (1) For a Public College or University Use, the Planned Area 14 Zoning Chart requires that landscaping and buffering comply with the approved Master Plan.
- (2) The 1989 Master Plan required that the applicant install a buffer of two rows of evergreen trees, planted 8 to 10 feet on center, along the north and east boundaries of the campus.
- (3) The 1989 Master Plan also required a 50 foot landscape buffer along the southern property line to protect existing significant trees and vegetation. It does not appear that a formal easement was ever recorded over this area.
- (4) The applicant is proposing the following buffers as part of the master plan update (see Attachment 10):
 - Street Frontage Buffer along 132nd Avenue and 120th Street: A 15-foot wide landscaped buffer measured from back of sidewalk planted with trees along the entire length of buffer. Buffers will be constructed with associated Allied Health (southeast parking lot) and ELE projects.
 - Residential Buffer Along the Eastern Property Line: A 25-foot wide landscape buffer planted with a minimum one (1) row of evergreen trees along the entire length of buffer, spaced a maximum of 15-feet on-center. Residential buffers will be upgraded or constructed as LWTC maintenance and operations budgets permit unless required as part of individual project permitting (i.e. ELE project).
- (5) KZC section 95.25.1 requires a 25-foot-wide landscaped strip planted as follows:
 - Two rows of trees, planted eight feet on center along the entire length of the buffer. No more than 50 percent of the required trees may be deciduous. At the time of planting, deciduous trees must be at least two inches in diameter as measured using the standards of the American Association of Nurserymen; and coniferous trees must be at least five feet in height.
 - Shrubs, 18 inches high, planted to attain coverage of at least 60 percent of the buffer area within two years.
- (6) KZC Section 95.25.2 requires a 15-foot-wide landscaped strip planted as follows:
 - Two rows of trees planted eight feet on center along the entire length of the buffer. No more than 50 percent of the required trees may be deciduous. At the time of planting, deciduous trees must be at least two inches in diameter as measured using the standards of the American Association of Nurserymen; and coniferous trees must be at least five feet in height.

- Shrubs, 18 inches high, planted to attain coverage of at least 60 percent of the buffer area within two years.

b. Conclusions:

- (1) Prior to the issuance of any development permit for any project approved as part of this Master Plan, the applicant should submit for recording a Natural Greenbelt Protective Easement to encompass the southern 50 feet of the subject property. The City may also require additional landscape plantings to ensure that an adequate landscape buffer exists within the NGPE consistent with KZC section 95.25.1.
- (2) As part of the development permit for the proposed southwest parking lot, the applicant should ensure that no portion of the lot extends into the required Natural Greenbelt Protective Easement.
- (3) As part of the Building Permit application for the Allied Health Building, the applicant should submit a landscaping plan for the required street frontage buffers. The buffers should comply with the standards outlined in Kirkland Zoning Code section 95.25.2.
- (4) As part of the Building Permit application for the Early Learning Education Building, the applicant should submit a landscaping plan for the required residential buffer to be located along all property lines adjacent to the Kirkland Campus Subdivision. The buffer should comply with the standards outlined in Kirkland Zoning Code section 95.25.1.

3. ZONING CODE REQUIREMENTS

a. Facts:

1989 Master Plan Standards:

- (1) The Planned Area 14 Use Zone Chart states that setbacks, lot coverage, height, and sign category are to be established in the Master Plan.
- (2) The 1989 Master Plan the project was required to comply with the following Zoning Standards:
 - Setbacks: 50 feet from all property lines
 - Lot Coverage: 70% of the lot size
 - Height: 30 feet above ABE
 - Sign Category: B, Electrical signs were not to be permitted
- (3) The applicant requested and was granted a height limit increase from 30 feet above average building elevation to 59.5 feet through the PUD process.
- (4) All existing buildings comply with the approved zoning standards.

Height:

- (5) The applicant is proposing a maximum height limit of 5 stories or 15 feet above the top of the existing West Building, whichever is less. When any portion of a structure is located within 100 feet of a low density zone, then either:
 - The height of that portion shall not exceed 30 feet above Average Building Elevation (ABE) or
 - The horizontal length of any façade of that portion of the structure, which is parallel to the boundary of the low density zone shall not exceed 50 feet in width.
- (6) The new structures proposed as part of this Master Plan have the following heights (see Attachment 2):
 - Allied Heath Building: 3 stories, approximately 50 feet
 - Early Learning Education Building: 2 Stories, approximately 35 feet
 - Horticulture Building: 1 story, approximately 20 feet
 - Technology Building Expansions: 4 stories, approximately 80 feet
 - Parking Structure: 3 stories, approximately 40 feet.
- (7) The proposed Early Learning Education Building will be approximately 50 feet from a low density residential zone. This low density zone (RSX 7.2) has a maximum height of 30 feet above ABE.

Lot Coverage:

- (7) The applicant is proposing maximum lot coverage of 70%. The actual lot coverage proposed by the applicant is 49%.
- (8) The applicant may be required to dedicate property to the City for the installation of a new 116th Street connection. This would result in a decrease in the overall lot area and an increase in the lot coverage percentage.

Setbacks:

- (9) The applicant is proposing 50 foot setbacks from all property lines including an additional 10 foot setbacks from the edge of the greenbelt easement on the west side of the property.

Sign Category:

- (10) The applicant is proposing an "E" sign category for the campus.
- (11) The City approved a Master Sign Plan (D-93-48) for the college in August of 1993.

b. Conclusions:

The following zoning standards are established by this Master Plan:

Height:

- Allied Heath Building: Maximum roof height equal to the height of the existing East Building's Clearstory.
- Early Learning Education Building: Maximum height of 30 feet above ABE.
- Horticulture Building: Maximum height of 30 feet above ABE.
- Technology Building Expansions: Maximum roof height equal to the height of the existing Technology and West Buildings.
- Parking Structure: Maximum of 3 stories

Lot Coverage: 70%

Setbacks: 50 feet from all property lines and 10 feet from the edge of the greenbelt easement on the west side of the property. All parking areas are required to meet setback requirements.

Sign Category: Compliance with the approved Master Sign Plan (D-93-48)

H. **COMPREHENSIVE PLAN**

1. Facts:

- a. The subject property is located within the North Rose Hill neighborhood. Figure NRH-4 on page XV.F-11 designates the subject property for Institutional Use (see Attachment 11).
- b. The Comprehensive Plan for the North Rose Hill Neighborhood includes specific policies for Lake Washington Technical College (see Attachment 12)
- c. The applicant has submitted an outline of how the proposed Master Plan complies with applicable Comprehensive Plan Policies (see Attachment 13).
- d. Policy NRH 14.1 encourages Lake Washington Technical College to provide nonmotorized connections between the surrounding residential areas and the campus.
- e. The applicant is proposing footpath connections through the campus that will link to the neighborhoods at the northwest, southwest, and eastern borders of the campus (see Attachment 2).
- f. Policy NRH 15.1 encourages public review of major expansion of the college. Mitigation may be required for impacts of the proposed expansion and, where feasible, the existing use. Traffic impacts on the surrounding residential neighborhood should be addressed with expansion of the facility.
- g. Traffic impacts and required mitigations are addressed in Section II.E.

- h. Policy NRH 15.2 and the North Rose Hill Street Connection Plan (Figure NRH-6) require that the City consider an extension of NE 116th Street to 132nd Avenue NE, in order to improve access to the college. Street extension should not adversely impact campus traffic, safety and security. Except for that right-of-way, no development should occur in the steep and heavily vegetated slope area. This area should remain a dedicated natural greenbelt easement.
- i. The applicant addresses this requirement in Attachment 13 and concludes that the extension is not feasible due to impacts on existing residential development, greenbelt preservation, a determined landslide area, and the economic costs of the extension.
- j. Policy NRH 15.3 encourages the City to consider requiring the relocation of the NE 120th Street driveway farther to the west, away from the bend in the road to the east.
- k. Staff has evaluated the possibility of relocating the existing 120th Street driveway and concluded that relocation is not possible due to impacts on the existing storm water detention pond, impacts on existing trees within the greenbelt easement and the significant slope of the property in this area.

2. Conclusion:

The proposed Master Plan, with the following conditions, is consistent with the Comprehensive Plan and the North Rose Hill Neighborhood Plan.

- a. The applicant should preserve a corridor for the future NE 116th Street road connection, as shown in Figure NRH-6 of the Comprehensive Plan, and should ensure that onsite improvements (i.e. parking lots, drives, buildings) be installed in anticipation of the future connection (see Attachment 3). The City is not asking that the NE 116th Street corridor be dedicated as public right-of-way at this time. However, as a condition of the master plan approval, the College should agree to dedicate the corridor when asked to do so by the City. It is anticipated that the City will not ask for the dedication until funding is secured to complete the street connection. At this time, the City is not seeking funding for the connection.
- b. As part of the Building Permit application for the Early Learning Education Building, the applicant should submit detailed plans for the five foot wide gravel pedestrian pathway along the western edge of the property as depicted on the Master Plan Site Plan (see Attachment 2). The pedestrian pathway should be designed to minimize impacts on existing significant vegetation and encompassed in a public path easement.

I. DEVELOPMENT REVIEW COMMITTEE

- 1. Fact: Additional comments and requirements placed on the project are found on the Development Standards Sheet, Attachment 3.
- 2. Conclusion: The applicant should follow the requirements set forth in Attachment 3.

III. SUBSEQUENT MODIFICATIONS

Modifications to the approval may be requested and reviewed pursuant to the applicable modification procedures and criteria in effect at the time of the requested modification.

IV. CHALLENGES AND JUDICIAL REVIEW

The following is a summary of the deadlines and procedures for challenges. Any person wishing to file or respond to a challenge should contact the Planning Department for further procedural information.

A. CHALLENGE

Section 152.85 of the Zoning Code allows the Hearing Examiner's recommendation to be challenged by the applicant or any person who submitted written or oral comments or testimony to the Hearing Examiner. A party who signed a petition may not challenge unless such party also submitted independent written comments or information. The challenge must be in writing and must be delivered, along with any fees set by ordinance, to the Planning Department by 5:00 p.m., _____, seven (7) calendar days following distribution of the Hearing Examiner's written recommendation on the application. Within this same time period, the person making the challenge must also mail or personally deliver to the applicant and all other people who submitted comments or testimony to the Hearing Examiner, a copy of the challenge together with notice of the deadline and procedures for responding to the challenge.

Any response to the challenge must be delivered to the Planning Department within seven (7) calendar days after the challenge letter was filed with the Planning Department. Within the same time period, the person making the response must deliver a copy of the response to the applicant and all other people who submitted comments or testimony to the Hearing Examiner.

Proof of such mail or personal delivery must be made by affidavit, available from the Planning Department. The affidavit must be attached to the challenge and response letters, and delivered to the Planning Department. The challenge will be considered by the City Council at the time it acts upon the recommendation of the Hearing Examiner.

B. JUDICIAL REVIEW

Section 152.110 of the Zoning Code allows the action of the City in granting or denying this zoning permit to be reviewed in King County Superior Court. The petition for review must be filed within twenty-one (21) calendar days of the issuance of the final land use decision by the City.

V. LAPSE OF APPROVAL

A. FACTS

1. Under Section 152.115 of the Zoning Code, the applicant must begin the development activity approved under Chapter 152, within four (4) years after the final approval on the matter, or the decision becomes void; provided, however, that in the event judicial review is initiated per Section 152.110, the running of the four years is tolled for any period of time during which a court order in said judicial review proceeding prohibits the required development activity, use of land, or other actions. Furthermore, the applicant must substantially complete the development activity approved under Chapter 152 and complete the applicable conditions listed on the Notice of Approval within six (6) years after the final approval on the matter, or the decision becomes void.

2. Section 152.115 also states that for development activity, use of land, or other actions with phased construction, lapse of approval may be extended when approved under this chapter and made a condition of the notice of decision.
3. The applicant is proposing a phased development with the final building commencing construction in 2019.

B. CONCLUSION

Staff recommends that the Notice of Approval be valid until the year 2020 to allow the construction of all phases currently being proposed unless Lake Washington Technical College submits a revised master plan application.

VI. APPENDICES

Attachments 1 through 13 are attached.

1. Vicinity Map
2. Master Plan Project Description and Site Plans
3. Development Standards
4. 1989 Master Plan Approval
5. Comment Letter from Lyman and Rosemarie Peterson
6. Comment Letter from Seattle Public Utilities
7. SEPA Determination
8. Traffic and Parking Memo from Thang Nguyen, Public Works Department Transportation Engineer
9. Traffic Impact Analysis prepared by Mirai Transportation Planning and Engineering
10. Zoning Code Requirement Analysis prepared by the Applicant
11. Comprehensive Plan Land Use Map
12. Comprehensive Plan for North Rose Hill Neighborhood and Figure NRH-6
13. Comprehensive Plan Analysis prepared by the Applicant

VII. PARTIES OF RECORD

Applicant: Stephen J Starling; Schreiber, Starling, and Lane Architects; 1221 E Pike Street, Suite 200; Seattle, WA 98122

Property Owner: Charles McWilliams, VP Business Administration; Lake Washington Technical College; 11605 132nd Avenue NE; Kirkland, WA 98033

Party of Record: Lyman and Rosemarie Peterson; 12735 NE 113th Place, Kirkland, WA 98033

Party of Record: Teri Hallauer, Senior Real Property Agent; 700 5th Avenue, Suite 4900; PO Box 34018; Seattle, WA 98124-4018

Department of Planning and Community Development

Department of Public Works

Department of Building and Fire Services

A written recommendation will be issued by the Hearing Examiner within eight calendar days of the date of the open record hearing.

LWTC Master Plan Update

NE 120TH ST

11605 132nd Ave NE

127TH PL NE

NE 113TH ST

128TH AVE NE

130TH AVE NE

NE 112TH ST



ATTACHMENT 1
20N05.00014



10-Year Campus Master Plan

LAKE WASHINGTON TECHNICAL COLLEGE

KIRKLAND, WASHINGTON

STATE OF WASHINGTON, DEPARTMENT OF GENERAL ADMINISTRATION
 DIVISION OF ENGINEERING AND ARCHITECTURAL SERVICES
 PROJECT No. 2003-138

March 2005 - City of Kirkland Submittal

Schreiber Starling & Lane





Building Development:

The LWTC Master Plan proposes to provide this additional space through four building expansion projects and two building replacement projects. These are summarized as follows:

Allied Health

LWTC proposes the construction of a new Allied Health Building dedicate to providing state-of-the-art academic spaces to train students in health related fields. The building will provide clinical training labs with office space for visiting healthcare professions, faculty and administration which provide “real world” learning environments on-campus. The project also includes a community health clinic. The Allied Health Building will be located adjacent to and connected with the existing East Building. Construction of the Southwest Parking and Health Clinic parking lots will be included with this project. The proposed project will consist of 64,000 gross square feet, serve an additional 272 FTE and be ready for occupancy in 2011.

ELE Center

The eight existing portable structures at the southeast corner of the site will be replaced by a new building to support Early Learning Education. The project will include labs and dedicated ECE classrooms as well as the state-mandated support spaces. The project will also include approximately 12,000 GSF of outdoor observation area. The building is to be located just north of the east campus entry off 132 Ave. NE. Construction of the Southeast Parking lot and the Campus Gateway development will be included with this project. The proposed project will consist of 21,000 gross square feet, serve an additional 90 FTE and be ready for occupancy in 2012.

Horticulture

A new structure in the Horticulture greenhouse complex will be a replacement facility for two existing portables. The new building will include classrooms, labs, and offices for the Horticulture program. The proposed project will consist of 5,300 gross square feet, serve an additional 25 FTE and be ready for occupancy in 2013.

Technology Center Expansion – Phases III

This project is proposed as an expansion of the existing Technology Building. The expanded space will meet the academic and department space needs for General Education/Service Technology and Business/Information Technology Programs. The project will provide general use classrooms, administrative support, and faculty offices. The proposed project will consist of 70,000 gross square feet, serve an additional 250 FTE, and be ready for occupancy in 2015.

Redmond Campus Expansion

Expansion at LWTC’s branch campus in Redmond will begin with the acquisition of parcels of land adjacent to or as close to the campus as possible. These site acquisitions will allow the development of additional parking spaces which will support an addition to the existing Redmond Campus facility of 30,000 gsf. This addition will support approximately 150 FTE. The project will include general use classrooms and faculty offices. The expansion of the Redmond Campus is anticipated to be ready for occupancy in 2012.

Campus Infrastructure Along with each proposed building, there are utility and parking requirements which are currently anticipated in order to meet City of Kirkland development requirements. (See Section 4 – Zoning Permit Application for more detail) Parking needs are a result of the anticipated FTE growth to be included in each project. Utilities



needs are based on assumed building size assumed utility capacities due to project use type. Finalization of parking and utility upgrades will be examined in greater detail when individual development permits are sought. The following is a summary of parking and utility upgrades.

<i>Water</i>	Water main improvements are required to serve the proposed total campus development. Dead end water mains will be looped to increase fire flow. No irrigation improvements are anticipated. Cross connection control will be provided for all new development and backflow prevention assemblies will be provided inside each building for both domestic and fire sprinkler services.
<i>Sanitary Sewer</i>	Sewer laterals, building services, and certain pretreatment systems will be required for the proposed development. New building sewers will be served with gravity connection to the existing and relocated sewer laterals such that the need for force mains will not be required.
<i>Storm water</i>	<p>Storm water conveyance system is adequate to convey storm water run-off from the 25-year storm event. Some of the existing conveyance lines will need to be relocated due to new construction. Additional storm water detention and water quality treatment will be required for proposed development. On-site, below grade detention systems will be provided for the Allied Health, ELE Center, and Structured Parking projects. Below grade water quality system will be included with Allied Health and the ELE Center. A below grade system is anticipated for the Structured Parking project.</p> <p>The existing south detention pond will be expanded to maximize its volume. This will provide the necessary capacity for construction of the Southeast and Southwest Parking lots. Surface water quality systems will be provided for these parking projects.</p>
<i>Natural Gas</i>	The gas service currently available at the campus is limited. Additional gas service may require offsite gas line improvements. A new line is anticipated along NE 120 th Street from the north campus entrance to a high-pressure line on Slater Avenue. Offsite gas line improvements can be provided by PSE. LWTC will be responsible for the cost of construction.
<i>Electrical</i>	The existing power distribution system is a primary radial distribution system. In this type of distribution, there is only a single path from the source to any given load. This form of distribution is subject to single point failure in which a fault at any point from the source to the load would interrupt service without a means of restoring service quickly. In order to rectify this significant problem, each building project includes service revisions via underground duct bank with new primary switches which will provide a loop systems for each newly constructed project. Additionally these individual upgrades will join together to provide the campus with a fully revised loop system upon the completion of all new projects.
<i>Southwest Parking</i>	An existing area adjacent to the horticulture greenhouses will be converted to additional parking. Approximately 120 parking stalls will be created.
<i>Southeast Parking</i>	With the removal of the Child Care Center portables, a new parking area with 100 additional parking spaces will be created.



Parking Structure A 430-space parking structure is to be located in the north parking lot to accommodate the additional parking required by the new building development.

Campus Character and Environs

Proposed developments may include the following campus and amenity upgrades. Actual construction of these elements will be highly dependant on available funding opportunities.

Entry Gateway The main vehicular entrance from 132nd Ave. NE is to be enhanced to create a greater sense of arrival. The scope will include the removal of chain link gates, the creation of landscaped site triangles, tree colonnades, new campus signage, and pedestrian linkages to 132nd Ave. NE. The gateway will be constructed as part of the Early Learning Education Center.

Entry Boulevard Landscaping, tree colonnades, and pedestrian walkway developments will enhance the main vehicular approach from the Entry Gateway to the Entry Plaza. The northern edge of the existing parking area will be separated from the boulevard with pedestrian walkways and crosswalks leading to the Entry Plaza. The Entry Boulevard will include a passenger drop off area and visitor parking.

Entry Plaza The Entry Plaza will serve as the main arrival point on campus for pedestrians. Walkways from visitor parking and the existing parking area will intersect at the plaza. The plaza will be anchored with a vertical element (clock tower/elevator), which will visually terminate the Entry Boulevard and pedestrian walkways. Monumental stairs and the elevator will lead pedestrians from the Entry Plaza to the Campus Forum.

Campus Forum The Campus Forum consists of the plaza area at the second floor of the West Building, and an outdoor plaza near the cafeteria at the East Building. Landscaping and other enhancements to the Campus Forum will create an outdoor space for student activities.

Greenbelt Trail The Greenbelt Trail will link the southwest and northwest corners of the site with the internal campus circulation system. This will promote easier access from the greater Kirkland community and LWTC. The paths physical development will be designed in accordance with the landscaping concepts identified as the Hillside Meadow.

Landscape The campus landscape should reflect a sustainable approach to each planting design, while at the same time, differentiating distinct "use-areas" or zones of the campus. To this end, the following landscape zones describe the desired landscape character and general design parameters for various areas and circulation paths. The majority of plants should be chosen that are native and/or adapted to the region, species that can live without irrigation, and plants that require minimal maintenance. Thus, each zone will provide a recognizable, distinct, and sustainable landscape.

Main Avenue The Main Avenue acts as the primary east-west route into the campus and should be differentiated from the secondary route by vertical, broadly columnar deciduous trees lining both sides of the route to act as "sentinels" and to create a formal effect. These trees should have yellow fall color to contrast with the red oaks along the secondary north-south route. The Main Avenue ends at the Nexus adjacent to the main entrance to the West Building.



Gateway Valley

The Gateway Valley is the focal point of the campus located between the Main Avenue and the East Building. The Gateway Valley should provide a distinctive aesthetic that communicates to users and visitors that this is an important space. The interplay between the geometric layout and the primary view corridor form the basis of a formal, simple, yet dramatic design. Specimen trees of the same species are planted in an evenly spaced grid, except where they may block views from the Main Avenue to the main entrance of the West Building. A medium-sized tree species should be chosen to have maximum contrast with the buildings in the background. This tree should exhibit interesting branching form, foliage color, and bark texture. This grid of trees should be under-planted with drought-tolerant and low-maintenance groundcovers that compliment the character of the specimen trees and do not require irrigation. Planting areas without trees should be planted with four to five (4–5) species of low to medium-sized ornamental shrubs. Since the landscape areas are partially on slopes, the shrubs should be planted in large drifts of single species for maximum visual impact and densely planted to shade out any invasive plants or weeds that may occur. These shrubs should have fragrant foliage and/or flowers, and should provide seasonal interest throughout the year especially during the primary academic year (autumn, winter, and spring). Seasonal interest considerations include blooming times, foliage color and texture, bark color, and branching form. The fire lane that bisects this zone could be repaved with porous paving to enhance the infiltration of rainwater and minimize runoff into the Gateway Valley.

The Nexus

The Nexus is the main point of convergence for pedestrians and takes the form of student plazas and an amphitheater. It acts as the main space for outdoor gathering and social activity, and functions as the primary entrance to the college's buildings. The space integrates landscape treatments of the Gateway Valley with architectural design features of the buildings and open spaces. The upper student plaza shall rehabilitate the tree planting wells with new, freely draining soils and medium-sized shade trees. The wells could be raised with the addition of seating walls to become raised tree planting areas. The amphitheater shall embrace the lower student plaza and wrap around the lower plaza in a curvilinear form, contrasting with the geometry of the buildings and the grid of the trees. The lower student plaza shall be open and spacious and defined by the amphitheater and the planting along its edges. Planting shall correspond to the types in the Gateway Valley. The existing sculpture is relocated at the base of the slope, to the side of the main amphitheater, and complimented with low groundcover planting around its base. The lower plaza, adjacent the entrance to the East Building shall retain the mature plantings at the edges, but remove the rows of hedges that constrict the access to the entrance. The special paving shall be used to emphasize these spaces. Any paving patterns shall reflect a curvilinear, circular, or rounded design motif. An architectural vertical element shall mark the elevator location and an artistic vertical element shall mark the primary entrance to the West Building. All vertical elements throughout the site shall compliment and be coordinated with each other in material, height, and design.

Red Oak Boulevard

The Red Oak Boulevard acts as a secondary route weaving north-south through the campus and is differentiated from the primary route by its median of red oaks. This treatment shall be continued into any extension of the route north and south. The existing ivy shall be removed and non-invasive groundcover planted along the Red Oak Boulevard. Shrubs and groundcovers shall be consistent with the Evergreen planting concept. Periodic removal of the lowest branches of the oaks will be necessary to provide adequate clearance.



Forevergreen

The landscape in this area shall be more informal and relaxed, in character with the community-services orientation in this section of campus. All trees, shrubs and groundcovers shall be evergreen, except for the red oaks in the boulevard. Evergreens provide year-round interest, color, structure, and texture. The trees shall be conifers and grouped informally. Conifers are dynamic and flexible and shall represent a coordinated and complimentary range of foliage colors: dark greens, blue-grays, and yellow-greens. Evergreen trees shall occur in the areas between new East Building Extension and the Early Learning Education Center. Shrubs and groundcovers throughout the Forevergreen zone shall be either needle-leaved or broad-leaved and planted in large masses of a single species for ease of maintenance. Only low-maintenance evergreens shall be chosen that maintain their form without pruning, are drought-tolerant, and are disease-resistant.

Hillside Meadow

Planting in this zone shall exhibit a meadow-like environment using a mix of native and adapted grasses and flowers. A meadow planting can deliver low-maintenance advantages in time, but only if established correctly and modeled after surrounding natural plant communities. Meadows in the Puget Sound lowlands historically consist of native grasses, groundcovers, and perennials in a patchwork allowing for increased diversity of plant species and textures. Native grasses comprise 50% to 80% of the species composition in meadows. This planting scheme shall be used, with the addition of noninvasive, adapted species. Once established, it will require little or no supplemental irrigation, and maintenance is foreseen to be a single mowing, after plants have set seed, once per year. This long-term management is essential in maintaining the meadow condition over time, since without this periodic care shrubs and trees will invade and out-compete the meadow. The storm water treatment facility in this zone shall demonstrate a "native rain-garden" and consist of the creation of micro topography in the shallow areas and planting with native plants (grasses, sedges, rushes, etc.) that enjoy wet roots in winter and dry conditions in summer.

Arboretum

The Arboretum shall be a living plant museum emphasizing trees, shrubs, and groundcovers hardy in the Pacific Northwest. The plant collection is used to support the various horticulture programs at the college and shall be arranged to display their beauty and function, as well as natural forms and diversity. Several specimen plants shall be planted in groupings of three to five (3-5) to avoid a single specimen approach. This allows for a more cohesive visual appearance. Those areas adjacent to adjoining residential properties may receive more hedge-like plantings and specimens, a minimum six (6) foot height, for screening of parking areas and lighting. Those areas under established tree canopies shall showcase under story plantings. The storm water treatment facility in this zone shall demonstrate an "ornamental rain-garden" and consist of the creation of micro topography in the shallow areas and planting with ornamental, adapted, and native plants (grasses, sedges, rushes, etc.) that enjoy wet roots in winter and dry conditions in summer. This shall demonstrate sustainable design principles and showcase many plant varieties now available for use in rain-gardens and biofiltration swales/ponds.

Northwest Forest

The Northwest Forest planting zones comprise several buffer areas as well as steeply sloping areas of the site unsuitable for development. These areas shall have multiple layers of native planting: tall and short trees, shrubs, ferns, groundcovers, and woodland flowers. This multi-layered scheme not only provides an opportunity for native woodland plantings, but also creates diverse habitats for wildlife. Any invasive species shall be removed and replaced with native, woodland plants. Significant natural vegetation may be used to meet all or part of this guideline. In



addition, a pedestrian link or trail through the forested west area of the site shall be provided connecting the heart of campus to residential areas to the south and west and to the sidewalk system to the north.

Parking Areas

The soil within the planting islands shall be examined for organic content and fertility, and amended to adequate levels to support healthy plant growth. Red oaks shall be planted consistent with the Red Oak Boulevard, further emphasizing the secondary nature of these areas as vehicular circulation zones. Low-growing, evergreen shrubs and groundcovers will also add another vegetative layer to help conserve moisture and intercept rainfall. Low shrubs and groundcovers a maximum of 36 inches high within parking islands will allow visibility throughout this zone for increased security.

Campus Site Plans

The following pages include several site plans which depict various elements of this master plan. They include:

Existing Campus Plan – January 2005: This plan represents the campus in its current stage.

Campus Master Plan with Proposed Development – January 2005: This plan depicts all significant development proposed as part of this master plan document.

Landscape Concept Plan

Landscape Master Plan

Gateway Valley Plan Enlargement

Forevergreen Plan Enlargement

Landscape Site Sections



EXISTING BUILDING INFORMATION

East Building
Constructed in 1980, includes 214,827 gross square feet over two floors.

West Building
Constructed in 1990, includes 90,377 gross square feet. The building is a four-story structure. The ground floor matches the East Building. The building is also accessible at the second and third floor levels from the plaza and upper parking levels respectively.

