CITY OF KIRKLAND
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MEMORANDUM

To: Planning Commission

From: Angela Ruggeri, AICP, Senior Planner

Date: July 24, 2008

Subject: TOUCHSTONE (PARKPLACE), ORNI, AND ALTOM PRIVATE AMENDMENT REQUESTS (PARs) FILE NO. ZON07-00016, ZON07-00012, AND ZON07-00019

RECOMMENDATION

- Confirm description of preferred alternative to be studied in the Planned Action Final Environmental Impact Statement (FEIS).
- Review proposed approach to establishing policies and regulations for the proposed Parkplace private amendment request and provide direction to staff.
- Discuss and give direction on parking and traffic for the Planned Action FEIS.

BACKGROUND DISCUSSION

The Planning Commission has a very full agenda for the meeting on July 31 and so staff is recommending the following time allotments for each of the topics:

- Confirm description of preferred alternative – **30 minutes**
- Review proposed approach to establishing policies and regulations – **30 minutes**
- Discuss and give direction on parking and traffic - **90 minutes**

I. PLANNING COMMISSION PREFERRED ALTERNATIVE

The Planning Commission defined the basic parameters of the preferred alternatives for the 3 PARs at the July 10 Planning Commission meeting. The PAR locations are shown on Attachment 1. These parameters are outlined below and staff needs confirmation from the Planning Commission that they represent the preferred alternative that the Planning Commission wants studied in the FEIS for each site.

A. Touchstone (Parkplace) Preliminary Preferred Alternative

The Planning Commission has taken the following into account in the development of the preferred alternative for Parkplace. The developer seeks to build 1.2 million square feet of office which he believes he can accomplish under

existing regulations. He would like to include retail, a hotel and an athletic club in the development, but has stated that this will be economically feasible only if it is in addition to the 1.2 million square feet of office.

The Planning Commission has expressed a desire to provide a strong retail component within the project and is concerned about the applicant's alternative concept that contains little or no retail. The Planning Commission's preferred alternative seeks to create a mixed use project and is shown as Plan C of Attachment 2.

1. Uses: The Planning Commission indicated that office and mixed use are appropriate for the site. The Commission also believes that retail is an essential component for redevelopment of the Parkplace site and that at least 300,000 square feet of retail should be required.

2. Square footage: The Planning Commission has decided to retain the overall square footage requested by Touchstone for the analysis of the preferred alternative in the FEIS.

3. Height Allowances: (see Attachment 2, Plan C). The Planning Commission's preferred alternative includes the following heights:

   Low Height Areas
   - 3 stories within 20 feet of Central Way before stepping up to the next height zone.
   - 4 stories east of Peter Kirk Park before stepping up to the next height zone.
   - The building(s) to the south of the central open space must be low enough to allow for sun to reach 50% of the open space plaza at 2:00 pm on March 21st and September 21st.

   Medium Height Areas
   - 7 stories stepped back 20 feet from Central Way.
   - 6 stories stepped back 20 feet from the 4 story zone to the east of Peter Kirk Park.

   Maximum Height Areas
   - Up to 8 stores along 6th Street.
   - Up to 8 stories in the southeast portion of the site

4. Setbacks/Step backs: The Planning Commission agreed with the Design Review Board's recommendation (see Attachment 3):

- Central Way: No setbacks along Central Way and 6th Street if there is a relationship between the building and the pedestrian (retail uses for example), otherwise some setback from the property line should be required. Buildings along Central are limited to three stories and then are to be stepped back 20 feet to 7 stories.
- Park: A medium setback was recommended adjacent to the park. The buildings adjacent to the park are to be 4 stories with 20 foot step backs to 6 stories and then 8 stories.
- South/Southeast boundary: The widest setback (25' to 40') is recommended along the south portion of the site adjacent to the existing office and residential uses.

5. Open Space Requirements: The Planning Commission agreed with the Design Review Board's recommendation that a large central open space should be required in exchange for the additional height proposed. It was also decided that the site should be designed so that there is ample sunlight in the plaza. As a benchmark, the Planning Commission directed that the FEIS model a scenario in which not more than half of the open space should be in shade at 2:00 pm on March 21st and September 21st. The result is that buildings to the south of the open space must be kept at a height that will prevent this from happening.

6. Gateway Feature: The Planning Commission concluded that there should be some flexibility to allow for creative treatment of the entry way corner at 6th Street and Central Way. A 7 story building would be allowed on that corner with a building step back from Central Way equal to an 80% incline plane above the 3rd story of the building. This step back will be used to protect the view corridor down Central Way.

7. Lot Coverage: The Planning Commission is suggesting 100% lot coverage (impervious surface) as is allowed in many areas of the downtown. This will allow for the underground parking proposed throughout the site.

**The applicant has responded to the Planning Commission's preferred alternative for Parkplace. The response is included as Attachment 4.

B. Orni Preliminary Preferred Alternative

1. Uses: The Planning Commission's allowed uses for the preferred alternative are: residential and mixed use (office 50% and residential 50%). An office only development as proposed by the applicant would not be allowed.

2. Height Allowances: The existing office buildings on the site are two stories high. The code presently allows multifamily buildings up to 4 stories or 40

feet above average building elevation, whichever is less. The Planning Commission is proposing that the maximum 40' height limit currently allowed be maintained.

3. Setback Requirements: The existing code requires an additional setback from single family uses in PLA5A for buildings over 30' above average building elevation (ABE). This regulation was originally put in place to protect the single family homes in the area as the area transitioned to office and multifamily uses. Since that time, most have been rebuilt into multifamily developments. There is only one remaining single family home to the south of the project that would require this additional setback. This home is presently for sale and so it is assumed that the site will be redeveloped with multifamily residential. The Planning Commission is proposing that this requirement be removed.

4. Design review: The Planning Commission is proposing that administrative design review be a requirement of mixed use development, but not for residential only development.

C. Altom Preliminary Preferred Alternative

1. Uses: Both the existing Comprehensive Plan designation and the proposed designation are for office/multifamily uses and so a change in use is not being considered.

2. Height Allowances: The Planning Commission is proposing up to 52' above average building elevation (ABE) for this area.

3. Lot size requirements: The Planning Commission expressed concern about allowing the additional height on lots smaller than 1 acre. The proposed zoning presently allows up to 6 stories or 60' above ABE if the site is at least 1 acre, otherwise, 30' above ABE. The Commission has suggested that if only the site at 220 6th Street (approximately .4 acres) is developed, 40' above ABE or 3 stories whichever is less should be allowed. If both sites (approximately .83 acres) are developed together then 52' above ABE or 4 stories whichever is less should be allowed.

4. Design review: The Planning Commission proposes that administrative design review will be a requirement for buildings over 30'. The Planning Commission also stated that if design review is required for the site, it should be a requirement for the entire PLA5C zone (not just the specific PAR location).

II. POLICY AND CODE APPROACH TO PARKPLACE PRIVATE AMENDMENT REQUEST

Jeremy McMahan prepared a memo for the July 10 meeting explaining staff's proposed approach to establishing policies and regulations for the Parkplace private amendment request. The proposed framework was divided into three categories: Comprehensive Plan; Zoning Code; and Master Plan and Design Guidelines. The memo included key questions under each category and also proposed Comprehensive Plan language. The Planning Commission will be discussing this memo on July 31 since there was not time to discuss it at the July 10 meeting. The focus of the discussion will be on the proposed framework and also the draft Comprehensive Plan language that is attached to the memo. ***PLEASE BRING YOUR COPY OF THE MEMO TO THE JULY 31 MEETING.***

III. TRAFFIC DISCUSSION

The EIS traffic team (David Godfrey and Thang Nguyen from the City's Public Works Department and Ron Loewen and Jennifer Barnes from the City's consultant team) will be at the meeting to answer questions and discuss the EIS traffic analysis. The applicant's traffic consultant, Marni Heffron will also be at the meeting.

The following documents are attached to this memo:

- Letter from the Kirkland Transportation Commission (Attachment 5)
- Power Point presentation to be made to the Transportation Commission on July 23 in response to their letter and mode split sensitivity chart (Attachments 6 & 7).
- Memo from the Kirkland Parking Advisory Board (Attachment 8)
- Memo from Marni Heffron written in response to the Parking Advisory Board's letter (Attachment 9).
- Summary of Transportation Impacts and Mitigation prepared by Jennifer Barnes from Jones and Stokes (see Attachment 10).

A. TRAFFIC ANALYSIS

The Draft EIS uses three impact measurements to analyze traffic:

- 2014 Concurrency Test - measures compliance with concurrency requirements at the time of project completion, 2014.
- SEPA Traffic Impact Guidelines (2014) – measure impacts based on proportion of traffic at impacted intersections contributed by the project. This is a more detailed analysis of project impacts at selected intersections at the time of project completion, 2014, using Highway Capacity Manual methods.
- 2022 "Concurrency" – measures the traffic level of service at the horizon year for the Comprehensive Plan amendments.

The roadway impacts for the no action alternative in 2014 include:

- 3 failed intersections under the Traffic Impact Analysis (TIA) guidelines require mitigation.

The roadway impacts for the proposed action in 2014 include:

- 10 failed intersections under the TIA guidelines require mitigation.
- 1 failed intersection under concurrency guidelines requires mitigation.
- Southwest subarea concurrency failure.

The roadway impacts for the no action alternative in 2022 include:

- 5 failed intersections under concurrency guidelines require mitigation.
- Southwest and Northwest subareas fail concurrency.

The roadway impacts for the proposed action in 2022 include:

- 6 failed intersections under concurrency guidelines require mitigation.
- Southwest and Northwest subareas fail concurrency.

Roadway improvements for no action alternative:

- By 2014 – mitigation identified at 3 locations
- By 2022 – mitigation identified at 4 additional locations.

Roadway improvements for proposed action:

- By 2014 – mitigation identified at 10 locations
- By 2022 – mitigation identified at 5 additional locations.

B. TRAFFIC MITIGATIONS

The Planning Commission will be recommending to the City Council which roadway improvements should be required as mitigations for the proposed projects after taking into account the recommendation of the Transportation Commission. The Transportation Commission will be discussing these mitigations at their meeting on July 23.

