

SEPA ADDENDUM

to the Downtown Area Planned Action Ordinance EIS 2008 & Related SEPA Documents

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1.0 FACT SHEET

Project Title

Revised Kirkland Parkplace Redevelopment Proposal (2014 Revised Proposal)

Proposal

In 2008, the Touchstone Corporation requested land use approvals to allow redevelopment of the Parkplace retail/office complex located at 457 Central Way. The project contained as much as 1.8 million square feet of office, retail, and hotel use, including increases in permissible building height up to a maximum of 8 stories.

In 2014, Talon Private Capital (Talon) is proposing a new redevelopment proposal in conjunction with the current property owner, Prudential Real Estate Investors. The “Revised Proposal” is 34 percent smaller than the 2008 Proposal at approximately 1.2 million (1,175,000) square feet. The mix of uses would include office and retail similar to the 2008 Proposal. The Revised Proposal will also add up to 300 units and 300,000 square feet of multifamily residential. The development would generally be 5-8 stories in height, consistent with the Zoning Code standards in place. Variable setback standards along Peter Kirk Park in the Kirkland Zoning Code would also be retained. Design standards would continue to apply.

The Revised Proposal includes the following code amendments addressing the proportion of various uses and other use specific standards:

- The current zoning code limits residential development to 10 percent of the allowed gross floor area for the master plan; a zoning amendment is requested to increase this to 30 percent.
- The movie theater currently may count as 10 percent of total retail/restaurant uses. This is proposed to change to 20 percent to provide flexibility.
- A bank drive-through may be contemplated on the eastern portion of the site, requiring a zoning code amendment. The current bank drive-through is a legally non-conforming use.
- The Revised Project proposal includes modifications to the adopted Master Plan and Design Guidelines to reflect the revised site plan and development concept. These changes generally include the following:
 - Updating of project parameters to reflect the decreased amount of development and proposed mix of uses (i.e., addition of residential use) of the Revised Proposal;
 - New discussion of residential use which was not an element of the approved Parkplace project;
 - New graphics to illustrate the intent of the design standards and guidelines;
 - Minor changes in phraseology (e.g., “pedestrian weather protection” replaces “covered walkway”);
 - For a few design parameters, such as modulation and building design in the Central Way and Gateway districts, a greater emphasis on design intent and elimination of a quantitative/prescriptive standard (e.g., the depth of building modulation);
 - Revisions to the setbacks, building step backs, and modulation of buildings to the south to address appropriate transitions;

- Some minor reconfigurations of street sections (e.g., sidewalks, parking lanes) on some streets, although sidewalks are generally the same or wider;
- A change in the primary site access to Central Way;
- An increase in required open space, from 10 percent/50,000 s.f., to 15 percent/75,000 s.f.; and

Overall, the revised Design Guidelines are substantially the same as the adopted Design Guidelines.

City regulations establish a design review process for many types of projects. The process includes review and approval of proposals by the Design Review Board (KZC 142.35.9), and allows design departures and minor variations in design pursuant to established criteria (KZC 142.37) in appropriate circumstances. The Revised Proposal may request minor deviations through this process as more detailed site planning occurs.

The Revised Proposal also includes amendments to the original Planned Action Ordinance to reflect the Revised Proposal and this Addendum.

Location

An 11.5-acre parcel with the address 457 Central Way located east of Peter Kirk Park, south of Central Way, and west of 6th Street.

Proponent

Talon Private Capital (Talon) and Prudential Real Estate Investors

Lead Agency

City of Kirkland

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Required Approvals

The following actions are proposed and would require legislative recommendations and approvals, respectively, by the Kirkland Planning Commission and City Council:

- Planned Action Ordinance Amendments to reflect the Revised Proposal;
- Adoption of the amendments to the City of Kirkland Zoning Code; and
- Amendment of the Kirkland Parkplace Master Plan and Design Guidelines.

The City has provided the amendments for a review by the Department of Commerce consistent with the Growth Management Act.

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Date of Availability / Issuance

Available: January 21, 2015; Updated February 9, 2015

Issuance: February 9, 2015; Prior to action

Date of Implementation

March 2015

Adoption of Previous Environmental Documents

- City of Kirkland. 2014. Final Supplemental Environmental Impact Statement. MRM Private Amendment Request. Prepared by Weinman Consulting et al.

- ICF International. 2010. Comprehensive Plan Land Use, Capital Facility, and Transportation Amendments and Zoning and Municipal Code Amendments Final Supplemental Planned Action Environmental Impact Statement. August. (ICF 00182.10.) Seattle, WA. Prepared for City of Kirkland, WA.
- ICF Jones & Stokes. 2008. Final Environmental Impact Statement. Downtown Area Planned Action Ordinance. October. (J&S 00935.07.) Seattle, WA. Prepared for City of Kirkland.

Location of Background Information

City of Kirkland, Planning and Community Development Department.

See Lead Agency and Responsible Official Address listed above.

Addendum Distribution and Availability

This Addendum is available at the City of Kirkland website at:

http://www.kirklandwa.gov/depart/planning/Development_Info/projects/Parkplace.htm. It has been provided to a list serv of persons who have signed up through the website.

Consistent with SEPA Rules, the City will circulate the Addendum to those receiving a copy of the Final EIS or Final SEIS adopted above with a Notice of Adoption prior to the City's decision on the proposal.

2.0 INTRODUCTION

The Parkplace site is located at 457 Central Way, Kirkland, Washington, and serves as a shopping center and office complex with restaurants, shops, and a grocery store. Current uses of the existing site are shown in Table 2-1.

Table 2-1 Existing Parkplace Site

Type	Square Feet
Office	95,300
Retail/ Commercial ¹	143,150
Residential	-
Total	238,450

Source: City of Kirkland, 2008

¹ The Retail/Commercial category includes restaurants, grocery and other retail stores, health clubs, and movie theaters.

The site is zoned CBD-5A allowing for a mix of uses in buildings up to 115 feet in height, with design standards to achieve a human scale and a pedestrian oriented environment. In 2008, the City of Kirkland approved a proposal by Touchstone Corporation to develop 1.8 million (1,792,700) square feet of office and retail development in several buildings of up to 8 stories in height. A Planned Action Environmental Impact Statement (EIS) was completed and a Planned Action Ordinance was adopted.

Additionally, the following EISs address Parkplace and nearby sites and studied alternatives relevant to the Revised Proposal:

- In 2010, the City prepared a Supplemental EIS (SEIS) to respond to a Growth Management Hearings Board decision to consider offsite alternatives. The 1.8 million square feet Parkplace redevelopment was compared to similar size developments on and near the Parkplace site.
- In 2013 and 2014, the City studied several mixed-use residential concepts on the MRM site abutting Parkplace to the south in an SEIS.

Talon Private Capital (Talon) is currently proposing a new redevelopment concept in conjunction with the property owner, Prudential Real Estate Investors. The “Revised Proposal” contains approximately 1.2 million (1,175,000) square feet of development, and is 34 percent smaller than the 2008 Proposal. The mix of uses would include office and retail similar to the 2008 Proposal. The Revised Proposal will also add up to 300 multifamily residential units (within about 300,000 square feet of space).

The City of Kirkland has prepared this SEPA EIS Addendum in order to evaluate and disclose potential environmental impacts and mitigating measures associated with the Revised Proposal. Prior EISs prepared for the Parkplace site and adjacent properties include:

- City of Kirkland. 2014. Final Supplemental Environmental Impact Statement. MRM Private Amendment Request. Prepared by Weinman Consulting et al.
- ICF International. 2010. Comprehensive Plan Land Use, Capital Facility, and Transportation Amendments and Zoning and Municipal Code Amendments Final Supplemental Planned Action Environmental Impact Statement. August. (ICF 00182.10.) Seattle, WA. Prepared for City of Kirkland, WA.

- ICF Jones & Stokes. 2008. Final Environmental Impact Statement. Downtown Area Planned Action Ordinance. October. (J&S 00935.07.) Seattle, WA. Prepared for City of Kirkland.

The City has independently reviewed the prior environmental documents and finds that they are directly relevant to the current proposal and provide information about the type and degree of environmental impacts that may reasonably be expected to be caused by the Revised Proposal. This Addendum builds on the analysis contained in the prior EISs, but does not significantly change the analysis, nor identify new or significantly different impacts. The Addendum analysis indicates that the Revised Proposal will result in similar, fewer and/or reduced impacts, compared to the findings of the prior EISs. This Addendum also includes applicable mitigating measures taken from the prior EISs to address potential impacts of the Revised Proposal.

This Addendum includes the following sections to compare impacts and integrate mitigation measures of the 2008 Proposal and the Revised Proposal:

1. Fact Sheet
2. Introduction
3. Description of Proposal and Prior Alternatives
4. Environmental Review
5. References
6. Appendices

The Appendices include technical reports prepared regarding: Transportation, Water Service, Sewer Service, Public Services, Land Use and Aesthetics, and Plans and Policies.

3.0 DESCRIPTION OF PROPOSAL & PRIOR ALTERNATIVES

3.1 PRIOR ALTERNATIVES

As described above, several Environmental Impact Statements (EISs) have been completed to analyze the impacts of development on and adjacent to the Parkplace site in downtown Kirkland.