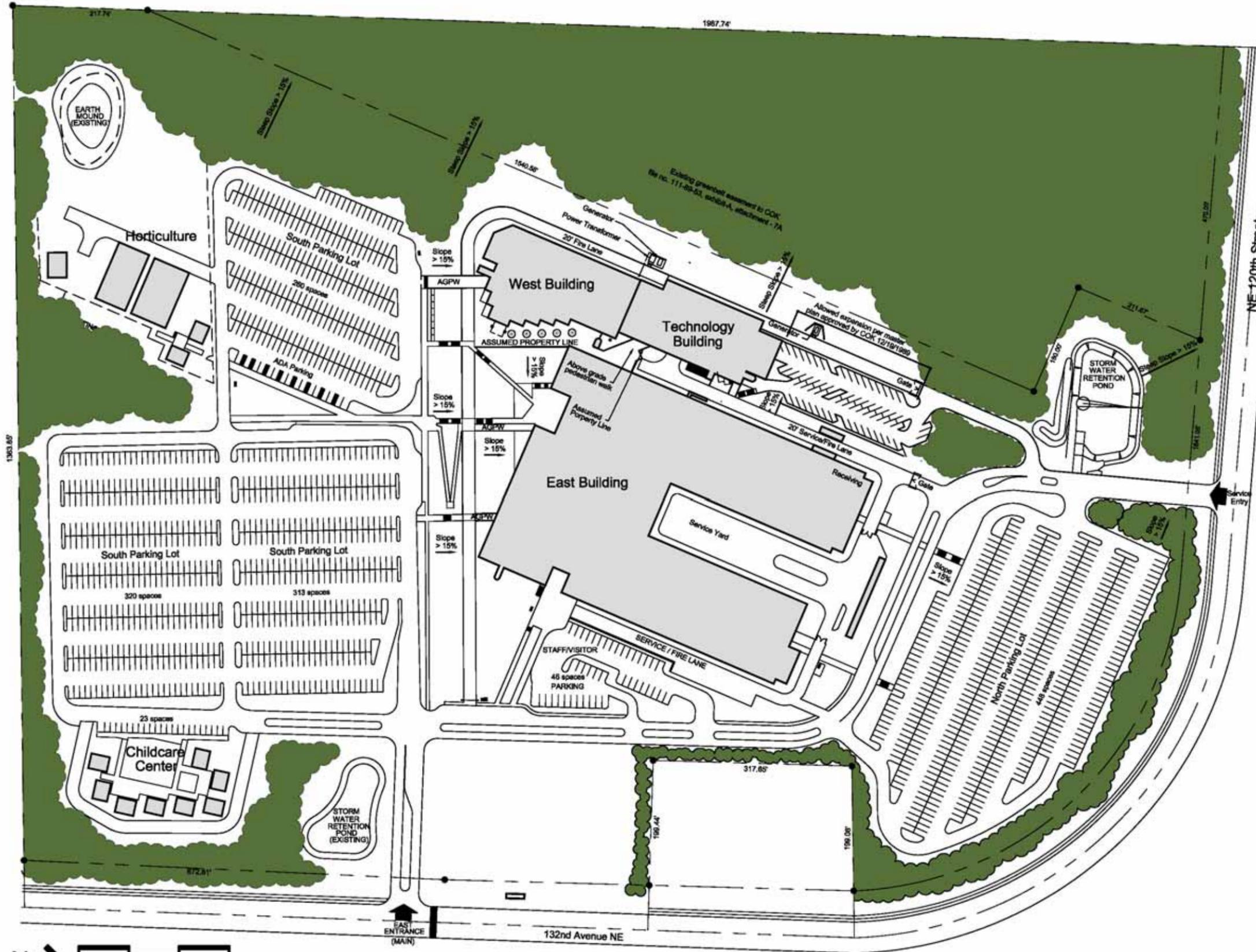
Technology Building
Construction was completed in 2003. The Technology Building encompasses 60,728 gross square feet spread out over four floors of construction. A 10,212 square foot open parking area is included under the structure.

Early Education and Childcare Center
This is a collection of eight single-story portable structures which were linked by above ground walkways in 1990. The complex totals 9,040 gross square feet.

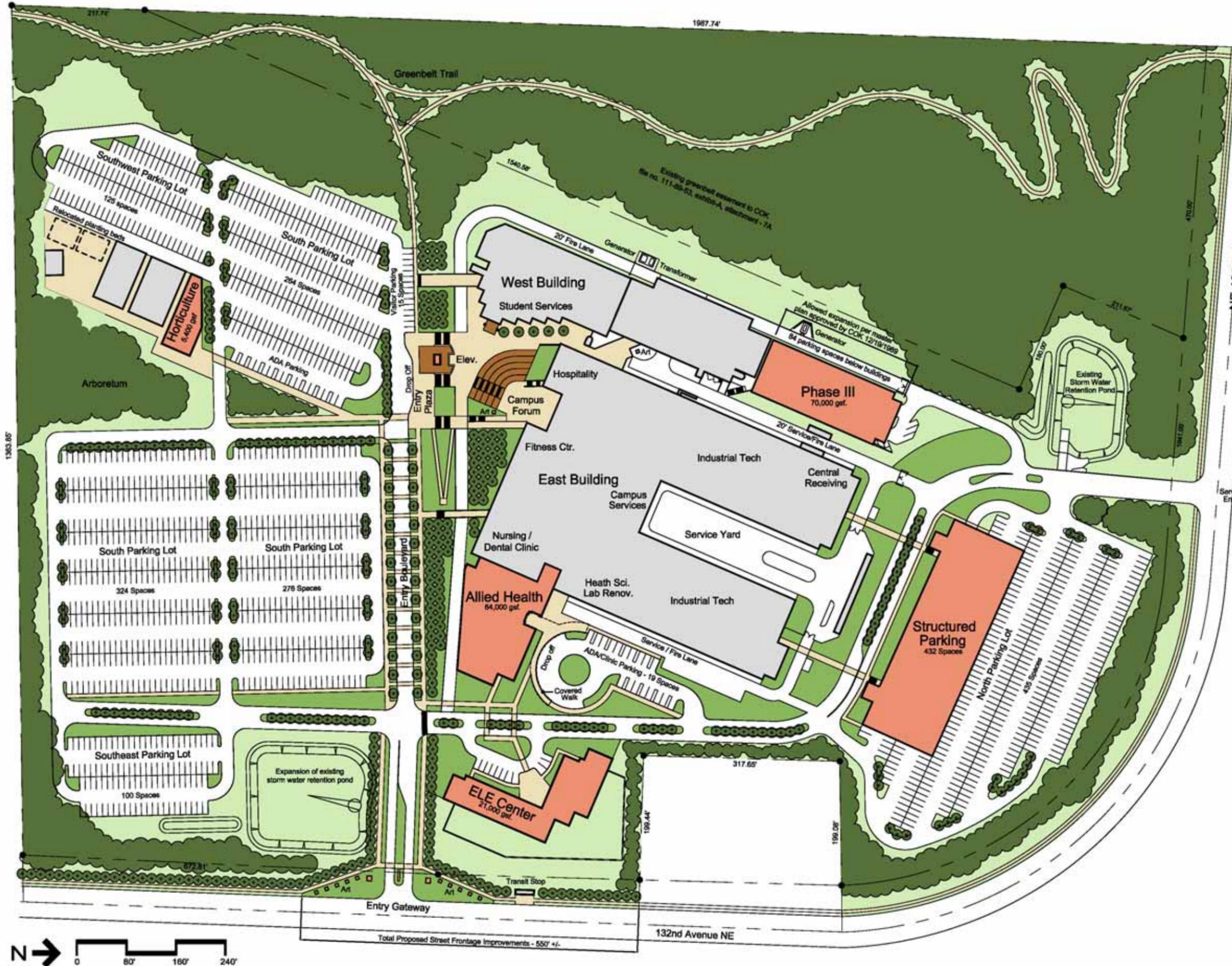
Horticulture
This complex includes two portable structures totaling 2,260 gross square feet and another 12,000 gross square feet of greenhouse space.

Total existing campus area (excluding open parking area and greenhouses) equals 377,232 gross square feet.

Existing Parking Capacity
Technology Building parking area = 84 spaces
South parking lots = 893 spaces
East parking lot = 46 spaces
North parking lot = 448 spaces
Childcare parking = 23 spaces
Total existing parking spaces = 1,494 spaces



EXISTING CAMPUS SITE PLAN - January 2005



PROPOSED DEVELOPMENT

Proposed Buildings

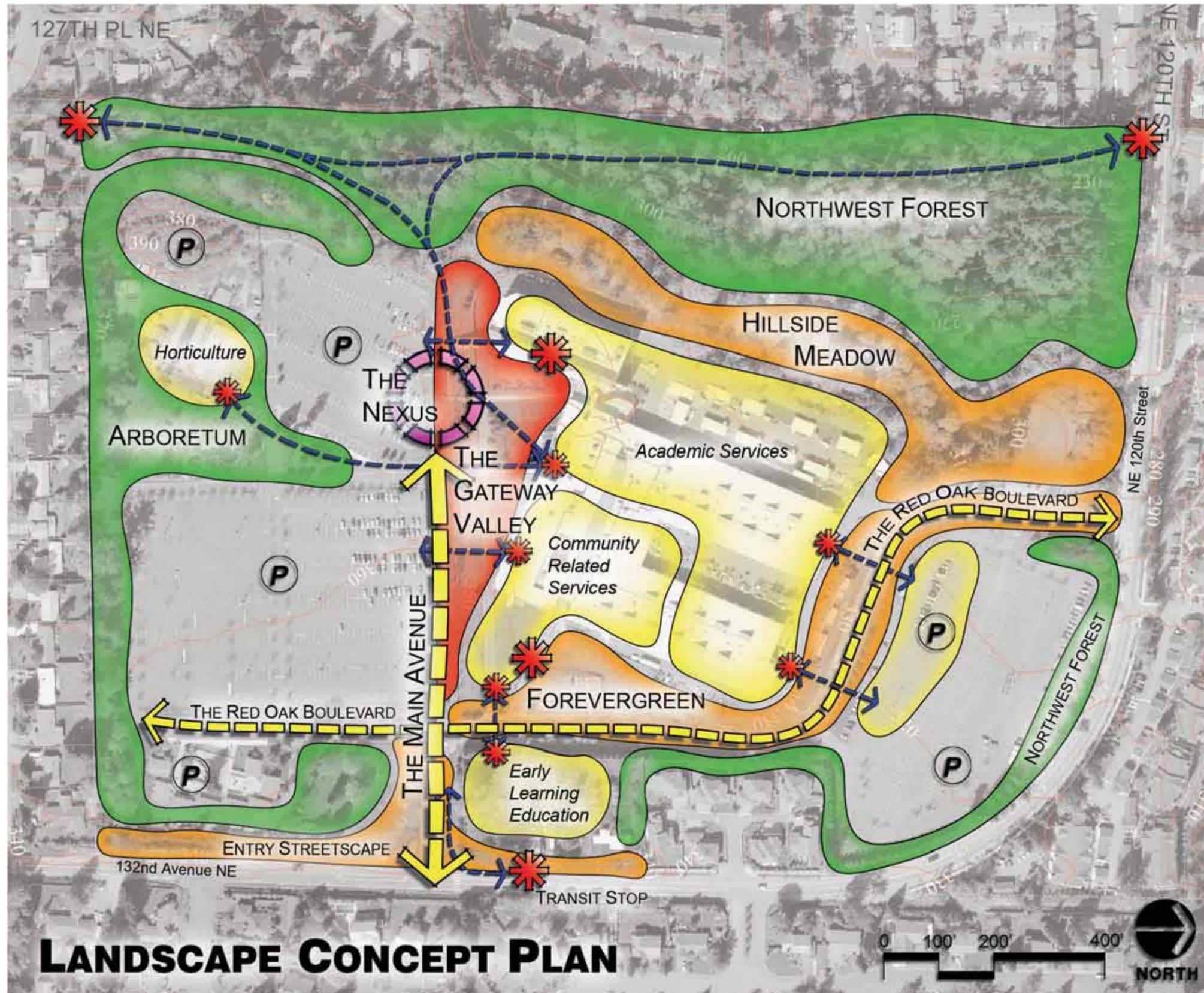
The master plan proposes to provide the identified shortfall space through two building expansion, and two building replacement, projects. The first project, identified as the Allied Health Building, is proposed to be an expansion of the existing East Building. This addition consists of 64,000 GSF over three floors of construction. The other expansion project is an addition to the Technology Building. This project, referred to as Phase III, is proposed as a 70,000 GSF addition consisting of four floors over parking. The remaining two projects will replace ten existing portables that have exceeded their useful life and function. Eight portables currently serving as the Childcare Center will be replaced with a two-story 21,000 GSF Early Learning Education Center. The two portables housing the horticulture program will be replaced with a single-story building of 5,300 GSF.

Proposed Site Development

To address functional inefficiencies in the current campus site configuration five projects are proposed in the master plan. Three of these are intended to address vehicular and visitor circulation issues. A revision of the 132nd Avenue entrance will create a new Campus Gateway which leads to a vehicle and pedestrian Entry Boulevard. The boulevard terminates visually and physically with a new Entry Plaza and clock tower and is intended to signify the beginning point on campus for student and visitors. Together with the Entry Boulevard and Campus Gateway, these elements will create a clearly defined campus "presentation" with adequate roadway widths, pedestrian drop-off and waiting, and better separation of pedestrians and vehicles. The lack of visitor/student reception and poor way-finding will be addressed through the development of a Campus Forum. The forum will be a plaza area at the second level of the West Building which will link to the cafeteria and other campus life activities on the first level of the East Building. Campus Reception and other services will be located at the entrance to the forum and will function as the starting point for all campus visitors in need of student or other campus services. Pedestrian services such as information kiosks, bike racks, directional signage, and public phones will be located in this area.

Proposed Infrastructure Development:

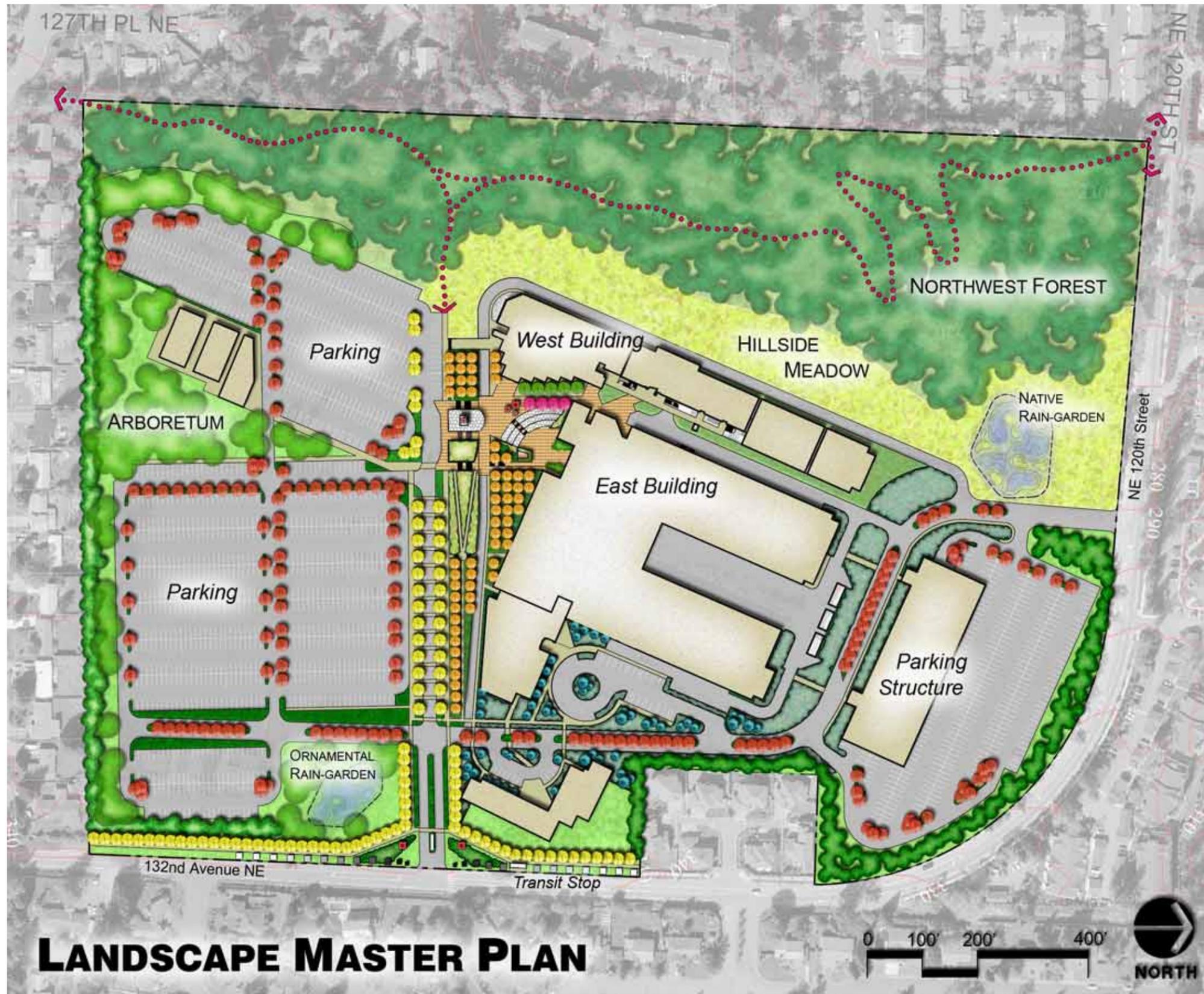
Infrastructure improvements are anticipated to coincide with the planned developments including extension of utilities, storm water management system, landscaping improvement, and parking expansion. All infrastructure improvement will be determined by the applicable code and zoning requirements of each individual project.



LEGEND

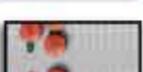
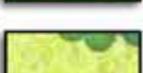
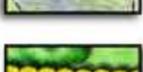
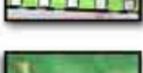
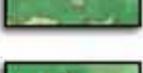
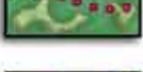
- GATEWAY VALLEY
- BUILDINGS & STRUCTURES
- HILLSIDE MEADOW
- FOREVERGREEN
- ENTRY STREETSCAPE
- ARBORETUM
- NORTHWEST FOREST
- THE NEXUS
- THE MAIN AVENUE
- THE RED OAK BOULEVARD
- PARKING
- PRIMARY PEDESTRIAN ACCESS POINTS
- MINOR PEDESTRIAN ACCESS POINTS
- INTERNAL PEDESTRIAN LINKS

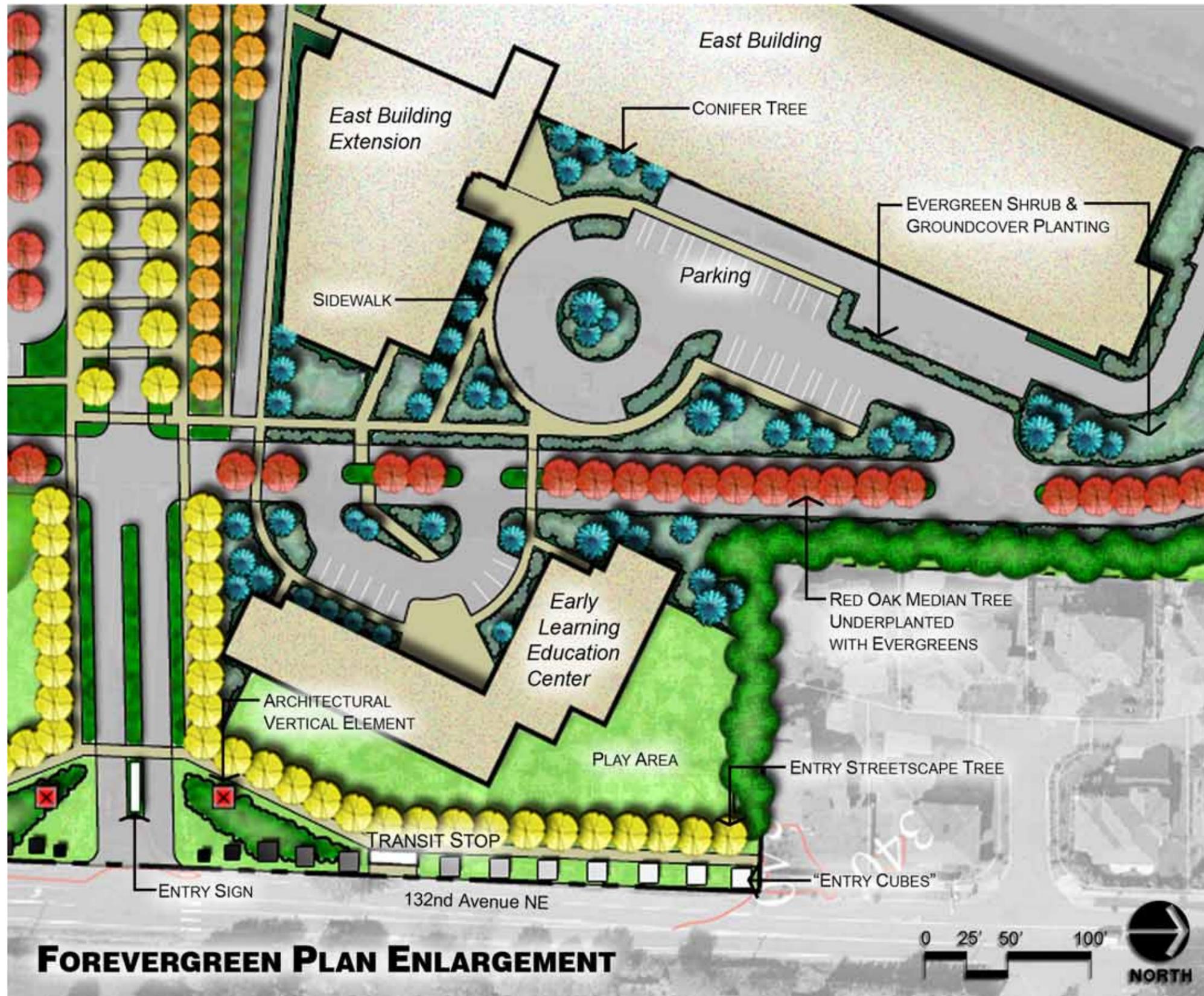
LANDSCAPE CONCEPT PLAN



LANDSCAPE MASTER PLAN

LEGEND

-  MAIN AVENUE
-  GATEWAY VALLEY (See Plan Enlargement)
-  FOREVERGREEN (See Plan Enlargement)
-  RED OAK BOULEVARD
-  BUILDINGS & STRUCTURES
-  PARKING
-  ARBORETUM
-  HILLSIDE MEADOW
-  STORMWATER FACILITY
-  ENTRY STREETScape
-  NORTHWEST FOREST
-  WOODLAND TRAIL
-  BUFFER PLANTING

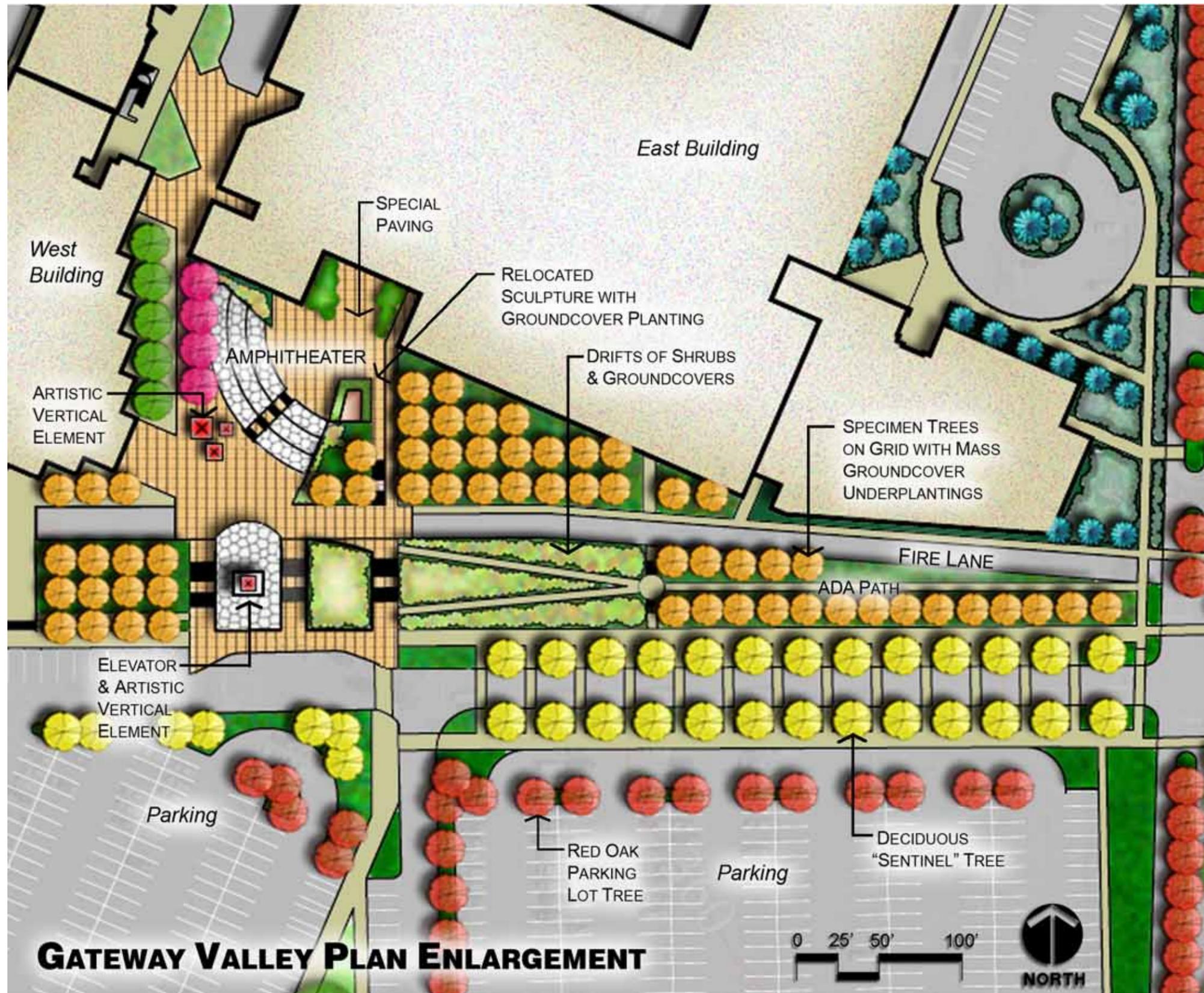


LEGEND

-  FOREVERGREEN
-  RED OAK BOULEVARD
-  BUILDINGS
-  ENTRY STREETScape
-  BUFFER PLANTING

"THIS AREA SHALL BE MORE INFORMAL AND RELAXED...ALL TREES, SHRUBS AND GROUNDCOVERS SHALL BE EVERGREEN FOR YEAR-ROUND COLOR, STRUCTURE AND TEXTURE AND IN A RANGE OF FOLIAGE COLORS: DARK GREENS, BLUE GREYS, AND YELLOWS..."

FOREVERGREEN PLAN ENLARGEMENT

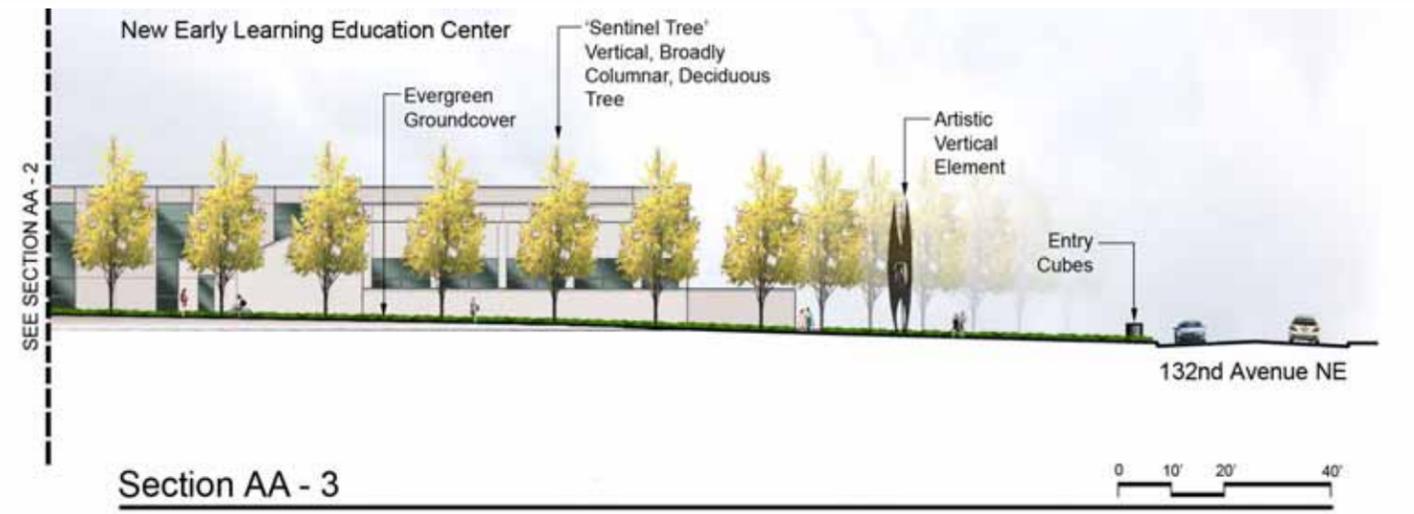
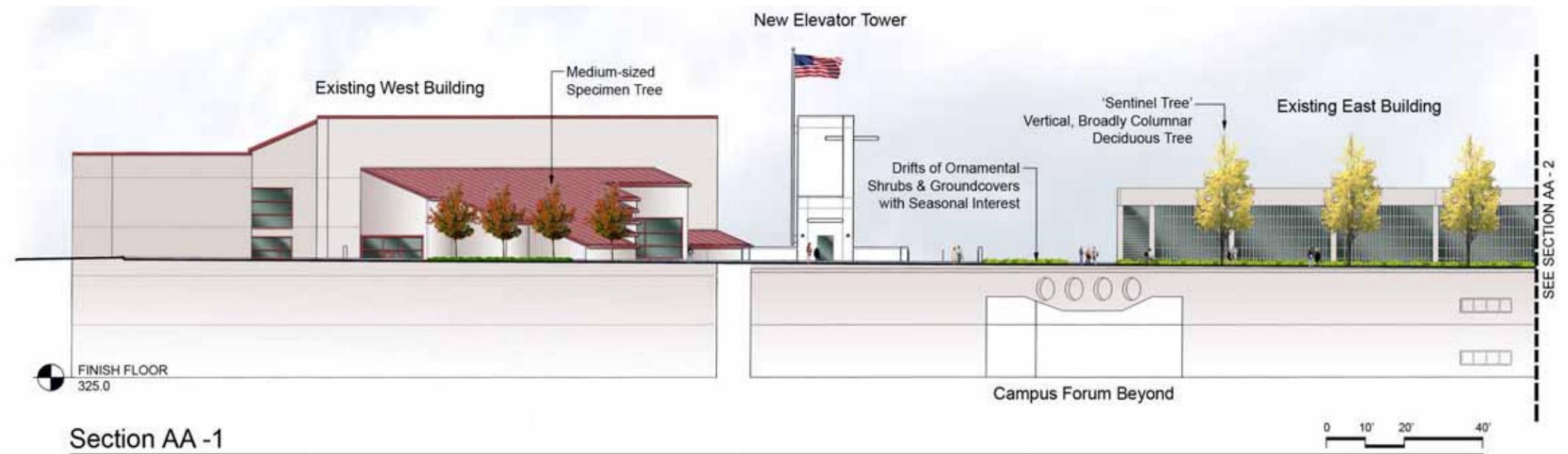


LEGEND

-  MAIN AVENUE
-  GATEWAY VALLEY
-  BUILDINGS
-  PARKING

"THE INTERPLAY BETWEEN THE GEOMETRIC LAYOUT AND THE PRIMARY VIEW CORRIDOR FORM THE CORE OF A FORMAL, SIMPLE, YET DRAMATIC DESIGN. SPECIMEN TREES...PLANTED IN AN EVENLY SPACED GRID...WITH INTERESTING BRANCHING FORM, FOLIAGE COLOR, AND BARK TEXTURE. ORNAMENTAL SHRUBS PLANTED IN LARGE DRIFTS OF SINGLE SPECIES WITH...FRAGRANT FOLIAGE AND/OR FLOWERS AND SEASONAL INTEREST THROUGHOUT THE YEAR.."