Mitigation measures for many of the intersections listed below are essential to mitigating project generated traffic. In some cases the improvements would be needed under both the no action and the proposed action alternatives.

Improvements Needed through 2014

Mitigations for both no action and proposed action alternatives:

- Central Way/Parkplace Driveway – install signal
- NE 85th Street/114th Avenue NE – restripe southbound dual left and eastbound right to through conversion. HOV Queue Bypass for the eastbound-to-southbound on-ramp
- Central Way/4th Street – extend two-way-left-turn by moving crosswalk to Parkplace signal

Mitigations for proposed action alternative only:

- Central Way/6th Street - Construct dual westbound left turn lane. Modify signal to provide westbound left/northbound right overlap phase
- 6th Street/4th Avenue – Dual eastbound left turn, with widening on 6th Street
- Kirkland Way/6th Street – Install signal
- Central Way/5th Street – Install signal

Improvements Needed through 2022

Research is being done to determine if these 2022 mitigations can be required through the EIS process.

Mitigations for both no action and proposed action alternatives:

- 116th Way NE/NE 132nd Street – Reconfigure the intersection based on the 132nd Street Study and New I-405 SB off-ramp
- NE 132nd Street/124th Avenue NE – Construct eastbound dual left turn based on the 132nd Street Study
- Totem Lake Blvd/NE 132nd Street – Reconfigure the intersection based on the 132nd Street Study and new I-405 northbound on-ramp.

Mitigations for proposed action alternative only:

- 100th Avenue NE/NE 124th Street – Modify the signal phase to be the same as during AM peak period. NB and SB to be split phase. The SB lane configuration change to left, left/through shared and through/right shared during the peak period.

Four locations not adjacent to the site require additional scrutiny as they may have impacts of their own; be inconsistent with the neighborhood desires; or be of little benefit as compared to their cost. They are analyzed below:

- Market Street/15th Avenue (2014 mitigation for proposed action alternative only)

    - Existing conditions: stop control on 15th Avenue approach/no traffic control on Market Street approaches.
    - Mitigation: install traffic signal
    - LOS F for 15th Avenue approach for no action, action and action with mitigation.
    - The westbound to northbound PM peak hour traffic volumes will increase by approximately 50 vehicles or 25% over No Action volumes and the main line traffic volumes will increase slightly. The delay is doubled because the increased westbound to northbound traffic volume is competing for a smaller number of gaps on Market Street. Installing the signal at this intersection will reduce the 153 second delay per vehicle entering Market Street from 15th Avenue to 26.8 seconds. The overall average delay for all approaches is 15.9 seconds with the mitigation. With signalization there will be an additional 14 second average delay to traffic on Market Street.
    - Mitigation is identified because the intersection operates at a poor level of service and development traffic impact to that intersection will cause the intersection to meet the threshold that warrants mitigation. The poor level of service at this intersection reflects the difficulty of side street traffic from 6th Street and 15th Avenue to enter Market Street. The additional development traffic on 6th and 15th will increase this delay.
    - Signalizing the intersection would present a minor interruption of traffic flow on Market Street. However, westbound side street traffic would be able to enter Market Street more easily because of better access. The signal may encourage pass-through traffic through the Norkirk Neighborhood, because of better access onto Market Street.
    - Staff Recommendation: Based on historical neighborhood concern about pass-through traffic, staff does not recommend installation of the traffic signal. The volume difference reflects increased density with the proposed action along 6th Street and 15th Avenue. Both of these roadways are classified as collector streets and traffic calming measures have been implemented along these routes to reduce traffic speeds. However, if there is a concern with regards to project traffic continuing to use 6th Street and 15th Avenue an agreement should be negotiated to monitor traffic speeds and volumes and if appropriate to require the installation of additional calming devices.

- 6th Street/7th Avenue (2014 mitigation for proposed action alternative only)

    - Existing conditions: stop controlled on all four approaches.
    - Mitigation: add left turn lanes on the northbound and southbound approaches.

- LOS E for no action and LOS F for action; LOS E for action with mitigation.
- There are presently no left turn lanes at this intersection. The action alternative increases the northbound PM peak hour traffic volumes by approximately 100. The average delay for the northbound approach changes from 73 seconds to 142 seconds. The other approaches remain about the same. Adding the northbound left turn lane provides additional capacity and reduces the approach delay to approximately 65 seconds.
- The southbound lane was proposed to mirror the northbound left turn lane. In order to install this southbound lane, the existing curb bulbs that were installed for traffic calming would have to be removed and the southbound left turn volume is a minor amount.
- Mitigation is identified because traffic model is projecting traffic north on 6th and then west on 15th.
- Staff Recommendation: Require the mitigation to add a left turn lane on the northbound approach only. Do not require the southbound left turn lane.

- NE 85th Street/124th Ave NE (2014 mitigation for proposed action alternative only)
  - Existing conditions: signalized
  - Mitigation: add northbound right-turn-only pocket.
  - LOS F for action and LOS E with mitigation.
  - This intersection will be at 98% capacity with the No Action alternative, the action alternative will take it to 100% capacity.
  - The improvements provide minimal results by reducing the delay by only 7 seconds, but increasing the pedestrian crossing time and length.
  - Addition of these left turn lanes will probably require the City to acquire private property at this corner.
  - Staff Recommendation: Do not require this mitigation to add northbound right-turn lane, but require participation in cost of proposed or new improvements to NE 85th Street.

- Lake Washington Boulevard/NE 38th Place (needed by 2022 mitigation for both no action and proposed action alternatives)
  - Existing condition: signalized
  - Mitigation: convert the northbound right turn lane to a through and right turn lane and extend the lane 720 feet to the north of the intersection.
  - Under the no action alternative, the critical volume is 2095 vehicles per hour. Under the action alternative, vehicles per hour increases to 2106 or an addition of 11 vehicles per hour. This is not a significant change.
  - The proposed mitigation would do little to improve the operation of the intersection.
  - The proposed action would require the acquisition of right-of-way.

- Staff Recommendation: Do not require this mitigation, but require participation in alternative traffic improvements that are determined to improve the level of service at other intersections impacted by the project.

  NOTE: If this mitigation is not required, the Capital Facilities Chapter of the Comprehensive Plan will need to be amended to either, (1) remove this intersection from the level of service calculation for the southwest subarea; or (2) change the LOS standard. Both of these Comprehensive Plan changes will fall within the jurisdiction of the Houghton Community Council.

C. TRANSPORTATION DEMAND MANAGEMENT (TDM) (see pages 3.4-63 through 3.4-67 of the draft EIS for additional information)

Mitigation for Parkplace must include design and implementation of a TDM program to support the assumptions that are integrated into the parking demand and trip generation analysis. The City may require that a TDM program be implemented as a condition of development approval, with specific measures defined in the case that it does not meet mode split targets.

TDM programs seek to modify travel behavior and encourage alternatives to the single occupancy vehicle (SOV). TDM may include incentives, programs, or regulations to reduce the number of SOV trips. Touchstone has proposed an aggressive TDM program. Their transportation consultant, Marni Heffron will be available to answer questions about the program and its impact on trip generation and parking demand.

Parking Impacts:

- Touchstone (Park Place) PAR is proposing a parking modification from the Zoning requirement for approximately 5,100 parking spaces. The applicant is asking for a modification to reduce the total parking stalls to 3,500. The applicant's proposal includes shared parking and proposed TDM measures to reduce parking demand.
- Orni and Altom PARs assume parking supply will be consistent with zoning requirements.

Mitigation: TDM program and Parking Management Plan (including monitoring).

Staff Recommendation: Approve parking modification and require mitigation with monitoring methods and implementation strategies if goals are not met.

IV. WHAT'S NEXT IN THE PROCESS

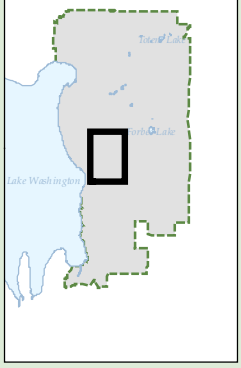
- **8/5** – City Council briefing on preferred alternative
- **8/14, 8/28 and 9/25** - Planning Commission study sessions on policies, regulations and the planned action ordinance.
- **October** – FEIS issued
- **October** - Planning Commission hearing on preferred alternative
- **October/November** - Planning Commission study session on preferred alternative recommendation to City Council
- **11/18 (tentative)** - Council Study Session
- **12/2 (tentative)** - Council adoption

ATTACHMENTS

1. PAR site map
2. Comparison of Park Place proposals
3. DRB recommendation on Parkplace proposal setbacks
4. Response from Touchstone on Park Place preferred alternative
5. Letter from the Kirkland Transportation Commission
6. Power Point presentation made to the Transportation Commission on July 23, 2008
7. Mode Split Sensitivity Chart
8. Memo from the Kirkland Parking Advisory Board
9. Memo from Marni Heffron written in response to the Parking Advisory Board's letter
10. Summary of Transportation Impacts and Mitigation prepared by Jennifer Barnes from Jones and Stokes

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

Vicinity Map



Vicinity Map

0 5,900 11,800 17,700

Feet

Map Legend

Planned Action Areas

A = Touchstone (Park Place)