Alternatives Studied in Prior Environmental Documents

In 2008 the Touchstone Corporation proposed redevelopment of Parkplace with approximately 1.8 million square feet of office and retail development. The 2008 Parkplace EIS evaluated the proposal's impacts compared to a No Action alternative. The Draft EIS (DEIS) analysis identified inconsistencies with several Comprehensive Plan policies and zoning standards and identified mitigation measures to resolve those conflicts. Those mitigation measures were incorporated into a revised alternative in the Final EIS (FEIS Review Alternative), and were included in proposed amendments to the Comprehensive Plan and zoning code, and in a Planned Action Ordinance. These 2008 alternatives are collectively called the "2008 Proposal" for the purposes of this Addendum.

In December 2008 the Kirkland City Council approved the Parkplace amendments. This included the following actions:

- Comprehensive Plan amendments that included revisions to the Moss Bay Neighborhood Plan to allow taller buildings in the new CBD 5A land use district in exchange for provision of public spaces, pedestrian-oriented development, retail streets and sustainability measures.
- A Master Plan and design guidelines for the site.
- Development standards for the CBD 5A zoning district that allow mixed-use development containing primarily office, retail and restaurant uses. These standards included:
 - Establishing maximum building height at 115 feet/8 stories (excluding roof-top appurtenances).
 - Establishing a 55-foot minimum setback from Peter Kirk Park and 20-foot minimum setbacks along the southern portion of the site.
- Designation of a Planned Action, pursuant to RCW 43.21C.440.

The Parkplace project was subsequently appealed to the Central Puget Sound Growth Management Hearings Board (CPSGMHB). In 2010, to comply with the decision of the CPSGMHB, a Supplemental EIS (SEIS) was prepared to evaluate three additional on-site and off-site alternatives. Appeals were resolved and the Parkplace amendments to the Comprehensive Plan and zoning code went into effect in 2010.

In 2014, the City published an SEIS for a Private Amendment Request (PAR) for the MRM property, which is located contiguous to Parkplace. The SEIS considered six alternatives for mixed-use residential or mixed-use office development on the MRM site and at two off-site locations within the CBD-5 district. The residential alternatives would modify existing zoning limitations on residential development. The residential mixed-use alternatives in the MRM SEIS considered similar and greater amounts of housing to that being proposed in the 2014 Revised Proposal studied in this Addendum. The City has deferred action on the PAR.

Previous studies of development on the Parkplace site are shown in Table 3-1. The development size figures include both existing and new space.

Table 3-1. Studies of Parkplace Site

Alternative	Total Size (SF)	Office (SF)	Retail (SF)	Residential (SF)	Residential Units
Downtown Area Planned Action FEIS 2008:					
Touchstone	1,792,700	1,200,000	592,700	0	0
No Action	838,700	629,500	209,200	0	0
FEIS Review Alternative	1,792,700	1,200,000	592,700	0	0
Final Supplemental Planned Action EIS 2010:					
Superblock (Parkplace site alone)	1,320,982				
Unified Ownership (Parkplace site alone)	1,320,982				

Source: BERK 2014

Offsite analysis of both commercial/retail and mixed-use residential has occurred in 2010 and 2014 as shown in Table 3-2.

Table 3-2. Studies of Offsite Locations

Alternative	Total Size (SF)	Office (SF)	Retail (SF)	Residential (SF)	Residential Units
Final Planned Action SEIS 2010					
Off-site Alternative (two sites)	1,135,164				
MRM Private Amendment Request FSEIS 2014					
No Action	249,312	199,450	49,862	0	0
Office Alternatives					
1A) MRM Site	264,523	231,458	33,065	0	0
1B) Off-site	264,523	231,458	33,065	0	0
1C) CBD 5	540,593	473,019	67,574	0	0
Residential Alternatives					
2A) MRM Site	264,523	0	33,065	231,459	289
2B) Off-Site	264,523	0	33,065	231,459	289
2C) CBD 5	540,593	0	67,574	473,019	591

Source: BERK 2014

Revised Proposal

In 2014, Talon Capital (Talon) proposed to redevelop the Parkplace site with a mix of office, commercial, and residential space. The prior EISs/SEISs for the Parkplace and adjacent sites are being adopted for the purposes of SEPA review of the 2014 Revised Proposal. As discussed below, many elements of the Revised Proposal are the same as or substantially similar to the prior proposals.

The most significant changes in the 2014 Revised Proposal include an approximately 34 percent reduction in the overall scale of the redevelopment, from approximately 1.8 million square feet of office and retail space proposed in 2008 to approximately 1.2 million square feet of space including 300 multifamily residential units, as shown in Table 3-3. Proposed building heights are 5-8 stories (maximum 115 feet), which is the same as approved for the 2008 Parkplace project.

Table 3-3 Total Development Space, 2008 and 2014 Revised Proposals

Development Type	2008 Proposal	2014 Revised Proposal
Office (square feet)	1,200,000	650,000
Retail/Commercial (square feet) ¹	592,700	225,000
Residential (square feet)	0	300,000
Dwelling units	0	300
Total square feet	1,792,700	1,175,000

Source: City of Kirkland 2008, Talon 2014

- 1 The Retail/Commercial category includes uses such as: restaurants, grocery and other retail stores, health clubs, and movie theaters.

The 2014 Revised Proposal would add less new development space than the 2008 Proposal, as shown in Table 3-4.

Table 3-4 Net New Development Space, 2008 and 2014 Revised Proposals

Development Type	Existing Site	2008 Proposal	2014 Revised Proposal
Office (square feet)	95,300	1,104,700	554,700
Retail/Commercial (square feet) ¹	143,150	449,550	81,850
Residential (square feet)	0	0	300,000
Dwelling units	0	0	300
Total square feet	238,450	1,554,250	936,550

Source: BERK 2015

- 1 The Retail/Commercial category includes uses such as: restaurants, grocery and other retail stores, health clubs, and movie theaters.

The Revised Proposal includes the following code amendments addressing the proportion of various uses and other use specific standards:

- The current zoning code limits residential development to 10 percent of the allowed gross floor area. A zoning amendment is proposed to increase this to 30 percent. The Addendum evaluates 300 residential units occupying 300,000 square feet. Any increase in residential use above this amount would require additional environmental review.
- The movie theater currently may count as 10 percent of total retail/restaurant uses. This is proposed to change to 20 percent to provide flexibility.
- A bank drive-through may be contemplated on the eastern portion of the site, requiring a zoning code amendment. The current bank drive-through is a legally non-conforming use.
- The Revised Project proposal includes modifications to the adopted Master Plan and Design Guidelines to reflect the revised site plan and development concept. These changes generally include the following:
 - Updating of project parameters to reflect the decreased amount of development and proposed mix of uses (i.e., addition of residential use) of the Revised Proposal;
 - New discussion of residential use which was not an element of the approved Parkplace project;

- New graphics to illustrate the intent of the design standards and guidelines;
- Minor changes in phraseology (e.g., “pedestrian weather protection” replaces “covered walkway”);
- For a few design parameters, such as modulation and building design in the Central Way and Gateway districts, a greater emphasis on design intent and elimination of a quantitative/prescriptive standard (e.g., the depth of building modulation);
- Some minor reconfigurations of street sections (e.g., sidewalks, parking lanes) on some streets, although sidewalks are generally the same or wider.
- Change in primary site access to Central Way.
- An increase in required open space, from 10 percent/50,000 s.f. to 15 percent/75,000 s.f.

Overall, the revised Design Guidelines are substantially the same as the adopted Design Guidelines.

City regulations establish a design review process for many types of projects. The process includes review and approval of proposals by the Design Review Board (KZC 142.35.9), and allows design departures and minor variations in design pursuant to established criteria (KZC 142.37) in appropriate circumstances. The Revised Proposal may request minor deviations through this process as more detailed site planning occurs.

The Revised Proposal also includes amendments to the original Planned Action Ordinance to reflect the Revised Proposal and this Addendum.

3.2 POPULATION AND EMPLOYMENT

The 2014 Revised Proposal is projected to have 2,383 new employees, as shown in Table 3-5. Estimates for new employees are generated by taking the City’s standard formula of one employee per every 250 square feet of office space and 500 square feet of retail or commercial space (Parkplace FEIS 2008 and FSEIS 2010; MRM DSEIS 2013). Due to the decrease in the overall size of the Revised Proposal, there would be 55 percent fewer employees compared to the 2008 project.

Table 3-5 Projected New Employees, 2008 and 2014 Revised Proposals

	Office SF	Commercial SF	Total SF	Commercial		
				Office Jobs	Jobs	Total Jobs
Existing (estimated)	95,300	143,150	238,450	381	286	668
No Action 2008 FEIS	629,500	209,200	838,700	2,518	418	2,936
Parkplace Approved 2008 FEIS	1,200,000	592,700	1,792,700	4,800	1,185	5,985
Parkplace Revised 2014 Addendum	650,000	225,000	875,000	2,600	450	3,050
2014 Revised Proposal - Increase about Existing (estimated)	554,700	81,850	636,550	2,219	164	2,383
2014 Revised Proposal - Increase above 2008 No Action	20,500	15,800	36,300	82	32	114
2014 Revised Proposal - Decrease since 2008 Proposal	(550,000)	(367,700)	(917,700)	(2,200)	(735)	(2,935)

Source: City of Kirkland 2008, BERK 2015

Retail and commercial space is expected to include grocery and other retail stores, a health club, a movie theater, and restaurants. Offices would allow for professional and other services.

The 2014 Revised Proposal would newly generate residents on the Parkplace site; residential use was not included in the 2008 proposal but was allowed by the zoning code (up to 10 percent of gross floor area). However, the number of dwellings proposed is similar to what was studied in the MRM onsite Alternative 2A (at 289 units) and less than what was studied in MRM areawide Alternative 2C in the CBD 5 zone (at 591 dwellings), as shown in Table 3-6. Because the MRM alternative 2C was meant to be an areawide analysis of multiple sites, it represents a cumulative review of dwellings in the vicinity and its impacts can be compared to the Revised Proposal.