GATEWAY VALLEY PLAN ENLARGEMENT







Proposed Project Development:

Allied Health

LWTC proposes the construction of a new Allied Health Building dedicated to providing academic spaces to train students in health related fields. The Allied Health Building will be located adjacent to and connected with the existing East Building. Construction of the Southwest Parking and Health Clinic parking lots will be included with this project.



View looking south of proposed Allied Health building massing.

Building Area:	64,000 gross square feet
Building Height:	3 stories – ground floor to match East Building (approximately 50)
Approximate Overall Dimensions	180' x 145'
Additional FTE:	272
Anticipated Occupancy:	2011
Construction Type:	1-A
Parking spaces provided	144
Southwest Parking Lot Dimensions	300' x 165'
Health Clinic Parking Lot Dims.	170' x 65'



ELE Center

The eight existing portable structures at the southeast corner of the site will be replaced by a new building to support Early Learning Education. The building is to be located just north of the east campus entry off 132 Ave. NE. Construction of the Southeast Parking lot and the Campus Gateway development will be included with this project.



View looking north of proposed Early Learning Education building massing.

Building Area:	21,000 gross square feet
Building Height:	2 stories (approximately 35')
Approximate Overall Dimensions	225' x 165'
Additional FTE:	90
Anticipated Occupancy:	2012
Construction Type:	2-A
Parking spaces provided	100
Southeast Parking Lot Dimensions	300' x 130'



Horticulture

A new structure in the Horticulture greenhouse complex will be a replacement facility for two existing portables.



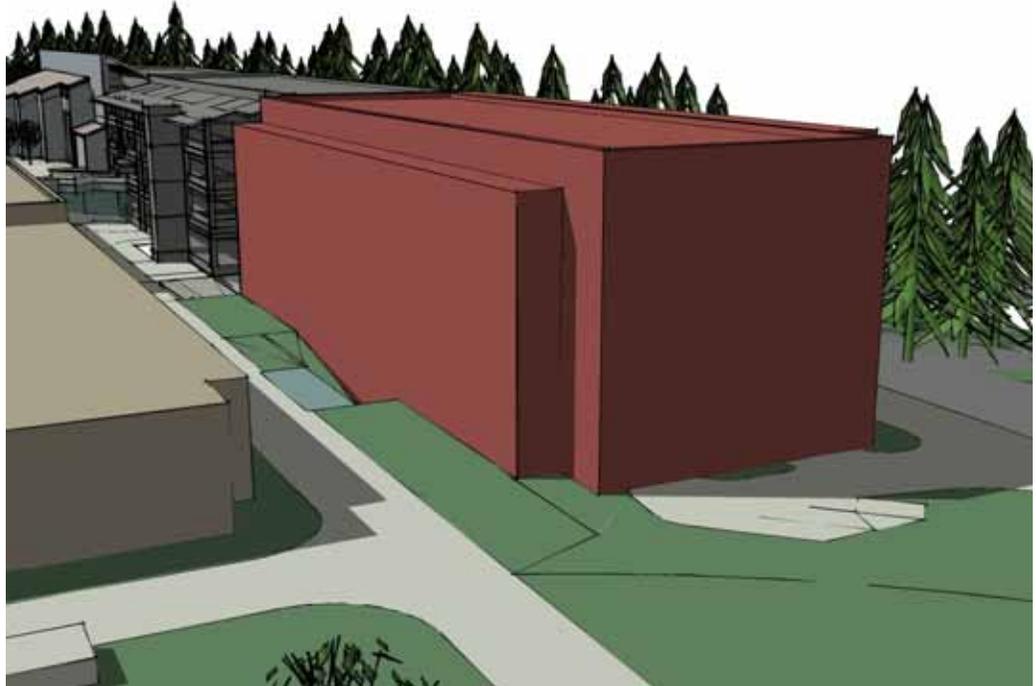
View looking south of the proposed Horticulture building massing.

Building Area:	5,300 gross square feet
Building Height:	1 story (approximately 20')
Approximate Overall Dimensions	120' x 50'
Additional FTE:	25
Anticipated Occupancy:	2013
Construction Type:	5-A



Technology Center Expansion – Phases III

This project is proposed as an expansion of the existing Technology Building. Project will also include the development of the Parking Structure.

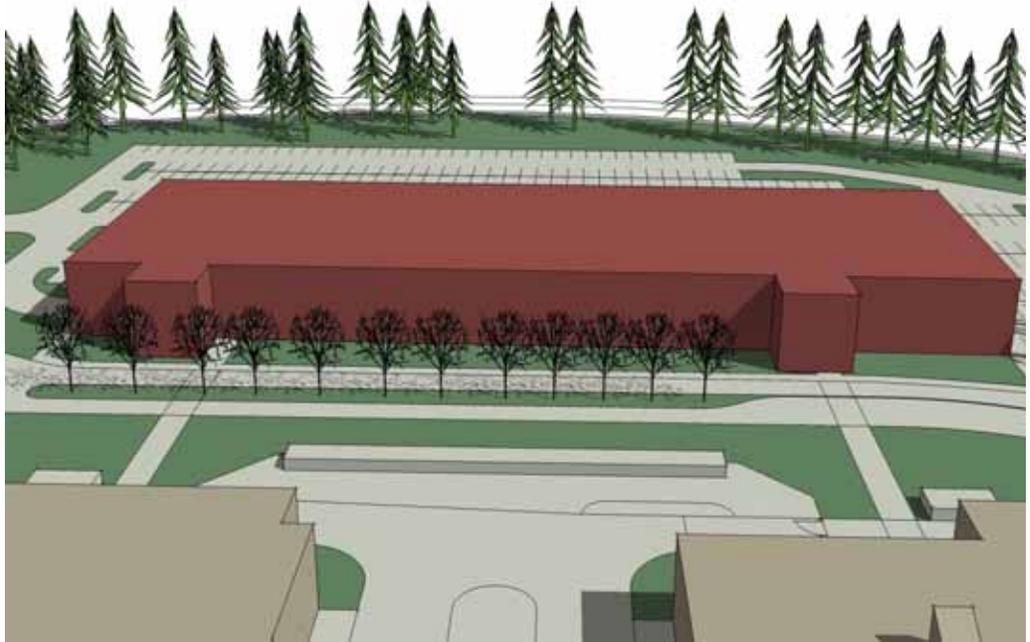


View looking north of proposed Technology Center Expansion building massing.

Building Area:	70,000 gross square feet
Building Height:	4 stories above structured parking (approximately 80' including parking)
Approximate Overall Dimensions	90' x 230'
Additional FTE:	250
Anticipated Occupancy:	2015
Construction Type:	1-A



Parking spaces provided	432
Parking Structure Dimensions	360' x 130'
Parking Structure Height	3 stories (Approximately 40')



View looking south of the proposed Parking Structure building massing.



CITY OF KIRKLAND

Planning and Community Development Department

123 Fifth Avenue, Kirkland, WA 98033 425.587-3225

www.ci.kirkland.wa.us

DEVELOPMENT STANDARDS LIST

File: LWTC Master Plan Update (ZON05-00014)

Zoning Code Standards

85.25.1 Geotechnical Report Recommendations. The geotechnical recommendations contained in the report by dated shall be implemented.

105.18 Pedestrian Walkways. All uses, except single family dwelling units and duplex structures, must provide pedestrian walkways designed to minimize walking distances from the building entrance to the right of way and adjacent transit facilities.

105.18 Bicycle Parking. All uses, except single family dwelling units and duplex structures, must provide covered bicycle parking within 50 feet of an entrance to the building.

105.18 Entrance Walkways. All uses, except single family dwellings and duplex structures, must provide pedestrian walkways between the principal entrances to all businesses, uses, and/or buildings on the subject property.

105.18 Service Bay Locations. All uses, except single family dwellings and multifamily structures, must locate service bays away from pedestrian areas.

105.18 Overhead Weather Protection. All uses, except single family dwellings, multifamily, and industrial uses, must provide overhead weather protection along any portion of the building, which is adjacent to a pedestrian walkway.

105.18.2 Walkway Standards. Pedestrian walkways must be at least 5' wide; must be distinguishable from traffic lanes by pavement texture or elevation; must have adequate lighting for security and safety. Lights must be non-glare and mounted no more than 20' above the ground.

105.18.2 Weather Protection Standards. Overhead weather protection may be composed of awnings, marquees, canopies or building overhangs; must cover at least 3' of the width of the adjacent walkway; and must be at least 8 feet above the ground immediately below it.

105.65 Compact Parking Stalls. Up to 50% of the number of parking spaces may be designated for compact cars.

105.60.2 Parking Area Driveways. Driveways which are not driving aisles within a parking area shall be a minimum width of 20 feet.

105.60.3 Wheelstops. Parking areas must be constructed so that car wheels are kept at least 2' from pedestrian and landscape areas.

105.60.4 Parking Lot Walkways. All parking lots which contain more than 25 stalls must include pedestrian walkways through the parking lot to the main building entrance or a central location.

105.75 Landscape Islands. Landscape islands must be included in parking areas as provided in this Section.

105.77 Parking Area Curbing. All parking areas and driveways, for uses other than detached dwelling units must be surrounded by a 6" high vertical concrete curb.

ATTACHMENT 3

ZON05-00014

105.80 Parking Area Buffers. Applicant shall buffer all parking areas and driveways from the right-of-way and from adjacent property with a 5-foot wide strip as provided in this section.

110.60.2 Public Pedestrian Walkways. The height of solid (blocking visibility) fences along pedestrian pathways that are not directly adjacent a public or private street right-of-way shall be limited to 42 inches unless otherwise approved by the Planning or Public Works Directors. All new building structures shall be setback a minimum of five feet from any pedestrian access right-of-way, tract, or easement that is not directly adjacent a public or private street right-of-way.

110.60.8 Street Trees. All trees planted in the right-of-way must be approved as to species by the City. All trees must be two inches in diameter at the time of planting as measured using the standards of the American Association of Nurserymen with a canopy that starts at least six feet above finished grade and does not obstruct any adjoining sidewalks or driving lanes.

115.25 Work Hours. It is a violation of this Code to engage in any development activity or to operate any heavy equipment before 7:00 am. or after 8:00 pm Monday through Friday, or before 9:00 am or after 6:00 pm Saturday. No development activity or use of heavy equipment may occur on Sundays or on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas Day. The applicant will be required to comply with these regulations and any violation of this section will result in enforcement action, unless written permission is obtained from the Planning official.

115.45 Dumpster Screening. For uses other than detached dwelling units, duplexes, moorage facilities, parks, and construction sites, all garbage receptacles and dumpsters must be screened from view from the street and from adjacent properties by a solid sight-obscuring enclosure.

115.75.2 Fill Material. All materials used as fill must be non-dissolving and non-decomposing. Fill material must not contain organic or inorganic material that would be detrimental to the water quality, or existing habitat, or create any other significant adverse impacts to the environment.

115.90 Calculating Lot Coverage. The total area of all structures and pavement and any other impervious surface on the subject property is limited to a maximum percentage of total lot area. See the Use Zone charts for maximum lot coverage percentages allowed. Section 115.90 lists exceptions to total lot coverage calculations including: wood decks; access easements or tracts serving more than one lot that does not abut a right-of-way; detached dwelling unit driveways that are outside the required front yard; grass grid pavers; outdoor swimming pools; and pedestrian walkways. See Section 115.90 for a more detailed explanation of these exceptions.

115.95 Noise Standards. The City of Kirkland adopts by reference the Maximum Environmental Noise Levels established pursuant to the Noise Control Act of 1974, RCW 70.107. See Chapter 173-60 WAC. Any noise, which injures, endangers the comfort, repose, health or safety of persons, or in any way renders persons insecure in life, or in the use of property is a violation of this Code.

115.115.d Driveway Setbacks. Parking areas and driveways for uses other than detached dwelling units, attached and stacked dwelling units in residential zones, or schools and day-cares with more than 12 students, may be located within required setback yards, but, except for the portion of any driveway which connects with an adjacent street, not closer than 5 feet to any property line.

115.120 Roof-top Appurtenance Screening. Vents, mechanical penthouses, elevator equipment and similar appurtenances that extend above the roofline must be surrounded by a solid sight obscuring screen, unless certain conditions are met.

115.135 Sight Distance at Intersection. Areas around all intersections, including the entrance of driveways onto streets, must be kept clear of sight obstruction as described in this section.

152.22.2 Public Notice Signs. Within seven (7) calendar days after the end of the 21-day period following the City's final decision on the permit, the applicant shall remove all public notice signs.

Prior to issuance of a grading or building permit:

85.25.1 Geotechnical Report Recommendations. A written acknowledgment must be added to the face of the plans signed by the architect, engineer, and/or designer that he/she has reviewed the geotechnical recommendations and incorporated these recommendations into the plans.

85.45 Liability. The applicant shall enter into an agreement with the City, which runs with the property, in a form acceptable to the City Attorney, indemnifying the City for any damage resulting from development activity on the subject property which is related to the physical condition of the property (see Attachment).

95.15.4 Tree Protection Techniques. In order to provide the best possible conditions for the retention of significant trees, the applicant shall construct a temporary but immovable 4 foot high chain-link fence generally corresponding to the drip line of each tree or group of trees shown on the tree retention plan to be retained (see Attachment). Additional tree protection measures may be required of the applicant. The protective fencing must remain in place throughout the demolition, clearing, grading, excavation, and construction processes, including the construction of homes. No grading, operation of heavy equipment, stockpiling, or excavation may occur inside the protective fences.

Date: 9/29/2005

DEVELOPMENT STANDARDS
CASE NO.: ZON05-00014
PCD FILE NO.:ZON05-00014

FIRE DEPARTMENT CONDITIONS

All buildings require fire sprinkler systems.

A fire alarm system is required in all buildings

Fire extinguishers required.

Additional hydrants may be required to installed to meet the requirements of Kirkland Operating Policy 4 "Hydrants."

Fire flow requirement will be determined at time of building permit application and will be based on size of buildings and type of construction.

PUBLIC WORKS CONDITIONS

General Conditions:

1. All public improvements associated with this project including street and utility improvements, must meet the City of Kirkland Public Works Pre-Approved Plans and Policies Manual. A Public Works Pre-Approved Plans and Policies manual can be purchased from the Public Works Department, or it may be retrieved from the Public Works Department's page at the City of Kirkland's web site at www.ci.kirkland.wa.us.
2. This project will be subject to Public Works Permit and Connection Fees. It is the applicant's responsibility to contact the Public Works Department by phone or in person to determine the fees. The fees can also be review the City of Kirkland web site at www.ci.kirkland.wa.us. The applicant should anticipate the following fees:
 - o Right-of-way Fee
 - o Review and Inspection Fee (for utilities and street improvements).
 - o Traffic Impact Fee (paid with the issuance of Building Permit). For additional information, see notes below.
3. Prior to submittal of a Building Permits, the applicant must apply for a Concurrency Test Notice. Contact Thang Nguyen, Transportation Engineer, at 425-587-3869 for more information.
4. Building Permits associated with this proposed project will be subject to the traffic impact fees per Chapter 27.04 of the Kirkland Municipal Code. The impact fees shall be paid prior to issuance of the Building Permit(s).
5. All civil engineering plans which are submitted in conjunction with a building, grading, or right-of-way permit must conform to the Public Works Policy titled ENGINEERING PLAN REQUIREMENTS. This policy is contained in the Public Works Pre-Approved Plans and Policies

manual.

6. All street improvements and underground utility improvements (storm, sewer, and water) must be designed by a Washington State Licensed Engineer; all drawings shall bear the engineers stamp.
7. All plans submitted in conjunction with a building, grading or right-of-way permit must have elevations which are based on the King County datum only (NAVD 88).
8. A completeness check meeting is required prior to submittal of any Building Permit applications.
9. Prior to issuance of any commercial or multifamily Building Permit, the applicant shall provide a plan for garbage storage and pickup. The plan shall be approved by Waste Management and the City.

Sanitary Sewer Conditions:

1. Northshore Utility District approval required for sewer service. A letter of sewer availability is required; call N.U.D at 425-398-

Water System Conditions:

1. The campus has an extensive City-owned water system in place. Given the proposed new buildings, the City has completed an analysis of the existing and needed minimum fire flows and has found that the following system improvements will need to be installed with each respective building:
 - A. Allied Health Building & ELE Center: Construct a 12-inch water main loop (Loop #2 in the analysis) between the two new buildings (along the north/south driveway).
 - B. Horticulture Building: Complete an 8-inch water main loop (Loop #3 in the analysis) from the end of the existing dead-end 8-inch line north to the existing 20-inch line.
 - C. Parking Structure: Complete an 8-inch loop around the new parking structure (Loop #1 in the analysis).

Note: See water modeling analysis for more detail.

2. All of the new water mains shall be encompassed in a 15 ft. wide public utility easement.
3. Provide water service to each building sized per the plumbing code. Provide fire hydrants per the Fire Departments requirements.

Surface Water Conditions:

1. As each project is submitted for a Building Permit, the new or replaced impervious areas and the storm water system associated with the subject permit shall meet the most current City-adopted storm water manual. The 1998 King County Surface Water Design Manual is currently being used by the City, but the City will need to comply with the Department of Ecology regulations and expects to adopt the 2005 King County Surface Water Design Manual in early 2006. Subsequent design manuals may be adopted before all of the buildings, identified in this master plan, are constructed.

The College is encouraged to research the feasibility of using Low Impact Development (LID) methods to reduce the surface water impacts.

2. For new or reconstructed impervious areas, subject to vehicular use, provide storm water quality treatment per the most current City-adopted Surface Water Design Manual.

Street and Pedestrian Improvement Conditions:

1. The subject property abuts NE 120th Street/132nd Ave. NE. This street is a Minor Arterial type street. Zoning Code sections 110.10 and 110.25 require the applicant to make half-street improvements in rights-of-way abutting the subject property. Section 110.30-110.50 establishes that

this street must be improved with the following:

132nd Ave. NE - north of the east campus driveway along the remaining unimproved portion of the street

- A. Dedicate 5-ft of right-of-way
- B. Widen the street to 22 ft. from centerline to face of curb.
- C. Install storm drainage, curb and gutter, a 4.5 ft. planter strip with street trees 30 ft. on-center, and a 5 ft. wide sidewalk.

These improvements shall be installed when ELE Center is constructed or when the east entrance is reconstructed (whichever comes first).

2. A five ft. wide gravel pedestrian path should be installed along the west property boundary and connect to the parking lot as depicted on campus plans submitted for the master plan review. The path should be encompassed in a public path easement and the College should sign a perpetual maintenance agreement for the path.

3. The North Rose Hill Neighborhood Plan (within the Comprehensive Plan) identifies the extension of NE 116th Street through the College campus to 132nd Ave. NE. This connection will provide a valuable east/west transportation route. Given this connection, the City is asking that the corridor for the connection be preserved and that improvements be installed in anticipation of the future connection. The following is a list of items that the College should do as they are improving the campus:

A. Identify and set aside a 65 ft. wide right-of-way corridor through the campus. The corridor should generally align with the extension of NE 116th Street through the campus and with the existing east entrance and access road through the campus. The City anticipates that the connection will ultimately be improved with following street improvements:

- " 44 ft. of asphalt to allow for 2-11 ft. wide through lanes, a 12-ft wide center turn lane, and 2-5 ft wide bike lanes,
- " Vertical curb and gutter (type A) along both sides of the asphalt.
- " A 4.5 ft. wide landscape strip with street trees planted 30 ft. on-center, and a 5 ft. wide sidewalk along both sides of the street.
- " Pedestrian crossings to connect the south parking lot to the campus buildings.

B. Install the described street improvements as changes are made to the east entrance and the access road.

C. The City is not asking that the NE 116th Street corridor be dedicated as public right-of-way at this time. However, as a condition of the master plan approval, the College shall agree to dedicate the corridor when asked to do so by the City. It is anticipated that the City will not ask for the dedication until funding is secured to complete the street connection. At this time, the City is not seeking funding for the connection.

4. A 2-inch asphalt street overlay will be required where more than three utility trench crossings occur with 150 lineal ft. of street length or where utility trenches parallel the street centerline. Grinding of the existing asphalt to blend in the overlay will be required along all match lines.

5. It shall be the responsibility of the applicant to relocate any above-ground or below-ground utilities which conflict with the project associated street or utility improvements.

6. Underground all new and existing on-site utility lines and overhead transmission lines.

7. Zoning Code Section 110.60.9 establishes the requirement that existing utility and transmission (power, telephone, etc.) lines on-site and in rights-of-way adjacent to the site must be underground. The Public Works Director may determine if undergrounding transmission lines in the adjacent right-of-way is not feasible and defer the undergrounding by signing an agreement to participate in an undergrounding project, if one is ever proposed. In this case, the Public Works Director has

determined that undergrounding of existing overhead utility on 132nd Ave. NE is not feasible at this time and the undergrounding of off-site/frontage transmission lines should be deferred with a concomitant agreement or LID No Protest Agreement.

Separate Building permit and pre-application should be applied for.

CITY OF KIRKLAND

123 FIFTH AVENUE KIRKLAND, WASHINGTON 98033-6189 (206) 828-1257

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

NOTICE OF APPROVAL

ZONING CODE/SUBDIVISION CODE PERMIT

File No. III-89-53

PROJECT NAME: Lake Washington Vocational-Technical Institute

PROJECT ADDRESS: 11603 132nd Avenue N.E., Kirkland

APPLICANT OR AGENT: Cummings Associates, Architects

CITY OF KIRKLAND APPROVAL DATE: December 19, 1989

LAPSE OF APPROVAL DATE(S): An application must be submitted AND development must begin within one year (by December 19, 1990) or the decision becomes void.

Furthermore, construction must be substantially complete along with applicable conditions within five years (by December 19, 1994) or the decision becomes void.

(See Pages 7 and 8, Notice of Approval and/or pages 8 and 9, Section V., Planning Commission report).

LAPSE OF APPROVAL DATE APPLIES UNLESS JUDICIAL REVIEW PROCEEDINGS ARE INITIATED WITHIN 30 DAYS OF APPROVAL DATE (BEFORE January 18, 1990).

This NOTICE OF APPROVAL is granted subject to the attached conditions and development standards. Failure to meet or maintain strict compliance shall be grounds for revocation in accordance with the Kirkland Zoning Ordinance No. 2740 as amended.

The applicant must also comply with any federal, state or local statutes, ordinances or regulations applicable to this project. This Notice of Approval does not authorize grading or building without issuance of the necessary permits from the Kirkland Building Department.

CITY OF KIRKLAND
PLANNING AND COMMUNITY DEVELOPMENT
Joseph W. Tovar, Director

By: Terence C. Marpert (signature)

Terence C. Marpert

Title: Planner

- Attachments: x Conditions of Approval
- SEPA MITIGATING MEASURES
x Development Standards
x Procedures for Judicial Review

COPY

ATTACHMENT 4
ZON05.00084

CONDITIONS OF APPROVAL

1. This application is subject to the applicable requirements contained in the Kirkland Municipal Code, Zoning Code, and Building and Fire Code. It is the responsibility of the applicant to ensure compliance with the various provisions contained in these ordinances. Exhibit A, Attachment 5, Development Standards, is provided in this report to familiarize the applicant with some of the additional development regulations. This attachment does not include all of the additional regulations of the City.
2. The Department of Planning and Community Development shall be authorized to approve modifications to the approved site plan, unless:
 - a. There is a change in use and the Zoning Code establishes different or more rigorous standards for the new use than for the existing use; or
 - b. The Planning Director determines that there will be substantial changes in the impacts on the neighborhood or the City as a result of the change (see Exhibit A, Conclusion II.D.10); and
3. As part of the application for a Building Permit the applicant shall submit:
 - a. Plans for a permanent and construction phase storm water control system to be approved by the Department of Public Works (see Exhibit A, Conclusion II.D.5).
 - b. Plans for installing half-street improvements in the NE 120th Street and 132nd Avenue NE right-of-ways bordering the subject property to be approved by the Department of Public Works (see Exhibit A, Conclusion II.D.6).
 - c. A signed and notarized concomitant agreement, as set forth in Exhibit A, Attachment 6, to install the half-street improvements, pay for a proportionate phase of roadway and traffic signal modifications, and underground all existing utility lines bordering the subject property within the 132nd Avenue NE right-of-way. This shall be approved by the Department of Planning and Community Development and recorded with the King County Records and Elections Division (see Exhibit A, Conclusion II.D.6).

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CONDITIONS OF APPROVAL, CONT'D

- d. Plans indicating a buffer of two rows of evergreen trees planted eight to ten feet on center along the boundary of the Voc. Tech. adjacent to NE 120th Street and 132nd Avenue NE. This buffer shall extend around the residential property located between the Voc. Tech. building and 132nd Avenue NE (See Exhibit A, Conclusion II.D.3 which is modified by Exhibit A, Conclusion II.D.8.b(1)).
 - e. Plans showing that the proposed parking stalls comply with parking area design requirements of Zoning Code Section 105.75 (see Exhibit A, Conclusion II.D.4).
 - f. Submit for approval by the Department of Planning and Community Development a signed and notarized easement, as set forth in Exhibit A, Attachment 7, to maintain on-site landscaping, such as that within the required buffers along the south and east boundaries of the site and in the parking areas, to be recorded with the King County Records and Elections Division (see Exhibit A, Conclusion II.D.3, .4 and .13).
 - g. A landscaped greenbelt easement to preserve the forested area west of the new West Wing addition, as specified in Exhibit A, Attachment 7a (see Exhibit A, Conclusion II.D.8).
 - h. Plans showing that future parking areas (see Exhibit A, Attachment 2a) have parking lot lights designed by a qualified traffic or electrical engineer, which are designed such that all light is deflected away from the residential area south of the Voc. Tech. Similar mitigation measures are encouraged wherever feasible for lighting existing parking facilities with particular respect to impacts to the east (see Exhibit A, Conclusion II.D.8.b(1)).
 - i. Plans showing an attempt to mitigate any potential noise impacts due to traffic in the southern parking lot area (see Exhibit A, Conclusion II.D.8.b(1)).
4. Prior to occupancy, the applicant shall:
- a. Complete all site improvements indicated on the site plan approved by the Department of Planning and Community Development at the time of application for a Building Permit (see Exhibit A, Conclusion II.D.10).