B = Orni

C = Altom

0 160 320 480

Feet

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ATTACHMENT 2

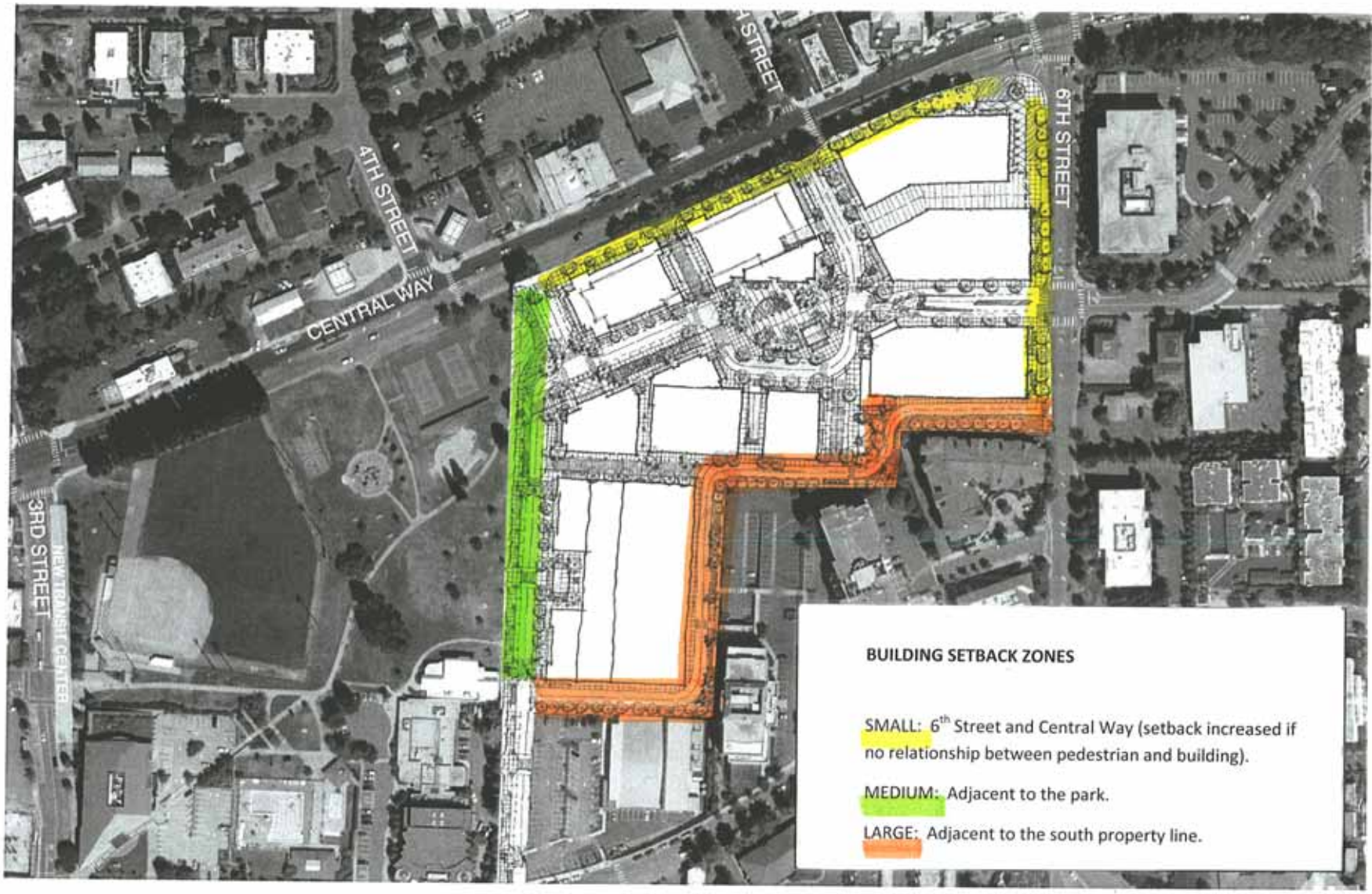
CURRENT KIRKLAND PARKPLACE

TOUCHSTONE OFFICE ALTERNATIVE
(5-STORIES, SUBMITTED TO CONFORM TO CURRENT ZONING)

TOUCHSTONE MIXED-USE ALTERNATIVE
(8-STORIES, PAR AND GUIDELINES REQUIRED)

PLANNING COMMISSION MIXED-USE ALTERN.
(8-STORIES, PAR AND GUIDELINES REQUIRED)

*height depends on less than 50% of open space in shade at 2pm Sept 21st and March 21st


4TH STREET
CENTRAL WAY
6TH STREET
3RD STREET
NEW TRANSIT CENTER
BUILDING SETBACK ZONES
SMALL: 6th Street and Central Way (setback increased if no relationship between pedestrian and building).
MEDIUM: Adjacent to the park.
LARGE: Adjacent to the south property line.

Touchstone Corporation
2025 First Avenue, Suite 790
Seattle, WA 98121

July 22, 2008

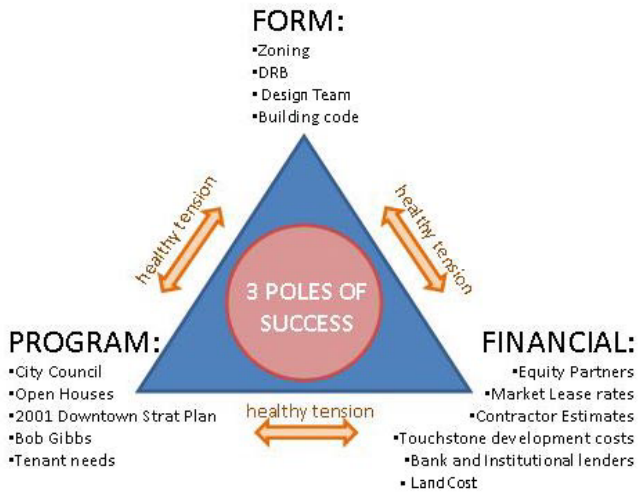
Planning Commissioners,

Thank you for your thoughtful efforts over the past few months to understand and evaluate our proposed project. We have been encouraged by your good questions, as well as, by the strong public support for the project during the public comment meetings, in letters and especially in signatures to our petition. We now have nearly four times as many signatures from supporters than CRD has been able to collect from opponents.

This letter is in lieu of a more robust package as it is clear that you all understand the project. We would like to provide a few brief answers to some questions that have come up in the past few weeks:

1. How necessary is the hotel to the program, and could it be office instead?
2. How does sunlight contribute to the quality of the open space in the shoulder months (September and March)?
3. What public benefits does this project provide directly and indirectly to the community?

Finally, it bears reiterating that we are aligned with you in seeking a fine balance on this project.



We, like you, want to invest in what it takes to make Kirkland Parkplace a great, successful civic destination that we can all be proud of, but we also need to make it financially viable, or it won't happen at all. We are all engaged in balancing the triangle of program, form and finance. Together, we can make a project that is a wonderful legacy for this community.

Best,

Douglas Howe

1. How necessary is the hotel to the program, and could it be office instead?

The hotel is an essential part of the overall program for several reasons:

a. Narrower floor-plate allows for step-backs on Central Way and in the central plaza space

b. Hotel provides much needed event spaces in Kirkland for weddings, meetings and other gatherings

c. Office, hotel, sports club and retail are synergistic and reinforce demand for each other, contributing to the success of retailers and the successful destination nature of the project

d. Hotel has less impact on traffic and parking (good for the city) while contributing to the financial viability of the project, which in turn allows for other investments in public benefits

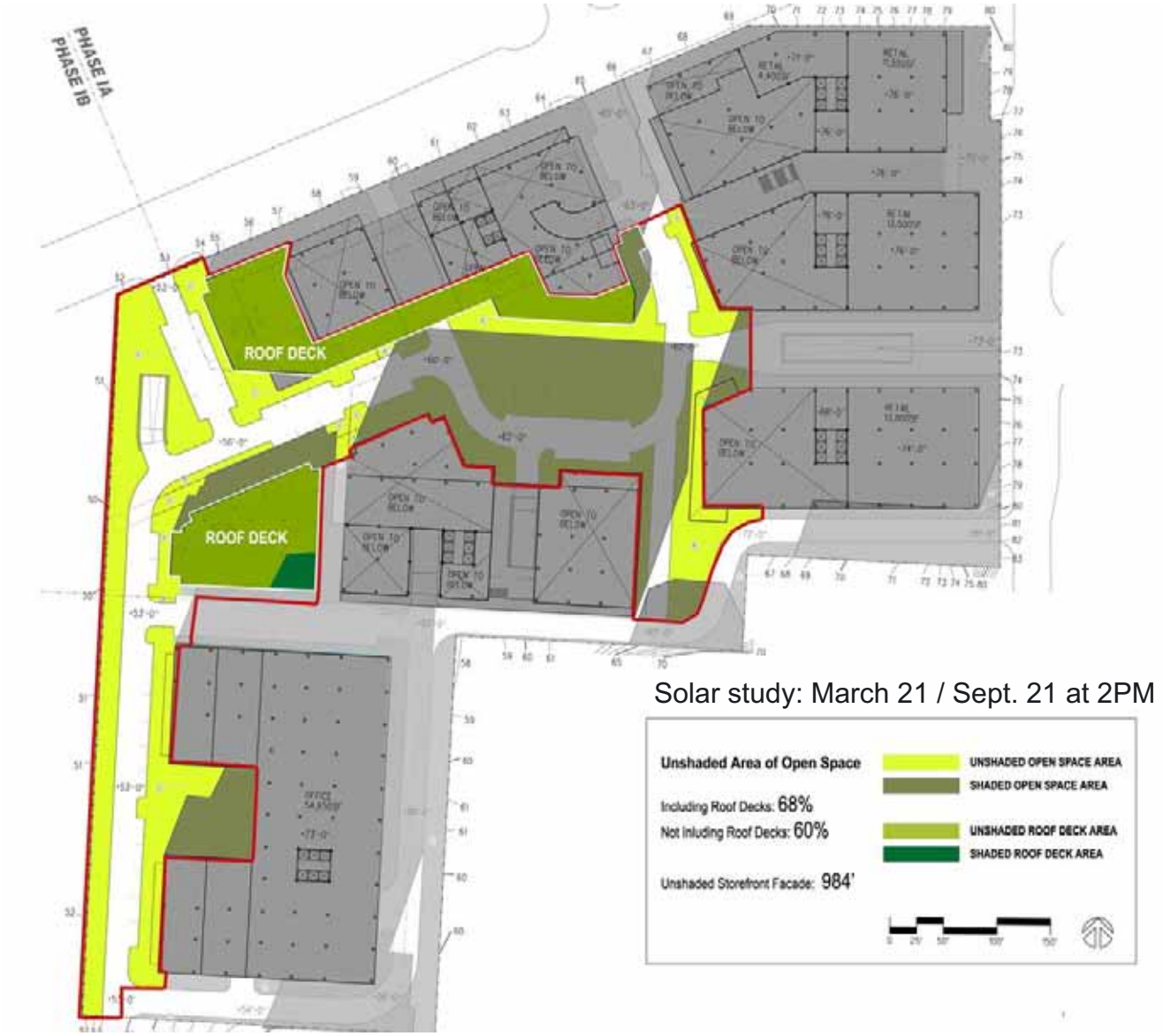
e. Hotel provides 24-hour use for continuous activation of the project site

2. How does sunlight affect the open space in the shoulder months (September and March)?

At their July 10th meeting, the planning commission asked for 50% of the central courtyard to be sunlit at 2pm on September 21st and March 21st.