Table 3-6 Projected New Residents, MRM Residential Proposals and 2014 Revised Proposal

Impact	MRM 2A	MRM 2C	2014 Revised Proposal
New Dwelling Units	289	591	300
New Residents	494	1,011	513

Source: BERK 2015

4.0 ENVIRONMENTAL REVIEW

Table 4-1 compares impacts from previous development proposals at the Parkplace site per the 2008 Final Environmental Impact Statement (FEIS) Review Alternative with impacts of the 2014 Revised Proposal. The table also assesses the applicability of mitigation measures from the 2008 FEIS to the 2014 Revised Proposal. Where applicable to the Revised Proposal, analysis from the MRM SEIS is also included such as the analysis of mixed-use residential alternatives. The conclusions are based on detailed analyses which are included in the Appendices to this Addendum.

Table 4-1 Environmental Analysis 2008 Parkplace Proposal and 2014 Revised Proposal

2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures	2014 Revised Proposal Impacts and Mitigation Measures
Land Use Patterns (2008 FEIS Section 3.1)	
<p>Land Use Patterns</p> <ul style="list-style-type: none"> ▪ The site would redevelop to more intense office and commercial, which increases the area covered by buildings and plazas and reduces the amount of surface parking. ▪ Under the FEIS Review Alternative, there would be lower height limits and increased setback requirements along Central Way on portions of the area, within 100 feet of Peter Kirk Park, and along the south portion of the site. The FEIS Review alternative would also require a central open space and a minimum of 25 percent of development area in retail use. 	<p>Land Use Patterns</p> <ul style="list-style-type: none"> ▪ Because the Revised Proposal is smaller than the 2008 Proposal, land use pattern impacts would be similar or reduced. The 2014 Revised Proposal includes approximately 1.2 million square feet total, compared to approximately 1.8 million square feet total with the 2008 Proposal. The maximum height of the 2014 Revised Proposal, eight stories, is the same as under the 2008 Proposal. ▪ The Revised Proposal is required to comply with the approved height, increased setback requirements and open space requirements of the 2008 Proposal, which were adopted as City code. Some modifications to the Master Plan and Design Guidelines for the Revised Proposal are proposed, but would continue to uphold key principles from the 2008 Proposal. Minor modifications to standards are allowed through the City’s Design Review process.

2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures

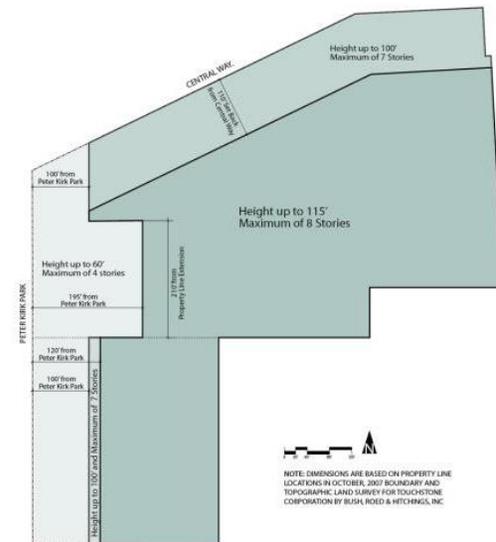
Land Use Compatibility

- The site would include the same types of land uses as exist today, but with a substantial increase in office and commercial development. The proposal would change the site from primarily commercial and retail with some office to large office center with some retail and service, switching the type of employment concentration and increasing employment magnitude. Proposal will substantially increase office space in the Downtown area, making it a key employment focal point of Downtown Kirkland.
- Building heights would increase from a maximum of 5 stories under existing conditions to 8 stories. This would be taller than any nearby building. The FEIS Review Alternative would decrease maximum building heights along Central Way, within 100 feet of Peter Kirk Park, and along the south edge of the area. This allows greater compatibility with the Park, nearby residential uses, and surrounding buildings of lower height and smaller scale.

2014 Revised Proposal Impacts and Mitigation Measures

Land Use Compatibility

- The 2014 Revised Proposal will increase employment in Downtown substantially, adding approximately 2,383 new jobs, but the increase is 55 percent less than the 2008 proposal. The Moss Bay Neighborhood will continue to be second to the Totem Center in terms of a focused center for jobs under the 2014 Revised Proposal.
- The 2014 Revised Proposal will also add up to 300 units and 300,000 square feet of multifamily residential use. This addition of housing to the Parkplace site represents a change from the existing land use on the site, but is still compatible with adjacent uses. To the north of the Parkplace site are residential developments with ground floor commercial; to the east are office developments and to the southeast there is a multifamily development, to the south are offices of 1-5 stories, further south of Kirkland Way there is residential with ground floor commercial uses, and to the west is Peter Kirk Park. The addition of residential use at the site will increase night-time use, which is not expected to have an impact on adjacent properties.
- The 2014 Revised Proposal includes building heights to maximum of 8 stories. This proposal is required to comply with zoning requirements regarding lesser building heights along Central Way, within 100 feet of Peter Kirk Park, and along the south edge. See Plate 6 of the Zoning Code:



2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures	2014 Revised Proposal Impacts and Mitigation Measures
<p>Employment and Housing Mix</p> <ul style="list-style-type: none"> ▪ The FEIS Review Alternative would not result in any new housing. ▪ The FEIS Review Alternative would bring an estimated 5,318 new jobs, a substantial increase over the estimated 4,000 jobs in Downtown Kirkland in 2007. 	<p>Employment and Housing Mix</p> <ul style="list-style-type: none"> ▪ The 2014 Revised Proposal would generate approximately 2,383 new jobs, which is substantial but significantly less than the 2008 Proposal. The Moss Bay Neighborhood will continue to be second to the Totem Center in terms of a focused center for jobs under the 2014 Revised Proposal. ▪ The 2014 Revised Proposal includes up to 300,000 square feet of multifamily residential use with up to 300 dwelling units. As described above, the addition of housing to the site is compatible with adjacent land uses, which include mixed-use, employment, and multifamily.
<p>Mitigation: Incorporated Plan Features</p> <ul style="list-style-type: none"> ▪ The proposed zoning will encourage pedestrian-oriented retail and entertainment uses. New development would be required to meet the City’s pedestrian-oriented design guidelines and/or any site-specific design guidelines enacted with the Planned Action Ordinance (PAO). ▪ The FEIS Review Alternative includes a Zoning Code amendment that requires a mix of office and commercial onsite. Other amendments address pedestrian-oriented design guidelines including implementing the Kirkland Parkplace Master Plan and Design Guidelines. 	<p>Mitigation: Incorporated Plan Features</p> <ul style="list-style-type: none"> ▪ The 2014 Revised Proposal would meet almost all approved zoning and master plan requirements for the Parkplace site adopted by the City Council in 2008. Code amendments requested under the Revised Proposal would alter the percentage mix of uses, but not change the overall intent for predominant office and commercial uses including entertainment. No change would be made to the maximum height approved in 2008. ▪ The pedestrian-oriented design guidelines generated by the 2008 Proposal would be implemented as part of the 2014 Revised Proposal.
<p>Mitigation: Applicable Regulations and Commitments</p> <ul style="list-style-type: none"> ▪ The FEIS Review Alternative is required to comply with applicable City design standards to help enhance the pedestrian environment and treat scale and massing issues for the taller buildings. ▪ The FEIS Review Alternative addresses building heights, setbacks, and building stepback mitigation in the code proposals. 	<p>Mitigation: Applicable Regulations and Commitments</p> <ul style="list-style-type: none"> ▪ The 2014 Revised Proposal would follow the adopted City codes regarding building heights. Some updates to the Master Plan and Design Guideline are proposed regarding modulation and building design.

2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures	2014 Revised Proposal Impacts and Mitigation Measures
<p>Mitigation: Other Potential Mitigation Measures</p> <ul style="list-style-type: none"> ▪ Features in the City’s 2008 CBD 5 zone could be retained in the new zoning designation (CBD 5A) proposed for the site, to mitigate land use impacts on Peter Kirk Park and neighboring properties and rights-of-way. To retain the sense of open space for Peter Kirk Park, regulations could include: retain or enhance setbacks from the park edge; step back taller portions of buildings away from the park; adopt height limits within defined proximity of the park; and modulate facades with defined widths and depths. To minimize land use conflicts with multifamily residential buildings abutting the southeast corner of the area, regulations could include enhanced setbacks and/or landscape buffering requirements. ▪ The 2008 FEIS Review Alternative includes elements that would eliminate or reduce the need for some of the mitigation measures identified in the DEIS. Specifically, measures addressing building heights, setbacks, and building stepbacks are no longer directly applicable because these measures have been incorporated into the FEIS Review Alternative. 	<p>Mitigation: Other Potential Mitigation Measures</p> <ul style="list-style-type: none"> ▪ The 2014 Revised Proposal would be developed pursuant to revised Master Plan and Design Guidelines, which propose some changes to building design and modulation requirements. Overall, the Design Guidelines are substantially similar to the 2008 Design Guidelines.
Plans and Policies (2008 FEIS Section 3.2)	
<p>Impacts Common to All Alternatives</p> <ul style="list-style-type: none"> ▪ Redevelopment under all alternatives would provide more concentrated development of office and commercial uses in the urban areas. ▪ Under all alternatives, the analysis area is anticipated to experience growth and redevelopment that will add a large number of new jobs in the City, particularly in the analysis area. 	<p>Impacts Common to All Alternatives</p> <ul style="list-style-type: none"> ▪ Similar to the 2008 Alternatives, the 2014 Revised Proposal would also provide more concentrated development of office and commercial uses. ▪ The amended proposal will increase employment significantly in Downtown, but by less than half as much as the 2008 proposal (approximately 2,383 new employees compared to approximately 5,318 new employees). The 2014 Proposal will also add up to 300 units and 300,000 square feet of multifamily housing.