CONDITIONS OF APPROVAL, CONT'D

- b. Install a fully operational permanent storm water control system (see Exhibit A, Conclusion II.D.5).
- c. Submit to the Department of Planning and Community Development a security device to ensure maintenance of landscaping, the permanent storm water retention system, and other site improvements (see Exhibit A, Conclusion II.D.13).
- d. In lieu of completing any required improvements, a security device to cover the cost of installing the improvements may be submitted if the criteria in Zoning Code Section 175.10.2 are met (see Exhibit A, Conclusion II.D.12).
- e. Submit a Transportation Management Plan (TMP) developed with the assistance of METRO, with a goal of a 20% reduction in employee use of single-occupant vehicles (SOV) within two years of the issuance of the first Certificate of Occupancy. Further elements of the TMP shall include:
 - (1) Setting aside preferential parking spaces for car pools. The location of these spaces shall be approved by the Planning Department.
 - (2) Sales of METRO bus passes.
 - (3) Using bulletin boards, television monitors and other means to attract employee and student interest in using car pools, van pools, public transit, ride-sharing and other means, other than in SOVs.
 - (4) Paying for additional directory signs and their installation within the public right-of-way at the following intersections: a) NE 116th Street and Slater Avenue NE, b) NE 120th Street and Slater Avenue NE, and c) I-405 and NE 116th Street.
 - (5) For Voc. Tech. employees, an incentive program proposed by the School District, and approved by the City, for those who participate in car pools, van pools, public transit, ride-sharing or other means of travelling to the Lake Washington

CONDITIONS OF APPROVAL, CONT'D

Vocational Technical Institute other than in SOVs. At their discretion, the school district may consider a monetary incentive which would be similar to the City's TMP program.

Upon acceptance of the TMP by the Planning Department, implementation shall occur within 60 days of approval. The plan shall be reviewed annually on the anniversary of the Planning Department's acceptance of the TMP.

Included in the TMP shall be an initial provision for 75 designated car pool parking spaces within the preferential parking area. As part of the annual TMP review by the Planning Department, the demand for preferential car pool parking spaces shall be evaluated. A change in the number of preferential car pool parking spaces may be required by the Planning Department to reflect this demand (see Exhibit A, Conclusions II.D.9 and II.F.1 and .2).

5. Within seven (7) calendar days after the final public hearing, the applicant shall remove all public notice signs and return them to the Department of Planning and Community Development (see Exhibit A, Conclusion II.D.11).

DEVELOPMENT STANDARDS

**Lake Washington Vocational Technical
File No. III-89-53**

A. Department of Planning and Community Development

1. Zoning Code:

- a) Chapter 107; Storm Water Control
- b) Chapter 110; Required Public Improvements

B. Department of Public Works

1. a) **Sanitary Sewer:** Install sewer stubs for each property. Sewer should not be located to current or future wheel paths.
- b) **Authority:** K.M.C. Title 15
2. a) **Domestic Water:** Rose Hill Water District approval required.
- b) **Authority:** K.M.C. Title 15

DEVELOPMENT STANDARDS, CONT'D

3. a) **Storm Water:** Concept adequate, construction details required, storm calculations required, 1-mile downstream analysis required
- b) **Authority:** Zoning Code Chapter 107
4. a) **Right-of-Way Improvements:** Provide left turn improvements at both entrances subject to traffic study. Concomitant agreement for right-of-way not requiring improvement.
- b) **Authority:** Zoning Code Chapter 110
5. a) **Transmission Lines:** Underground all on-site utility lines. For off-site lines, defer with concomitant agreement.
- b) **Authority:** Zoning Code Chapter 110
6. a) **Other:** New street lights required per City policy and Puget Power design. Street signs and stop signs required at new intersections.

C. Building Department

1. **Relevant Building Code Requirements:** Buildings must comply with the Uniform Building Code, Uniform Mechanical Code, and the Uniform Plumbing Code, as adopted and amended by the City of Kirkland.
2. **Dumpster:** Dumpster(s) must be placed on a level approach and accessible by the serving utility.

D. Fire Department

1. **Fire Lanes/Access (UFC 10.207):** Adequate as shown.
2. **Turn-around (UFC 10.207):** Appears adequate as shown. All turning radius must be 25 feet inside 45-foot outside radius. Must be completed and approved prior to any combustible construction.
3. **Grade (UFC 10.207(j)):** Not to exceed 15 percent.
4. **Fire Hydrants (UFC 10.301):** Additional yard hydrants may be required.
5. **Fire Alarm Systems (KMC 21.08.213):** Required. Must be completed and approved prior to occupancy.
6. **Fire Extinguishers (UFC 10.301):** Required. Must be completed and approved prior to occupancy.

DEVELOPMENT STANDARDS, CONT'D

7. **Key Box (UFC 10.209):** Required. Must be completed and approved prior to occupancy.
8. **Sprinkler System (UFC 10.309):** Required. Must be completed and approved prior to occupancy.
9. **Fire Flow Information (UFC 10.301):** Fire flow required. 4,550 GPM fire flow available (per Rose Hill) 5,000 GPM.

JUDICIAL REVIEW

Section 155.110 of the Zoning Code allows the action of the City in granting or denying this application to be reviewed in King County Superior Court. The petition for review must be filed within 30 days following the postmarked date when the City's final decision was distributed.

If issues under RCW 43.21C (the State Environmental Policy Act--SEPA) are to be raised in the judicial appeal, the "SEPA" appeal must be filed with the King County Superior Court within 30 days following the postmarked date when the City's final decision was distributed.

LAPSE OF APPROVAL

Under Section 155.115.1 of the Zoning Code, the applicant must begin the development activity approved under Chapter 155 within one year after the final decision on the matter, or the decision becomes void. Furthermore, the applicant must substantially complete construction activity approved under Chapter 155 and complete the applicable conditions listed on the Notice of Approval within five (5) years after the final decision on the matter, or the decision becomes void.

"Final Decision" means the final decision of the City of Kirkland, or the termination of judicial review proceedings if such proceedings were initiated pursuant to Section 155.110.

Under Sections 125.10, 125.45, 125.50 and 152.115 of the Zoning Code, the applicant must submit an application for final site plan review within one (1) year after the decision on the PUD, or the decision becomes void. Application and appeal procedures for a time extension are described in Section 152.115. Site work may begin before approval of the PUD only if specifically approved as a condition listed on the Notice of Approval of the PUD.

LAPSE OF APPROVAL, CONT'D

"Decision on the PUD" means the final decision of the City of Kirkland, or the termination of judicial review proceedings if such proceedings were initiated pursuant to Section 152.110 or 155.110.

The applicant must begin the development activity, approved under Chapter 125, within one year after the final decision on the PUD, or the decision becomes void. Furthermore, the applicant must substantially complete the development activity approved under Chapter 125 and complete the applicable conditions listed on the Notice of Approval within five (5) years after the final decision on the PUD, or the decision becomes void.

"Final Decision" means the final decision of the City of Kirkland, or the termination of judicial review proceedings if such proceedings were initiated pursuant to Section 152.110 or 155.110.

19 July 2005

RECEIVED

JUL 21 2005

PLANNING DEPARTMENT
BY _____

Planning Department
City of Kirkland
123 5th Ave.

Attn: Tony Leavitt

References: Notice of Application, Lake Washington Technical College, Master Plan Update, File No. ZON05-00014

Sir,

Our comment concerns traffic entering 132nd Ave NE from NE 113th Street at the southeast corner of LWTC campus. 132nd Ave is a through street with a 35 mph speed limit. It is apparent that some percentage of traffic to and from the College coming from the I-405 freeway uses NE 113th street.

Traffic entering 132nd Ave from 113th street has its view to the north obstructed by a high earthen bank covered with weeds and plants. This results in a hazardous situation in that vehicles must pull out into the avenue to see on-coming traffic from the north.

We suggest that this situation should be considered in planning traffic around the college campus with some remedy such as an added sidewalk at the corner, or a widened right-of-way.

Sincerely Yours



Lyman and Rosemarie Petersen
12735 NE 113th Place
Kirkland, WA 98033
425-828-3006
rlthron@msn.com

ATTACHMENT <u>5</u>
<u>ZON05.00014</u>



City of Seattle

Gregory J. Nickels, Mayor

Seattle Public Utilities

Chuck Clarke, Director

July 15, 2005

Tony Leavitt
City of Kirkland
Department of Planning & Community Development
123 5th Avenue
Kirkland, WA 98033

RE: Notice of Application
File Number: ZON05-00014

Dear Tony:

Thank you for sending Seattle Public Utilities a copy of Notice of Application for this project.

This letter is to provide notice that Seattle Public Utilities operates a 48" inch concrete cylinder water transmission line within 132nd Avenue NE in the vicinity of this project.

I have enclosed copies of our map book sheets showing the approximate location of the 48" inch line. If there is to be operation of heavy equipment, excavation or construction performed in the area of our pipe, Seattle Public Utilities should be included in the pre-construction process, plan review and the actual construction.

Information needed by SPU

- Three copies of scalable Plan, Section and Profile drawings that show the planned improvements in proximity to our pipe. These plans will be reviewed for comment by SPU Operations staff & engineers.
- The planned start and finish dates.

Information you may need

- Record plans of our facilities can be obtained from the City of Seattle Vault which is located at the 47th floor of the Seattle Municipal Tower, PO Box 34018, 700 5th Ave., Suite 4700, Seattle, 98124 - 4018. The phone number there is 206-684-5132.

RECEIVED

JUL 18 2005

AM PM
PLANNING DEPARTMENT
BY _____

- **Any work in close proximity to our pipeline (including locating by potholing) must be supervised by SPU. Call SPU's Lake Youngs Headquarters at 425-255-2242 at least 48 hours in advance.**
- **Pipe protection may be necessary if heavy equipment crosses the pipe. Typical temporary bridging would be timbers and steel plate.**

If anyone connected with this project should need additional information please contact me at 206-684-5971 or e-mail teri.hallauer@seattle.gov.

Sincerely,

A handwritten signature in cursive script that reads "Teri Hallauer".

Teri Hallauer
Sr. Real Property Agent

Enclosure: Map book page 424 showing approximate location of the 48" Water Line.

120TH AVE NE

MH
129+39.01

ELEV. 219

126+82.22

ELEV. 193

NE 126TH PL

48"X42" RED
124+38.78

132ND PL NE

MH
120+99.79

ELEV. 130

8" BOV #18
120+50

PERMIT
FROM
N.P.R.R.

ELEV. 130

ELEV. 150

ESMT TO KING CO
FOR ROADWAY PURPOSES
ONLY. ALL OTHER
USES REQUIRE PERMIT
FROM S&D

48"X42" RED
117+40.04

8" SEWER ESMT
10' DOWN, 24'S
OF CL 124TH

ELEV. 153

18" STORM DRAIN
(SPRIAL ALUM 166A)
6-1/2' DOWN, 166'N
OF MH STA 111+00

MH
111+55.87

ELEV. 175

MH
111+00

ELEV. 216

ELEV. 236

FOR R/W AGREEMENTS
SEE ORD 92933

ELEV. 255

2-4" AVs
124

NE 120TH ST

MH
102+97.59

ELEV. 312

ELEV. 302

103+59.84
A. & VACV. ASSBY #24

MH
102+00.34

ELEV. 373

42" V #23
98+50

ELEV. 337

NE 117TH WAY

ELEV. 333

12" V

MH
91+00.20

12" OUTLET #14
90+42.75

12" WATER CROSSING OVER
90+78.75

10"X12" FMCT
M #170865

NE 115TH CT

Bell Line

SLATER AV NE

NE 123RD ST

132ND AVE NE

40" WESTL

134TH CT NE

132ND PL NE

NE 119TH WAY

NE 115TH CT



July 13, 2005

Tony Leavitt
Kirkland Planning Deptation
123 5th Ave
Kirkland WA 98033

RECEIVED

JUL 14 2005

AM _____ PM
PLANNING DEPARTMENT

BY _____

To our Neighbors and Constituents,

Lake Washington Technical College is updating its Kirkland Campus Master Plan to guide the course of site development over the next decade. This document will contain information about building locations, parking provisions, and site amenities.

As Lead Agency per WAC 131-24-030, Lake Washington Technical College submits the enclosed Environmental Checklist and Declaration of Non-Significance for this proposal for your review and comment.

Comments will be received until 5:00 p.m., Thursday, July 28, 2005. Please address all comments to:

Jim Stevens, Director, Campus Services
Lake Washington Technical College
11605 132nd Ave. NE
Kirkland, Washington 98034-8506

The date of this action is July 13, 2005.

Sincerely,

Jim Stevens
Director, Campus Services
Lake Washington Technical College

Encl.

ATTACHMENT <u>7</u>
<u>20N05.00014</u>

SEPA
DETERMINATION OF NON-SIGNIFICANCE

Description of Proposal:

Proposal Summary

Lake Washington Technical College (LWTC) has developed a master plan to guide the Kirkland Campus with the future development of buildings and grounds. The period of time over which this development is envisioned runs through the next ten years. Four new building projects are proposed in this master plan, as well as the evolution of the main entry and visitors' areas. In addition, the college proposes renewal of its grounds, dividing its acreage into several thematically-based zones that promote neighborhood accessibility and ease of management.

Proposal Details

Background

Lake Washington Technical College first developed a master plan in 1989, when the land that comprises the campus was annexed into the City of Kirkland. This master plan was originally intended to guide the college through the year 2001, but its usefulness has been extended somewhat because the college has not been able to bring to fruition all the project work it contained. However, since 2001, successful requests for additional public funding through the State of Washington have demanded a currently reviewed and approved master plan. The existing master plan that was approved by the city is now more than 15 years old, and since its relevance to existing college conditions and the needs of the community it serves are now greatly reduced, a renewed proposal is needed to reflect the opportunities for the college to grow in appropriate directions. This master plan document will be reviewed at least every two years to ensure continued suitability as the road map for future development of the campus.

New and Replacement Structures

Several buildings on the existing Kirkland Campus are at the end of their useable term of life, fortunately, all of these are portable structures. Additionally, there is great community need for adding classrooms and support spaces for high-demand educational programs, such as those that produce healthcare professionals. An extension of the West Building/Technology Center, following the existing structural lines to the northeast, is part of answering demands the campus is now experiencing for

instructional space and faculty offices. A new structure is also envisioned to abut the existing East Building at its east side. This building will serve as the core facility for Allied Health Programs. The overall goal of this master plan is to foster the growth of the campus in the most orderly and sensible fashion possible, given the restrictions of the space and the demands of future students. Improvements to the Horticulture Program and the Early Learning Center will include replacement of all portable structures with permanent buildings that meet the needs of each program in quantity and quality of space. Over the life of the master plan, there will be approximately 160,000 gross square feet of building area added to the existing total for the campus. In addition, in order to meet the parking needs of the rising number of students on campus, a parking structure also of about 160,000 gross square feet will be required in what is now the north parking lot.

Site Amenities

The LWTC campus is also planned to see significant changes over the term of this master plan. An outdoor amphitheatre is envisioned for an existing hillside area that is now in turf and shrubs just south of the East Building. The college main entrance has always been characterized as easy to overlook, so a complete reworking from the initial entry point to a new welcoming area is conceived to facilitate wayfinding for first-time visitors to the campus. Because of the elevation difference between south campus parking and the main campus structures, an elevator will be included as part of this welcoming area to improve access to facilities. The grounds themselves are proposed to be divided into thematic areas, stressing sustainability and reduction of labor-intensive plantings, such as large turf areas. Additionally, the Horticulture Program will see expansion of its campus arboretum incorporating contiguous space to the existing arboretum area. This will allow the inclusion of a greater range of species for the students to study as a basis for practical instruction. Finally, LWTC plans increased connectivity with the existing walkways outside the campus, integrating additional paths through the campus and stressing the continuity of trails through the various elements of the site plan.

Proponent: Lake Washington Technical College

Location of Proposal, including street address, if any:

11605 132nd Ave. NE, Kirkland, WA 98034, and within Section 28 and 33, Township 26 North, Range 5 East, W.M.

Lead Agency: Lake Washington Technical College.

The lead agency for this proposal has determined that it does not have a probable adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a complete environmental checklist and other information on file with the lead agency. This information is available to the public on request.

There is no comment period for the Determination of Non-Significance (DNS).

This DNS is issued under WAC 197-11-340(2).

**** Comments must be received by 5:00 p.m., Thursday, July 28, 2005. ****

Responsible official: James W. Stevens

Position/Title: Director, Campus Services

Address: 11605 132nd Ave. NE, Kirkland, WA 98034

Date: 7-12-05

Signature: Jim Stevens

Jim Stevens
Director, Campus Services
Lake Washington Technical College
11605 132nd Ave. NE
Kirkland, WA 98034

There is no agency appeal.

X:MyData/MasterPlanning/2005Update

CITY OF KIRKLAND ENVIRONMENTAL CHECKLIST

Purpose of Checklist:

The State Environmental Policy Act (SEPA), Chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the City identify impacts from your proposal, and to reduce or avoid impacts from the proposal, whenever possible

Instructions for Applicants:

This environmental checklist asks you to describe some basic information about your proposal. Answer the questions briefly with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the City staff can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The City may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impacts.

Use of Checklist for Non-project Proposals:

Complete this checklist for non-project proposals also, even though questions may be answered "does not apply." IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NON-PROJECT ACTIONS (Part D).

For non-project actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

A. BACKGROUND

1. Name of proposed project, if applicable: ***Lake Washington Technical College - Master Plan***
2. Name of applicant: ***Lake Washington Technical College - Charles McWilliams, VP of Administrative Services.***
3. Tax parcel number: ***3326059001, 3326059125, 2826059061, 2826059104, 2826059146, , 2826059151, 2826059162***
4. Address and phone number of applicant and contact person: ***Charles McWilliams, (425) 739-8200***

5. Date checklist prepared: *January 5, 2005*
6. Agency requesting checklist: *City of Kirkland, Planning and Community Development*
7. Proposed timing or schedule (including phasing, if applicable): *This proposed master plan identifies 3 six year phases for a total of 18 years. (2003 - 2009, 2009 - 2015, and 2015 - 2021)*
8. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal?

This is not a proposal for a specific project but rather a master plan to identify all future development proposals. Future additions and expansions will be submitted at the time of their proposal.

9. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

As part of the Master Plan, we have provided the following: Road Concurrency Test, Traffic Impact Analysis, Parking Study, and Stormwater Capacity Analysis. Additional environmental information would be provided as part of any development permitting processes.

10. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

State of Washington public funding cycles may affect the timing of proposed development implementation.

11. List any government approvals or permits that will be needed for your proposal, if known.

No other known permits or approvals are expected.

12. Give brief, complete description of your proposal, including the proposed uses, the size and scope of the project and site including dimensions and use of all proposed improvements. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.

Building Construction Projects

Allied Health:

LWTC proposes the construction of a new Allied Health Building dedicated to providing state-of-the-art academic spaces to train students in health related fields. The building will provide clinical training labs with office space for visiting healthcare professions, faculty, and administration which provide “real world” learning environments on-campus. The project also includes a community health clinic. The Allied Health Building will be located adjacent to and connected with the existing East Building. Construction of the Southwest Parking Lot will be included with this project.

Building Area:

64,000 gross square feet

Building Height:

3 stories – ground floor to match East Building

Additional FTE:

272

Anticipated Occupancy:

2011

ELE Center:

The eight existing portable structures at the southeast corner of the site will be replaced by a new building to support Early Learning Education. The project will include labs and dedicated ECE classrooms as well as the state-mandated support spaces. The project will also include approximately 12,000 GSF of outdoor observation area. The building is to be located just north of the east campus entry off 132 Ave. NE. Construction of the Southeast Parking Lot and the Campus Gateway development will be included with this project.

Building Area:	21,000 gross square feet
Building Height:	2 stories
Additional FTE:	90
Anticipated Occupancy:	2012
Construction Type:	2-A

Horticulture:

A new structure in the Horticulture greenhouse complex will be a replacement facility for two existing portables. Building will include classrooms, labs, and offices for the Horticulture program.

Building Area:	5,300 gross square feet
Building Height:	1 story
Additional FTE:	25
Anticipated Occupancy:	2013
Construction Type:	5-A

Technology Center Expansion – Phase III

This project is proposed as an expansion of the existing Technology Building. The expanded space of this building will meet the academic and department space needs for General Education/Service Technology and Business/information Technology Programs. The project will provide general use classrooms, administrative support, and faculty offices. Project will also include the Parking Structure.

Building Area:	70,000 gross square feet
Building Height:	4 stories above structured parking
Additional FTE:	350
Anticipated Occupancy:	2015
Construction Type:	1-A

Campus Infrastructure

Southwest Parking Lot

An existing area adjacent to the horticulture greenhouses will be converted to additional parking. Approximately 120 parking stalls will be created.

Southeast Parking Lot

With the removal of the Child Care Center portables, a new parking area with 100 additional parking spaces will be created.

Parking Structure

A 430-space parking structure is to be located in the North Parking Lot to accommodate the additional parking required by the new building development.

13. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

Address: Lake Washington Technical College - 11605 132nd Ave. Northeast, Kirkland, Washington 98034

Legal Description & Property Size:

The N 1/2 of the NE 1/4 of Section 33 and that portion of the SE 1/4 of the SE 1/4 of section 28 all in Township 26 North, Range 5 East W.M., King County, Washington described as follows:

Commencing at the Northeast corner of section 33, thence S88 1/8 19'16"W along the North line thereof 30.07 feet to the West margin of 132nd Avenue N.E. as now established; and the point of beginning; thence S2 1/8 11'27"W along said street margin 672.81 feet to the North line of Merrywood No. 2 Addition as recorded in Volume 71 of Plats on Page 51, records of said County, thence S88 1/8 47'5"W along the North line of said Plat 1363.84 feet to the West line of the NE 1/4 of the NE 1/4 of Section 33, a distance of 661.01 feet to the North line of Section 33; thence N1 1/8 28'01"E along the West line of the SE 1/4 of the SE 1/4 of Section 28, a distance of 1274.49 feet to the Southerly margin of N.E. 120th St. 850.94 feet to the beginning of a curve to the right having a radius of 543.14 feet, thence Southeasterly and Southerly along said curve through a central angle of 83 1/8 20'55" on arc distance of 790.11 feet; thence departing from said road margin S88 1/8 44'01"W 199.08 feet; thence S1 1/8 11'55"W 654.75 feet to the South line of Section 28; thence N88 1/8 19'16"E 200.22 feet to the point of beginning.

Encompassing an area of 54.43 acres.

Subject to easements for water main as filed under auditor's file number 7104080361. Also subject to easements, restrictions, and reservations of records, if any.

See the attached Vicinity Plan and Existing Campus Plan.

TO BE COMPLETED BY APPLICANT

EVALUATION FOR
AGENCY USE ONLY
REVIEWED BY:

B. ENVIRONMENTAL ELEMENTS

1. EARTH

a. General description of the site (circle one): Flat, rolling, hilly, steep, slopes, mountainous, other
Portions of the site which are currently developed are flat or gently rolling. Undeveloped areas contain some steep slopes.

b. What is the steepest slope on the site (approximate percent slope)?
All areas of proposed building development are essentially flat. The western greenbelt has slopes approaching 33%.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.
Alderwood gravely sandy loam (AgC and AgD)

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.
No, but the western greenbelt is indicated as a Medium Landslide Hazard Area on the City of Kirkland, Natural Resources Map Series - Landslide and Seismic Hazard Area. (Note: No building development is proposed in this area).

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.
Quantity calculations are beyond the general scope of this master plan. Actual fill quantities will vary depending on the project discussed, but in general, any development will seek to minimize extensive filling or grading.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.
If any of the proposed developments require extensive cuts, erosion is a possibility. However, appropriate shoring and construction practices should be able to prevent any extensive erosion.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt, buildings)?
Total site area = 2,440,000 sf

Total existing site impervious = 1,075,000 sf or 44%
Total new site impervious = 1,200,000 sf or 49%

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:
Temporary Erosion and Sediment Control (TESC) plans will be required by the City for all construction projects. All proposed building locations are located away from erosion sensitive areas.

2. AIR

- a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities, if known.
Additional automobile emissions will be present due to increased traffic. See the traffic study included in the master plan for number of vehicles.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.
None known.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:
Lake Washington Technical College has a Transportation Management Plan in place which seeks to encourage alternative modes of transportation rather than single occupant automobiles.

3. WATER

a. Surface

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

No

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

No

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

None

- 4) Will the proposal require surface water withdrawals or diversions? Give

general description, purpose, and approximate quantities if known.

No

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

No

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No

b. Ground

- 1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

None other than storm water which is discussed below.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals...; agricultural; etc.) Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

None

c. Water Runoff (including storm water):

- 1) Describe the source of runoff (include storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

All storm water will be collected, treated, and discharged on-site. Discharge will be a combination of surface ponds and below grade infiltration systems.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.

No

Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

All collected run-off will be directed to discharge systems.

4. PLANTS

a. Check or circle types of vegetation found on the site:

<input checked="" type="checkbox"/>
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- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- shrubs
- grass
- pasture
- crop or grain
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation:

b. What kind and amount of vegetation will be removed or altered?
This will be determined as individual projects are developed.

c. List threatened or endangered species known to be on or near the site.
None

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:
The campus has been divided into 7 landscape zones. Northwest Forest, Hillside Meadow, Arboretum, Forevergreen, Red Oak Boulevard, The Gateway Valley, and the Entry Streetscape. Each zone will make use of a different collection of native trees, shrubs, and grasses. Actual species will be determined as each project is developed and are not specifically known at this time.

5. ANIMALS

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

- birds: hawk, heron, eagle, songbirds, other *Songbirds*
- mammals: deer, bear, elk, beaver, other *Deer*
- fish: bass, salmon, trout, herring, shellfish, other *None*

b. List any threatened or endangered species known to be on or near the site.
None

c. Is the site part of a migration route? If so, explain.
No

d. Proposed measures to preserve or enhance wildlife, if any:
Wildlife is currently only seen in the greenbelt. No development (excluding

pedestrian pathways) is planned for this area.

6. ENERGY AND NATURAL RESOURCES

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Specific energy will be determined as each project is developed. Campus infrastructure will provided for gas or electric heat. No manufacturing will be done on site.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

Specific conservation measures will be determined as each project is developed, however, current state standards require building energy usage be designed to LEED Silver standards for efficiency and use. All projects are also required to comply with the State Energy Code.

7. ENVIRONMENTAL HEALTH

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

No

- 1) Describe special emergency services that might be required.

None known.

- 2) Proposed measures to reduce or control environmental health hazards, if any:

Not applicable

- b. Noise

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Vehicular traffic.

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic,

site as a result of the following projects:

*Allied Health Building Expansion 272 FTE
Early Learning Education building 90 FTE
Horticulture Building 25 FTE
Phase III Expansion 350 FTE*

i. Approximately how many people would the completed project displace?
None

j. Proposed measures to avoid or reduce displacement impacts, if any:
Not Applicable

k. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:
This master plan has been coordinated and is in general compliance with the City of Kirkland Zoning Code, Comprehensive Plan, and North Rose Hill Community Plan. Additionally, two public community meetings were held prior to master plan submittal.

9. HOUSING

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.
None

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.
None

c. Proposed measures to reduce or control housing impacts, if any:
Not applicable

10. AESTHETICS

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?
Five stories or 15' above the top of the existing West Building whichever is less. this assures no building will be more than 15' higher than the existing tallest point on campus. Further, for buildings within 100' of adjacent residential zones the limitation will be 30' average base elevation. Principal exterior building materials will be proposed as part of individual building development

applications.

- b. What views in the immediate vicinity would be altered or obstructed?

None

- c. Proposed measures to reduce or control aesthetic impacts, if any:

The bulk of buildings, when within 100' of adjacent lower density zone will be controlled by limiting the horizontal length of any façade parellelling the boarder to 50'. Building heights in this area are also limited to 30' average base elevation.

11. LIGHT AND GLARE

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

None

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

No

- c. What existing off-site sources of light or glare may affect your proposal?

None

- d. Proposed measures to reduce or control light and glare impacts, if any:

Glare from parking lot or exterior building lighting will be required to be directed and shielded away from lower density zones.

12. RECREATION

- a. What designated and informal recreational opportunities are in the immediate vicinity?

There are no informal recreational activities on campus other than opportunitites to walk/jog on the campus byways. The closest city park is Mark Twain at NE 107th St.

- b. Would the proposed project displace any existing recreational uses? If so, describe.

No

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

Not applicable

13. HISTORICAL AND CULTURAL PRESERVATION

a. Are there any places or objects listed in, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

No

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

None

c. Proposed measures to reduce or control impacts, if any:

Not applicable

14. TRANSPORTATION

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on-site plans, if any.

The existing campus is serviced by 132nd Ave. NE and NE 120th Steet arterials. these arterials connect with I-405 at the NE 116th interchange. No changes to the existing street system in proposed.

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

Yes, there is a Metro bus stop at the main campus entrance on 132nd Ave. NE.

c. How many parking spaces would the completed project have? How many would the project eliminate?

Additional parking needs will be provided with the development of the individual projects. A parking study provided as part of the master plan indicated the following additional parking requirements for each project:

- Allied Health Building Expansion 15 stalls*
- Early Learning Education Building 45 stalls*
- Horticulture Building 13 stalls*
- Phase III Expansion 175 stalls*

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

On-site vehicle circulation will receive minor revisions to accommodate ease of access to campus buildings. No revision to city streets are proposed.

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

No

f. How many vehicular trips per day would be generated by the completed project? If know, indicate when peak volumes would occur.

As per the trip distribution study provided by Transportation Planning & Engineering, Inc as part of the Master Plan submittal, the AM peak hour was from 8 - 9 AM and the PM peak hour was from 5 - 6 PM. The noon peak hour occurred from 11:15 AM to 12:15 PM, and was the highest traffic volume hour of the day on the LWTC driveways.

Approximately 964 new vehicle trips are expected on an average weekday in 2013 due to the buildings proposed in this master plan, including 68 new trips during the PM peak hour. Approximately 873 additional new vehicle trips are expected on an average weekday in 2019 due to the buildings proposed in this master plan, including 60 new trips during the PM peak hour.

g. Proposed measures to reduce or control transportation impacts, if any:

LWTC will pay traffic impact fees required by the City. The City will use the fees to supplement the funding for the construction of street improvements in the area. LWTC will update and continue to implement its Transportation Management Plan (TMP). The TMP will promote the use of alternative transportation modes such as public transit, carpooling, bicycling, and walking.