When we began to evaluate this, we first we thought about how to calculate the area of central plaza, but then it seemed better to look at all the open spaces where people might stop and sit in the sun, since the project has many such spaces of different character, size, intimacy and orientation.

Considering all the opportunities for places to sit or linger across the whole project (rather than just the central plaza) is a more realistic criterion since it reflects the open space as a whole and the many different kinds and types of spaces that are provided. At any give date and time, people will gravitate to the spaces that have the character that they are looking for: sometimes people want sun, and sometimes they want shade; sometimes they are looking for an intimate cluster of chairs, sometimes for people watching; and sometimes for a commanding vista with a sunset.



Solar study: March 21 / Sept. 21 at 2PM

- Looking at open space as a whole, 60% is sunlit at 2pm on Sept 21st and March 21st, which is well above the 50% that was desired by the Planning Commissioners.

- If you include some of the public rooftop terraces and gardens, the amount of open space that is sunlit is closer to 70%

- There is more sun in the late afternoon and early evening when this type of space is at its highest use

- Finally, over the summer months between March 21st and Sept 21st—when most people like to linger outside—the amount of sunlight is, on average, much higher than what is shown in this image of the "shoulder" months:

May 2nd @ 1pm

June 21st @ 1pm

July 12th @ 1pm

August 2nd @ 1pm

Successful Public Space

While there is certainly a great deal of sun in the Parkplace public spaces, the shade that does occur in some of them at various times of the day is not all bad! **Many successful public plazas** in Europe, Boston, Sausalito and even in the Northwest **are shaded** or partially shaded during much of the day, often by design. In fact, the highest grossing Starbucks in the country (at University Village in Seattle) has a very popular patio on the North side of the building that is always in shade.

The design team for Park Place is very familiar with how public spaces throughout the world, and the Pacific Northwest in particular, are used and what makes them successful. The amount of sunlight is a factor, but only one factor. Moreover, the movement of the sun is ever changing and its effects cannot be adequately conveyed in static images. **Sun is dynamic**, not constant, it moves, it is affected by clouds and other atmospheric conditions. So it is very misleading to consider that a numerical quantity of sunlight is the key element of spaces that people want to use.

Starbucks patio at University Village


Occidental Plaza, Seattle

In William H. (Holly) Whyte's numerous studies of public space*, the degree to which people use spaces is very complex and involves a number of factors. Sun is one, but some people seek shade while others seek sun. But in addition, **the attraction and appeal of a space is a function of activities**, seating, planting, lighting, paving, and the quality and variety of shops, cafes, and restaurants. His studies show that people will use space longer, if it is more interesting and **offers choices**.

We suggest that the Commission really should be concerned that many choices will be found in Park Place. In fact, we are including **many different types of spaces in various locations**, so that if someone wants sun, they can find it; if someone wants shade, they can find it. But some people prefer quiet side spaces, while other prefer noisy active spaces. Some will want to be surrounded by plants, others will want to be surrounded by people. We believe that you need to look at all of the spaces, connections, nooks, pathways, streetscape, roof terraces as an "ensemble" of choices and environments and not just focus on a single space as a public benefit. We have never suggested that the central space is the only, or even major, public benefit. It is one of many provided by the development.

Ultimately, we look at solar exposures as only one of a dozen or so things that make a quality space, because we want it to be great all year, not just in the sunny months. The fact is, throughout the year there are many more cloudy days than sunny days in our region so successful open spaces cannot rely on sun to ensure a great place. Of key importance will be the retail and restaurant edges. These are creators of civic energy because they constantly cycle patrons through their doors, creating wonderful and regular activity in the open spaces during all times of the day and evening. In addition, the inclusion of **water features, public art, lighting, signage, on-street parking, lobby entrances, shade and ornamental trees, seasonal color in the landscape, programmed events, and plentiful places to sit and people watch augment the power of the place**.

We have designed many quality spaces into this project that fill a range of needs and have a variety of options for seating, shading, sunlight, intimacy, views, and events throughout the year. We believe, looking at the space as a whole, that we have created a plan that includes significant opportunities for **active open space of all types** and that will **create a great human experience**, regardless of sun or cloud cover.

*Attached is a study, *Ten Principles for Creating a Public Space* published by PSS (Project for Public Space), a non-profit organization mentored by William H Whyte and dedicated to designing cities for people, with walkable streets, welcoming public spaces, and lively neighborhoods.

3. What public benefits does this project provide directly and indirectly to the community?

The proposed Parkplace redevelopment provides a significant number of public benefits to the City of Kirkland and to the broader Kirkland community and has striven to be responsive to the highest priorities for downtown (as defined in the 2001 Downtown Strategic Plan) as well as to input from community members at the many open houses and public meetings over the past several months.

Below is a brief list of some of the key benefits that are part of the Touchstone mixed use proposal and that do not exist today (and that we daresay might not be provided by other developers that are not so invested in and connected to this community).

a. ***Provides substantial open space*** where none is currently required.
b. ***Average setbacks*** is nearly twice what is required by code allowing for enhanced sidewalk areas with places to sit and pedestrian areas that are comfortably away from the edge of the curb
c. ***Activated retail and on street parking along Central Way*** is not required by code, but will add significant pedestrian activation to this major downtown corridor
d. ***A multitude of activated civic spaces,*** where currently there is only a parking lot (including a large multi-functional space for public gatherings that can be closed off to traffic for concerts, seasonal markets and holiday celebrations) and creating a clear connection to Peter Kirk Park
e. ***Event space for meetings, conferences, weddings and community events*** as part of the hotel program
f. ***An art program*** that has already begun, integrates art and artfulness into as many aspects of the project as possible through an open process that seeks input from the public and key community stakeholders involved with the arts
g. ***Ability to live, work and shop in Kirkland***; access to amenities that save people time sitting in traffic and is better for the environment.
h. ***Ample underground parking for events downtown, and downtown merchants***—nearly 3,000 available spots for the community during downtown Kirkland's peak parking demand period: evenings and weekends
i. ***Increased retail demand for downtown merchants year round*** through the presence of additional office workers.
j. ***Increased retail demand for downtown merchants*** due to the addition of a critical mass of destination retail downtown (currently the city "leaks" retail revenue to Seattle, Bellevue and Redmond, which hurts merchants as well as the City of Kirkland's finances)
k. ***Ability to keep highly desirable office tenants*** in downtown Kirkland (such as Google, Clearwire, etc.)
l. ***A sustainably designed and executed project*** by a developer who has been an early leader in the implementation of the LEED rating system for sustainable buildings and that has received awards for corporate leadership in sustainable design and development
m. ***Creation of a strong "gateway"*** for the city at the corner of 6th and Central and along Central Way
n. ***Enhanced QFC*** that provides many of the goods and services that Kirkland residents need and have not been able to procure within their community.

Ten Principles for Creating Successful Squares

Small details add up to great places.

Squares have been a core focus of PPS beginning with our first project 30 years ago--Rockefeller Center's Channel Gardens. We've honed the ten principles below based on the hundreds of squares--the good and the bad--that we've analyzed and observed since then. What stands out most is that design is only a small fraction of what goes into making a great square. To really succeed, a square must take into account a host of factors that extend beyond its physical dimensions.

1. Image and Identity

Historically, squares were the center of communities, and they traditionally helped shape the identity of entire cities. Sometimes a fountain was used to give the square a strong image: Think of the majestic Trevi Fountain in Rome or the Swann Fountain in Philadelphia's Logan Circle. The image of many squares was closely tied to the great civic buildings located nearby, such as cathedrals, city halls, or libraries. Today, creating a square that becomes the most significant place in a city--that gives identity to whole communities--is a huge challenge, but meeting this challenge is absolutely necessary if great civic squares are to return.

A popular square in Copenhagen, Denmark.

2. Attractions and Destinations

Any great square has a variety of smaller "places" within it to appeal to various people. These can include outdoor cafés, fountains, sculpture, or a bandshell for performances. These attractions don't need to be big to make the square a success. In fact, some of the best civic squares have numerous small attractions such as a vendor cart or playground that, when put together, draw people throughout the day. We often use the idea of "The Power of Ten" to set goals for destinations within a square. Creating ten good places, each with ten things to do, offers a full program for a successful square.

Ghirardelli Square, San Francisco.

3. Amenities

A square should feature amenities that make it comfortable for people to use. A bench or waste receptacle in just the right location can make a big difference in how people choose to use a place. Lighting can strengthen a square's identity while highlighting specific activities, entrances, or pathways. Public art can be a great magnet for children of all ages to come together. Whether temporary or permanent, a good amenity will help establish a convivial setting for social interaction.

Circular benches provide a comfortable place to sit in Rockefeller Center, New York City.

4. Flexible Design

The use of a square changes during the course of the day, week, and year. To respond to these natural fluctuations, flexibility needs to be built in. Instead of a permanent stage, for example, a retractable or temporary stage could be used. Likewise, it is important to have on-site storage for movable chairs, tables, umbrellas, and games so they can be used at a moment's notice.

Tennis on the square, Copenhagen.