2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures	2014 Revised Proposal Impacts and Mitigation Measures
<p>City of Kirkland Comprehensive Plan</p> <ul style="list-style-type: none"> ▪ The Proposed Action is generally consistent with the City’s vision for Downtown. However, adding some of the tallest buildings in Downtown makes a human scale environment more challenging, particularly with buildings of up to 8 stories. The Proposed Action is consistent with Land Use and Economic Development Goals and Policies for a complete community with greater jobs and customers in Downtown. ▪ The relationship of the FEIS Review alternative to applicable policies and regulations of the City is consistent with the DEIS analysis for the Proposed Action. As noted for the Proposed Action, the FEIS Review alternative is also consistent with the City of Kirkland Comprehensive Plan. 	<p>City of Kirkland Comprehensive Plan</p> <ul style="list-style-type: none"> ▪ Vision: The Revised Proposal includes a mix of office, retail and residential uses in the Downtown, and reflects the broad mix of activities envisioned in the City of Kirkland Comprehensive Plan Vision Statement. The Parkplace site has been planned to facilitate on-site pedestrian movement and will provide connections to other portions of the Downtown. The Parkplace site is also located adjacent to and within short walking distance of the Kirkland Transit Center. Higher density mixed-use development located adjacent to a transit center can also encourage greater use of transit. ▪ General Policies and Regulations: The Appendix contains an extensive analysis of whether the 2014 Parkplace Proposal, with its changes in scale and land use from the 2008 Parkplace Proposal, is consistent with Kirkland adopted Comprehensive Plan, particularly goals and policies relating to Land use and Economic Development. The Revised Proposal is consistent with the overall Comprehensive Plan and will continue to allow Downtown to develop as a major Activity Center and provide a concentrated employment area with mixed uses in proximity to transit and other amenities. ▪ The effect of the Revised Proposal is that the City’s capacity for housing would increase and provide a further cushion to meet its 2031 and 2035 estimated growth targets. ▪ Per the Plans and Policy analysis in the Appendix, the Revised Proposal would reduce the City’s low range citywide job capacity estimate below what is needed to meet the 2031 and 2035 growth targets; however, given the excess capacity at Totem Center, the City’s high range job capacity estimate would continue to have excess capacity for growth targets.

2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures	2014 Revised Proposal Impacts and Mitigation Measures
<p>The Proposed Action addresses the City’s Framework Goals related to parks, recreation, and open space; capital facilities; public services; and transportation in the following ways:</p> <ul style="list-style-type: none"> ▪ With mitigation measures identified in Section 3.5, Public Services, the City would be able to maintain Peter Kirk Park and expand amenities such as benches and pathways and recreation programs used by the new employees in the planned action area who use the park. Therefore, the Proposed Action is consistent with Framework Goal FG-11. ▪ Based on the analysis contained in Section 3.5, Public Services and Section 3.6, Utilities of the DEIS, the additional employees and customers anticipated in the three planned action areas of the Proposed Action will increase demands on city facilities and services in the area. However, with mitigations outlined in the Section 3.5, Public Services and Section 3.6, Utilities, the City will be able to maintain existing adopted levels of service consistent with Framework Goal FG-13. ▪ Based upon the analysis contained in Section 3.4, Transportation of the DEIS, the Proposed Action would create a concentration of employment that would support transit and other modes of transportation. With mitigation measures identified, including shared parking and transportation demand management (TDM) measures, the Proposed Action would support a transportation system which allows the mobility of people by providing a variety of transportation options. 	<ul style="list-style-type: none"> ▪ Regarding public services see analysis below. The Proposal will meet City plans, codes, and requirements regarding adequate services. ▪ Regarding transportation see analysis below. The Revised Proposal would create a concentration of employment that would support transit and other modes of transportation.

2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures	2014 Revised Proposal Impacts and Mitigation Measures
<p>Moss Bay Neighborhood Plan</p> <ul style="list-style-type: none"> The Proposed Action has some inconsistencies with the vision and policies in the Moss Bay Neighborhood Plan. Redevelopment under the Proposed Action is inconsistent with the Design District 5 policy statement that building heights of 2 to 5 stories are appropriate in this design district. The Proposed Action would have heights as tall as 8 stories in this design district. Therefore, the Proposed Action would require a Comprehensive Plan amendment to that policy in the Moss Bay Neighborhood Plan. 	<p>Moss Bay Neighborhood Plan</p> <ul style="list-style-type: none"> The Revised Proposal meets the height allowances of the Moss Bay plan. The revised proposal continues to propose maximum 8-story buildings, and the potential for view impacts identified in the 2008 EIS would not change; design standards proposed for mitigation have been adopted and would apply to reduce impacts. The Revised Proposal is consistent with the statement about the preferred form of development in the East Core Frame: it is a large, intensively developed mixed-use project. The CBD-5A zone (KZC 50.38.010) permits a variety of uses and it is not an exclusive office or retail district. As noted previously, the code limits the amount of residential use and includes some requirements for different types of retail/commercial uses. The MRM Private Amendment Request Final EIS (City of Kirkland, 2014, page 4-6) evaluated the requirements of the CBD 5 zone, which applies to properties contiguous to Parkplace on the south. The CBD-5 zone permits a variety of uses that are similar to those in CBD-5A. Residential use in the CBD-5 district is permitted on properties with frontage on 2nd Avenue but is limited on properties within 170 feet of Peter Kirk Park to 12.5% of gross floor area. The MRM FEIS evaluated whether the introduction of additional residential use in the CBD-5 zone, beyond the limits specified in the zoning code, and the resulting replacement of some potential office use by housing, would result in significant impacts. The FEIS analysis concluded that, in the context of adopted land use policy, additional residential use would not adversely affect the land use pattern in the CBD, was not inconsistent with the pattern of zoning that implements the Moss Bay Plan, and would be supportive of and complement retail and commercial uses both in Parkplace and in the CBD generally. These same conclusions would apply to an increase of residential use on the Parkplace site.

2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures	2014 Revised Proposal Impacts and Mitigation Measures
<ul style="list-style-type: none"> ▪ The Proposed Action would require amendments to the 2008 Zoning Code, including rezoning the Parkplace site from CBD-5 zone to a new CBD-5A zone to achieve the taller buildings required on the Parkplace site. 	<p>The Revised Proposal would be subject to the CBD-5A code and Master Plan and Design Guidelines. Some code amendments are proposed as part of the Revised Proposal, but are not anticipated to change the intent of the district:</p> <ul style="list-style-type: none"> ▪ Residential uses would be allowed at up to 30 percent rather than 10 percent. The text is clear that office and retail uses should be emphasized and that residential use should be “limited.” The word “limited” is defined in Webster’s New World College Dictionary (4th Edition) to mean “confined within bounds, restricted, narrow in scope or extent.” The existing CBD 5A regulations limit residential development within Parkplace to 10 percent of the gross floor area (KZC 50.38, Special Regulation 3.d). The Revised Proposal would increase this limit to 30 percent, of which a maximum of 300 dwelling units and 300,000 square feet is evaluated in this addendum. While this proposed change would increase the amount of housing, this use would still be limited by regulation and secondary to commercial uses (74 percent of total area). The specific proportion of housing that is allowed is a legislative decision that will be made by the City Council. ▪ Retail and restaurant uses would comprise approximately 26.3 percent of office use, which is more than what is required by the CBD 5A zoning regulations (KMC 50.38.010, Special Regulation 2). While these amounts of development, and the overall project, are reduced from what was contained in the adopted Parkplace master plan, the emphasis of the revised redevelopment plan is still on office development, and retail use is still a significant component of the project. Retail uses would increase by approximately 50 percent compared to what exists in Parkplace today. ▪ The 2014 Revised Proposal includes zoning code amendments to allow a bank drive-through on the eastern portion of the site, with review by Public Works.
<p>Mitigation: Incorporated Plan Features</p> <p><u>2008 FEIS Proposed Action:</u></p> <p>The Proposed Action would include Comprehensive Plan amendments that would do the following:</p> <ul style="list-style-type: none"> ▪ Amend the Moss Bay Neighborhood Plan’s text for Design District 5 to allow building heights of 2 to 8 stories rather than 2 to 5 stories. This would allow the taller buildings being considered for redevelopment under the Proposed Action. <p>These Comprehensive Plan amendments would create Comprehensive Plan land use map and text consistency.</p> <p>The Proposed Action would include Zoning Map amendments that would do the following:</p>	<p>Mitigation: Incorporated Plan Features</p> <ul style="list-style-type: none"> ▪ The 2014 Revised Proposal would be subject to the plans and codes as amended by the FEIS Review Alternative studied in 2008. The 2014 Revised Proposal would amend the CBD-5A zone provisions for the percentage share of residential uses and to allow for a bank drive through, but retains the overall intent of the zone for a large, intensively developed mixed-use project. The Revised Proposal would follow amended Master Plan and Design Guidelines and would be subject to Design Review.