15. PUBLIC SERVICES

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

No

b. Proposed measures to reduce or control direct impacts on public services, if any.

None

16. UTILITIES

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other

All of the above excluding septic system.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate

vicinity which might be needed.

There are no new utility service lines that will be brought to the Campus, with the exception of one new storm sewer connection. However, the water lines and majority of the sanitary sewer lines on campus are owned by the City of Kirkland and Northshore Utility District, respectively. Each new building will require service connections to the mains and improvements to the water and sewer mains are required.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____

Date Submitted: January 20, 2005

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(Do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Proposed measures to avoid or reduce such increases are:

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

3. How would the proposal be likely to deplete energy or natural resources?

Proposed measures to protect or conserve energy and natural resources are:

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Proposed measures to protect such resources or to avoid or reduce impacts are:

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Proposed measures to avoid or reduce shoreline and land use impacts are:

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Proposed measures to reduce or respond to such demand(s) are:

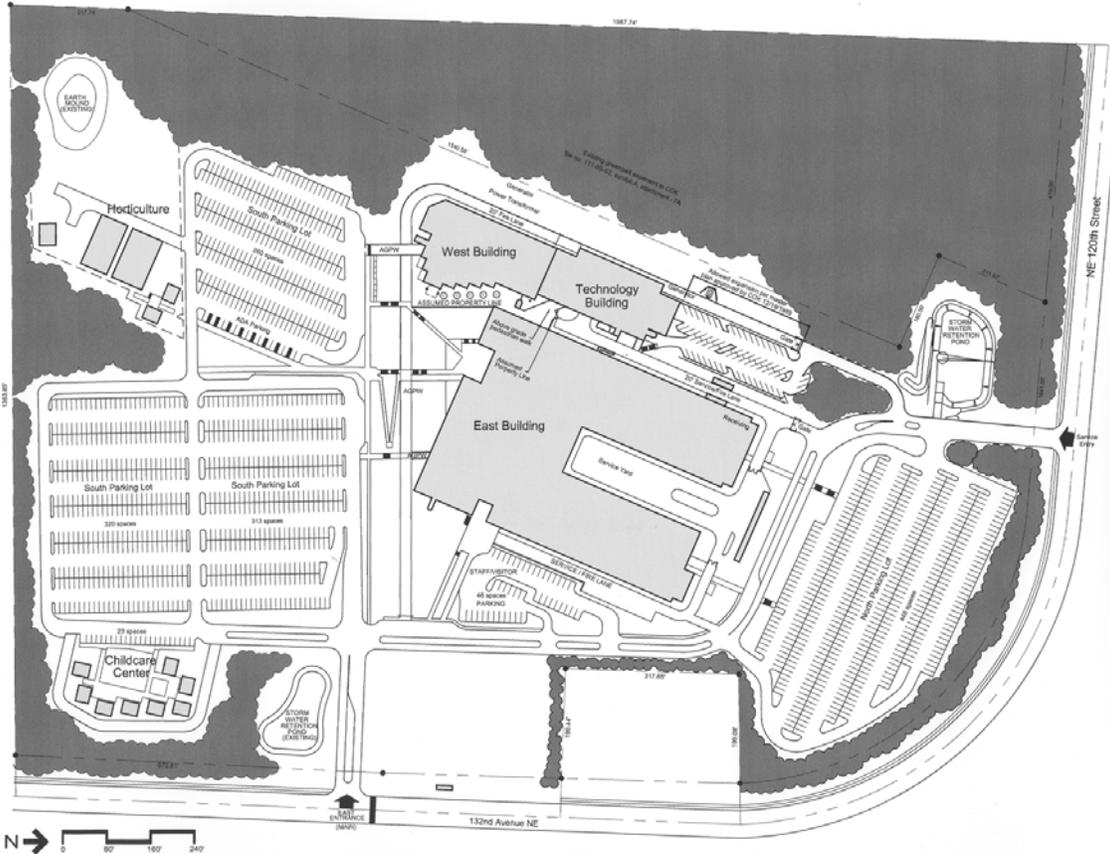
7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

CITY OF KIRKLAND ENVIRONMENTAL CHECKLIST - Attachments

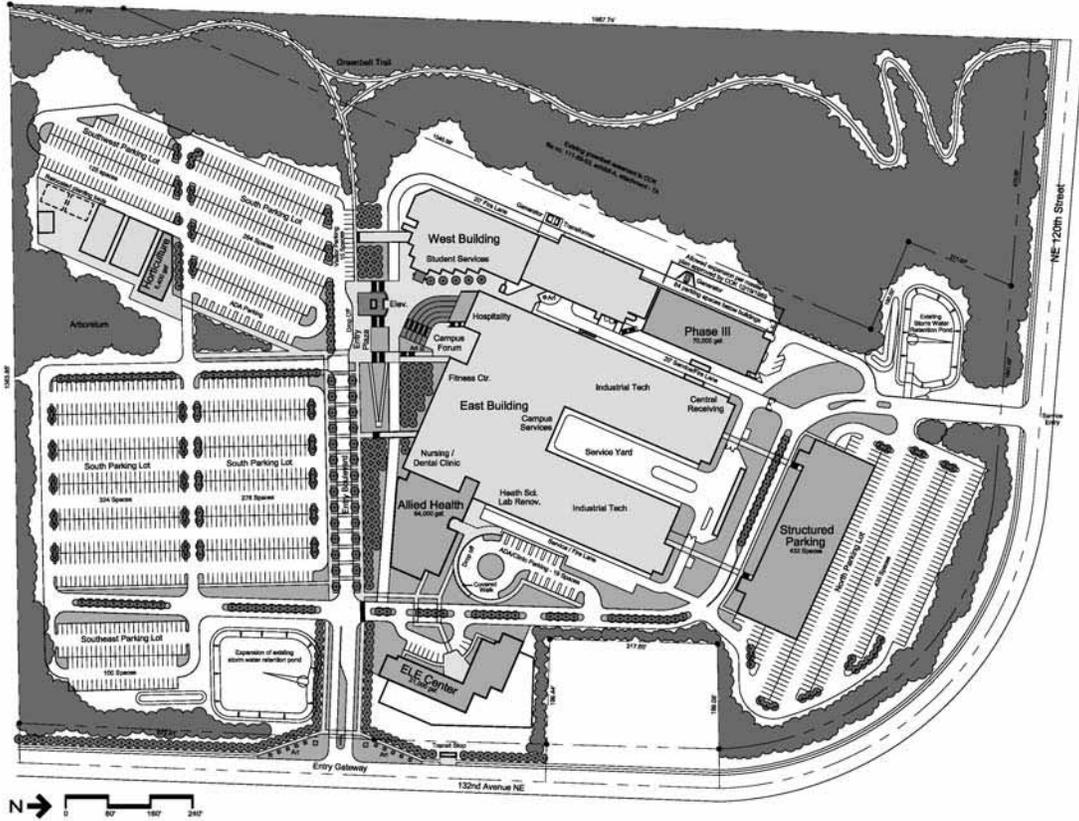
Vicinity Plan



Existing Campus Site Plan



Proposed Campus Site Plan



CITY OF KIRKLAND

123 FIFTH AVENUE • KIRKLAND, WASHINGTON 98033-6189 • (425) 828-1243

**DEPARTMENT OF PUBLIC WORKS
MEMORANDUM**

To: Tony Leavitt, Associate Planner
From: Thang Nguyen, Transportation Engineer
Date: June 20, 2005
Subject: Lake Washington Technical College Master Plan Review

This memo summarizes Staff's review of the traffic impact analysis report for Lake Washington Technical College prepared by Mirai.

Existing Conditions

Currently, the school campus consists of three buildings for a total of 376,144 square feet (sf)- (the East Building has 214,827 sf floor area, West Building (Fowler Hall) has 90,377 sf floor area, and the new Technology Building has 60,728 sf of floor area and a 10,212 sf open parking garage. With the Technology Building and excluding the parking garage, the campus currently has a total of approximately 365,932 square feet of gross floor area. The current campus has 1,494 parking spaces. Two unsignalized driveways provide access into the site. One driveway is off NE 120th Street and the other driveway is off 132nd Avenue NE.

The existing Lake Washington Technical College has 2,739 full-time equivalent students (FTE) for 2004-2005 school year.

Project Description

The proposed master plan includes three phases of development. The first phase will construct 212,000 additional square feet of gross floor area. The second phase will construct 191,000 square feet of gross floor area. The last phase of the master plan will construct 8,000 additional square feet of gross floor area. Table 1 summarizes the proposed development phasing and the square footage components for each phase.

Trip Generation and Distribution

Trip generation for the college was determined based on three days of traffic count. Results from the counts indicate that the existing college generates approximately 6,829 daily, 675 AM Peak hour, 485 PM peak hour trips with a one hour peak of 832 trips between 11:15AM and 12:15 PM.

With 2,739 full-time equivalents (FTE's) student enrollment, the trip generations translate to a daily rate of 2.49 trips per FTE, 0.25 trips per FTE in the AM peak hour, and 0.18 trips per FTE in the PM peak hour with a one hour peak generation of 0.30 trips per FTE.

ATTACHMENT **8**

2005-00014

The forecasted trip generation for the proposed master plan is summarized in Table 1. It is forecasted that the campus master plan will generate approximately 8,666 daily, 856 AM peak hour, and 613 PM peak hour trips with an enrollment of 3,476 FTE's.

Table 1. Trip Generation Summary

Development Phase & Sub Area	Building Area, Square Feet	Additional Student Enrollment (FTE)	Parking Spaces	Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips
Existing Campus	365,932	2,739	1,494	6,829	675	485
Phase I						
• Allied Health Building (2011)	64,000	+272		678	67	48
Phase II						
• Early Learning Education Center Building (2012)	21,000	+90		224	22	16
• Horticulture Building (2013)	5,400	+25		62	6	4
Total Phase II	26,400			286	28	20
Phase III						
• Phase IIIB expansion of the Technology Building (2015)	50,000	+200		499	49	34
• Phase IIIC expansion of Phase IIIB (2019)	30,000	+150		374	37	26
Total Phase III	80,000			873	86	60
Structured Parking Garage			+432	0	0	0
Proposed Master Plan Development	170,400	+737		1,837	181	128
Total Campus Development	536,332	3,476	1,926	8,666	856	613

The City's BKR traffic model was used to determine the general trip assignment for the updated Master Plan. Based on the trip assignments and the proportional share calculations, 14 intersections were determined to have significant proportional share; thus, operational and safety analyses were required for those intersections for the SEPA analysis.

Concurrency Analysis

The City of Kirkland's Concurrency Ordinance requires that a transportation concurrency test be conducted for future conditions with the project in order to comply with the state Growth Management Act. The proposed master plan is allowed to be reviewed as a multi-phase development under the City's TIAG.

Although SEPA requires cumulative evaluation of future impacts by the completion of the entire master plan, the concurrency evaluation can only consider those phases that can reasonably occur within the next six years to be concurrent with the City's six year transportation plan. This identifies 2011 as the year concurrency would be evaluated for future impacts. Phases beyond 2011 would require later submittal for concurrency testing.

Memorandum to Tony Leavitt

June 20, 2005

Page 3 of 7

However, Phase II of the master plan is currently anticipated to be completed in 2013 but the development schedule may be accelerated. Given that Phase II has minimal trip generation, staff agrees to give the applicant flexibility with their construction program and included Phase II with the Phase I concurrency evaluation. A traffic concurrency test was completed for the proposed development on January 26, 2005. Based on the test result, the proposed project passed concurrency. The concurrency test notice will expire on January 25, 2011 unless a development permit and certificate of concurrency is issued or an extension is granted.

Parking Requirement

Currently, there are 1,494 parking spaces on the school campus. A parking utilization analysis was completed for the current campus to determine demand and supply. The result from the analysis indicates that the current campus has a utilization rate of 87% (1304 parked vehicles). Thus, there were 190 available parking stalls. This peak utilization rate occurred at 11AM which coincide with the peak trip generation hour.

To determine future requirements, the existing parking demand was divided by the current student enrollment to determine a parking demand rate. This resulted in a parking rate of 0.476 parking space per FTE. This parking rate is based upon one observation. It is reasonable that the parking demand fluctuates from the observed value. A 95% parking utilization can be assumed to absorb the fluctuation in parking demand. Thus, for determining future demand, a parking utilization rate of 95% will be assumed.

With an anticipated future enrollment of 737 additional FTE students, a minimum of 369 parking spaces would be needed for a 95% utilization rate. At a 95% utilization rate, 1742 parking stalls are needed to serve the Master Plan. The proposed master plan includes a parking structure with a supply of 432 parking spaces to serve the anticipated demand. The completion of the proposed master plan would provide 1,926 parking spaces which is more than enough to accommodate a 95% utilization rate. Table 3 summarizes the parking demand based on the development program.

As shown in Table 2, 14 additional spaces are required for Phase I of the proposed master plan. This is based on a conservative estimate of parking demand. It is most likely that the existing parking supply can accommodate Phase I. Although there will adequate parking with the completion of the Master Plan, additional parking will need to be provided starting with Phase II. Fifty-eight additional parking spaces will be required with the completion of Phase II. Ninety-five additional parking spaces will be required at the completion of Phase IIIB and another 72 spaces will be required with the completion of Phase IIIC. Temporary on-site parking may be provided for Phase II and III while the proposed parking structure is built.

Table 2. Parking Demand Summary

Development Phase & Sub Area	Student Enrollment (FTE)	Parking Supply	Parking Required for 95% Utilization Rate	Additional Parking to be provided with Phasing
Existing	2,739	1,494		
Existing Demand		1304	1372	0
Future Demand				
Phase I				
• Allied Health Building (2011)	+272		(136)	(+15)
Phase II				
• Early Learning Education Center Building (2012)	+90		(46)	(+46)
• Horticulture Building (2013)	+25		(13)	(+13)
<u>Total Phase II</u>			(59)	(+59)
Phase III				
• Phase IIIB expansion of the Technology Building (2015)	+200		(100)	(+100)
• Phase IIIC expansion of Phase IIIB (2019)	+150		(75)	(+75)
<u>Total Phase III</u>			(175)	(+176)
<i>Proposed Master Plan Development Total</i>	+737		(370)	(+249)
<i>Anticipated Parking Available After Completion of Parking Structure</i>				
Total Campus Development	3,476	1926	1742	

Traffic Impact

The TIA report followed the City's Traffic Impact Analysis Guidelines (TIAG) in assessing significant traffic impacts. The TIAG requires a Level of Service (LOS) Analysis using the Highway Capacity Manual Operational Method for intersections that have a proportionate share greater than 1%. Based on the traffic assignment presented in the traffic report, 14 intersections met this requirement.

The City requires developers to mitigate traffic impacts when one of the following two conditions is met:

1. An intersection level of service is at E and the project traffic is more than 15% of the intersection proportional share.
2. An intersection level of service is at F and the project traffic is more than 5% of the intersection proportional share.

According to the level of service results shown in Table 4, none of the significant intersections meet the above criteria at the build-out of Phase I and II. Thus, specific off-site SEPA traffic mitigation is not warranted. However, four intersections will operate at LOS-F with significant proportional share that will require traffic mitigation in 2019. The intersections that meet the mitigation threshold are:

- NE 120th St/ Slater Ave NE
- NE 85th St/ 132nd Ave NE
- 132nd Ave NE/ NE 100th St
- 132nd Ave NE/East Site Access

There are planned capacity improvement projects at the intersections of NE 120th St/ Slater Ave NE, and NE 85th St/ 132nd Ave NE. Those improvement projects are funded by Road Impact Fees. Thus, paying road impact fees would satisfy the mitigation requirements.

The unsignalized intersection of 132nd Avenue NE/NE 100th Street is forecasted to operate at LOS F in 2011 and 2019 without and with the project's traffic. However, Phase I and II of the master plan has only 2.9% proportional share; thus mitigation is not required during those phases. However, with the completion of the master plan, it will have a proportional share impact of more than 5% which is the threshold for requiring SEPA mitigation. A traffic signal would improve the level of service to LOS C. A signal warrant analysis shall be completed prior to each building permit in Phase III to determine when a traffic signal is warranted for installation.

The unsignalized intersection of 132nd Avenue NE/Project Driveway is forecasted to operate at LOS F in 2019 with the project's traffic proportional share impact of more than 5% which is the threshold for requiring mitigation. A traffic signal would improve the level of service to LOS A. The poor level of service is attributed by the project's traffic, particularly the left-turn volumes out of the campus. It is recommended that a traffic signal be installed at the completion of Phase III C.

Table 4. Future Level of Service Summary

Intersection Identifier	Intersection	2011 LOS(delay)		Proportional %	2019 LOS(delay)		Proportional %
		With Project	Without Project		With Project	Without Project	
306	NE 124 th St/ Slater Ave NE	D(54)	D(55)	2.3%	E(77)	E(78)	4.3%
310	NE 116 th St/ 120 th Ave NE	F(229)	F(229)	0.8%	F(269)	F(270)	1.5%
311	124 th Ave NE/ NE 116 th St	C(27)	C(27)	6.2%	D(39)	D(41)	11.8%
312	NE 124 th St/ 116 th Ave NE	F(92)	F(92)	0.7%	F(156)	F(157)	1.4%
315	NE 124 th St/ Totem Lake Blvd	F(136)	F(136)	0.9%	F(233)	F(235)	1.7%
323	NE 120 th St/ Slater Ave NE	E(63)	E(69)	6.1%	F(110)	F(125)	11.7%
317	NE 116 th St/ I-405 SB On Ramp	A(4)	A(4)	0.8%	A(4)	A(4)	1.5%
320	NE 116 th St/ I-405 NB Off Ramp	B(19)	B(19)	1.9%	C(33)	C(34)	3.5%
324	NE 116 th St/ Slater Ave NE	F(507)	F(556)	2.0%	F(*)	F(*)	3.9%
401	NE 85 th St/ 132 nd Ave NE	F(87)	F(90)	4.4%	F(149)	F(153)	8.5%
402	NE 85 th St/ 124 th Ave NE	E(62)	E(62)	1.1%	F(114)	F(125)	2.1%
402	NE 85 th St/ 120 th Ave NE	E(56)	E(56)	0.9%	F(86)	F(87)	1.7%
404	132nd Ave NE/ NE 100 th St	F(74)	F(115)	2.9%	F(161)	F(419)	5.6%
-	132 nd Ave NE/East Site Access	D(30)	D(34)	3.4%	E(47)	F(63)	6.4%
-	NE 120 th St/North Site Access	E(39)	E(46)	2.4%	F(161)	F(104)	4.6%

Project Level Traffic Impact Review

Based on past experiences with master plan developments, most are scheduled far in the future and it is not unusual that their phasing schedules or development programs change. As the Master Plan projects are scheduled, it will be necessary to provide an updated traffic analyses in order to determine consistency with the forecasts presented in the Lake Washington Technical College Campus Master Plan traffic report. Thus, a student enrollment count, trip generation and parking demand analyses shall be completed with Phase II and III. In addition, a traffic study shall be required if there are changes to the development program, land uses or square footages.

Road Impact Fees

Per City's Ordinance 3685, road impact fees per Road Impact Fee Schedule in effect June 14, 1999 are required for all developments. The road impact fee rate for College and University is \$156 per students. The total road impact fee for the project is approximately \$114,972 (\$156 per student x 737 students). Table 3 summarizes the road impact fees for each development phases. Final road impact fees will be determined at building permit issuance.

Table 3. Road Impact Fees Summary

Master Plan Development	Additional Students	Road Impact Fees
Phase I		
• Allied Health Building (2011)	+272	\$42,432
Phase II		
• Early Learning Education Center Building (2012)	+90	\$14,040
• Horticulture Building (2013)	+25	\$3,900
Phase III		
• Phase IIIB expansion of the Technology Building (2015)	+200	\$31,200
• Phase IIIC expansion of Phase IIIB (2019)	+150	\$23,400
Master Plan Total	+737	\$14,972

Staff Recommendations

For SEPA, the proposed Master Plan will have minimal traffic impact if the following conditions or approval are met. Staff recommends approval of the proposed Master Plan with the following conditions:

1. Pay Road Impact Fees as shown in Table 5 of this memo unless the development program changes. Road impact fees shall be paid with each individual building.
2. Traffic concurrency testing shall be required if the current traffic concurrency test notice expires or if there are changes within the master plan that result in increase trip generation.
3. Developments beyond 2013 and for Phase III will require traffic concurrency testing.
4. An limited scope updated traffic analysis is required to include a student enrollment count, trip generation and parking demand analyses with Phase II and III
- ~~5. Traffic impact analyses (trip generation and parking study) shall be provided in 2006 and 2009 or prior to Phase II and III of the EHMC Master Plan, which ever comes first. Include results from the most recent CTR survey so that the affect of the TMP and Transit Center can be assessed.~~
6. Provide 58 parking spaces for Phase II.
7. Provide 72 parking spaces for Phase IIIC.

If you have any questions or need clarification, please contact me at (425) 587-3869

cc: Rob Jammerman, Development Engineering Manager
 John Burkhalter, Senior Development Engineer
 David Enger, Mirai Transportation Planning & Engineering

**LAKE WASHINGTON TECHNICAL COLLEGE
CAMPUS MASTER PLAN
TRAFFIC IMPACT ANALYSIS**

KIRKLAND

Prepared for

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March 28, 2005



EXPIRES 9/31/05

ATTACHMENT 9

ZON05.00014

March 28, 2005

Stephen J. Starling, AIA
Schreiber Starling & Lane Architects
1221 East Pike St., Suite 200
Seattle, WA 98122

Re: Lake Washington Technical College
Campus Master Plan
Traffic Impact Analysis

Dear Mr. Starling:

We are pleased to present this traffic impact analysis for the proposed Campus Master Plan for the Lake Washington Technical College (LWTC) in Kirkland. The Campus Master Plan will include several proposed buildings, entry boulevard improvements, parking lot improvements, a structured parking garage, and related site improvements. Implementation of the Campus Master Plan is expected to occur in phases through about the year 2019.

We have visited the project site and the surrounding street network. The scope of this traffic impact analysis is based on the City of Kirkland Traffic Impact Analysis Guidelines (TIAG) dated April 2, 2001, and our conversations with Mr. Thang Nguyen, Transportation Engineer for the City.

The TIAG requires that a transportation concurrency test be conducted for future conditions with the project, in order to comply with the state Growth Management Act. However, since the Campus Master Plan is expected to occur in phases through about the year 2019, the City will assess the Plan as a phased concurrency development. The City can validly test transportation concurrency for six years into the future, currently to the year 2011. The College will need to submit for transportation concurrency again for the later stages of the campus development.

As agreed with City staff, it is reasonable to assess the transportation impacts of the Campus Master Plan in 2011, the year of the concurrency test, and in 2019, the estimated year of full implementation of the Plan. Therefore, the horizon years for the analysis of impacts in this traffic impact analysis are 2011 and 2019.

CAMPUS MASTER PLAN DESCRIPTION

Figure 1 is a vicinity map showing the location of the project site and the surrounding street network. The Lake Washington Technical College is located on the south side of N.E. 120th St. and the west side of 132nd Ave. N.E. in Kirkland.

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Figure 2 shows a copy of the proposed LWTC Site Master Plan prepared by Schreiber Starling & Lane Architects dated December 2003. The plan shows several proposed buildings, entry boulevard improvements, parking lot improvements, and a structured parking garage. The proposed buildings shown on the LWTC Site Master Plan (with the estimated floor areas and estimated years of occupancy) consist of the following:

- ☛ Allied Health Building expansion of the East Building (64,000 sq. ft.; 2011)
- ☛ Early Learning Education Center Building (21,000 sq. ft.; 2012)
- ☛ Horticulture Building (5,400 sq. ft.; 2013)
- ☛ Phase IIIB expansion of the Technology Building (50,000 sq. ft.; 2015)
- ☛ Phase IIIC expansion of Phase IIIB (30,000 sq. ft.; 2019)
- ☛ Structured parking garage (432 spaces; year TBD)

The existing East Building has 214,827 sq. ft. of floor area, and the existing West Building (Fowler Hall) has 90,377 sq. ft. of floor area. The new Technology Building consists of approximately 60,728 sq. ft. of enclosed building floor area, plus approximately 10,212 sq. ft. of open parking garage, for a total of 70,940 square feet. With this 70,940 sq. ft. for the Technology Building, the campus currently has a total of approximately 376,144 sq. ft. of building floor area.

As noted above, the City can validly test transportation concurrency for six years into the future, currently to the year 2011. However, based on the building schedule listed above, only the Allied Health Building is expected to be occupied by 2011. In order to create a more useful transportation concurrency test and provide the College with more flexibility for the Campus Master Plan development program, City staff decided that buildings to be occupied by 2013 will be tested for concurrency at 2011.

Therefore, for the purposes of this traffic impact analysis, the buildings to be occupied by 2013 will be grouped together as Phase 1 of the Campus Master Plan. These buildings include the Allied Health Building expansion of the East Building, the Early Learning Education Center Building, and the Horticulture Building. The analysis of transportation impacts of these Phase 1 buildings will be for the 2011 horizon year.

For the purposes of this traffic impact analysis, the remaining buildings proposed in the Campus Master Plan will be grouped together as Phase 2 of the Plan. These Phase 2 buildings include the Phase IIIB expansion of the Technology Building, the Phase IIIC expansion of Phase IIIB, and the structured parking garage. The analysis of



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full implementation of the Campus Master Plan (Phases 1+2) will be for the 2019 horizon year.

Based on the building schedule listed above, by 2013 (Phase 1) an additional floor area of 90,400 sq. ft. would be constructed, for a total floor area of approx. 466,544 sq. ft. on campus. By 2019 (Phase 2) an additional floor area of 80,000 sq. ft. would be constructed, for a total floor area of approx. 546,544 sq. ft. on campus.

PROJECTED STUDENT ENROLLMENT

The existing Lake Washington Technical College has an allocation of 2,739 annualized full time equivalent students (FTE's) for the 2004 – 2005 school year. This is from the Lake Washington Technical College 2004-05 FTE Report dated November 1, 2004, and accounts for both daytime and evening students. Most students attend classes in the morning, and leave campus by lunchtime. Over the next 15 years or so, as the Campus Master Plan is implemented, it is expected that approximately 737 FTE's will be added to the College, for a total of approximately 3,476 FTE's.

It is our understanding that a specific number of FTE's may not necessarily be directly attributable to any specific proposed building project. Some increase in FTE's at the College is likely to occur with or without the buildings proposed in the Campus Master Plan. However, for a college, FTE's are probably the best growth variable for use in estimating potential future traffic impacts. For example, the City's traffic impact fees for schools are based on the number of students.

Therefore, since an increase in FTE's is expected to occur more or less simultaneously with the development and occupancy of the buildings proposed in the Campus Master Plan, it is reasonable to use the increase in FTE's to predict site-generated traffic volumes and potential traffic impacts. The Architect has estimated the following numbers of FTE's attributable to each of the proposed buildings, for the purposes of this traffic impact study:

☛	Allied Health Building expansion of the East Building	272 FTE's
☛	Early Learning Education Center Building	90 FTE's
☛	Horticulture Building	25 FTE's
☛	Phase IIIB expansion of the Technology Building	200 FTE's
☛	Phase IIIC expansion of Phase IIIB	150 FTE's
☛	Structured parking garage	no additional FTE's



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Based on these estimates, by 2013 an additional student enrollment of 387 FTE's would occur, for a total enrollment of approx. 3,126 FTE's on campus. By 2019 an additional student enrollment of 350 FTE's would occur, for a total enrollment of approx. 3,476 FTE's on campus.

VEHICLE TRIP GENERATION

Table 1 shows estimates of vehicle trip generation expected to occur during an average weekday and during the street traffic and site traffic peak hours over the next few years as the buildings proposed in the Campus Master Plan are constructed and occupied. A vehicle trip is defined as a single or one direction vehicle movement with either the origin or destination (exiting or entering) inside the study site. The trip generation values shown on Table 1 account for all site trips made by all vehicles for all purposes, including student, faculty, staff, visitor, and service and delivery vehicle trips.

The trip generation values shown on Table 1 for the existing LWTC are 3-day averages from actual traffic volume counts of vehicles entering and exiting the College campus on the two site driveways. The College has a north driveway onto N.E. 120th St., and an east driveway onto 132nd Ave. Northeast. Machine-recorded counts were conducted by Traffic Count Consultants, Inc. for three days from Tuesday, October 12, 2004 through Thursday, October 14, 2004. The count days were considered by the College staff to be typical fall quarter days, with no special events that could cause unusual traffic conditions. The counts were conducted on both of the campus driveways using pneumatic rubber "road tubes" attached to count machines that recorded the data in 15 minute intervals. Copies of the Traffic Count Consultants, Inc. count summaries are attached.

Table 1 shows the trip generation for the existing college based on the driveway counts for an average weekday, the AM and PM traffic peak hours, and the campus traffic peak hour. The AM peak hour was from 8:00 – 9:00 AM, and the PM peak hour was from 5:00 – 6:00 PM. These AM and PM peak hours are within the traditional 7:00 - 9:00 AM and 4:00 – 6:00 PM commuter peak periods that are typically used in traffic impact studies. The noon traffic peak hour occurred from 11:15 AM to 12:15 PM, and was the highest traffic volume hour of the day on the LWTC driveways.