5. Seasonal Strategy

A successful square can't flourish with just one design or management strategy. Great squares such as Bryant Park, the plazas of Rockefeller Center, and Detroit's new Campus Martius change with the seasons. Skating rinks, outdoor cafés, markets, horticulture displays, art and sculpture help adapt our use of the space from one season to the next.

The holiday market in New York's Union Square.

6. Access

To be successful, a square needs to be easy to get to. The best squares are always easily accessible by foot: Surrounding streets are narrow; crosswalks are well marked; lights are timed for pedestrians, not vehicles; traffic moves slowly; and transit stops are located nearby. A square surrounded by lanes of fast-moving traffic will be cut off from pedestrians and deprived of its most essential element: people.

A short pedestrian crossing at Plaza Santa Ana in Madrid, Spain.

7. The Inner Square & the Outer Square

Visionary park planner Frederick Law Olmsted's idea of the "inner park" and the "outer park" is just as relevant today as it was over 100 years ago. The streets and sidewalks around a square greatly affect its accessibility and use, as do the buildings that surround it. Imagine a square fronted on each side by 15-foot blank walls -- that is the worst-case scenario for the outer square. Then imagine that same square situated next to a public library: the library doors open right onto the square; people sit outside and read on the steps; maybe the children's reading room has an outdoor space right on the square, or even a bookstore and cafe. An active, welcoming outer square is essential to the well-being of the inner square.

Ground floor retail rings the edge of this square in Verona, Italy.

8. Reaching Out Like an Octopus

Just as important as the edge of a square is the way that streets, sidewalks and ground floors of adjacent buildings lead into it. Like the tentacles of an octopus extending into the surrounding neighborhood, the influence of a good square (such as Union Square in New York) starts at least a block away. Vehicles slow down, walking becomes more enjoyable, and pedestrian traffic increases. Elements within the square are visible from a distance, and the ground floor activity of buildings entices pedestrians to move toward the square.

A great square reaches out into the surrounding neighborhood, like Piazza Maggiore in Bologna, Italy.

9. The Central Role of Management

The best places are ones that people return to time and time again. The only way to achieve this is through a management plan that understands and promotes ways of keeping the square safe and lively. For example, a good manager understands existing and potential users and gears events to both types of people. Good managers become so familiar with the patterns of how people use the park that waste receptacles get emptied at just the right time and refreshment stands are open when people most want them. Good managers create a feeling of comfort and safety in a square, fixing and maintaining it so that people feel assured that someone is in charge.

Sponsorships can help fund events like Festa Italiana in Portland's Pioneer Courthouse Square.

10. Diverse Funding Sources

A well-managed square is generally beyond the scope of the average city parks or public works department, which is why partnerships have been established to operate most of the best squares in the United States. These partnerships seek to supplement what the city can provide with funding from diverse sources, including--but not limited to--rent from cafés, markets or other small commercial uses on the site; taxes on adjacent properties; film shoots; and benefit fundraisers.

Attentive maintenance is an essential part of good management in St. Stephen's Green, Dublin.

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http://www.pps.org/squares/info/squares_articles/squares_principles

May 19, 2008

Mr. Eric Shields
SEPA Responsible Official
123 5th Avenue
Kirkland, WA 98033

Dear Mr. Shields:

At its April 23, meeting the Transportation Commission reviewed the April 2008 Draft Environmental Impact Statement for the Downtown Area Planned Action Ordinance. Our discussions resulted in the following comments:

1. Under the action alternative, there may be several projects simultaneously under construction downtown (Parkplace, Bank of America, McLeod). The EIS should evaluate the impacts on traffic, infrastructure and the economic impact on downtown businesses of this simultaneous construction and describe how will these impacts be mitigated.

2. If the City is required to pay for certain improvements that are not currently in the funded CIP (Page 3.4.63), what will be the effect on other projects that are currently funded in the CIP? What projects will be no longer funded? What will be the effect on the city's vehicular level of service if these projects are not built? Costs of any mitigation required for the project should be borne by the developer.

3. We request more information to support the parking rates proposed in Appendix E. How do the parking rates (stalls/sq ft.) compare to Lincoln Square in Bellevue or some other development that includes similar features?

4. Parking supply (3,500 stalls) appears to be equal to the normal demand. Since parking usually appears full when it reaches 85% of capacity, how does the applicant propose to reduce the amount of time folks spend searching for parking?

5. More information is needed to indicate that parking impacts will not spill over into the adjacent neighborhoods. Please clarify how these impacts will be mitigated or why off-site locations were not studied. Alternatives other than a residential parking zone system should be presented.

6. Add an analysis of transit capacity. Is there enough capacity to carry the forecast demand added by this project? What evidence is there that it is realistic to think that employees or customers of Park Place would walk between the downtown transit center and Parkplace? How will the assumed mode split be achieved?

7. Because the project is relying heavily on biking and walking traffic, provide an analysis of the bicycle and pedestrian network surrounding the project. Is the network complete enough to

support the level of trips being proposed? Where are the missing gaps in the system that should be filled to achieve the assumed level of pedestrian and bicycle activity? A specific analysis of impacts on pedestrian safety should be conducted so that the impacts of the proposed development on the existing and proposed network can be understood.

8. Since the mode split assumptions are so important to the parking impacts and level of service calculations, it is critical to understand the effects on traffic operations if the assumptions are incorrect. Therefore, a sensitivity analysis on the mode split assumptions should be performed.

9. Analysis should be done to quantify the effectiveness of TDM methods and to check if the TDM programs proposed will be adequate to support the assumed mode split. Models like TEEM (Developed for the WSDOT) are available for this type of analysis. Any final TDM plan must have clear actions that are required if the project is not meeting the mode split goals that are assumed.

10. There should be an analysis of signalized intersections around the project that will need to work as a system. Impacts appear to have been analyzed as individual intersections but closely spaced intersections such as those being proposed must be analyzed as a system. What are the expected impacts of queuing?

11. The vision and design ethic of the project do not appear consistent with the Comprehensive Plan.

12. The project proposed as mitigation at the intersection of Lake Washington Blvd. and NE 38th Street requires further investigation. Is the proposed lane long enough to operate as a dedicated lane and therefore provide the capacity to mitigate the impact? Is the project feasible in terms of impacts to adjacent properties?

13. The planned improvement project assumptions (those projects assumed to be in place by 2014 and 2022) should be clearly identified and listed in the EIS.

Thank you for consideration of our comments.

Sincerely,
City of Kirkland Transportation Commission

Jon Pascal, Chair

Discussion of EIS Transportation Analysis

Transportation Commission Meeting

July 23, 2008

ATTACHMENT 6

Objective of Presentation

- Provide opportunity for Transportation Commissioners to discuss or expand upon the submitted comments

- Discuss *how* we propose to address the Transportation Commission comments on the Draft Environmental Impact Statement (DEIS)

ATTACHMENT 6

Overview

- Discussion of mode split assumptions
- Discussion of Transportation Commission comments on Draft Environmental Impact Statement (DEIS)

ATTACHMENT 6

Mode Split Assumptions

Mode	Comp Plan	Kirkland CTR Avg 2005	Former CTR Park Place	Census Average	PSRC TAZ	WSDOT Ped Study	Used in DEIS
Transit		3.0%	12.3%	6.6%	5.9%		6%-office
							0%-retail
Walking		1.5%	0.5%	1.1%	2.5%		4%-office
						3.3%-retail	3%-retail
Bicycle		0.8%	0.2%	1.1%	0.3%		(1)
Carpool		12.1%	11.0%	5.5%	11.6%		11%(2)
Motorcycle		0.5%			0.8%		--
Total Alternative Mode	35%	18.0%	24%	14.3%	21.1%		21% office
							14% retail
SOV	65%	82.0%	76.0%	85.7%	78.9%		79% office
							86% retail
Total	100%	100%	100%	100%	100%		100%

(1) Assumed bicycle usage combined with walking
(2) No adjustments were made to ITE rates with respect to carpools

ATTACHMENT 6

Mode Split Key Points

- ITE Trip Generation states:
  - Its survey sites are typically suburban, with virtually no transit or non-motorized access.
  - For sites in urban settings that have transit and non-motorized access, it is appropriate to adjust the ITE rates.
- Transit and carpool mode split assumptions are similar to or lower than most local observed data

ATTACHMENT 6

Mode Split Key Points

- Assumption for walk/bike modes slightly higher than averages from local data
  - 4.0% office and 3.5% retail, compared to observed local data range of 0.7% to 2.8%

- Adjustment based upon:
  - proposed TDM program designed to encourage alternative modes
  - WSDOT pedestrian study
  - City policies

ATTACHMENT 6

Vehicle Trip Sensitivity to Mode Split Assumptions

Mode	Trips (% of total)			
	DEIS Assumptions	Adjustments in Assumptions		
		1% walk/bike	2% walk/bike	2% walk/bike 2% retail transit
Walk / Bike	133 (3.5%)	36 (1%)	72 (2%)	72 (2%)
Transit	78 (2.1%)	78 (2.1%)	78 (2%)	125 (3.3%)
Vehicle	3,546 (94.4%)	3,643 (96.9%)	3,606 (96%)	3,560 (94.7%)
Difference in vehicle trips from EIS		+97 trips	+60 trips	-14 trips

Table summarized from “Mode Split Sensitivity” handout

Overall, we consider the EIS mode split assumptions to be conservative yet reasonable, based upon the location of the site, the availability of alternative transportation modes, City policies, and other locally observed mode split data.

ATTACHMENT 6

Relationship of Mode Split, TDM, and Parking in DEIS Analysis

- Mode split assumptions do not rely heavily on proposed TDM program
  - Only the 1-2% increase in projected walk/bike trips over observed data was based in part on TDM
- Mode split assumptions were calculated independently of proposed parking supply
- Current parking requirements are based upon the City's zoning regulations – they are independent of mode split assumptions

ATTACHMENT 6

Relationship of Mode Split, TDM, and Parking in DEIS Analysis

- Calculations by applicant to support proposed parking supply do factor in the DEIS mode split assumptions
- TDM program is recommended to support the proposed parking plan, due primarily to the difference from zoning regulations
- Although mode split assumptions do not rely heavily on TDM, a TDM program would help support and possibly help exceed the assumptions applied in the DEIS analysis.