2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures	2014 Revised Proposal Impacts and Mitigation Measures
<ul style="list-style-type: none"> ▪ Create a new zoning designation called CBD 5A for purposes of the DEIS and apply that new designation to Area A. <p>These Zoning Map amendments would create consistency between the City’s Comprehensive Plan and zoning.</p> <p>The Proposed Action would include Zoning Code text amendments that would do the following:</p> <ul style="list-style-type: none"> ▪ Create a new zoning designation called CBD 5A that has the following basic zoning features and will: <ul style="list-style-type: none"> - Allow the same or similar land uses as allowed under CBD 5. - Allow for building heights of a maximum of 8 stories in height. - Reduce or eliminate setbacks from Central Way, 6th Street, and Peter Kirk Park. - Increase lot coverage over the maximum amount allowed under the CBD 5 zone. ▪ Area A of the Proposed Action would continue to need to comply with the City’s design guidelines. <p><u>2008 FEIS Review Alternative:</u></p> <ul style="list-style-type: none"> ▪ Many of the mitigation measures described in the DEIS for the Proposed Action are also applicable to the FEIS Review alternative. The FEIS Review alternative includes amendments to the Comprehensive Plan that address allowing building heights of 2 to 8 stories in Moss Bay’s Design District 5 for Area A. The FEIS Review alternative also includes Zoning Map amendments that create a new zoning district CBD 5A for Area A. ▪ The FEIS Review alternative includes Zoning Code text amendments that creates a new zoning designation (CBD 5A) that allows the land uses, building heights, and increased lot coverage anticipated in the Proposed Action. In addition, similar or larger setbacks are included in the FEIS Review alternative compared to the No Action. ▪ The FEIS Review alternative also updates the City’s employment capacity number in the Comprehensive Plan’s Introduction and Land Use chapters. 	
<p>Mitigation: Applicable Regulations and Commitments</p> <p><u>2008 Proposed Action:</u></p> <ul style="list-style-type: none"> ▪ Redevelopment considered for Area A would need to comply with City design guidelines, the design guidance contained in the Moss Bay Neighborhood Plan’s Design District 5, and/or new design guidelines established by the PAO. 	<p>Applicable Regulations and Commitments</p> <ul style="list-style-type: none"> ▪ The 2014 Revised Proposal would comply with the height standards adopted in conjunction with the 2008 FEIS Review Alternative. ▪ The Revised Project proposal includes modifications to the adopted Master Plan and Design Guidelines to reflect the revised site plan and development concept. These

2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures	2014 Revised Proposal Impacts and Mitigation Measures
<ul style="list-style-type: none"> ▪ The Moss Bay Neighborhood Plan also includes the following additional plan features that could be considered in development of Area A: <ul style="list-style-type: none"> - The development of Area A occurs adjacent to a public view from the eastern gateway to Downtown at Central Way and 6th Street identified in the Moss Bay Neighborhood Plan (City of Kirkland 2004, p XV.D-16). If the City decides that this is an important public view, a policy and/or regulation amendment would be necessary to protect this public view. - Development of Area A could enhance the eastern gateway with an entry sign or some other distinctive structure or landscape feature (City of Kirkland 2004, p XV.D-17). - Development of Area A could maintain, enhance, and improve the definition of the major east–west pedestrian pathway between Area A and the rest of the Downtown shopping district (City of Kirkland 2004, pp XV.D-7 and XV.D-17). - Development of Area A could strengthen the visual prominence of Peter Kirk Park and improve pedestrian connections between Area A and the park (City of Kirkland 2004, p XV.D-18). - Enhancements to the pedestrian and vehicular circulation, and parking as outlined in the Circulation section of the Moss Bay Neighborhood Plan (City of Kirkland 2004, p XV.D-20) could be considered as part of the redevelopment of Area A. ▪ If the City decides that the public view shown in the Everest Neighborhood Plan is important then redevelopment of Area A could be designed to not obstruct the major territorial view at the intersection of NE 85th Street and Kirkland Way shown in the Everest Neighborhood Plan (City of Kirkland 2004, p XV.D-23). <p><u>2008 FEIS Review Alternative:</u></p> <ul style="list-style-type: none"> ▪ The FEIS Review alternative includes amendments to the Zoning Code and Municipal Code that apply design guidelines similar to those found in the Moss Bay Neighborhood Plan’s Design District 5 to Areas A and administrative design guidelines to certain developments in Areas B and C. ▪ The public view shown in the Moss Bay Neighborhood Plan and studied as View Corridor 1 in the DEIS is proposed for removal as part of the Comprehensive Plan amendments in the FEIS Review alternative, which will make mitigation measures associated with that view corridor in the Proposed Action inapplicable to the FEIS Review alternative. 	<p>changes generally include the following:</p> <ul style="list-style-type: none"> ○ Updating of project parameters to reflect the decreased amount of development and proposed mix of uses (i.e., addition of residential use) of the Revised Proposal; ○ New discussion of residential use which was not an element of the approved Parkplace project; ○ New graphics to illustrate the intent of the design standards and guidelines; ○ Minor changes in phraseology (e.g., “pedestrian weather protection” replaces “covered walkway”); ○ For a few design parameters, such as modulation and building design in the Central Way and Gateway districts, a greater emphasis on design intent and elimination of a quantitative/prescriptive standard (e.g., the depth of building modulation); ○ Some minor reconfigurations of street sections (e.g., sidewalks, parking lanes) on some streets, although sidewalks are generally the same or wider. ○ A change in primary site access to Central Way. ○ An increase in required open space, from 10 percent/50,000 s.f. to 15 percent/75,000 s.f. <p>Overall, the revised Design Guidelines are substantially the same as the adopted Design Guidelines.</p> <ul style="list-style-type: none"> ▪ The 2014 Revised Proposal proposes to amend the CBD-5A zone provisions for the percentage share of residential uses and to allow for a bank drive through; the latter is an existing legally non-conforming use. However, the Revised Proposal retains the overall intent of the zone for a large, intensively developed mixed-use project and would be designed to incorporate pedestrian oriented features per the design standards.

2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures	2014 Revised Proposal Impacts and Mitigation Measures
<ul style="list-style-type: none"> ▪ The larger setbacks required when adjacent to a single-family dwelling in the neighboring PLA 5A zone in the PLA 5C zone discussed in the Proposed Action will no longer require mitigation since that feature is being removed from the FEIS Review alternative. ▪ Other Applicable Regulations and Commitments mitigations listed under the Proposed Action are applicable to the FEIS Review alternative. 	
<p>Mitigation: Other Potential Mitigation Measures</p> <p><u>2008 FEIS Proposed Action:</u></p> <p>Under the Proposed Action, Area A would redevelop under a new zoning designation, called CBD 5A for purposes of the DEIS. However, there are existing regulations in the CBD 5 zone that could be retained or enhanced as mitigation measures under the new CBD 5A zoning regulations:</p> <ul style="list-style-type: none"> *Consider limiting heights of buildings and/or setbacks for upper stories of buildings located adjacent to Peter Kirk Park. *Consider locating pedestrian-oriented activities on façades facing Peter Kirk Park. *Consider setbacks for upper stories of buildings facing Central Way. <p>Under the Proposed Action, amendment to the PLA 5C Zoning Code is contemplated to allow for buildings to be closer to existing single-family dwelling units in adjoining multifamily zones and to allow for taller buildings on smaller lots. Therefore, some key features of existing PLA 5C zoning could be retained or enhanced in some form to mitigate effects of redevelopment in Areas B and C. This would require that the following regulations be retained or enhanced in the PLA 5C zone:</p> <ul style="list-style-type: none"> *Setbacks for upper stories for buildings to mitigate for taller buildings allowed on smaller lots. *Setback for upper stories for buildings whose façades face an existing single-family use. *Landscape buffers in the PLA 5C zone when adjoining low-density uses in the PLA 5A zone. <p><u>2008 FEIS Review Alternative:</u></p> <p>The FEIS Review alternative removes the PLA 5C zone requirement for additional setbacks when development occurs adjacent to an existing single-family dwelling unit. Other Potential Mitigation Measures of the Proposed Action for Area A are</p>	<p>Other Potential Mitigation Measures</p> <ul style="list-style-type: none"> ▪ The 2014 Revised Proposal would comply with the height standards adopted for the Proposal studied in 2008. ▪ The 2014 Revised Proposal would amend the CBD-5A zone provisions for the percentage share of residential uses from 10 to 30 percent. It is assumed that KZC 112.15 would apply to the revised Proposal and would require that 10 percent of residential units be affordable. The Proposal would also amend the Zoning Code provisions to allow for a bank drive through (recognizing a current nonconforming uses onsite). The Revised Proposal would also provide movie theater space and alter the percentage incentive regarding its allowed share of retail and restaurant uses from 10 to 20 percent. The 2014 Revised Proposals would also amend elements of the Master Plan and Design Guidelines described above in “Applicable Regulations and Commitments.” Considering the 2014 Proposal and associated code and guideline amendments together, the 2014 Proposal retains the overall intent of the CBD-5A zone for a large, intensively developed mixed-use project and would be designed to incorporate pedestrian oriented features and modulation per the design standards.