The trip generation estimates shown in Table 1 for the buildings proposed in the Campus Master Plan are estimated in proportion to the expected increase in FTE's on campus. As shown in Table 1 approximately 964 new vehicle trips are expected on an



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average weekday in 2013 due to the buildings proposed in the Campus Master Plan, including 68 new trips during the PM peak hour (44 entering the site and 24 exiting). Approximately 873 additional new vehicle trips are expected on an average weekday in 2019 due to the buildings proposed in the Campus Master Plan, including 60 new trips during the PM peak hour (39 entering the site and 21 exiting).

TRANSPORTATION CONCURRENCY

The TIAG requires that a transportation concurrency test be conducted for future conditions with the project, in order to comply with the state Growth Management Act. However, the City's Transportation Concurrency Certificates are valid for only six years. A Transportation Concurrency Certificate issued in 2005 will expire in 2011.

Since the implementation of the Campus Master Plan is expected to extend to about the year 2019, the City will assess the Plan as a phased concurrency development. The City can validly test transportation concurrency for six years into the future, currently to the year 2011. The College will need to submit for transportation concurrency again for the later stages of the campus development. This will allow the College flexibility with the Campus Master Plan development program.

Project information, including the trip generation estimates, was submitted to the City's Department of Public Works for the test as required by the TIAG. Public Works staff completed the transportation concurrency form and conducted the transportation concurrency test on January 25, 2005. The Campus Master Plan Phase 1 (2011) passed the concurrency test. A Department of Public Works memorandum discussing and transmitting the concurrency test form was issued on January 26, 2005. The transportation concurrency test notice will expire on January 25, 2011. Copies of the memorandum and form are attached.

TRIP DISTRIBUTION AND ASSIGNMENT

The City of Kirkland uses the BKR computer model (EMME/2 computer software) to estimate development project trip distributions and future traffic volumes. City staff ran the BKR model for the Phase 1 (2011) and for Phase 2 (2019) for the LWTC Campus Master Plan. The City provided the attached tables showing the assignment of the vehicle trips to the street intersections in the area. As shown on the tables, some minor manual adjustments have been made to smooth out the rounding of numbers by the computer.

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Figure 3 shows the percentage distribution and the assignment of the new vehicle trips generated by Phase 1 of the Campus Master Plan on an average weekday in 2011. Figure 4 shows the assignment of the Phase 1 site generated new PM peak hour trips in 2011.

Figure 5 shows the percentage distribution and the assignment of the new vehicle trips generated by Phases 1 and 2 of the Campus Master Plan on an average weekday in 2019. Figure 6 shows the assignment of the Phase 2 site generated new PM peak hour trips in 2019. Figure 7 shows the Phases 1+2 total site generated new PM peak hour trips in 2019, which are the sum of the trip assignments shown in Figures 4 and 6.

PROJECT PROPORTIONAL SHARE OF TRAFFIC VOLUMES

The TIAG requires that level of service (LOS) calculations be conducted for existing conditions, future conditions without the project, and future conditions with the project at identified pertinent street intersections with 1% or more proportional share of project traffic. Attached are intersection proportional share calculations for the proposed project. The following pertinent intersections (with the City's intersection numbers) are calculated to carry a proportional share of greater than one percent:

	<u>2011</u>	<u>2019</u>
N.E. 124 th St./Slater Ave. N.E. (#306)	2.27%	4.32%
N.E. 124 th St./116 th Ave. N.E. (#308)	0.74%	1.41%
N.E. 116 th St./120 th Ave. N.E. (#310)	0.81%	1.54%
N.E. 116 th St./124 th Ave. N.E. (#311)	6.20%	11.83%
N.E. 120 th St./Slater Ave. N.E. (#314)	6.13%	11.69%
N.E. 124 th St./124 th Ave. N.E. (#315)	0.86%	1.66%
N.E. 116 th St./I-405 SB On-Ramp (#319)	0.78%	1.49%
N.E. 116 th St./I-405 NB Off-Ramp (#320)	1.85%	3.53%
N.E. 116 th St./Slater Ave. N.E. (#323)	2.02%	3.86%
N.E. 85 th St./132 nd Ave. N.E. (#401)	4.44%	8.45%
N.E. 85 th St./124 th Ave. N.E. (#402)	1.10%	2.12%
N.E. 85 th St./120 th Ave. N.E. (#403)	0.88%	1.69%
N.E. 100 th St./124 th Ave. N.E. (#404)	1.50%	2.87%
N.E. 100 th St./132 nd Ave. N.E. (#417)	2.91%	5.55%



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Intersection proportional shares were also calculated at the following street intersections that will carry less than a 1% proportional share. Per the TIAG, no further analysis is required at these intersections.

	<u>2011</u>	<u>2019</u>
N.E. 124 th St./113 th Ave. N.E. (#313)	0.29%	0.55%
N.E. 124 th St./I-405 SB Off-Ramp (#317)	0.47%	0.89%
N.E. 124 th St./I-405 NB Off-Ramp (#318)	0.41%	0.78%
N.E. 124 th St./128 th Ln. N.E. (#325)	0.34%	0.74%
N.E. 85 th St./122 nd Ave. N.E. (#409)	0.48%	0.92%
N.E. 85 th St./128 th Ave. N.E. (#412)	0.24%	0.46%

EXISTING OFF-SITE CONDITIONS

Land uses surrounding the College generally consist of multifamily residential to the north and west, and single family residential to the south and east.

N.E. 120th St. and 132nd Ave. N.E. are classified by the City as minor arterials. Northeast 120th St. has cement concrete curb, gutter and sidewalk along both sides. The street is striped for three lanes, including one through lane in each direction and a center two-way left turn lane, and has bicycle lanes on both sides. The street also has landscaping and street lighting. The pavement surface appears to be in good condition, and the posted speed limit is 35 MPH. The street slopes downward to the west, to the signalized Slater Ave. N.E. intersection. Northeast 120th St. is straight, except for the horizontal curve to 132nd Ave. Northeast.

132nd Ave. N.E. is a two-lane street that generally has shoulders and open ditches along both sides. The street does not have cement concrete curb, gutter or sidewalk, except for in a few areas such as the College frontage. There is also a northbound left turn only lane on 132nd Ave. N.E. at the College east driveway. The street is straight and relatively level, and the posted speed limit is 35 MPH. The City's project list includes a project to widen and improve 132nd Ave. N.E. in the future.

Figure 8 shows existing roadway and traffic control conditions at the intersections identified above for analysis. The figure shows whether the intersections are stop sign or traffic signal controlled, as well as the number of lanes and the lane uses on each intersection approach.



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Metro Transit bus stops serving route #238 are located on the city streets near each of the two College driveways. Route #238 provides weekday and weekend service to the UW/CCC Bothell campus, Bothell, Totem Lake and downtown Kirkland. Weekday service is provided every half hour, and weekend service is hourly, in both directions. This route connects to numerous other bus routes serving the metropolitan area at the Brickyard Park & Ride Lot, the Kingsgate Park & Ride Lot and the downtown Kirkland Transit Center. Copies of the Metro Transit bus route #238 map and schedules are attached.

TRAFFIC ACCIDENT HISTORY

City staff provided lists of annual accident rates at street intersections in Kirkland for the seven years from 1997 through 2003. The City of Kirkland Accident System Report dated August 2002 defined high accident locations as signalized intersections with an accident rate greater than 0.77 accidents per million entering vehicles, and unsignalized intersections with an accident rate greater than 0.54 accidents per million entering vehicles.

The N.E. 116th St./124th Ave. N.E. intersection has the highest accident rate in the City, with a 2003 rate of 1.51 accidents per million entering vehicles. The intersection had 21 accidents in 2003, and more than 20 accidents per year for several years. However, the 2003 accident rate is less than half of the 1997 rate of 3.09 accidents per million entering vehicles, and has steadily dropped every year since then (except 1999). The City has made improvements to this intersection in recent years, and it appears that they have reduced accidents. The City of Kirkland Accident System Report lists several proposed improvements intended to reduce the number and rate of accidents at this intersection.

The N.E. 120th St./Slater Ave. N.E. intersection had the second highest accident rate in the City in 2003, with a rate of 1.04 accidents per million entering vehicles. However, the intersection had only seven accidents in 2003, four accidents in 2002 and one accident in 2001. The City of Kirkland Accident System Report concluded that there was no treatable pattern of accidents at this intersection.

The unsignalized N.E. 100th St./132nd Ave. N.E. intersection had an accident rate of 0.69 accidents per million entering vehicles in 2002. However, the rate was relatively high due to the relatively low traffic volume at the intersection. City staff provided the

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attached list of accidents at this intersection, which shows only one accident in 2003, which would result in an accident rate of only about 0.23 accidents per million entering vehicles.

City staff also provided traffic accident data for the LWTC east access onto 132nd Ave. N.E. for the period from January 2, 2002 to April 14, 2003. Copies of the City's accident Intersection Report and Summary Reports are attached. Three accidents occurred during this period, two of which involved a westbound vehicle crashing into a parked car. The third involved a northbound left turning vehicle crashing into a southbound through vehicle. No accident data was provided for the LWTC north access onto N.E. 120th Street.

CITY OF KIRKLAND COMPREHENSIVE PLAN

The LWTC campus is located within the City of Kirkland's North Rose Hill Neighborhood, which is addressed in detail in Section XV.F. (October 2003 Revision) of the City's Comprehensive Plan. The College is considered to be an Institutional land use, and is designated as Public – Planned Area 14. Section XV.F. of the Comprehensive Plan contains several policies and comments related to transportation at the College and on the streets in the vicinity of the College. The following are some of the policies and comments most directly related to the College:

Policy NRH 14.1:

Encourage Lake Washington Technical College to provide nonmotorized connections between the surrounding residential area and the campus. These links will provide access to the college at multiple locations.

Policy NRH 15.1:

Provide public review of major expansions of the college. Mitigation may be required for impacts of the proposed expansion and, where feasible, the existing use.

Traffic impacts on the surrounding residential neighborhood should be addressed with expansion of the facility.

Policy NRH 15.2:

Consider an extension of NE 116th Street to 132nd Avenue NE, in order to improve access to the college.

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Street extension should not adversely impact campus traffic, safety and security. Except for that right-of-way, no development should occur in the steep and heavily vegetated slope area. This area should remain a dedicated natural greenbelt easement.

Policy NRH 15.2:

Consider relocating the NE 120th Street driveway farther to the west, away from the bend in the road to the east. Allow no additional driveways to 132nd Avenue NE.

These modifications would improve traffic flow and safety.

Policy NRH 21:

Enhance the arterial street network with the following improvements:

132nd Avenue NE

- *Provide sidewalks, curbs, gutters, landscape strips, and bike lanes along the entire length of 132nd Avenue NE.*

This street provides direct access to both Mark Twain Park and the Lake Washington Technical College. Completion of sidewalks to improve pedestrian safety, especially between public facilities, is a high priority.

- *Provide a traffic signal and signalized crosswalk when engineering signal warrants are met at NE 100th Street.*

Policy NRH 22.3:

Map where anticipated street connection locations could be considered with future infill development in order to provide predictability in the development process and for the neighborhood.

While the North Rose Hill Street Connection Plan map (Figure NRH-6 and Table NRH-1) indicates and describes the potential locations of street connections for future infill development, the exact location will be determined at the time of development. The development permit process should ultimately determine

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these locations. When new street connections are not required or not feasible, pedestrian and bicycle connections should still be pursued.

The North Rose Hill Street Connection Plan map (Figure NRH-6 and Table NRH-1) shows a proposed extension of N.E. 116th St. from 127th Ave. N.E. to 132nd Ave. Northeast. As shown on the map, the street would be extended due east through the LWTC campus to intersect 132nd Ave. N.E. at or near the location of the existing LWTC east driveway.

This proposed extension of N.E. 116th St. would climb the steep slope through the greenbelt on the west side of the LWTC campus. The street extension would need to climb approximately 120 feet of vertical elevation gain from the existing cul-de-sac at the end of N.E. 116th St. to the LWTC campus parking lot. A straight line from the cul-de-sac up to the parking lot would be approximately a 14% grade. With the necessary vertical curves that would be required at both ends, the roadway grade would likely need to be more than 15%. Based on the City's topographic map, the steepest existing natural slope along this alignment appears to be approximately a 33% slope.

As shown on Figure NRH-6 of the City's Comprehensive Plan, the proposed extension of N.E. 116th St. would bisect the LWTC campus. The extended street would be located between the main buildings on the campus and the main parking lots at the south end of the campus. Pedestrians would need to cross the street between the parking lots and the buildings. This would create new pedestrian safety issues and campus security issues that do not currently exist.

The LWTC campus is located near the City of Kirkland's Totem Lake Neighborhood, which is addressed in detail in Section XV.H. (January 2002 Revision) of the City's Comprehensive Plan. Figure TL-8 lists proposed arterial street improvements, new construction, and intersection improvements in the Totem Lake Neighborhood, including the following improvements in the vicinity of the College:

124th Avenue NE - NE 116th St to NE 124th St: Add one lane in each direction

NE 120th Street – Slater Ave NE to 124th Ave NE: New two-lane road

NE 116th Street/124th Ave NE: ... add one westbound right turn lane

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TRAFFIC VOLUMES

Figure 9 shows existing PM peak hour traffic volume counts provided by the City for the analysis intersections in the site vicinity. The volumes were counted by the City's traffic counting consultant on various days during 2004. The peak hours may vary from intersection to intersection. As required by the TIAG, the PM peak hour traffic volumes are used for the analysis in this report.

Figure 9 also shows manual turning movement counts conducted during the AM and PM street traffic peak hours at both of the existing College driveway intersections with the City streets. The counts were conducted by Traffic Count Consultants, Inc. on Wednesday, October 13, 2004. Copies of the Traffic Count Consultants, Inc. count summaries are attached.

Figure 10 shows year 2011 PM peak hour traffic volumes for the analysis intersections in the area, without the project. These volumes include the existing traffic volumes, plus background traffic volume growth and the site-generated volumes due to other proposed developments.

Figure 11 shows year 2011 PM peak hour traffic volumes provided by the City for the analysis intersections in the area, with the project. These volumes include the 2011 PM peak hour traffic volumes without the project shown in Figure 10 plus the traffic volumes generated by the LWTC Master Plan Phase 1 as shown in Figure 4. Copies of the City's projected traffic volume tables for 2011 are attached.

Figure 12 shows year 2019 PM peak hour traffic volumes for the analysis intersections in the area, without the project. These volumes include the existing traffic volumes, plus background traffic volume growth and the site-generated volumes due to other proposed developments.

Figure 13 shows year 2019 PM peak hour traffic volumes provided by the City for the analysis intersections in the area, with the project. These volumes include the 2019 PM peak hour traffic volumes without the project shown in Figure 12 plus the traffic volumes generated by the LWTC Master Plan Phases 1+2 as shown in Figure 7. Copies of the City's projected traffic volume tables for 2019 are attached.

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LEVEL OF SERVICE ANALYSIS

Level of service (LOS) is a qualitative measure describing operational conditions within a traffic flow, and the perception of these conditions by drivers or passengers. These conditions include factors such as speed, delay, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. Levels of service are given letter designations, from A to F, with LOS A representing the best operating conditions (free flow, little delay) and LOS F the worst (congestion, long delays). Generally, LOS A and B are high, LOS C and D are moderate, and LOS E and F are low.

LOS is determined by the calculated average delay per vehicle. Delays are calculated using the procedures in the Transportation Research Board Highway Capacity Manual 2000. The average delay in seconds and corresponding LOS are as follows:

TYPE OF INTERSECTION	A	B	C	D	E	F
Signalized	≤10.0	>10.0 and ≤20.0	>20.0 and ≤35.0	>35.0 and ≤55.0	>55.0 and ≤80.0	>80.0
Stop Sign Control	≤10.0	>10 and ≤15	>15 and ≤ 25	>25 and ≤ 35	>35 and ≤ 50	>50

Table 2 shows calculated PM peak hour LOS, average vehicle delays and volume to capacity ratios (v/c) for the analysis intersections for existing conditions, 2011 conditions without the project, 2011 conditions with the project, 2019 conditions without the project, and 2019 conditions with the project. The calculations were conducted using the Synchro computer software. Copies of the computer printouts showing the LOS calculations and results are attached.

TRAFFIC IMPACT MITIGATION REQUIREMENTS

The TIAG contains criteria for requiring development projects to install street improvements to mitigate traffic impacts at specific intersection locations. No improvements are required at an intersection if the PM peak hour operating conditions with the project are LOS D or better. If an intersection is expected to operate at LOS E,



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no improvements are required if the project proportional share of traffic volumes is less than 15%. If an intersection is expected to operate at LOS F, no improvements are required if the project proportional share of traffic volumes is less than 5%.

Table 2 shows the calculated LWTC proportional share, as well as the calculated LOS, for each pertinent street intersection. With completion and occupancy of the buildings in Phase 1 of the Campus Master Plan by 2011 as calculated above, no intersection improvements are required. This is because the above TIAG criteria that could require the installation of intersection improvements would not be met in 2011 with Phase 1 of the Campus Master Plan.

With completion and occupancy of the buildings in Phase 2 of the Campus Master Plan by 2019 as calculated above, the TIAG would require improvements at the following four intersections. All of these intersections are calculated to operate at LOS F in 2019, and all would have a LWTC proportional share greater than 5%.

N.E. 116 th St./124 th Ave. N.E. (#311)	LOS F	11.83%
N.E. 120 th St./Slater Ave. N.E. (#314)	LOS F	11.69%
N.E. 85 th St./132 nd Ave. N.E. (#401)	LOS F	8.45%
N.E. 100 th St./132 nd Ave. N.E. (#417)	LOS F	5.55%

The City of Kirkland Comprehensive Plan lists proposed improvements at three of these intersections. The proposed widening of 124th Ave. N.E. north of N.E. 116th Street, the addition of a westbound right turn lane, and potential related improvements should improve the LOS of the N.E. 116th St./124th Ave. N.E. intersection. The proposed extension of NE 120th Street from Slater Ave. N.E. to 124th Ave. N.E. would provide an opportunity to add lanes to improve the LOS of the N.E. 120th St./Slater Ave. N.E. intersection. The proposed traffic signal would improve the LOS of the N.E. 100th St./132nd Ave. N.E. intersection.

Besides these proposed improvements, many changes in area development, traffic volumes, and street improvements can occur by the 2019 horizon year. Therefore, detailed intersection analyses that can account for these potential changes should be conducted in the future at the time of permit submittals for the buildings proposed for Phase 2 of the Campus Master Plan.

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ROAD IMPACT FEES

Chapter 27.04, Road Impact Fees, of the Kirkland Municipal Code requires that development projects pay a Road Impact Fee in order to mitigate system-wide traffic impacts to City streets. The fees are listed in Appendix A - Road Impact Fee Schedule. The Road Impact Fee Schedule rates are based on estimated trip generation rates for each land use, and estimated costs of future street improvement projects. The TIAG contains a Kirkland Impact Fee Project List showing the proposed City street improvements used in the calculation of the Road Impact Fees.

The City's Road Impact Fee Schedule lists a fee rate of \$156.00 per student for a university/college. Using this rate and the Architect's estimates of the numbers of FTE's attributable to each of the proposed buildings for the purposes of this traffic impact study, the Road Impact Fee for each proposed building would be as follows:

☛	Allied Health Building expansion of the East Building (272 FTE's)	\$42,432
☛	Early Learning Education Center Building (90 FTE's)	\$14,040
☛	Horticulture Building (25 FTE's)	\$3,900
☛	Phase IIIB expansion of the Technology Building (200 FTE's)	\$31,200
☛	Phase IIIC expansion of Phase IIIB (150 FTE's)	\$23,400
☛	Structured parking garage (no additional FTE's)	<u>\$0</u>
		\$114,972

For the total estimated 737 FTE increase expected at the College over the next 15 years or so, the City's Road Impact Fee is calculated to be \$114,972.

PARKING

Table 3 shows an inventory of the number of parking stalls in various areas of the LWTC campus. There are approximately 1,494 existing parking spaces currently on campus.

Table 3 also shows the results of parking utilization counts conducted hourly from 9:00 AM to 1:00 PM on Wednesday, October 13, 2004. The peak parking demand occurred during the 10:00 AM and 11:00 AM counts, when approx. 87% of the parking stalls on campus were in use. Some of the parking areas were full, or overfilled at these late morning peak times.



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With the 432 spaces in the proposed structured parking garage, the total on campus would be 1,926 parking spaces. However, some existing parking spaces may be eliminated by the construction of the proposed structured parking garage and the other proposed buildings. Therefore, the exact total number of parking spaces with the proposed Campus Master Plan has not yet been determined.

Table 4 shows the project parking supply and demand for the buildings proposed in the Campus Master Plan. The total peak parking demand with the expected growth in FTE's is estimated to be approximately 1,655 vehicles. More parking will be needed than currently exists on campus in order to accommodate the proposed buildings and expected growth in campus population. Additional parking stalls should be provided in time to accommodate the growth due to the Phase 2 buildings. The 432 spaces in the proposed structured parking garage will be sufficient to accommodate the expected increase in parking demand.

CONCLUSIONS AND RECOMMENDATIONS

1. City staff conducted the transportation concurrency test for Phase 1 of the LWTC Campus Master Plan on January 25, 2005. The Campus Master Plan Phase 1 (2011) passed the concurrency test. A City of Kirkland Department of Public Works memorandum discussing and transmitting the concurrency test form was issued on January 26, 2005. The transportation concurrency test notice will expire on January 25, 2011.
2. With completion and occupancy of the buildings in Phase 1 of the Campus Master Plan by 2011 as calculated above, no intersection improvements would be required by the criteria in the City's TIAG.
3. With completion and occupancy of the buildings in Phase 2 of the Campus Master Plan by 2019 as calculated above, intersection improvements would be required by the City's TIAG at the following four intersections. All of these intersections are calculated to operate at LOS F in 2019, and all would have a LWTC proportional share greater than 5% as shown below:

N.E. 116 th St./124 th Ave. N.E. (#311)	LOS F	11.83%
N.E. 120 th St./Slater Ave. N.E. (#314)	LOS F	11.69%
N.E. 85 th St./132 nd Ave. N.E. (#401)	LOS F	8.45%
N.E. 100 th St./132 nd Ave. N.E. (#417)	LOS F	5.55%



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4. The City of Kirkland Comprehensive Plan lists proposed improvements at three of the above intersections. Additional analysis of these intersections should be conducted in the future at the time of permit submittals for the buildings proposed for Phase 2 of the Campus Master Plan.
5. The LWTC should agree to pay the City's Road Impact Fee for the new trips generated by the buildings proposed in the Campus master Plan. The fee should be paid upon issuance of each building permit. The City's current Road Impact Fee rate is \$156.00 per student for a university/college. For the total estimated 737 FTE increase expected at the College over the next 15 years or so, the City's Road Impact Fee is calculated to be \$114,972.
6. More parking will be needed than currently exists on campus to accommodate the proposed buildings and expected growth in campus population. Additional parking will be needed to accommodate the growth due to the Phase 2 buildings. The 432 spaces in the proposed structured parking garage will be sufficient to accommodate the expected increase in parking demand.
7. No street frontage improvements should be required for the LWTC Campus Master Plan, since the streets on the site frontage have already been improved with curb, gutter and sidewalk.
8. The LWTC should update and continue to implement its Transportation Management Plan (TMP). The TMP should promote the use of alternative transportation modes such as public transit, carpooling, bicycling and walking.

Please contact me if you have any questions.

Very truly yours,

MIRAI TRANSPORTATION
PLANNING & ENGINEERING

A handwritten signature in black ink that reads "David H. Enger". The signature is written in a cursive, flowing style.

David H. Enger, P.E., P.T.O.E.
Senior Associate

DHE:

Traffic Impact Analysis Attachments are
available in the official file (PCD File
No. ZON05-00014)



Zoning Requirements: Per the Kirkland Zoning Code, section 60.168b, the Lake Washington Technical College property is zoned Planned Area 14 – PLA14. The use is defined as Public College or University. As such, the LWTC campus is subject to special regulations including the following:

Per the zone use chart: “.....with a subsequently approved Master Plan, then no zoning process is required. The Master Plan must show building placement, building dimensions, roadways, utility locations, land uses within the Master Plan area, parking locations, buffering and landscaping.”

Proposed Zoning Regulations:

The following development standards are proposed as part of this Master Plan submittal:

- | | |
|----------------------------|--|
| Required Yards | Front: 50'
Side: 50'
Rear: 50' unless the rear lot line abuts the natural greenbelt reserve easement. Then the required setback is 10'. |
| Max. Lot Coverage | 70%
Total existing site area 2,440,000 square feet
Existing Lot Coverage 1,075,000 square feet equals 44%
Lot Coverage after proposed development 1,200,000 square feet equals 49% |
| Height of Structure | Maximum height of five stories or 15' above the top of the existing West Building, whichever is less.

When any portion of a structure is located less than 100' from an abutting lower density use, then either:
a. The height of that portion of the structure shall not exceed 30 feet ABE (Average Base Elevations) and
b. The horizontal length of any façade of that portion of the structure, which is parallel to the border of the low-density zone, shall not exceed 50 feet in width. |
| Sign Category | Sign Category E – Wall-mounted, marquee, pedestal and monument signs. Signage must comply with KZC Chapter 100 - Signs. |
| Parking Lot Lighting | Per KZC Chapter 115, section 85 – Lighting Regulations: glare from campus property shall be prohibited. Light sources shall be directed so that glare produced by any light source, to the maximum extent possible, does not extend to adjacent properties or to right-of-way. |
| Exterior Building Lighting | Per KZC Chapter 115, section 85 – Lighting Regulations: light sources shall be directed so that glare produced by any light source, to the maximum extent possible, does not extend to adjacent properties or to right-of-way. |
| Half-street Improvements | Half-street frontage improvements along 132 nd Ave. will be provided with construction of the Early Learning Education projects. No other frontage improvements are proposed as part of this master plan. Frontage improvements shall be in compliance with KZC chapter 110 – Required Public Improvements. |



Trans. Mgmt. Plan LWTC has an existing Transportation Management Plan already in place. This plan shall extend to all new project development.

Required Parking At the request of the City of Kirkland, LWTC has conducted a parking study of the existing conditions and projected the potential impacts of needs associated with the developments included in this master plan. The study was provided by Transportation Planning & Engineering Inc. A copy of this report is included in Appendix D – Traffic Impact Analysis. Parking design shall be in accordance with KZC Chapter 105 – Parking and Parking Areas, vehicle and pedestrian access, and related improvements.

Minimum required parking shall be provided as per Chart 1 below. Proposed parking is indicated as per Chart 2 below.

Chart 1 – Minimum Required Parking

The following chart depicts the minimum parking required in order to meet the standards set for in the study report.

<u>Proposed Building</u>	<u>Year completed</u>	<u>New stalls required</u>	<u>Stalls displaced by develop.*</u>	<u>Total new stalls req'd</u>
Allied Health Building	2011	15	46	61
Early Learning Education	2012	45	0	45
Horticulture Building	2013	13	0	13
Phase III Expansion	2015	175	40	215

* Assumed stalls lost due to building structure or site development

Chart 2 – Proposed Parking

New parking lots are planned to be included with the Allied Health Building, and the Early Learning Center. These parking lots are proposed with excess capacity. Due to this excess capacity the needs of the Horticulture Building and the Phase IIIB Expansion will be met without additional parking being provided. A Parking Structure will be included with the construction of the Phase IIIC Expansion. The following parking lot developments are proposed as part of this master plan

<u>Proposed Parking</u>	<u>Year completed</u>	<u>New stalls projected</u>	<u>New stalls required</u>	<u>New stalls gained</u>
Southwest Parking Lot*	2011	144	61	83
Southeast Parking Lot	2012	100	45	55
Parking Structure	2015	432	90	342

* Includes Health Clinic Parking

Rooftop Appurtenances Per KZC Section 115, section 120 3.b: new appurtenances on existing and on new buildings shall be surrounded by a solid screening enclosure equal in height to the appurtenance being screened. The screen must be integrated into the architecture of the building. Exemptions noted in section 120 3.c shall also apply.

Landscape Category Per KZC Sections 54 & 95. According to KZC 56.06.110, the Lake Washington Technical College property is categorized as Landscape Type D. Based upon adjacent zoning, minimum landscape requirements per KZC 95.10 require compliance with KZC 95.15: Significant Trees and KZC 95.20: Supplemental Plantings.



Landscape Standards: The following landscape standards are proposed as part of this master plan:

- Irrigation* All plantings shall be designed such that no supplemental irrigation is required. Plant species and varieties shall be chosen that are drought-tolerant, drought-resistant, and/or adapted to regional climatic conditions.
- Significant Trees* Significant trees shall be retained and incorporated into future landscape designs to the maximum extent possible. All significant trees removed must be replaced with new, three (3) inch caliper trees at a ratio of one to one (1:1).
- Plant Coverage* All plant material installed shall provide 80% coverage within two (2) years.
- Mulch* All landscape areas temporarily without plant coverage shall have a two (2) inch layer of composted mulch covering the surface of the soil.
- Plant Material Size* Plants at the time of installation shall be the following minimum sizes:
- Deciduous Trees — minimum two (2) inch trunk diameter, measured one (1) foot above top of soil surface.
 - Coniferous Trees — between six (6) and eight (8) feet in height.
 - Shrubs — minimum 18 inches in height or spread.