ATTACHMENT 6

TC Comments Related to Mode Split

- Transit capacity (comment 6) – will provide transit capacity assessment in FEIS
- Non-motorized infrastructure (comment 7) – will provide non-motorized infrastructure assessment in FEIS
- Roadway LOS and parking (comment 8) – we feel that the vehicle estimates are conservative, as shown in sensitivity analysis presented in previous slides

ATTACHMENT 6

Other TC Comments

- Construction traffic (comment 1)
  - Estimate of construction traffic volumes and trip patterns would be highly speculative at this point. We can provide description of the City requirements for traffic management during construction that will be designed to minimize construction traffic impacts; including work zone traffic control, traffic management plan, parking management, and access requirements.

ATTACHMENT 6

Other TC Comments

- City's obligations with respect to project costs (comment 2)
  - We will provide clarification that the City is responsible for improvement costs unrelated to the proposed projects. For impacts that were identified to result from the proposed actions, the developers are responsible for the cost of improvements.
- Example parking rates and parking logistics when demand exceeds 85% capacity (comments 3 and 4)
  - We will ask applicant to provide this information.

ATTACHMENT 6

Other TC Comments

- Parking spillover and TDM effectiveness (comments 5 and 9)
  - Because it is very speculative to project exact vehicle reductions due to specific TDM measures, the analysis does not rely on specific projected reductions due to the recommended TDM measures. The proportional effectiveness of the mix of TDM measures will depend on the characteristics of the actual development that moves into the site.
  - The TDM program is primarily recommended to support the discrepancy between the proposed parking supply and current zoning requirements. However, as discussed previously, it should also help to meet or exceed the mode split assumptions that were developed for analysis.

ATTACHMENT 6

Monitoring and Contingency Measures

- FEIS will provide more detailed description of the following DEIS-recommended measures
  - Annual or semi-annual monitoring program of driveway counts and parking demand by developer
  - Contingency measures in case vehicle counts or parking demand exceeds projections. This could include but is not excluded to
    - Developer provision of additional off-site parking and/or shuttle service
    - Developer contribution to City's parking fund
    - Developer funding of parking permit system in surrounding neighborhood

ATTACHMENT 6

Other TC Comments

- Traffic signal system and related queuing (comment 10)
  - FEIS will provide additional assessment of the signals as a system, and of queuing.

- City vision(comment 11)
  - The Plans and Policies section of the DEIS does evaluate the proposal based on the City's goals and policies contained in its Comprehensive Plan. From a transportation perspective, we feel that the proposed TDM program and design measures to support alternative modes is consistent with City policies.

ATTACHMENT 6

Other TC Comments

- Improvement of Lake Washington Blvd and NE 38th Street (comment 12)
  - This project is feasible but would require considerable property acquisition and earthwork. However, this is a concurrency location, and under current requirements is needed whether or not the proposed project is built (and is currently included in the CIP as an unfunded project). Whether or not this location should continue to be included as a concurrency intersection is a discussion that goes beyond this project.

ATTACHMENT 6

Other TC Comments

- Assumed improvements (comment 13)
  - In 2014, no improvements over existing were assumed. The projected 2014 land use was applied to the existing roadway network.
  - The 2022 model reflects regional improvements that were already in the adopted B-K-R model, but no additional improvements were assumed. We can ask the modeling sub-consultant to provide a synopsis.

ATTACHMENT 6

MODE SPLIT SENSITIVITY
Projected Park Place Trips - PM Peak Hour

ATTACHMENT 7

	DEIS Assumptions		Alternative Assumptions							
	3.5%-4% Walk/Bike, 0% Retail Transit		1% Walk/Bike		2% Walk/Bike		2% Walk/Bike, 2% Retail Transit			
	Mode %	Trips	Mode %	Trips	Mode %	Trips	Mode %	Trips		
Retail										
Walk or Bicycle	3.5%	30	1.0%	9	2.0%	17	2.0%	17		
Transit	0.0%	0	0.0%	0	0.0%	0	2.0%	17		
Vehicle	96.5%	821	99.0%	842	98.0%	834	96.0%	817		
Total	851	851	851	851	851	851	851	851		
Grocery										
Walk or Bicycle	3.5%	19	1.0%	5	2.0%	11	2.0%	11		
Transit	0.0%	0	0.0%	0	0.0%	0	2.0%	11		
Vehicle	96.5%	529	99.0%	543	98.0%	537	96.0%	526		
Total	548	548	548	548	548	548	548	548		
Restaurants										
Walk or Bicycle	3.5%	19	1.0%	5	2.0%	11	2.0%	11		
Transit	0.0%	0	0.0%	0	0.0%	0	2.0%	11		
Vehicle	96.5%	510	99.0%	524	98.0%	518	96.0%	508		
Total	529	529	529	529	529	529	529	529		
Hotel										
Walk or Bicycle	0.0%	0	0.0%	0	0.0%	0	0.0%	0		
Transit	0.0%	0	0.0%	0	0.0%	0	0.0%	0		
Vehicle	100.0%	134	100.0%	134	100.0%	134	100.0%	134		
Total	134	134	134	134	134	134	134	134		
Atheltic Club										
Walk or Bicycle	3.5%	12	1.0%	3	2.0%	7	2.0%	7		
Transit	0.0%	0	0.0%	0	0.0%	0	2.0%	7		
Vehicle	96.5%	323	99.0%	332	98.0%	328	96.0%	322		
Total	335	335	335	335	335	335	335	335		
Office										
Walk or Bicycle	4.0%	52	1.0%	13	2.0%	26	2.0%	26		
Transit	6.0%	78	6.0%	78	6.0%	78	6.0%	78		
Vehicle	90.0%	1173	93.0%	1212	92.0%	1199	92.0%	1199		
Total	1303	1303	1303	1303	1303	1303	1303	1303		
Theatre										
Walk or Bicycle	3.5%	2	1.0%	1	2.0%	1	2.0%	1		
Transit	0.0%	0	0.0%	0	0.0%	0	2.0%	1		
Vehicle	96.5%	55	99.0%	56	98.0%	56	96.0%	55		
Total	57	57	57	57	57	57	57	57		
Total Trips										
Walk or Bicycle	3.5%	133	1.0%	36	1.9%	72	1.9%	72		
Transit	2.1%	78	2.1%	78	2.1%	78	3.3%	125		
Vehicle	94.4%	3546	97.0%	3643	96.0%	3606	94.8%	3560		
Total	3757	3757	3757	3757	3757	3757	3757	3757		

May 19, 2008

To: Eric Shields, SEPA Responsible Official
From: Parking Advisory Board
Re: ParkPlace Parking Reduction

The PAB has reviewed the Draft EIS including the Technical Memorandum by Heffron Transportation, Inc. on Kirkland ParkPlace Parking Demand and Supply contained in the Appendix of the DEIS.

Parking Demand

The parking demand estimate for the ParkPlace mixed-use project appears reasonable. Since the parking generation rates are based on data derived mainly from free-standing land uses that provide free parking, the rates should ensure enough parking is provided per 1000 square feet of development. In addition, the mix of uses proposed will enable sharing of parking among the uses, some of which have different peaking characteristics. The analysis of peaking characteristics of various uses by time of day produces estimates for shared parking that appear to be reasonable.

The analysis also factors the parking demand for internal trips, mainly shopping, eating, and recreation of office workers during or after their work day. Finally, the parking demand is factored to reflect use of transit, walking, and carpooling. Here the key assumption is that only 84 per cent of the office trips will be by auto. The PAB requests empirical evidence and expert analysis to support this assumption, as office is the primary land use in the proposal and a small change to that assumption will have a sizable impact on parking demand. Specifically, we would like to see evidence of the price effect on the office parking demand.

The Heffron report shows that the peak demand for office use occurs at 11 AM and the peak demand for non-office use occurs at 12 Noon, resulting in the plan to segregate 900 spaces for non-office use. Unless the applicant proposes a better way to manage shared parking, the PAB thinks more parking may be needed. The following PAB analysis finds more parking is needed if segregating spaces is used to manage the closely-occuring peaks of office and non-office parking demand.

The Heffron analysis calculated peak demand but did not include a vacancy rate to reduce search time and facilitate turnover. The rule of thumb says 85 per cent occupancy is the desired level, leaving 15 per cent available for new arrivals. This principle is supported by the parking guidelines in the Kirkland Municipal code. Without a vacancy rate, queuing and cruising occurs. However, the PAB applies a lower standard of 90 per cent occupancy, or 10 per cent vacancy cushion to the peak demand for non-office uses (Figures 1 and 2 of the Heffron report shows a peak demand of slightly over 1000 spaces at 12 Noon). Applying a 10 per cent cushion to 1000 spaces yields 1100 spaces needed for the non-office uses. The PAB does not apply a cushion to office use, as a cushion might encourage more commuting by auto. Adding 1100 to the peak demand for office

uses of 2553 totals to our estimate of 3653 total spaces required in the absence of a more effective plan to share parking. This estimate is based on 90 per cent occupancy peak parking demand of 1000 spaces for non-office uses, and 100 per cent occupancy for a parking demand of 2553 spaces for office use. The 3653 number is not a precise estimate, its purpose is to encourage the City and the applicant to review again the estimation of parking demand in conjunction with management options.

The parking generation manual does not include allowance for vacancy/occupancy since the parking generation rates for free standing land uses are for peak hours of peak days that do not occur often. However, shared parking situations such as proposed for ParkPlace requires more attention to occupancy/vacancy rates since peaks are flatter and will occur more often. The applicant should provide more evidence of frequency of peaking and appropriate occupancy rates so that parking congestion does not occur more than thirty (30) hours per year.

Parking Management

The applicant proposes to implement a Transportation Management Plan (TMP) for office tenants. The PAB recommends the measures apply to employees of non-office uses as well. The PAB agrees with the measure of pricing parking to reduce parking demand.

The PAB recommends that additional measures be included in the TMP prior to approval of a parking reduction.