2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures	2014 Revised Proposal Impacts and Mitigation Measures
applicable to the FEIS Review alternative.	
Aesthetics (2008 FEIS Section 3.3)	
<p>Visual Character</p> <p>2008 FEIS All Alternatives: Under the Proposed Action, No Action, and FEIS Review alternatives total office and commercial square footage in the analysis area would significantly increase, and all alternatives are likely to result in development of larger buildings than currently exist in each area, as well as greater area coverage. This increased coverage will make buildings more visually prominent. This increased visual mass could create a more intensive character along street frontages and may affect pedestrian comfort levels.</p> <p>2008 FEIS Proposed Action: Under the Proposed Action, reduced setbacks increase the visual prominence of buildings and links them to the street and pedestrian traffic. The increased building height would intensify the visual prominence of buildings and may affect pedestrian comfort, depending on design guidelines. Height restrictions on buildings within 100 feet of Peter Kirk Park would be raised above the current limit of 3 stories. The increased visual bulk could adversely affect the park and reduce the current impression of openness.</p> <p>2008 FEIS Review Alternative: includes a building setback and upper-story setbacks along the boundary with Peter Kirk Park, reducing the height and bulk adjacent to the Park. Upper-story setbacks along Central Way would reduce the visual bulk of the property when viewed from the street and from the north. Impacts on visual character are expected to be less than under the Proposed Action.</p>	<p>Visual Character</p> <ul style="list-style-type: none"> ▪ The 2014 Revised Proposal would also increase total office and commercial square footage in the analysis area, in addition to adding residential space, with larger buildings and greater area coverage than currently exist. This proposal has approximately 34 percent less development space than the 2008 Proposal and depending on design, the visual impacts could be similar or reduced. ▪ The 2014 Revised Proposal includes the building height allowed by the Zoning Code (Plate 6), and proposes amended Master Plan and Design Guidelines that continue to promote a pedestrian oriented, cohesively designed development with building modulation. Proposed amendments to the Master Plan and Design Guidelines include revisions to the setbacks, building step backs, and modulation of buildings on the south end of the property, to address appropriate transitions with neighboring properties.

2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures	2014 Revised Proposal Impacts and Mitigation Measures
<p>Views, All Alternatives</p> <ul style="list-style-type: none"> ▪ No impacts to uphill territorial views along Market Street, Kirkland Way, and the waterfront, as well as local views along 3rd Street, Kirkland Avenue, and State Street are expected under the Proposed Action, No Action, and FEIS Review alternatives. ▪ For recreational users of Peter Kirk Park, all three alternatives would change the existing visual foreground through the addition of larger buildings. Although views are expected to change, they are not expected to be significantly affected. ▪ The view of the analysis area by nearby residents and business occupants is typically filtered by buildings and vegetation in the foreground, as the area is highly developed and there are numerous existing large commercial/office buildings adjacent to the analysis area. Additionally, Policy CC-4.5 of the City’s Comprehensive Plan indicates that private views are not protected. ▪ One of the largest viewer groups in the analysis area comprises motorists traveling along local roadways. The overall visual character of the roadway and surrounding area will be consistent with the visual character under existing conditions from the perspective of motorists, as urban development flanking the roadway is already the dominant feature. However, motorists are one of the most impacted viewer groups affected by the changes to views looking southwest towards Downtown and Lake Washington from the intersection of Central Way and 6th Street. The larger visual mass of buildings under all alternatives is expected to block views to portions of the sky visible to the southwest from this intersection. ▪ Construction under all alternatives will create temporary changes in views of the analysis area. Construction activities will introduce heavy equipment into the surrounding public roadways, and residential and commercial properties. Safety and directional signage will also be a visible element. Viewer groups in the analysis area and vicinity may not be accustomed to seeing construction activities and equipment; their sensitivity to such impacts will be expected to be moderate. Since these activities are short term, temporary impacts to viewers are not expected to be significant. 	<p>Views</p> <ul style="list-style-type: none"> ▪ The 2014 Revised Proposal, similar to the 2008 Proposal, would change the existing visual foreground through larger buildings than are presently found onsite, but the proposal has approximately 34 percent less development space than the 2008 Proposal. Depending on design of the Revised Proposal, the view impacts could be similar or reduced compared to the 2008 Proposal. There would likely be fewer large buildings allowing more onsite urban open space. ▪ The 2014 Revised Proposal is expected to have similar or reduced visual impacts to views for residents and motorists, as it is 34 percent smaller than the 2008 Proposal, contains fewer buildings and would have more open space. ▪ Temporary changes would occur during construction similar to the 2008 Proposal.

2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures	2014 Revised Proposal Impacts and Mitigation Measures
<p>Pedestrians and Bicyclists Views</p> <ul style="list-style-type: none"> ▪ 2008 FEIS Proposed Action: New development will be closer to the sidewalk and roadway than currently exists, encroaching on the visual environment of pedestrians and bicyclists. ▪ 2008 FEIS Review alternative: Impacts on views for pedestrians and bicyclists are expected to be similar under the FEIS Review alternative and the Proposed Action. New development would still encroach upon the visual environment; however, increased setbacks of upper floors along Central Way and Peter Kirk Park would lessen the dominance of this encroachment. Provision of a large central open space would also tend to reduce the overall mass and bulk of new development, lessening the visual encroachment of new development. 	<p>Pedestrians and Bicyclists Views</p> <ul style="list-style-type: none"> ▪ Similar to the 2008 Proposal, new development could still encroach on the visual environment. Building heights that are graduated along Central Way and Peter Kirk Park would lessen the encroachment (Zoning Code Plate 6); revised Master Plan and Design Guidelines would direct building design and modulation and include revisions to the setbacks, building step backs, and modulation of buildings on the south end of the property. The required provision of on-site open space will also reduce the overall mass and bulk of new development.
<p>View corridor 1 (from intersection of Central Way and 6th Street)</p> <ul style="list-style-type: none"> ▪ 2008 FEIS Proposed Action: The Proposed Action would allow for development to encroach further into the periphery of View Corridor 1, acting as an imposing visual element on the south side of the view corridor. Existing buildings and vegetation (even during winter months) screen views of the waterfront and Lake Washington along the south side of the view. The portion of the view with the highest visual quality, the view of Lake Washington, would not be affected due to new development. However, the encroachment of activities associated with the Proposed Action would still impact views by blocking view of the sky from this vantage point. ▪ 2008 FEIS Review Alternative: Impacts on View Corridor 1 (southwest view from the intersection of Central Way and 6th Street) are expected to be similar to those under the Proposed Action. New development would encroach into the periphery of the view corridor; however, the effect of an imposing visual element along the south side of the view corridor would be reduced from the Proposed Action by the increased setbacks of upper floors along Central Way. 	<p>View corridor 1 (from intersection of Central Way and 6th Street)</p> <ul style="list-style-type: none"> ▪ No changes are proposed to the maximum height allowed by the CBD-5A zone. Similar to the 2008 Proposal, new development under the Revised Proposal would encroach into the periphery of the view corridor. In addition, the 2014 Revised Proposal is approximately 34 percent smaller than the 2008 Proposal, contains fewer large buildings and more open space. Depending on final design, the visual impacts could be either similar or reduced. Building heights that are graduated along Central Way and Peter Kirk Park would lessen the encroachment (Zoning Code Plate 6). Revised Master Plan and Design Guidelines would direct building design and modulation.

2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures	2014 Revised Proposal Impacts and Mitigation Measures
<p>View Corridor 2 (from intersection of NE 85th Street and Kirkland Way)</p> <ul style="list-style-type: none"> ▪ 2008 FEIS Proposed Action: The development would be a visible middle ground element from this view corridor. However, the elevation of the roadway would place the top of eight-story buildings below the lake and mountains in the line of sight. The new development would blend into the middle ground view below the viewer’s line of sight to the water. During winter, vegetation would filter much of the new development. During summer, existing vegetation would almost entirely screen views of new development. ▪ 2008 FEIS Review Alternative: Impacts on View Corridor 2 (southwest view from the intersection of NE 85th Street and Kirkland Way) are expected to be similar to those under the Proposed Action. 	<p>View Corridor 2 (from intersection of NE 85th Street and Kirkland Way)</p> <ul style="list-style-type: none"> ▪ No changes are proposed to the maximum height allowed by the CBD-5A zone. Because buildings heights are the same for this proposal, impacts are likely to be similar to the 2008 Proposal. Revised Master Plan and Design Guidelines would direct building design and modulation. There would likely be fewer large buildings allowing more onsite urban open space.
<p>Rooftop Appurtenances</p> <ul style="list-style-type: none"> ▪ FEIS Review Alternative: There will be rooftop appurtenances in Area A that exceed the maximum building height in the FEIS Review alternative by up to 16 feet not to exceed 25 percent of the total building rooftop (see Appendix B). Depending on location and actual height of rooftop appurtenances, they may be visible from View Corridor 1. However, existing vegetation already partially obscures middle ground views of the lake in View Corridor 2. Additionally the FEIS Review alternative’s design guidelines (Appendix C) state that rooftop equipment shall be located or screened so as not to be visible from public streets or other public spaces. Thus, the appurtenances would tend to blend into existing vegetation or be partially obscured during the winter and either blend into or be totally obscured in the summer. With this mitigation measure and the amount of existing vegetation, there will be no significant impact from rooftop appurtenances on view corridors. 	<p>Rooftop Appurtenances</p> <ul style="list-style-type: none"> ▪ Impacts and the potential for mitigation measures to reduce impacts would be similar to the 2008 Proposal.
<p>Light and Glare</p> <ul style="list-style-type: none"> ▪ 2008 FEIS All Alternatives: Redevelopment under all three alternatives has the potential to increase ambient light and glare, primarily through the increased presence of exterior building illumination and increased vehicular traffic. ▪ 2008 FEIS Proposed Action: Increased development may increase ambient light and glare through exterior building illumination and increased vehicular traffic. Central Way is already a significant source of ambient light and glare, but 6th Street and the eastern portion of Peter Kirk Park are not, and could be affected by more light. ▪ 2008 FEIS Review Alternative” would have similar impacts to Proposed Action, except reduced impacts on Peter Kirk Park because of the setback. 	<p>Light and Glare</p> <ul style="list-style-type: none"> ▪ The 2014 also has potential to increase ambient light and glare through exterior building illumination and increased vehicular traffic, although the reduced size of the project would likely make the impacts smaller. ▪ The 2014 Revised Proposal, like the 2008 Proposal, would have reduced impacts on Peter Kirk Park because of the required setback. The 2014 Revised Proposal is also approximately 34 percent smaller than the 2008 proposal, and may produce similar or less light and glare depending on uses and design. In addition, proposed amendments to the Master Plan and Design Guidelines include revisions to the setbacks, building step backs, and modulation of buildings on the south end of the property.