Landscape Buffer Standards

The following landscape buffer standards are proposed as part of this master plan to be provided between areas of new campus development and the property line:

- Street Frontage Buffer* A 15-foot wide landscaped buffer measured from back of sidewalk shall be provided and planted with trees along the entire length of buffer. Trees shall be spaced 20 feet on-center and planted a minimum of four (4) feet from the back of sidewalk. All trees shall be compatible with overhead utility lines. Landscape back of sidewalk shall include a solid mass planting of low shrubs and groundcovers, not exceeding a height of 36 inches at maturity. The landscape strip between the sidewalk and street curb shall be a minimum of four (4) feet wide and may be maintained lawn (without irrigation). Significant natural vegetation may be used to meet all or part of this standard. Buffers will be constructed with associated Allied Health (southeast parking lot) and ELE projects.
- Residential Buffers* A 25-foot wide landscape buffer shall be provided and planted with a minimum one (1) row of evergreen trees along the entire length of buffer, spaced a maximum of 15-feet on-center. Under-story plantings of shrubs and groundcovers should be provided as a visual screen to a minimum height of six (6) feet at maturity. Significant natural vegetation may be used to meet all or part of this standard, and does not need to meet spacing requirements as long as visual screening of adjoining property is provided for. Buffers adjacent to the Arboretum may be planted in a random pattern reflecting natural vegetation patterns as long as visual screening is provided for. Residential buffers will be upgraded or constructed as LWTC maintenance and operations budgets permit unless required as part of individual project permitting (i.e. ELE project).



Traffic Study and Concurrency

As required by the City of Kirkland, LWTC has completed a Road Concurrency Test and a Traffic Impact Analysis Study. These studies project the potential impacts of traffic imposed upon city streets due to the proposed development. The study was provided by Transportation Planning & Engineering Inc. A copy of this report is included in Appendix D. The traffic impact analysis is based on the City of Kirkland Traffic Impact Analysis Guidelines (TIAG) dated April 2, 2001 and per the directions for Mr. Thang Nguyen, Transportation Engineer for the City.

The TIAG requires that a transportation concurrency test be conducted for future conditions for any project in order to comply with the state Growth Management Act. Since the Campus Master Plan is expected to occur in multiple phases through the year 2019, the City assessed the plan as a phased concurrency development. The City can validly test transportation concurrency for six years into the future, currently 2011, thus concurrency was checked only for projects expected to be developed by 2011. The College will need to submit for transportation concurrency for the later stages of proposed campus development.

Project information, including the trip generation estimates, were submitted to the City's Department of Public Works for a concurrency test as required by the TIAG. Trip generation was determined using the local trip generation counts at the existing college. The projects are forecasted to generate approximately 964 daily and 69 PM peak hour new trips. The Campus Master Plan through 2011 passed the concurrency test. A department of Public works memorandum is included in the attached appendix.

Additionally, the completion of projects through 2011 will not require any intersection improvements to comply with the City's TIAG. Intersection improvements will be necessary as proposed projects between the 2011 and 2019 are constructed.

SEPA

Lake Washington Technical College, as permitted by the City of Kirkland, acted at the Lead Agency for the SEPA review process. This process included the development of Kirkland's Environmental Checklist with associated drawings prepared by Schreiber Starling & Lane Architects. A public notice and hearing, and a threshold determination made by LWTC.

A Determination of Non Significance is pending to apply to the proposed elements of this Master Plan. A copy of the Environmental Checklist and Determination are included in Appendix C of this Document.

Sensitive Areas

The LWTC campus has been reviewed for the applicability of Chapter 85 – Geologically Hazardous Areas of the Kirkland Zoning Code. The Natural Resource Map Series – Landslide and Seismic Hazard Area map indicates that the existing greenbelt easement area along the west side of the site is a Medium Hazard Landslide area. This area has been set aside in a greenbelt easement to the city of Kirkland and no building development is proposed as part of this masterplan. Proposed development within this area is limited to the City-requested pedestrian path as shown on the Campus Site Plan



Utilities - Narratives and Plans

Water System

Existing System

The City of Kirkland provides water for LWTC. Water is delivered to the site at three locations: a 12-inch diameter looped main enters the site from the northeast at the north parking lot, a 20-inch diameter main traverses the site from east to west within the circulation drive south of the main campus buildings, and an 8 inch diameter main enters the site at the Child Care Center. A 12-inch diameter water main traverses the campus on the west side of the main buildings, connecting the 20-inch main to the 12-inch main at the north parking lot, creating a looped system. Several dead end water mains service the south and east sides of the campus. Details of the existing water system are shown on Figure 1.

The City of Kirkland owns and operates the water mains and fire hydrants on campus. Separate water meters and fire services are located at each building. Cross connection control (usually double check valve assemblies per state requirement) for the existing fire sprinkler service lines and domestic water service lines are located inside each building.

Static water pressure on campus varies considerably due to campus topography, with a high elevation of 365 feet at the south and a low elevation of 315 at the north. Correspondingly, water pressure varies from 78 psi at the south (high) side of campus to about 90 to 100 psi at the north (low) side of campus.

Water flow rates to the campus for fire protection range from 2,900 gpm to 3,500 gpm, depending on the elevation of the delivery. Delivery of this flow rate to certain buildings on campus is restricted significantly due to dead end water mains and inadequate pipe size. Fire flow in the dead end pipelines east of the East Building and to the Horticulture Building and Child Care Center is restricted to about 1,200 gpm. All fire flow rates are given at the required residual pressure of 20 psi.

Master Plan Build-Out Requirements

Water for domestic use and fire protection must be provided in accordance with current City codes for new construction and renovations. Domestic use flow rate requirements are provided readily if fire flow is available (fire flow rates are significantly larger). Pressure for domestic use must provide adequate pressure to supply plumbing fixtures at the top floor of proposed buildings.

A pressure of 70 psi at the ground level is generally adequate to provide pressure to a three-story building. A 78-psi static pressure is available at the high elevation of campus. Buildings at lower elevations will have greater pressure.

Water for domestic and irrigation use is currently available at adequate pressure.

Water for fire protection is established in the International Building Code (IBC) by reference to National Fire Protection Association (NFPA) and International Fire Code (IFC). Fire flow is based on building size and construction type. The required fire flow rate must be provided for individual buildings. Greater flow for simultaneous fires in more than one building is not required.

The maximum fire flow requirement for the main campus is calculated from the combined gross areas of the East Building and the Allied Health Building, since the



Allied Health Building will be an expansion to the existing East Building. The fire flow requirement is 2,875 gpm. Based on the largest required fire flow as noted above, adequate fire flow is available on campus. Fire flow delivery to specific buildings (Horticulture and the existing Child Care Center) is not adequate due to dead end lines. Additionally, fire flow to the Horticulture Center must be increased to 1,500 gpm. Fire flow calculations and documentation are provided in Appendix B•1.

Cross connection control is required per City and state code requirements. The appropriate type of backflow prevention assembly depends on the potential for contamination and level of health hazard. Typically, fire service and irrigation service use double check valve assemblies, while domestic service for laboratories and medical and dental clinics uses reduced pressure backflow assemblies. Eliminating underground vaults and the related site work by locating backflow prevention assemblies inside buildings would reduce construction costs.

Proposed Improvements

Water main improvements are required to serve the proposed master plan build out. Several dead end water mains will need to be looped to increase fire flow. General water system improvements are shown on Figure 2.

Domestic and fire protection service will be provided for the proposed Allied Health, ELE Center, Horticulture, and Phase III buildings. Fire protection will also be provided for the Parking Structure. The dead end water main that runs east of the East Building will be extended to loop to the 20•inch main to increase fire flow to the Allied Health building and ELE Center; this upgrade will be provided as part of the Allied Health project. The 8•inch dead end line currently serving the existing Horticulture Center will also be looped to the 20•inch main to meet the minimum 1,500 gpm fire flow requirement when the Horticulture project is constructed. To accommodate additional fire hydrants, a water main loop that connects to existing 12•inch mains will be added around the Parking Structure. Phases III will be served from the existing water mains.

No irrigation improvements are anticipated for the proposed developments; however, should irrigation be needed in the future, provisions (such as separate water meters and cross connection control devices) must be provided.

Additionally, cross connection control must be provided for new construction. Continuing existing practice, the backflow prevention assemblies will be provided inside each building for both domestic and fire sprinkler services.

Sanitary Sewer System

Existing System

Two sanitary sewer districts serve the campus. The City of Kirkland provides sewer service for the existing Horticulture Building and the Child Care Center on the south quarter of the campus. The remainder of the campus is served by Northshore Utility District.

Sewage generated by the Horticulture building and Child Care Center flows to an 8•inch City lateral in 132nd Avenue NE at the intersection of NE 113th Street. The side sewer laterals on campus are owned and operated by LWTC from the building to the City sewer main.



The remainder of the campus sewers flow north to connect with a Northshore Utility District sewer lateral in NE 120th Street at the north campus entry. The sewer district owns and operates the sewer laterals on campus. An adjacent single family housing development on the east side of campus is also served by the laterals on campus.

The existing sanitary sewer system is shown on Figure 3.

Master Plan Build-Out Requirements

New sanitary sewer services will be required for the proposed buildings. New building sewers should be served by gravity connections to the existing sewer laterals.

Pretreatment of sewage prior to release to the public sewer system is required for certain uses and waste generation. Oil/water separators must be provided to reduce oils and grease to levels permitted by the sewer district. Grease separators are required for preparation kitchens.

Proposed Improvements

Sewer laterals, building sewer services, and certain pretreatment systems will be required for the master plan build out. The existing sewer lateral at the proposed ELE Center will require relocating outside of the proposed new building location. New building sewers can be served with gravity connections to the existing and relocated sewer laterals. Sewer laterals to service Phase IIIB and IIIC buildings, while lengthy, will avoid force mains that would be required to connect to the existing 8-inch lateral along the west end of the East Building.

The Parking Structure will require an oil/water separator for floor drains. A location within the building is preferred.

We anticipate the need for oil/water separation for automotive technology building if the building is renovated because the existing oil interceptors do not comply with current code. The oil/water separators are typically located in the buildings.

We anticipate the need for a grease separator for the culinary arts kitchen if the building is renovated or the kitchen expanded. The grease separator will be located outside the building.

An acid neutralizer may be required for waste flows from future science labs. Acid neutralizers are typically located outside the building.

Figure 4 generally depicts proposed sanitary sewer improvements.

Storm Drainage *Existing System*

The campus storm water is divided into two drainage basins that drain to two detention ponds designed in 1980 (see Figure 5). Both ponds discharge to the City of Kirkland storm water system. The parking lots south of the East Building, the Horticulture, and Childcare areas drain to the south detention pond adjacent to the entrance from 132nd Avenue NE. The south detention pond has not been modified since it was originally constructed in the early 1980s. The East, West and Technology Buildings and the north parking lot drain to the north detention pond at the entrance from NE 120th Street. The north detention pond was modified twice to provide detention for the construction of the West and Technology Buildings. In



1991, the outlet control structure for the north pond was modified to provide detention for the West Building. In 2003, the north detention pond capacity was increased to provide detention for the Technology Building and adjacent parking lot. The drainage discharging from both ponds combines in the City storm water system in Northeast 120th Street and eventually drains to Totem Lake. No storm water from off the site drains through the campus. The existing system is shown in Figure 5.

Storm water quality treatment is not provided for most of the campus. An oil/water separator provides treatment for the easternmost 100 feet of the access drive from 132nd Avenue but does not comply with current code. A biofiltration swale provides treatment for the parking lot adjacent to the North Building (Phase IIIA).

The existing detention ponds do not provide sufficient detention for the entire campus per the current City code, with the exception of the North Building and adjacent parking that was constructed in 2003 (Phase IIIA).

Master Plan Build-Out Requirements

The City of Kirkland Storm water Ordinance requires storm water peak rate of runoff control and water quality treatment for all new development and all areas being redeveloped. Additional detention will not be required for areas not being redeveloped. Storm water quality treatment will be required for all new construction and redevelopment subject to vehicle traffic.

The City currently requires storm water detention and water quality designed per the requirements of the 1998 King County Storm Water Design Manual. The City will be updating its storm water requirements in 2005 to use either the 2005 King County manual or the 2001 Department of Ecology (DOE) manual. The 2005 King County manual is being developed based on the 2001 DOE manual. For the purpose of this master plan, the 2001 DOE manual will be used for storm water system planning. Should code requirements change, new construction must comply with the code in effect at the time of development.

Storm water conveyance systems must be sized to accommodate a 25-year return frequency storm.

Proposed Improvements

The storm water conveyance system is adequate to convey storm water runoff from the 25-year storm event. Some existing conveyance lines will require relocation for the Allied Health Building, Entry Boulevard, and the Structured Parking (see Figure 6).

Additional storm water detention and water quality treatment will be required for the proposed development. Systems available to provide storm water detention include ponds, underground vaults, and underground chamber systems. Other features (such as rain gardens) can be incorporated into the storm water system but do not reduce the detention requirements appreciably.

Systems available for water quality treatment include wet ponds, wetlands, biofiltration, wet vaults, and media filtration vaults. Emerging technologies for water quality treatment are being evaluated by the Department of Ecology and may be added to the list of available systems in the future. Options were evaluated for



providing detention and water quality for each proposed improvement, and recommendations are summarized below. For details of each option, see Appendix B-2.

North Basin

There is limited potential for further expansion of the north detention pond due to the surrounding vegetated area and the steep slopes north and west of the pond. Options were evaluated for providing detention for the north storm drainage basin. An options analysis is provided in Appendix B-2. Recommended options are described below.

Phase III

This building will be built adjacent to the existing Technology Building on the existing parking lot constructed in 2003. Storm water detention for the existing parking lot is currently provided in the expanded north detention pond. Storm water quality treatment is currently provided by a biofiltration swale adjacent to the north detention pond. The proposed buildings should not increase the impervious area significantly. The existing detention may be sufficient for this phase. If additional detention is required by the City it will be provided in underground storage adjacent to the site. The existing biofiltration swale will be sufficient for water quality treatment, since the area subject to vehicle traffic will decrease.

Allied Health Building, Early Learning Education and Structured Parking

The existing north detention pond cannot be expanded to provide additional detention for these projects. Separate underground detention systems will be provided for each project. Detention for the Allied Health Building and ELE Center will be located adjacent to each project. A new pipe system will be constructed to discharge storm water to the City system in 132nd Avenue NE. Detention for the Structured Parking will be located beneath the north parking lot.

Storm water quality will be provided separately for each project. Biofiltration swales in the landscape areas will provide treatment for the Allied Health and ELE Center. Underground water quality will be provided for the Structured Parking.

South Basin

There is potential to increase the south pond's volume by expanding the pond into the vegetated area south of the pond. Options were evaluated for providing detention for the south storm drainage basin. An options analysis is provided in Appendix B-2. Recommended options are described below.

The existing south detention pond will be expanded to maximize its volume and provide detention for the South Parking Lot, Southeast Parking Lot, and the Entry Boulevard. The pond will require retaining walls along the south and west sides. The landscape area south of the pond will be eliminated.

Water quality will be provided separately for each project. Biofiltration swales will provide water quality for the South and Southeast Parking Lots. Underground water quality will be provided for the Entry Boulevard.

Natural Gas

Existing System

Natural gas is provided to the campus by Puget Sound Energy (PSE). A 1¼ -inch gas pipe enters the campus at the north entrance. A master campus meter is located near the northwest corner of the East Building, which is the end of PSE ownership. LWTC is responsible for construction and maintenance of the services downstream of the master meter to the buildings. Figure 7 shows the layout of the natural gas system.



The campus currently uses natural gas for cooking and laboratory operations in the East Building and Technology Building and heating in the Horticulture greenhouses.

Master Plan Build-Out Requirements

The gas service currently available at the campus is limited. Additional gas service may require offsite gas line improvements. A new line is anticipated along NE 120th Street from the north campus entrance to a high-pressure line on Slater Avenue.

Offsite gas line improvements can be provided by PSE. LWTC will be responsible for the cost of construction. The cost will be determined at the time of the actual application for gas service.

Proposed Improvements

To provide a natural gas fuel option for proposed facilities, gas service lines must be extended to new buildings. See Figure 8 for the proposed natural gas system.

Electrical

Existing Service

Lake Washington Technical College receives primary electrical service at 12.47 kV from a Puget Sound Energy metering point near the east entry gateway off of 132nd Avenue NE in Kirkland, WA. From this point, the primary feed splits into two branches, one going south and the other going west. Each of these branches is fed from a fused disconnect located at the primary metering point.

The south branch serves the existing Horticulture complex and miscellaneous loads in the southeast part of the campus. The west branch serves the main part of the campus including the East Building, West Building, and the Technology Center.

This type of distribution system is called a primary radial distribution system. In this type of distribution, there is only one path from the source to any given load. This type of system is subject to single point failure in which a fault at any point from the source to the load would interrupt service to the load without a means of restoring service quickly.

Additional buildings are planned for the campus. These include an Allied Health building, an Early Learning Education building, a new parking structure and phases IIIB and IIIC of the Technology Building expansion.

Service Revisions – Allied Health Building

The planned location Allied Health building is directly over the primary feeder serving the East Building. When the Allied Health building is built, the service for the East Building will have to be relocated. The required relocation of the primary service to the East Building provides an ideal opportunity for upgrading the primary distribution system and provides for the orderly expansion of the primary distribution so that future construction will not provide major disruption of the operation of the college.

The upgrade of the system will convert the present radial distribution to a loop type of distribution. A loop system provides two paths from the source to any given load. In the event of a fault of the system, the fault could be isolated and power routed around the faulted section, rapidly restoring power to the buildings.

When the Allied Health Building is constructed, we recommend that a new underground duct bank be constructed from the primary distribution switch near the east



entry gateway, across the entry drive to the north, then turning west to the main north-south drive from the Southeast Parking Lot to the Northeast Parking Lot. A new primary distribution switch would be located at this point, which would feed the Allied Health Building and future Early Learning Education Building. The duct bank would continue to the north following the road around the north end of the East Building to a point midway between the wings of the East Building. A primary distribution switch would be located at this point which would re-serve the East Building and provide for future service for the proposed parking structure.

Service Revision – Technology Building Phase IIIC

When Phase III of the Technology Building expansion is in design, part of that design would include extending the primary feeder duct bank west from the primary distribution switch north of the East Building west to the existing primary service for the Technology Building and West Building. A new primary switch would be installed at this point to replace the existing un-switched service to the West and Technology Buildings. At this point, the first loop in the distribution system would be complete.

Service Revision – Horticulture Building

When the Horticulture Building is under design, an underground duct bank should be designed which would originate at the southwest corner of the existing feeder on the south side of the West Building and be routed south along the west side of the South Parking Lot to a point even with the existing Arboretum buildings. At this point, it would turn east to intersect with the end of the existing duct bank feeding the Arboretum. A new primary switch would be installed at this point to serve the existing Arboretum and new Horticulture Building. At this point, the second loop in the distribution system would be complete.

XV.F. NORTH ROSE HILL NEIGHBORHOOD

- (4) Dedication of natural greenbelt easements in the sensitive slope areas.
- (5) Substantial setbacks and landscape buffers adjacent to single-family areas.

Policy NRH 12.2:

Allow 24 units per acre in the area east of Slater Avenue NE and north of NE 116th Street, close to the activities and services of Totem Lake.

High residential densities are found in the multifamily areas adjacent to NE 116th Street and extending north along Slater Avenue NE. This fully-developed area is closely associated with the activities and services of the Totem Lake commercial area and the North Rose Hill Business District.

PLANNED AREA 17

Goal NRH 13 – Protect the natural features of Forbes Lake, Forbes Creek, and associated sensitive area wetlands and buffers (see Figure NRH-4).

Policy NRH 13.1:

Consider medium density residential development with a maximum density of 12 units per acre subject to the following development standards:

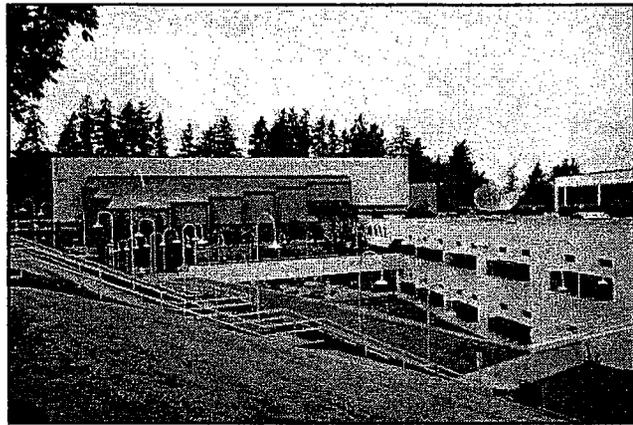
- (1) Development should be subject to a public review process.
- (2) A minimum of two acres should be aggregated for multifamily development to reduce the potential for a piecemeal development pattern.
- (3) West of Forbes Lake, development should provide for the continuation of a bicycle and pedestrian path that generally follows the alignment of Slater Avenue NE and connects to NE 90th Street.
- (4) New development adjacent to Forbes Lake should provide for public access to the lake

in appropriate locations. Public access should be limited to passive uses, such as walking trails or viewpoints.

- (5) Vehicular connection through this subarea to NE 90th Street is not permitted.
- (6) Future development density potential may be reduced from what otherwise could be achieved around Forbes Lake based on the presence of environmental constraints in PLA 17 and the application of management techniques to protect these resources.
- (7) If adjacent to wetland areas or 124th Avenue NE, Goals NRH 3 and 23 should be observed.

INSTITUTIONAL

***PUBLIC – PLANNED AREA 14
LAKE WASHINGTON TECHNICAL COLLEGE
(SEE FIGURE NRH-4)***



Goal NRH 14 – Recognize and enhance the role the college plays in the North Rose Hill neighborhood, the wider Kirkland community and in the region.

Policy NRH 14.1:

Encourage Lake Washington Technical College to provide nonmotorized connections between the surrounding residential areas and the campus.

XV.F. NORTH ROSE HILL NEIGHBORHOOD

These links will provide access to the college at multiple locations.

Policy NRH 14.2:

Seek partnership opportunities between Lake Washington Technical College and the City on educational, technical, recreational, and social services.

Community partnerships build neighborhood pride and self determination.

Policy NRH 14.3:

Encourage Lake Washington Technical College to continue to provide community meeting facilities for the neighborhood and the City.

Community meetings generate community involvement and these public facilities provide the North Rose Hill neighborhood a location for such meetings.

Goal NRH 15 – Ensure that any college expansion is compatible with the surrounding residential neighborhood.

Policy NRH 15.1:

Provide public review of major expansion of the college. Mitigation may be required for impacts of the proposed expansion and, where feasible, the existing use.

Traffic impacts on the surrounding residential neighborhood should be addressed with expansion of the facility.

Policy NRH 15.2:

Consider an extension of NE 116th Street to 132nd Avenue NE, in order to improve access to the college.

Street extension should not adversely impact campus traffic, safety and security. Except for that right-of-way, no development should occur in the steep and heavily vegetated slope area. This area should remain a dedicated natural greenbelt easement.

Policy NRH 15.3:

Consider relocating the NE 120th Street driveway farther to the west, away from the bend in the road to the east. Allow no additional driveways to 132nd Avenue NE.

These modifications would improve traffic flow and safety.

Policy NRH 15.4:

Encourage creation of affordable housing near the college.

Lake Washington Technical College is a major public facility in North Rose Hill. It occupies about 55 acres. The college is a major traffic generator and located along a bus line, which would benefit from affordable housing located close by.

PRIVATE – CITY CHURCH (SEE FIGURE NRH-4)

Goal NRH 16 – Ensure that any future church expansion or redevelopment of the site is compatible with the surrounding residential community.

Policy NRH 16.1:

Provide public review of redevelopment or expansion of the church. Consider mitigation of impacts from the proposed expansion and, where feasible, the existing use.

Existing parking lot design and landscaping deficiencies, and traffic, storm drainage, and visual impacts on the surrounding residential neighborhood should be addressed with expansion or redevelopment of the facility.

Policy NRH 16.2:

Encourage housing at this site.

City Church occupies about 16 acres and is a major private institution in North Rose Hill. Opportunities to provide housing in conjunction with redevelopment of the site should be pursued.

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Table NRH-1: North Rose Hill Street Connection Plan Description List

1. NE 88TH STREET BETWEEN 124TH AVENUE NE AND 126TH AVENUE NE
2. NE 108TH STREET BETWEEN SLATER AVENUE NE AND 123RD AVENUE NE
3. NE 105TH STREET BETWEEN 128TH AVENUE NE AND 132ND AVENUE NE
4. NE 103RD PLACE BETWEEN 132ND AVENUE NE AND EXISTING CUL-DE-SAC END
5. NE 101ST PLACE BETWEEN 131ST PLACE NE AND 132ND AVENUE NE
6. NE 97TH STREET BETWEEN 130TH AVENUE NE AND 132ND AVENUE NE
7. NE 94TH STREET BETWEEN 125TH AVENUE NE AND 124TH AVENUE NE
8. 125TH AVENUE NE BETWEEN NE 91ST STREET AND NE 95TH STREET
9. 130TH AVENUE NE BETWEEN NE 87TH STREET AND NE 94TH STREET
10. NE 91ST STREET BETWEEN 130TH AVENUE NE AND 132ND AVENUE NE
11. NE 90TH STREET BETWEEN 128TH AVENUE NE AND 132ND AVENUE NE
12. 131ST AVENUE NE BETWEEN NE 90TH STREET AND NE 91ST STREET
13. 122ND AVENUE NE BETWEEN NE 90TH STREET AND NE 92ND STREET
14. 126TH PLACE NE BETWEEN NE 102ND PLACE AND NE 100TH PLACE
15. NE 101ST PLACE BETWEEN 124TH AVENUE NE AND 125TH AVENUE NE
16. NE 116TH STREET BETWEEN 127TH AVENUE NE AND 132ND AVENUE NE
17. NE 109TH PLACE BETWEEN SLATER AVENUE AND 124TH AVENUE NE



SECTION 4 – ZONING PERMIT APPLICATION

Compliance with City of Kirkland Comprehensive Plan

The City of Kirkland Comprehensive Plan includes Land Use Policy and Goals. Development included in this master plan supports the following policies and goals:

- Policy LU-1.2 *Create logical boundaries between land use districts that take into account such considerations as existing land uses, access, property lines, topographic conditions, and natural features.*
- The proposed master plan uses the existing natural green belt, 132nd Ave. NE and 120th St. to form barriers between the PLA14 zone and other lower density zones.
- Policy LU-1.4 *Create an effective transition between different land uses and housing types.*
- The proposed setbacks, vegetation buffers, and building height/mass limitation ensure appropriate transitions. Buffers, parking lot lighting design, and acoustic mitigation standards protect housing privacy.
- Policy LU-1.5 *Regulate land use and development in environmentally sensitive areas to ensure environmental quality and avoid unnecessary public and private costs.*
- This master plan sets aside an easement for the natural greenbelt area. This ensures that this slide sensitive area will remain free from development. This restriction ensures a high standard of environmental quality, and prevents undue costs to LWTC and the city.
- Policy LU-2.2 *Use land efficiently, facility infill development or redevelopment, and where appropriate, preserve options for future development*
- The master plan includes building development seeking to increase building heights and minimize building footprints. Additionally, the plan calls for the future development of structured parking rather than surface parking lots. Again this promotes the efficient use of land.
- Policy LU-3.1 *Provide employment opportunities and shops and services within walking or bicycling distance of home.*
- The LWTC campus provides community services such as a dental clinic, the Evergreen health clinic, a florist shop, restaurants, a bakery, automotive repair, a fitness center, etc. Future developments include an expanded health clinic and new daycare services. These services are in close proximity to low residential uses.
- Policy LU-5.1 *Although the LWTC campus is not located within any of the Commercial Development Areas identified on Figure LU-2. Development of the campus does support the following policies.*
- Protect residential areas from excessive noise, exterior lighting, glare, visual nuisances, and other conditions which detract from the quality of the environment.*
- The campus borders of the LWTC campus abut residential zones. Each border has an identified landscape buffer to provide visual barriers. Campus lighting standards prohibit light sources from transmitting light and glare.



Compliance with North Rose Hill Plan

- Policy NRH 4.1 *Encourage retention of native vegetation and significant stands of native trees on hillsides, along stream banks, and in sensitive area buffers.*
- LWTC is proposing to set aside the mature forest hillside area along the western edge of campus. This area includes a significant stand of native trees, which supports wildlife. LWTC further proposes to incorporate this area into its horticulture program as a demonstration area representing a traditional Northwest forest. This program will support the further protection of this area.
- Policy NRH 4.2 *Preserve as many trees as possible during the development process.*
- The only trees to be removed as part of this master plan are those necessary to the expand the southwest storm water detention pond.
- Policy NRH 4.3 *Protect notable trees and groves of trees.*
- See response to policy NRH 4.1 above.
- Policy NRH 5.1 *Regulate development on slopes with high or moderate landslide or erosion hazards and on seismic hazard area to avoid damage to life and property.*
- LWTC proposes no development on the steep slope west of the fire line other than an informal pedestrian pathway. The existing vegetation is to remain. This area is identified at both a landslide and seismic hazard area on Figure NRH-3, page XV.F-9 Kirkland Comprehensive Plan). See also response to policy NRH 4.1.
- Policy NRH 6.1 *Encourage creation of backyard sanctuaries for wildlife habitat in upland areas.*
- See response to policy NRH 4.1 above.
- Policy NRH 14.1 *Encourage Lake Washington Technical College to provide non-motorized connections between the surrounding residential areas and the campus.*
- LWTC is proposing footpath connections through campus, which will link to neighborhoods at the northwest, southwest, and eastern borders of campus.
- Policy NRH 14.2 *Seek partnership opportunities between Lake Washington Technical College and the City on education, technical, recreational, and social services.*
- Two of the projects proposed in this master plan include provisions for community services. The Allied Health Building is anticipated to include an expanded health clinic. The Early Learning Center (ELE) includes a day care facility. Additionally, the campus infrastructure projects included seek to ease public access to the other community services offered by LWTC (fitness center, dental clinic, restaurants, florist, Business Training Center, etc.).
- Policy NRH 15.1 *Provide public review of major expansion of the college. Mitigation may be required for impacts of the proposed expansion and, where feasible, the existing use.*
- This master plan is part of the public review process. It includes parking and traffic studies that will be analyzed according to requirements set forth in the Kirkland Zoning Code. The results will determine any necessary mitigation. Additionally,



public meetings have been conducted both by the college and as part of the City of Kirkland review process.