- The PAB recommends parking be operated as an independent enterprise with manned exits to validation and payments, with bypasses for employees who pay by the month. Parking should not be bundled with space rents. Employees shall pay for parking directly to the parking enterprise. Tenants who subsidize parking shall also subsidize transit.
- A plan for management of on-street parking within the project shall be submitted for approval. The PAB recommends a higher parking price for internal on-street parking than for structured spaces. This will reduce the amount of cruising to find on-street parking.
- Final approval of the parking plan should be contingent upon submission of a detailed parking plan showing layout of spaces and provision for access and separation of types of parking, and plan for operation. The operations plan should address the following issues: how spaces reserved for specific tenants will be shared in on evenings and weekends, how tenant subsidized parking will be managed, coordination with the City to minimize spillover parking and to maximize compatibility of payment technologies.

heffron transportation, inc.

TECHNICAL MEMORANDUM

Project: Kirkland Parkplace

Subject: Parking Analysis
Response to Comments from the Parking Advisory Board

Date: June 12, 2008

Author: Marni C. Heffron, P.E., P.T.O.E.

This memorandum responds to comments from the City of Kirkland's Parking Advisory Board in its memorandum to Eric Shields, May 19, 2008. These comments relate to the parking analysis presented in the *Technical Memorandum, Kirkland Parkplace, Parking Demand and Supply,* Heffron Transportation, Inc., February 11, 2008. That technical memorandum had been included as an Appendix to the DEIS for the Kirkland Planned Action Ordinance.

For clarity, we have numbered the comments and paraphrased them. Responses follow each comment.

Comment 1. *Provide evidence to support the assumption that only 84% of the office trips would be by auto.*

Response: The mode of travel assumptions that are inherent in both the trip generation calculations and parking demand calculations for the Parkplace site were derived by the City's consultant Jones & Stokes with input from City staff. The values assumed for office commuters were derived from three sources: 1) the average mode of travel for all businesses in Kirkland affected by the State's Commute Trip Reduction (CTR) Act; 2) the mode of travel assumption in the Puget Sound Regional Council's (PSRC) travel demand model for the site's location; and 3) a former CTR employer located in the existing Parkplace. The values from each of these sources along with those assumed for the study are listed in Table 1.

Table 1. Mode of Travel Assumptions - Office Trips

	Existing CTR [1]	PSRC Model Data [2]	Parkplace CTR [3]	Assumed for EIS Analysis [4]
Drive Alone (SOV)	82.0%	78.9%	76.0%	78.0%
Carpool	12.1%	11.6%	11.0%	12.0%
Transit	3.0%	5.9%	12.3%	6.0%
Motorcycle	0.5%	0.8%	0.0%	0.0%
Walk	1.5%	2.5%	0.5%	4.0%
Bike	0.8%	0.3%	0.2%	
Total	100.0%	100.0%	100.0%	100.0%

1 City of Kirkland 2005 average of sites that are affected by State Commute Trip Reduction (CTR) Act. These include businesses with more than 100 employees who work between 6:00 and 9:00 A.M.

2 Assumptions in the Puget Sound Regional Council (PSRC) regional travel demand model. Values provided by Mirai Associates, the City's modeling consultant.

3 2005 CTR Survey results for large employer at Parkplace.

4. Mode of travel used to estimate office trip generation and parking demand in the City of Kirkland Downtown Area Planned Action Ordinance Draft EIS, April 2008.

The above table shows that 90% of the employees are expected to commute by private automobile to the site (78% SOV + 12% carpool). However, assuming the lowest number of occupants per carpool—2 people—only 84% of the employees would have a car to park at the site (78% SOV + 12% carpool/2 people per car). This value, 84%, was used to derive the parking demand for the office component of the project. If carpool occupancies increase to more than 2 people per vehicle (for example, if vanpools are formed), then the percent of office employees who would require a parking space would decrease. Therefore, this percent is conservative.

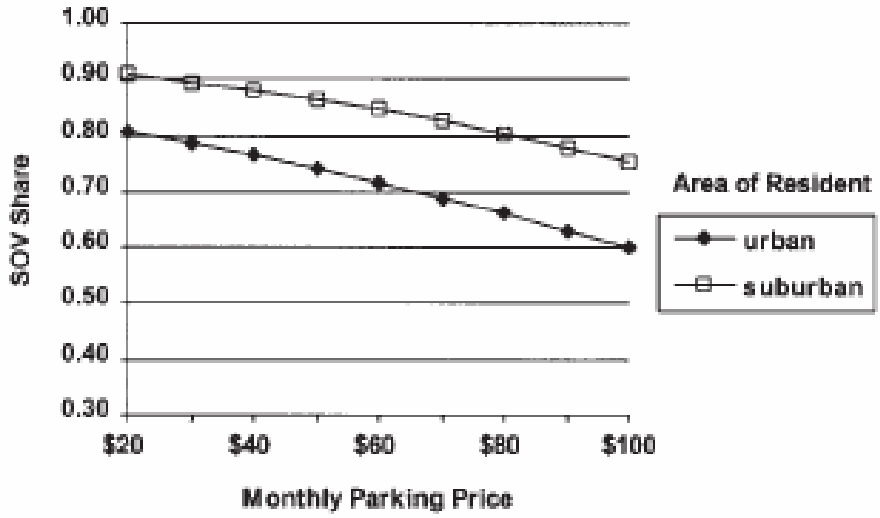
Comment 2. *Provide evidence of the price effect on the office parking demand.*

Response: Research supports the notion that the price of parking is the most important factor in increasing transit usage. A Transportation Research Board report, *Strategies that Attract Auto Users to Public Transportation*[1] states, "Cities with restrictive parking practices, including higher parking prices, tend to have better transit service and higher transit ridership rates. Change in factors related to parking price have a stronger effect on mode choice than do factors related to transit service." It also states that, "increasing parking prices for employees is more effective in reducing SOV travel than any of the other pricing strategies examined." The chart below was excerpted from this report, although it reflects an urban work location, it shows that the price of parking does have a positive effect in reducing SOV travel.

The mode of travel assumed for the analysis is based, in part, on the existing experience in Kirkland. There are few employers in Kirkland that now charge for parking. Therefore, it is likely that when employees are charged to park, the SOV rate would be lower than currently experienced.

[1] Transportation Research Board, *Strategies that Attract Auto Users to Public Transportation, TCRP Report 40,* 1998.

Figure 1. Effect of Monthly Downtown Parking Price on SOV Share



Source: Transportation Research Board, Strategies that Attract Auto Users to Public Transportation, TCRP Report 40, 1998.

Comment 3. *How would the parking supply change if a 10% vacancy cushion were provided for the non-office uses?*

Response: The parking demand and supply projections provided for the project in the February analysis were based on a worst-case (or maximum-development) scenario. Based on comments from City staff, input from City experts and refinements to the project program, the overall project and its parking demand will likely be lower than earlier estimated. For instance:

- The size of the hotel will likely be smaller in the Preferred Alternative. The Draft EIS assumed two hotels with a total of 325 rooms. The final plan will only have one hotel with a total of about 175 rooms.

- The parking demand rate assumed for the hotel use in the February analysis was conservatively high. According to the City of Kirkland's parking consultant, Rick Williams and his experience working on hotel projects, the peak parking demand for a hotel should be calculated as:

  Total rooms x 75% occupancy x 0.75 vehicles parked per occupied room

  The parking demand rate based on this equation would be 0.56 vehicles per room. This is much lower than the 0.91 vehicles per room used in the February analysis, which also assumed that the peak demand would occur midday. When the final projected site usage is known, the hotel parking demand will be re-estimated using this new information.

- The parking garage design has evolved since the DEIS parking analysis was performed. Current plans show that more than 3,500 stalls could likely be provided.

The final parking demand and supply will not be known until the final building program is determined as the Preferred Alternative for the Final EIS. Peak and hourly parking demand estimates would then be revised. Touchstone will work to provide sufficient parking during the midday weekday period to allow for the preferred 10% vacancy rate for non-office uses. The final analysis and preferred alternative will include discussion of parking management during peak times, and provide evidence of the ability for separate land uses to share parking.

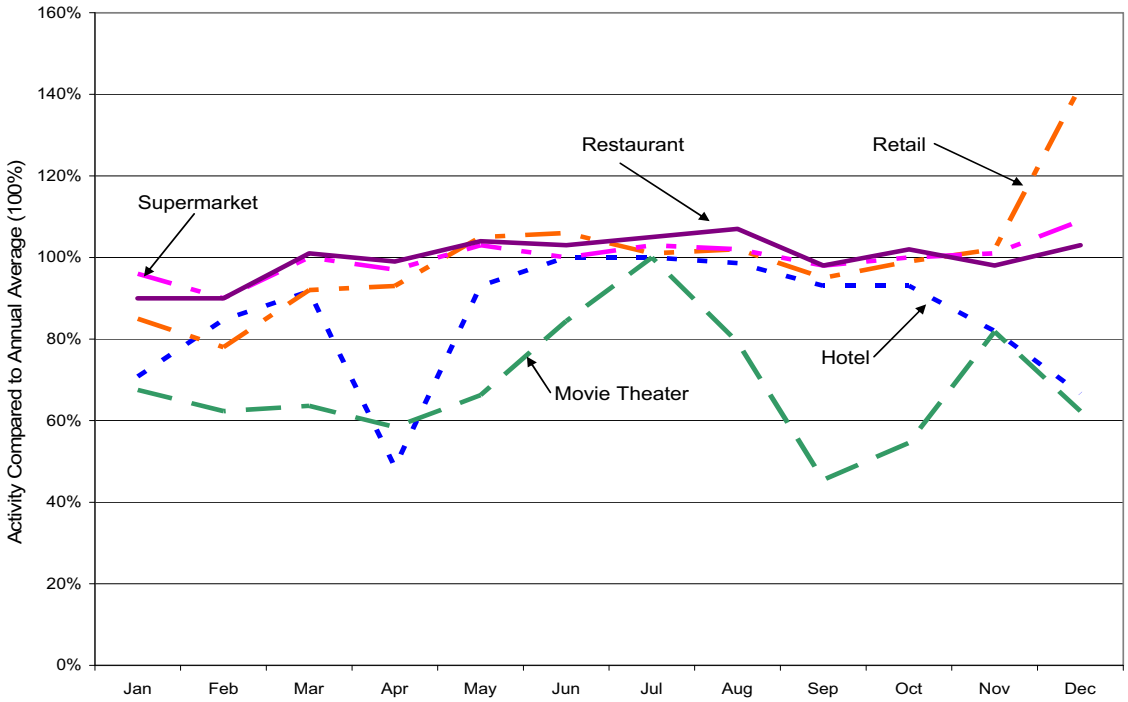
Comment 4. *The applicant should provide more evidence of frequency of peaking and appropriate occupancy rates so that parking congestion does not occur more than thirty (30) hours per year.*

Response. The individual land uses at Parkplace will have peak parking demand that varies by time of day, day of week and season of year. Figure 2 shows how parking rates for various land uses change month to month. These data, from the Institute of Transportation Engineers' (ITE) *Parking Generation,* reflect how the parking rates compare to the average parking rate. This shows that the peak activity for restaurants, the movie theater and the hotel occurs in the summer. Movie theater activity reaches its maximum peak on the day after Thanksgiving and during the week between Christmas and New Year. However, these are holidays when office parking demand is low.