2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures	2014 Revised Proposal Impacts and Mitigation Measures
<p>Shading Conditions</p> <ul style="list-style-type: none"> ▪ 2008 FEIS All Alternatives: All alternatives allow for an increase in building heights over existing conditions. As such, all alternatives are likely to generate increased shading conditions on surrounding properties and streets. This increased shading will be most pronounced during winter, when days are shortest, the sun is lowest in the sky, and there are fewer sunny days. During certain winter periods, the portion of Central Way adjacent to Area A could potentially be in perpetual shadow under each alternative. Shading is also anticipated on properties to the north side of Central Way and the eastern portion of Peter Kirk Park. ▪ 2008 FEIS Proposed Action: In Area A, the Proposed Action would result in an increase in shading conditions over the No Action alternative during winter months, when there are a larger number of shady days, as well as summer morning and afternoon hours. As illustrated in Section 3.3, <i>Aesthetics</i>, development in the Parkplace area has the potential to cause significant winter shading impacts on properties to the north side of Central Way, such as an apartment complex on the northwest corner of the 6th Street and Central Way intersection, as well as lesser impacts on properties southeast and east of the area. The Proposed Action would also increase shading of the far eastern portion of Peter Kirk Park during morning hours over the No Action alternative. ▪ 2008 FEIS Review Alternative: The FEIS Review alternative includes rooftop appurtenances that exceed the maximum height studied in the DEIS by up to 16 feet covering less than 25 percent of the rooftop and reductions in building size through building setback requirements. The shading analysis shows impacts on shading conditions under the FEIS Review alternative are anticipated to be less than under the Proposed Action. Noticeably less shading of Central Way and Peter Kirk Park would occur on summer mornings, and parcels north of Central Way would receive slightly less shading in winter (morning and afternoon). Summer morning shading of Central Way and Peter Kirk Park would also be reduced. 	<p>Shading Conditions</p> <ul style="list-style-type: none"> ▪ Similar to the 2008 Proposal, the 2014 Revised Proposal would result in taller buildings than currently exist on site, thus likely generating increased shading conditions on surrounding properties and streets. As the 2014 Revised Proposal is 34 percent smaller than the 2008 Proposal, shading effects could be similar to or less than the 2008 Proposal.
<p>Mitigation: Incorporated Plan Features</p> <ul style="list-style-type: none"> ▪ 2008 FEIS: No incorporated plan mitigation features for the No Action or FEIS Review alternatives, because detailed plans for redevelopment have not yet been developed. 	<p>Mitigation: Incorporated Plan Features</p> <ul style="list-style-type: none"> ▪ The 2014 Revised Proposal would have the potential for similar or less bulk depending on design due to having 34 percent less building area. Revised Master Plan and Design Guidelines would direct building design and modulation, including revisions to the setbacks, building step backs, and modulation of buildings on the south end of the property.

2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures	2014 Revised Proposal Impacts and Mitigation Measures
<p>Mitigation: Applicable Regulations and Commitments</p> <p>2008 FEIS Proposed Action: Development in Area A is required to comply with all applicable urban design principles in the Moss Bay Neighborhood Plan and/or any new design guidelines established by the PAO.</p> <p>2008 FEIS Proposed Action: The following area-specific design guidelines apply:</p> <ul style="list-style-type: none"> ▪ Massing lower near the area perimeter and taller structures in the interior. ▪ Building facades over two stories have stepbacks. ▪ Special attention to the connection to Peter Kirk Park. ▪ Service entrances should not interface with the park ▪ Landscaping and pedestrian linkages. <p>2008 FEIS Review Alternative: Development is required to comply with applicable urban design principles in the Moss Bay Neighborhood Plan</p>	<p>Mitigation: Applicable Regulations and Commitments</p> <ul style="list-style-type: none"> ▪ Similar to the 2008 Proposal, the development would be required to comply with applicable urban design principles in the Moss Bay Neighborhood Plan and the Zoning Code. Revised Master Plan and Design Guidelines would direct building design and modulation.
<p>Mitigation: Other Potential Mitigation Measures</p> <ul style="list-style-type: none"> ▪ The Other Potential Mitigation Measures of the Proposed Action are incorporated into the FEIS Review Alternative. 	<p>Mitigation: Other Potential Mitigation Measures</p> <ul style="list-style-type: none"> ▪ The 2014 Revised Proposal would be subject to the City’s zoning code regarding building heights. Revised Master Plan and Design Guidelines would direct building design and modulation.
Transportation (See Addendum Appendix, unless noted)	
<p>Trip Generation</p> <ul style="list-style-type: none"> ▪ Total AM Peak Hour Trips: 2,056 ▪ Total PM Peak Hour Trips: 3,545 	<p>Trip Generation</p> <ul style="list-style-type: none"> ▪ Total AM Peak Hour Trips: 1,268 ▪ Total PM Peak Hour Trips: 1,680

2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures	2014 Revised Proposal Impacts and Mitigation Measures
<p>TIA Level of Service Impacts</p> <ul style="list-style-type: none"> ▪ Eight intersections are projected to operate at LOS E or LOS F, with committed improvements identified in the 2008 analysis in place. ▪ Additional background growth between the original analysis year of 2014 and the current analysis year of 2022 results in increased delay and lower level of service compared to the 2008 analysis, and the 2008 Proposal would likely require additional mitigation beyond what was identified in the original EIS. ▪ It is noted that three of the off-site intersections projected to operate at LOS F in 2022 under both alternatives—6th Street/Kirkland Avenue, 4th Street/Central Way, and Market Street/15th Avenue NE—are operating at LOS E or LOS F under existing conditions. 	<p>TIA Level of Service Impacts</p> <ul style="list-style-type: none"> ▪ Eight intersections are projected to operate at LOS E or LOS F. ▪ Similar to the 2008 Proposal three of the off-site intersections projected to operate at LOS F in 2022—6th Street/Kirkland Avenue, 4th Street/Central Way, and Market Street/15th Avenue NE—are operating at LOS E or LOS F under existing conditions. ▪ Project-generated trips are expected to exceed the City’s proportionate share threshold of 5% at the following intersections projected to operate at LOS F during one or both peak hours, requiring mitigation: <ul style="list-style-type: none"> ▪ (109) 114th Avenue NE/NE 85th Street ▪ (128) Central Way/5th Avenue (location of proposed additional site driveway that would serve as the site’s main entrance) <p>In general, calculated delay is lower under the 2014 Revised Proposal compared to the 2008 Proposal.</p>
<p>Concurrency V/C Impacts</p> <ul style="list-style-type: none"> ▪ All individual intersections and the subareas other than the Northwest subarea are projected to operate within the City-defined thresholds in 2022 with the City’s existing transportation improvement plan in place. ▪ Under the 2008 Proposal, the projected 2022 average Northwest subarea average of 1.02 would exceed the adopted threshold of 1.01 by 0.01, resulting in a concurrency violation. 	<p>Concurrency V/C Impacts</p> <ul style="list-style-type: none"> ▪ With the 2014 Revised Proposal (Action alternative), the Northwest subarea average V/C is projected to drop by 0.03 compared to the 2008 Proposal, which would put it under the City’s threshold. Therefore, no significant adverse concurrency impacts are projected to result from the Action alternative.

2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures	2014 Revised Proposal Impacts and Mitigation Measures
<p>Parking</p> <ul style="list-style-type: none"> ▪ The 2008 EIS presented parking calculations that supported reducing the required parking through use of shared parking and parking management measures. 	<p>Parking</p> <ul style="list-style-type: none"> ▪ Parking supply within the project site would be subject to Kirkland Zoning Code requirements. The 2014 Proposal proposes no code modifications. ▪ The code allows for shared parking. Shared parking principles could potentially be applied if different uses have peak parking demands that occur during different times of day (e.g. residential parking with peak demand occurring in the evening and office parking with peak demand occurring midday could potentially share some of the same parking supply). ▪ With transportation and parking demand measures in place, a parking reduction could be allowed based on shared parking analysis consistent with the Kirkland Zoning Code. Parking demand analysis indicates that with a conservative approach that would reserve 510 spaces for residential use and 650 spaces for short-term commercial use (3 hours or less), shared parking among other uses would result in a cumulative peak demand of about 2,440 spaces—about 840 fewer spaces than the straight code requirement¹ without shared parking.
<p>Transit</p> <ul style="list-style-type: none"> ▪ Located about one block away from the Kirkland Transit Center, the site is well served by transit. No adverse transit impacts are expected to result. 	<p>Transit</p> <ul style="list-style-type: none"> ▪ Same as 2008 Proposal. No adverse transit impacts are expected to result.
<p>Non-motorized Facilities</p> <ul style="list-style-type: none"> ▪ Non-motorized access and circulation would be subject to City development code, including design guidelines for frontage and non-motorized improvements. With City development code requirements incorporated, no adverse non-motorized impacts are expected to result. 	<p>Non-motorized Facilities</p> <ul style="list-style-type: none"> ▪ Same as 2008 Proposal. With City development code requirements incorporated, and improvements identified through project-level analysis to ensure adequate pedestrian access and circulation at the site, no adverse non-motorized impacts are expected to result.