Policy NRH 15.2

Consider an extension of NE 116th Street to 132nd Avenue NE, in order to improve access to the college.

Upon review of the existing conditions and grade through the green belt, we offer the following conclusion:

- This area is identified as a Medium Landslide Hazard Area per the Chapter 85 of the Kirkland Zoning Code. Thus any work to be provided will need to be done in accordance with work requirement in Environmentally Sensitive Areas.
- The extension will require the removal and reconfiguration of portions of the condominium complex currently located at the existing 116th termination. This will include buildings, parking lots access roads, etc. Further, it appears that the City currently controls only the northern half of the right of way.
- We believe there is a 24" water main which follows the center of the right of way. Due to the cut which would be required, this main may need to be relocated.
- The road extension will need to gain 120' of elevation in 1000' feet of horizontal distance. This equates to an average slope of 12% which is both difficult to navigate and dangerous in wet or icy conditions.
- Additionally, extensive cut and fill or retaining structures will be required to minimize the development impact in the right of way. This work will significantly impact the preservation of the greenbelt as desired by Kirkland, Rosehill, and Totem Lake land use policies and goals.

In conclusion, the impacts to the existing residential development, greenbelt preservation, a determined landslide area and the economic costs of this extension are not feasible. The following diagram depicts revised grade (red), existing buildings impacted (black) and the extent of vegetation to be removed (space between green).





Policy NRH 15.3

Consider relocating the NE 120th Street driveway farther to the west, away from the bend in the road to the east. Allow no additional driveways to 132nd Avenue NE.

Upon review of the existing conditions and grade through the green belt, we offer the following conclusion:

- This area is identified as a Medium Landslide Hazard Area per the Chapter 85 of the Kirkland Zoning Code. Thus any work to be provided will need to be done in accordance with work requirement in Environmentally Sensitive Areas.
- The road extension will need to gain 80' of elevation in 1000' feet of horizontal distance. This equates to an average slope of 8%.
- Extensive cut and fill or retaining structures will be required to minimize the development impact in the right of way. This work will significantly impact the preservation of the greenbelt as desired by Kirkland, Rosehill, and Totem Lake land use policies and goals.

For these reasons, this extension is not feasible. The following diagram depicts revised grade (red), and the extent of vegetation to be removed (space between green).



Policy NRH 21.1

Enhance the arterial street network with the following improvements – 132nd Avenue NE – Provide sidewalks, curbs, gutters, landscape strips, and bike lanes along the entire length of 132nd Avenue NE.

Street frontage improvements along 132nd Avenue NE will be provided with the development of the Southeast Parking lot and the Main Entry developments.

Policy NRH 33.1

Establish building and site design standards that apply to all new, expanded, or remodeled commercial, multifamily, or mixed-use buildings.



This master plan includes design standards for developing the scale and mass of the buildings. Site design standards include site lighting, landscaping, parking lot landscaping, preservation of vegetation, and buffers.

Policy NRH 33.4 *Include high quality material, the use of public art, bicycle and pedestrian amenities, direction signs on all arterials, and other measures for public buildings, and public infrastructure, such as streets, and parks.*

This master plan includes several provisions for public art installations including development along 132nd Avenue NE as part of the Main Entry.

Policy NRH 34.1 *Establish site and building development requirements such as landscape buffers and height restrictions that address transition area and protect nearby residential neighborhoods.*

This master plan includes design standards for building height and landscape buffers when adjacent to residential areas.

Policy NRH 37.1 *Use public and private efforts to establish gateway features at the locations identified in Figure NRH-10.*

The Main Entry development is planned to enhance the visibility of Lake Washington Technical College to the community as well as function as the gateway to campus. This development includes provisions for art, pedestrian connections, transit and vehicular access.



Compliance with Totem Lake Neighborhood Plan

Although Lake Washington Technical College is not located within the defined boundaries of the Totem Lake area. Its impact on the neighborhood is significant. Therefore the following review for compliance is provided.

- Policy TL-1.2 *Seek opportunities for partnerships between the public and private sectors to enhance the neighborhood's economy.*
- LWTC's mission is to provide workforce training opportunities for the people who live and work in their service district. Numerous programs are available to students who can fill jobs available in the neighborhood. One of the project proposed as part of this master plan is the Allied Health Building. It will directly support training workers for the burgeoning healthcare industry. This will create an increased opportunity to strengthen the existing ties of LWTC with the Evergreen Hospital.
- Policy TL-6.3 *Support complementary development through-out Totem Center*
- See policy TL-1.2 above.
- Policy TL-9.3 *Support the continued vitality of the Evergreen Hospital medical Center and supporting uses.*
- See policy TL-1.2 above.
- Policy TL-11.2 *Public/private partnerships should be encouraged to provide additional parks, open space and pedestrian corridors.*
- The LWTC Master Plan includes the development of pedestrian pathways, public plaza spaces, and an expansion of the campus arboretum. Linkages made to the Totem Center will open these amenities up to the greater community.
- Policy TL-13.1 *Support the list of sidewalks, bikeways and trails fro established for Totem Center in the Non-Motorized Transportation Plan*
- The LWTC master plan includes the development of a pedestrian trail though the dedicated greenbelt. This will allow a linkage between Totem Center and the neighboring residential area of North Rose Hill.
- Policy TL-17.1 *Maintain existing vegetation in high or moderate landslide areas*
- LWTC proposes no development on the steep slope west of the fire line other than an informal pedestrian pathway. The existing vegetation is to remain. This area is identified at both a landslide and seismic hazard area on Figure NRH-3; page XV.F-9 Kirkland Comprehensive Plan). See also response to policy NRH 4.1.
- Policy TL-17.4 *Work with other agencies and the public to improve water quality*
- All storm water systems designed as part of development included in this master plan will be required to follow Best Management Practices.



- Policy TL-20.1 *Incorporate current Best Management Practices into storm water management standards.*
- See response to item TL-12.4 above.
- Policy TL-21.3 *Minimize the appearance of parking area through location and shared facilities.*
- All proposed parking lots are shielded by landscape buffers.
- Policy TL-25.1 *Provide for site and building development requirements and other regulations that address transition area to protect nearby residential neighborhoods.*
- Regulations are proposed as part of this master plant to limit building heights, to modulate building facades, establish minimum setbacks, and control lighting, in order to assure an appropriate scale when located adjacent to residential areas. Additionally landscape buffers are required along all campus/residential edges.
- Policy TL-30.1 *Implement an expanded transportation demand management (TDM) program to reduce trip demand in the neighborhood.*
- LWTC has an existing Transportation Management Plan already in place. The plan includes employee incentives, and carpooling benefits, among others.
- Policy TL-32.1 *Develop a safe, integrated on and off-street non-motorized system emphasizing connection to schools, parks, transit, and other part of Kirkland*
- 132nd Ave. NE and NE 120th Streets have been designed to meet the required standards of the Non-Motorized Transportation Plan for both pedestrians and bicycles. Connections from the internal campus to these streets are currently available and various master plan components will upgrade those connections.



CITY OF KIRKLAND

Department of Public Works

123 Fifth Avenue, Kirkland, WA 98033 425.587.3800

www.ci.kirkland.wa.us

MEMORANDUM

To: Kirkland Hearing Examiner

From: Rob Jammerman, Development Engineering Manager

Date: October 6, 2005

Subject: Lake Washington Technical College Master Plan – NE 116th Street Extension

Yesterday, the Public Works Department was contacted by Mr. Stephen Starling, Architect for the Lake Washington Technical College Master Plan, about the NE 116th Street connection condition in the Staff Report for the College Master Plan. Mr. Starling explained that the College has reservations about agreeing to the street connection because there are so many unknowns about it at this time. The Public Works Department understands the College's reservations; if the NE 116 Street extension is ever constructed, it could have impacts on the College campus that will need to be mitigated. The City and the College also both understand that it is not possible to identify all of the impacts of the street extension at this time. To alleviate the College's reservations, the Public Works Department suggested that a Memorandum of Understanding (MOU), between the City and the College, be drafted prior to City Council approval of the Master Plan. The MOU could cover such things as:

- Street location, improvements, and installation
- Right-of-way dedication details
- Pedestrian crossings design
- Driveway access design
- Financial obligations

In our discussions with Mr. Starling, he indicated that the College may be open to the MOU proposal. If the College finds this proposal acceptable, we will begin drafting the MOU and complete our negotiations prior to presenting the Master Plan to the City Council.

EXHIBIT B

ZONOS:00014 HE REC.



CITY OF KIRKLAND

Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587-3225
www.ci.kirkland.wa.us

MEMORANDUM

To: Don Largen, Kirkland Hearing Examiner

From: Tony Leavitt, Planner 

Date: October 10, 2005

Subject: Lake Washington Technical College Master Plan Update, File No. ZON05-00014

At the Hearing on October 6th, 2005, Staff requested that the Hearing Examiner continue the hearing to allow staff extra time to review the Landscape Buffer Requirements set fourth in the Staff Advisory Report dated September 30th. The applicant has requested that Staff review the street buffer requirements and the timing for installation of this buffer.

Staff has reviewed the Landscape Buffer requirements and proposes the following amendments to the Staff Advisory Report.

Revised Conclusion II.G.2.B.3: As part of the Building Permit application for the Allied Heath Building, the applicant should submit a landscape plan for the required 132nd Avenue right-of-way street frontage buffer. The buffer should be designed to the standards outlined in the applicant's proposed street buffer plan (see Attachment 10). The portion of the buffer to be completed with this building should be the portion from the southeast corner of campus to the proposed entry gateway.

Revised Conclusion II.G.2.B.4: As part of the Building permit application for the Early Learning Education (ELE) Building, the applicant should submit a landscape plan for the required 132nd Avenue right-of-way street frontage buffer. The buffer should be designed to the standards outlined in the applicant's proposed street buffer plan (see Attachment 10). The portion of the buffer to be completed with this building should be the portion from the proposed entry gateway to the Kirkland Campus Subdivision.

New Conclusion II.G.2.B.5: As part of the Building Permit application for the Early Learning Education (ELE) Building, the applicant should submit a landscaping plan for the required residential buffer to be located along all property lines adjacent to the Kirkland Campus Subdivision. The buffer should comply with the standards outlined in Kirkland Zoning Code section 95.25.1.

EXHIBIT C

ZON05-00014 HE REC.

New Conclusion II.G.2.B.6: As part of the Building permit application for the Parking Structure, the applicant should submit a landscaping plan for the required residential buffer to be located along the property north of the Kirkland Campus Subdivision to the edge of the NGPE along NE 120th Street. The buffer should comply with the standards outlined in Kirkland Zoning Code section 95.25.2.

Revised Condition I.B.4.b: As part of the Building Permit application for the Allied Health Building, the applicant shall submit a landscape plan for the required 132nd Avenue right-of-way street frontage buffer. The buffer shall be designed to the standards outlined in the applicant's proposed street buffer plan (see Attachment 10). The portion of the buffer to be completed with this building shall be the portion from the southeast corner of campus to the proposed entry gateway (see Conclusion II.G.2).

Revised Condition I.B.5.d: As part of the Building Permit application for the Early Learning Education (ELE) Building, the applicant shall submit a landscape plan for the required 132nd Avenue right-of-way street frontage buffer. The buffer shall be designed to the standards outlined in the applicant's proposed street buffer plan (see Attachment 10). The portion of the buffer to be completed with this building shall be the portion from the proposed entry gateway to the Kirkland Campus Subdivision (see Conclusion II.G.2).

New Condition I.B.5.f: As part of the Building Permit application for the Early Learning Education (ELE) Building, the applicant shall submit a landscaping plan for the required residential buffer to be located along all property lines adjacent to the Kirkland Campus Subdivision. The buffer shall comply with the standards outlined in Kirkland Zoning Code section 95.25.1 (see Conclusion II.G.2).

New Condition I.B.14: As part of the Building permit application for the Parking Structure, the applicant shall submit a landscaping plan for the required residential buffer to be located along the property line that runs north of the Kirkland Campus Subdivision to the edge of the NGPE along NE 120th Street. The buffer shall comply with the standards outlined in Kirkland Zoning Code section 95.25.2 (see Conclusion II.G.2).

KIRKLAND HEARING EXAMINER MEETING – OCTOBER 6, 2005**PUBLIC HEARING****a. Lake Washington Technical College Master Plan – File No. ZON05-00014**

The Hearing Examiner, Don Lagen, called the meeting to order at 7:01 p.m. Tony Leavitt, Project Planner, Rob Jammerman, Development Engineering Manager, and Jeremy McMahan, Planning Supervisor, represented the Department of Planning and Community Development.

Mr. Leavitt gave a PowerPoint presentation to provide background information on the subject master plan. The staff advisory report was submitted as Exhibit A. Mr. Leavitt's presentation topics included:

- Vicinity Map
- Project Description
- Site Plan of Existing Campus
- Proposed Campus Master Plan Overview
- Allied Health Building
- Horticulture Building
- Technology Building Expansion
- New Parking Structure
- New Parking Lots
- Additional Onsite Features
- Traffic Concurring Parking
- Landscape Buffers
- Zoning Code Standards
- Comprehensive Plan
- Lapse of Approval
- Staff Recommendation

Mr. Jammerman said that he was contacted yesterday by Steven Starling, the architect for the Lake Washington Technical College Master Plan. Mr. Starling expressed some concerns about the possible road connection and impacts on the college. There are a lot of unknowns about the road at present, but it is the City's intent to preserve the corridor. If improvements are made, they should be incorporated into a long-term plan. Between now and the time when the Master Plan is taken to Council, the Public Works Department and college will work together on a memorandum of understanding about the road. Details about the improvements would include right of way dedications, pedestrian crossing, driveway access and financial obligations. This would not be a binding contract, but a memorandum stating that the City will work with the college if the road is ever proposed to be put through. Mr. Jammerman submitted Exhibit B: a memorandum dated October 6th, 2005 from the Public Works Department to the Hearing Examiner.

Steve Starling, Schreiber, Starling & Lane Architects, gave a general overview of the project and made known the desires of the college known via a PowerPoint presentation showing site plans of the college campus master plan. Topics included:

KIRKLAND HEARING EXAMINER MEETING – OCTOBER 6, 2005

- Meaningful landscape architecture for the college and community
- Current difficulty locating and entering the campus
- Maintenance of the greenbelt
- The fire lane road
- Arboretum and pathways within the buffer requirements
- Existing buffer along the streetscape
- Building mass
- Photographic site plan depicting NE 116th
- Comparison and contrast of original request and staff recommendation

The Hearing Examiner asked if these issues had been discussed with staff. Mr. Starling responded yes, and that Mr. Leavitt had expressed that many of these issues may be handled administratively.

The Hearing Examiner asked staff how much administrative leeway they have within the code to address some of the applicant's concerns. Mr. McMahan said that the comprehensive plan is very general in regard to location of the pathway. The plan specifies that Lake Washington Technical College should be encouraged to provide a non-motorized connection to the surrounding residential areas and the campus. The Hearing Examiner responded that there should be some predictability regarding planning of this improvement. Mr. McMahan responded that the project would not be left completely open-ended.

The Hearing Examiner asked if staff would meet the spirit and intent of the comprehensive plan regarding the harder surfaces along the west edge of the project. The applicant responded that he would like the opportunity readdress the Hearing Examiner's concerns in the future by providing more specific information about the phases of the project.

The Hearing Examiner responded that it could appear that the public access road is in reality just for the college's use. The applicant responded that the issue would have to be addressed as to whether the access road is public or not. He said that signage could be included in the master plan to make it clear that the public is welcome on the property while at the same time addressing cost implications and safety concerns.

The Hearing Examiner said that he is concerned about the applicant's conceptual plan of the pedestrian pathway through the college. He said it is difficult for him to make a decision without more detail. He asked if staff and the applicant would be willing to explore alternatives to the pathway before the plan goes to Council. Staff and the applicant both agreed to this proposal.

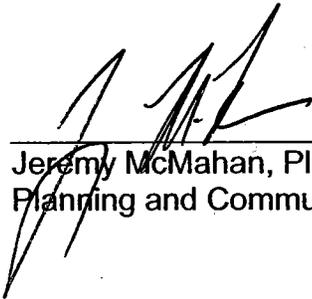
Mr. Leavitt said that the 10-foot buffer along the west side would need to be upheld in agreement with the applicant's proposal. In addition, he said that staff is open to the applicant's plan of a 15-foot wide buffer with one row of trees along 132nd Street. The Hearing Examiner asked if staff had a problem with the phasing of the project. Mr.

KIRKLAND HEARING EXAMINER MEETING – OCTOBER 6, 2005

McMahan said no, but that text should be revised to be more general regarding the buffer.

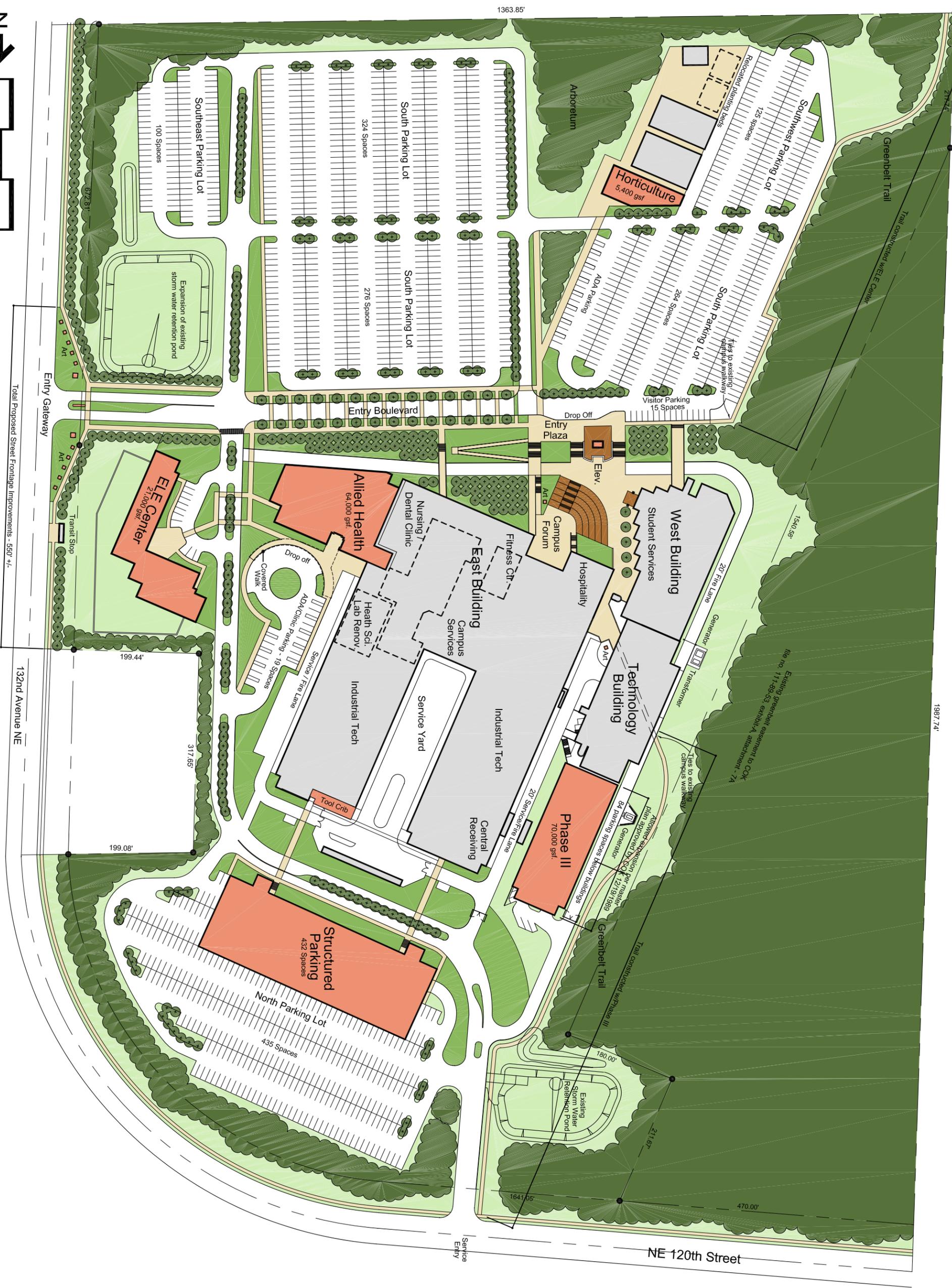
The Hearing Examiner charged staff with working on the landscape buffer requirement text and providing him with new text by the end of the business day Monday, October 10th, 2005. The written record will be left open until October 10, 2005 to clarify these requirements..

Hearing nothing further, the Hearing Examiner closed the Lake Washington Technical College Master Plan, ZON05-00014 at 7:41 p.m.



Jeremy McMahan, Planning Supervisor
Planning and Community Development

Recording Secretary: Susan Hayden
PROFESSIONAL OFFICE SERVICES



1363.85'

1397.74'

Existing Greenbelt easement to CCK
file no 111-88-53, exhibit A attachment - 7A

Approved expansion per master
plan approved by CCK 12/19/1989
84 parking spaces below buildings
Generator

Ties to existing
campus walkway

Trail constructed w/Phase III

Generator

Transformer

20 Fire Lane

Generator

Transformer

Ties to existing
campus walkway

Generator

Transformer

Ties

MEMORANDUM OF UNDERSTANDING

This memorandum summarizes the discussions between Lake Washington Technical College (LWTC) and the City of Kirkland, a Washington municipal corporation (City), concerning the North Rose Hill Neighborhood Comprehensive Plan, Policy NRH 15.2. Overview of Discussions Regarding North Rose Hill Policy NRH 15.2

North Rose Hill Neighborhood Comprehensive Plan, Policy NRH 15.2 provides:

“Consider an extension of NE 116th Street to 132nd Avenue NE, in order to improve access to the college.”

An extension of NE 116th Street to 132nd Street NE would require the construction of a new road to run through the college campus between the referenced City of Kirkland streets. Zoning regulations do not establish specific development standards for expansion of the college and do not establish mitigation guidelines for impacts, if any, of college expansion, including the above referenced extension. As noted in the Rose Hill Plan, LWTC has submitted its Master Plan for approval through Process IIB. The hearing examiner, in his conclusions, recommended approval of the Master Plan with conditions that : 1) LWTC should preserve a corridor for the future NE 116th Street connection; and 2) LWTC should dedicate the corridor when asked to do so by the City. LWTC and the City of Kirkland have met, discussed and considered on several occasions the extension referred to above in the North Rose Hill Plan.

LWTC does not agree that, at the current time, any extension of its current access road is needed to “improve access to the college.” LWTC campus is state property dedicated for public purposes. LWTC also expresses serious student/employee safety, access and other concerns associated with any such extension. LWTC will, however, continue to monitor any additional access needs and continue to discuss with the City the future access needs of the college as those needs arise.

The City and LWTC agree to consider alternate locations for the extension or other options to improve ingress and egress to the College which would also accommodate North Rose Hill residents. The City agrees that no current plans exist to construct a road, however, affirms that at some future date action may be taken to pursue such extension. LWTC agrees to continue to further discuss the issue of any extension/corridor with the City.

BASED ON THE FOREGOING, LWTC AND THE CITY OF KIRKLAND AGREE TO THE FOLLOWING:

Lake Washington Technical College

LWTC agrees to preserve a corridor at the request of the City of Kirkland, to allow for further discussions involving any NE 116th Street road connection. LWTC agrees to submit a description of any proposed permanent structure or other significant changes to be built on the extension currently proposed by the City and will meet with the City regarding any such proposals. This provision does not apply to structures or other changes that may be outlined in the current Master Plan of LWTC conditionally approved by the hearing examiner.

LWTC agrees to continue to further discuss the issue of any extension/corridor with the City.

City of Kirkland

The City agrees that any extension as outlined above may not be feasible for many years. The City further acknowledges that the LWTC Master Plan calls for installation of new access street improvements which will be within the proposed corridor. The City agrees to consider design alternatives that help achieve LWTC's desire for an access street that serves as a "gateway" feature to LWTC.

The City is not asking that the 116th Street corridor be dedicated at public right-of-way at this time. It is anticipated that the City will not ask for the dedication until funding is secured to complete the street connection.

The City also acknowledges that the State Board for Community and Technical Colleges (SBCTC) has sole statutory authority to lease, sell, exchange and/or convey any or all interest in LWTC property. The SBCTC must also approve any capital expenditures for all real property transactions.

Both parties acknowledge the desire to maintain a cooperative and collegial relationship and agree to operate in good faith to pursue the above expressed understandings and to continue to facilitate discussions as the need arises, of consideration of the extension proposed by the City.

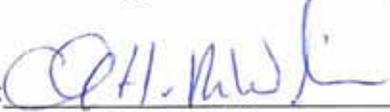
Term

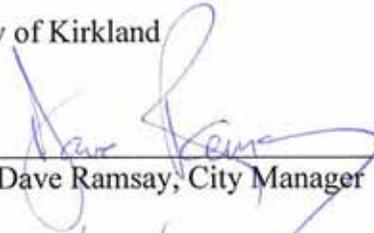
This MOU will be in place until the year 2015 which corresponds to the validity of the Notice of Approval for the current Master Plan, unless a subsequent MOU is agreed upon between the parties.

Dated this _____ day of January, 2007.

Lake Washington Technical College

City of Kirkland

By: 
Charles H. McWilliams,
Vice President Administrative Services

By: 
Dave Ramsay, City Manager

Date: 1/24/07

Date: 1/29/07

RESOLUTION R-4635

A RESOLUTION OF THE CITY OF KIRKLAND APPROVING THE ISSUANCE OF A PROCESS IIB PERMIT AS APPLIED FOR IN DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT FILE NO. ZON05-00014 BY STEPHEN STARLING REPRESENTING LAKE WASHINGTON TECHNICAL COLLEGE BEING WITHIN A PLA 14 ZONE, AND SETTING FORTH CONDITIONS TO WHICH SUCH PROCESS IIB PERMIT SHALL BE SUBJECT.

WHEREAS, the Department of Planning and Community Development has received an application for a Process IIB permit, filed by Stephen Starling, representing Lake Washington Technical College the owner of said property described in said application and located within PLA 14 zone; and

WHEREAS, pursuant to the City of Kirkland's Concurrency Management System, KMC Title 25, a concurrency application has been submitted to the City of Kirkland, reviewed by the responsible Public Works official, the concurrency test has been passed, and a concurrency test notice issued; and

WHEREAS, pursuant to the State Environmental Policy Act, RCW 43.21C, and the Administrative Guideline and local ordinance adopted to implement it, Lake Washington Technical College, as SEPA lead agency, performed SEPA review for the application; and

WHEREAS, said environmental checklist and determination have been available and accompanied the application through the entire review process; and

WHEREAS, the application has been submitted to the Hearing Examiner who held hearing thereon at the regular meeting of October 6, 2005; and

WHEREAS, following public hearing and consideration of the recommendations of the Department of Planning and Community Development, the Hearing Examiner adopted certain Findings, Conclusions, and Recommendations and recommended approval of the Process IIB permit subject to the specific conditions set forth in said recommendation; and

WHEREAS, the City Council, in regular meeting, did consider the environmental documents received from the responsible official, together with the recommendation of the Hearing Examiner.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Kirkland as follows:

Section 1. The findings, conclusions, and recommendation of the Hearing Examiner as signed by the Hearing Examiner and filed in the Department of Planning and Community Development File No. ZON05-00014 are adopted by the Kirkland City Council as though fully set forth herein.

Section 2. The Process IIB permit shall be issued to the applicant subject to the conditions set forth in the recommendations hereinabove adopted by the City Council.

Section 3. Nothing in this resolution shall be construed as excusing the applicant from compliance with any federal, state, or local statutes, ordinance, or regulations applicable to this project, other than expressly set forth herein.

Section 4. Failure on the part of the holder of the permit to initially meet or maintain strict compliance with the standards and conditions to which the Process IIB permit is subject shall be grounds for revocation in accordance with Ordinance 3719, as amended, the Kirkland Zoning Ordinance.

Section 5. A complete copy of this resolution, including Findings, Conclusions and Recommendations adopted by reference, shall be certified by the City Clerk who shall then forward the certified copy to the King County Department of Assessments.

Section 6. A copy of this resolution, together with the findings, conclusions, and recommendations herein adopted shall be attached to and become a part of the Process IIB permit or evidence thereof delivered to the permittee.

PASSED by majority vote in open meeting of the Kirkland City Council on the _____ day of _____, 20____.

SIGNED IN AUTHENTICATION thereof this _____ day of _____, 20____.

Mayor

Attest:

City Clerk