Retail activity spikes from mid-November to mid-December. During this season, movie theater activity and hotel activity are lower than normal. Anecdotal information suggests that health club activity drops in December (it then peaks in January). There is also no seasonal activity data available for office uses. However, parking demand tends to be lowest during peak vacation periods in the summer and around the holidays.

The data show that the highest parking demand is likely to occur in December when the supermarket and retail activity increases to its highest level of the year. Retail peaks that occur midday on weekday are expected to be very limited; the highest retail demand is still likely to occur in the evenings and on weekends when most office parking on the site would be available for customers.

Figure 2. Seasonal Fluctuation in Parking Demand



Source: Seasonal data from Institute of Transportation Engineers (ITE) Parking Generation, 3rd Edition. Rates for the Movie Theater and Hotel were normalized to reflect percentage of peak condition rather than ticket sales and monthly occupancy.

Comment 5. *The PAB recommends that additional measures be included in the TMP prior to approval of a parking reduction.*

- *The PAB recommends parking be operated as an independent enterprise with manned exits to validation and payments, with bypasses for employees who pay by the month. Parking should not be bundled with space rents. Employees shall pay for parking directly to the parking enterprise. Tenants who subsidize parking shall also subsidize transit.*
- *A plan for management of on-street parking within the project shall be submitted for approval. The PAB recommends a higher parking price for internal on-street parking than for structured spaces. This will reduce the amount of cruising to find on-street parking.*
- *Final approval of the parking plan should be contingent upon submission of a detailed parking plan showing layout of spaces and provision for access and separation of types of parking, and plan for operation. The operations plan should address the following issues: how spaces reserved for specific tenants will be shared in on evenings and weekends, how tenant subsidized parking will be managed, coordination with the City to minimize spillover parking and to maximize compatibility of payment technologies.*

Response. Touchstone Corporation is proposing to do most of the items listed above. The following describes the current plan for parking operations at the site.

- Touchstone Corporation will likely contract with Diamond Parking (or another parking operator) to manage and operate all on-site parking. All entrances and exits to the parking garage will be controlled so that only vehicles that have a valid monthly parking permit or a validated day permit can exit. At least one of the exit points will be manned so that users who do not have a validated permit can pay to exit.

- Parking will not be bundled with the building leases. However, details about who will be paid for the monthly permits—whether the parking operator or the building manager—have not yet been negotiated.

- Touchstone Corporation will include a provision in its lease agreements requiring office tenants to offer employees subsidized transit passes.

- The on-street parking within the development will be managed to support the site's retail uses. Initially, the parking will be restricted to short time limits ranging from 15 to 30 minutes depending on the adjacent use. Some of the parking will also be designated for load/unload only to facilitate customer pick-up or parcel delivery. The on-street parking will be monitored to assure sufficient turnover. If additional restrictions are needed, Touchstone will consider parking meters (such as pay and display stations) to regulate the amount of time that a vehicle can park.

- Touchstone and its selected parking operator will continue to coordinate with City of Kirkland staff prior to occupancy related to specific parking management plans and payment technologies.

MCH/mch

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

Roadway Operations

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

Traffic Impact Analysis

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

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

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

Concurrency

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

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

Table 1. Concurrency Thresholds

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

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

Table 2. Intersection Operational Impacts

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

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

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

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

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

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

ID	Location	Improvement	2014 TIA (LOS/Delay) Unmitigated	2014 TIA (LOS/Delay) Mitigated	2014 Concurrency (V/C) Unmitigated	2014 Concurrency (V/C) Mitigated	2022 Concurrency (V/C) Unmitigated	2022 Concurrency (V/C) Mitigated
	Avenue NE	pocket						
	SW Subarea Average (for concurrency)		--	--	0.91	0.88	1.05	0.92
	NW Subarea Average (for concurrency)		--	--	0.81	0.81	1.13	1.01

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

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

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

Table 4. Estimated Costs of Proposed Capacity Improvements

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

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

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

Other Impacts and Mitigation

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

Table 5. Other Impacts and Mitigation

Impacts	Mitigation
Parking For Area A, the spaces that would be required by the City's zoning code are much higher—approximately 5,157— than the approximately 3,500 spaces that are being proposed. The differences in standard code parking requirements and the proposed parking supply are due to expected shared parking and proposed measures to reduce parking demand. A parking management program, which encourages use of alternative modes and efficient use of the available parking, will be needed to ensure that parking supply is adequate to meet demand. Otherwise, there is potential for parking to spill out into the surrounding neighborhoods, which would be considered a significant impact. Since proposals for Areas B and C do not include any provisions for reduced parking supply, it is assumed that future development in these areas would follow provisions of the City zoning code.	**Incorporated Plan Features** Under the Proposed Action, Area A includes a total of 3,500 parking spaces at full build-out, which is lower than the approximate 5,100 spaces that would be required under current zoning. The applicant has provided analysis that demonstrates how the proposed amount of parking is expected to accommodate the shared parking demand. The parking demand estimate for the Area A mixed-use project was determined by combining parking accumulation (demand by time of day) for each of the proposed land uses, considering the following factors: ▪ **Mode of travel.** The Area A development would include a transportation demand management plan developed for the office tenants to increase transit, carpooling, walking, and bicycling to work. Increased use of these modes would reduce the parking demand associated with the office use. In addition, some of the retail and restaurant customers are expected to walk to the site from nearby residential uses. ▪ **Internal and multi-stop trips.** Many of the daytime customers to the area's retail and restaurant uses are expected to come from offices at the area. Likewise, hotel guests could also shop or dine in the area. No additional parking would be needed for these customers. Many of the area's customers will visit more than one use. For example, a restaurant patron may also shop at the supermarket or retail store, or visit the theater. ▪ **Parking demand by time of day or day of week.** The peak parking demand for each use occurs at different times of the day or on different days of the week. This allows some of the parking to be shared among uses.
	Transportation Demand Management The cumulative parking demand estimates for the office use require that some of the trips to and from Area A would occur by modes of travel other than SOV. To encourage use of other modes, the project proposes to implement a Transportation Management Plan (TMP) for the office tenants. The following elements are proposed: ▪ Provide a transportation coordinator to manage and promote the program. ▪ Provide transit pass subsidy. ▪ Charge for daily parking. ▪ Offer a part-time parking pass option. ▪ Provide ride-match information. ▪ Provide free parking for vanpools. ▪ Provide reserved parking spaces for vanpools. ▪ Provide shower and locker facilities. ▪ Provide bike storage. ▪ Provide parking for a car-sharing program (e.g., Zipcar). ▪ Offer guaranteed ride home to employees who commute by

Impacts	Mitigation
	alternative modes. ▪ Install electronic kiosk(s) that provides up-to-date information about transportation services. ▪ Monitor success of the TDM program. ▪ Join transportation management association. ▪ Implement a TDM program as a condition of development approval, with specific measures defined in the case it does not meet mode split targets.
	Parking Management The following parking management measures are proposed: ▪ Charge for all daytime parking. ▪ Validate customer and visitor parking. ▪ Use internal gates and controls to divide the garage into sections that are reserved for specific uses at different times of the day. ▪ Reserve areas of the garage for short-term parking by customers and visitors. ▪ Reserve parking for hotel. ▪ Share office parking on weeknights and weekends. ▪ Do not reserve individual spaces for office parking. No parking space in the garage would be reserved for an individual user. This allows all office parking to be shared by employees. ▪ Monitor garage use and adjust allocation or implement additional management measures, if needed. ▪ Monitor public parking outside of Areas A, B, and C. The City may require a parking management program be implemented as a condition of development approval, with specific measures defined in the case that tenants do not meet parking demand targets.
	Permitted Parking in Neighborhoods If, over the long-term, monitoring indicates that even with the parking management measure described above in place, that parking supply is not adequate to meet typical demand, and overflow traffic is parking in neighborhoods, the City may consider establishing permitted parking in neighborhoods. This would allow residents to park long-term in their neighborhoods at no charge, but would restrict visitors to an established maximum.
	Policy and Land Use Measures In the case that revenue is not available to address all identified capacity needs, or if TDM measures do not produce adequate reduction to reduce needed capacity improvements, the GMA allows the City to achieve the needed balance between land use and the transportation system through policy or land use measures. Land use measures may include reducing the level of development at certain locations to reduce the number of trips in the transportation system. Policy measures can include refining LOS and concurrency standards to allow more congestion at certain locations.
Pedestrian and Bicycle Mobility With the Proposed Action's potential for a master planned redevelopment more site amenities are likely to be provided in terms of non-motorized connectivity, landscaping, and gathering spaces. With these features, the Proposed Action would be more conducive to pedestrian and bicycle mobility, and would support the City's non-	No mitigation required.

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