¹ For residential uses, the City may require guest parking spaces in excess of the required parking spaces, up to a maximum additional 0.5 stall per dwelling unit, if there is inadequate guest parking on the subject property. However, with over 2,700 additional spaces required for other non-residential uses on the site, and low office-generated parking demand during evenings and weekends when demand for residential guest parking would be highest, it is expected that supply to accommodate guest parking would be determined to be adequate without requiring the additional supply per dwelling unit.

2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures	2014 Revised Proposal Impacts and Mitigation Measures
<p>GHG Emissions (2008 EIS Appendix D)</p> <ul style="list-style-type: none"> ▪ Greenhouse gas emissions are expected to increase with increased vehicle traffic. However, trip reduction measures would also have the effect of reducing greenhouse gases. The Proposed Action at an area-specific level generates greater GHG emissions, but when accounting for regional growth the Proposed Action would generate less GHG emissions than the No Action Alternative. 	<p>GHG Emissions</p> <ul style="list-style-type: none"> ▪ The 2014 Revised Proposal would result in less growth at an area-specific level than the 2008 Proposal, and emissions would likely be in the range of the prior 2008 analysis of the alternatives considered. Trip reduction measures would also have the effect of reducing greenhouse gases.
<p>Mitigation: Applicable Regulations and Commitments</p> <ul style="list-style-type: none"> ▪ The analysis presented in this Addendum assumes implementation of the City’s adopted long-range transportation improvement program. Future projects would be required to pay transportation impact fees established under the Concurrency Management System (KMC Chapters 25 and 27) to contribute its share toward citywide transportation improvement projects identified to support growth in development. ▪ Future projects would also be required to adhere to City development code (KMC Chapter 20), including design guidelines for frontage and non-motorized improvements. 	<p>Mitigation: Applicable Regulations and Commitments</p> <ul style="list-style-type: none"> ▪ Same as 2008 Proposal.
<p>Mitigation: Other Potential Mitigation Measures</p> <p>Therefore, future transportation improvement projects that have been defined by the City to support the current adopted land use plan were assumed to be in place for the analysis of future conditions. These include projects that are funded in the City’s current Capital Improvement Program (City of Kirkland 2012b), future planned projects that would be funded with impact fees under the City’s Concurrency Management Program, and developer-funded projects that would need to be completed as a condition of the development projects described in the previous section. See Appendix.</p>	<p>Mitigation: Other Potential Mitigation Measures</p> <ul style="list-style-type: none"> ▪ Transportation demand and parking management is recommended for the Revised Proposal to reduce vehicle trips and parking demand, and to manage parking supply. This could include the measures in Appendix 6.3. The cumulative parking demand estimates for the office use assume that 23% of trips would occur by non-vehicular modes. To encourage use of these other modes, Transportation Management Plan measures are suggested. Other measures regarding reservation of parking for short-term customers and visitors and residential parking are recommended, as well as other measures for monitoring. ▪ Implement capacity improvements identified in Appendix 6.3. These include those identified in the 2008 FEIS as updated in Appendix 6.3. ▪ The following capacity improvements are also identified to mitigate operational impacts that would result from the 2014 Proposal. Note, these improvements were also previously identified to mitigate transportation impacts of the No Action alternative in the 2008 EIS. <ul style="list-style-type: none"> ○ (109) 114th Avenue NE/NE 85th Street – Restripe eastbound right-turn lane to shared thru-right and extend westward. Add second northbound right-turn lane. With projected 2022 conditions, this would improve operation from LOS F to LOS D (average delay 38.6 seconds per vehicle) during the PM peak hour, and from LOS D to LOS C during the AM peak hour.

2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures	2014 Revised Proposal Impacts and Mitigation Measures
	<ul style="list-style-type: none"> ○ (128) Central Way/5th Street – Install a traffic signal and coordinate the timing with the signal at Central Way/6th Street. With projected 2022 conditions, this would improve operation from LOS F to LOS C during both the AM and PM peak hours, with average delays of 26.2 and 31.2 seconds per vehicle, respectively. Although the proportionate share of project-generated trips through (105) Central Way/6th Street does not trigger mitigation, analysis indicates that retiming and coordination of this signal with the Central Way/5th Street signal would improve 2022 operation from LOS E to LOS D during the PM peak hour, and maintain LOS D operation during the AM peak hour. North-south through movement between the site driveway and 5th Street should be prohibited, to discourage cut-through traffic in the neighborhood north of the site. ○ Coordinate signals on streets adjacent to Parkplace site: Central Way between 3rd Street and 6th Street, and 6th Street between Central Way and Kirkland Way. ▪ At intersections #4 (Central Way/Parkplace Driveway), #105 (Central Way/6th Street), and #129 (Central Way/4th Street), the City may require mitigation at these locations to the extent warranted by site access and circulation conditions; further some are included in the Master Plan and Design Guidelines applicable to the property (#105). (described in Table 4-2). As part of project permitting, detailed site-level traffic analysis that reflects the effects of parking garage design, driveway design, other design elements such as signage and parking management measures, would be required to determine the timing and extent to which the following additional improvements would be needed to accommodate site access and circulation for vehicles and pedestrians. If nearer-term conditions do not warrant improvement at some or all of these locations, the City should require that redevelopment on the site be designed to leave the space needed to accommodate the identified improvements in case they are warranted in the future. <p>The following improvement is identified to improve access and safety for pedestrians entering and exiting the site to and from the south.</p> <ul style="list-style-type: none"> ▪ (7) Parkplace Driveway/Kirkland Way – Improve the internal roadway to include a sidewalk or pathway on one or both sides.

2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures	2014 Revised Proposal Impacts and Mitigation Measures
Public Services (2008 FEIS Section 3.5, MRM SEIS Section 3.6)	
Police	
<p>Impacts Common to All Alternatives</p> <ul style="list-style-type: none"> During construction phases of development under the Proposed Action, No Action, and FEIS Review alternatives, construction activity may affect the response time of emergency vehicles. 	<p>Impacts Common to All Alternatives</p> <ul style="list-style-type: none"> Similar to the 2008 Proposal, construction activity for the 2014 Revised Proposal may affect response time.
<ul style="list-style-type: none"> Under the Proposed Action, growth in retail and commercial establishments may result in increased shoplifting and fraud crimes at a rate similar to other City retail businesses. Under the Proposed Action, greater increases in vehicular and pedestrian traffic may result in a need for additional traffic enforcement over No Action. 	<ul style="list-style-type: none"> The 2014 Revised Proposal has less growth in commercial businesses than the 2008 Proposal, 81,850 square feet of new commercial versus 449,550 square feet of new commercial. This reduction in new commercial space would likely mean less shoplifting and fraud crimes than the 2008 Proposal. Because the 2014 Revised Proposal is smaller than the 2008 proposal, any increases in vehicular and pedestrian traffic would likely be smaller. Total PM peak hour trips are estimated to be 1,680 for the 2014 Revised Proposal versus 3,545 PM peak hour trips for the 2008 Proposal.
<p>New Police Calls for Service</p> <p>Two methodologies for estimating calls for police service were used in the 2014 FEIS for the MRM Private Amendment Request: Total Population method and Representative Development method. These are explained below and applied to the 2008 FEIS Review Alternative and the 2014 Revised Proposal.</p> <p>1.) Total Service Population Method: This method evaluates potential demand for police service based on total logged calls for service and the total population served, which includes both residents and employees. The MRM FEIS estimated a ratio of calls for police service per capita (resident or employee) per year based on Kirkland's total population served and logged calls for service. The ratio is 0.24 calls per capita (resident or employee).</p> <ul style="list-style-type: none"> The 2008 Proposal generated 5,318 total new employees and zero new residents. Multiplied by the 0.24 factor, the 2008 Proposal would have generated 1,287 new calls for service. Multiplied by the Police Department's estimate of one officer per 1,500 calls, this proposal would have generated demand for 0.86 new police officers. <p>2.) Representative Development Method: This method is based on call volume rates for different development types, based on logged calls for service at representative developments in the Parkplace vicinity. Based on this method, between 2010 and 2012 there were: 0.0125 calls per office employee per year; 0.165 calls per resident per year; and 0.75 calls per retail employee per year (a rate developed for the Parkplace analysis in 2008).</p> <ul style="list-style-type: none"> 2008 Proposal: This proposal would have produced an estimated 4,419 new office 	<p>New Police Calls for Service</p> <p>1.) Total Service Population Method</p> <ul style="list-style-type: none"> The 2014 Revised Proposal would generate 2,383 new employees and 513 new residents, for a total service population of 2,896 people. Multiplied by the 0.24 rate provides an estimated 701 new calls for service. At one officer per 1,500 calls, that provides demand for 0.47 new police officers. <p>2.) Representative Development Method</p> <ul style="list-style-type: none"> The 2014 Revised Proposal would generate an estimated 2,219 new office employees, 164 new retail employees, and 513 new residents. Using this methodology, the new employees and residents would generate an estimated 235 new calls for police service each year, which would require an additional 0.16 new police officers. <p>In Summary:</p> <ul style="list-style-type: none"> The 2014 Revised Proposal would generate between 235 and 701 new calls for service, requiring 0.16 to 0.47 new police officers. As such, the new proposal clearly has less impact on police services than the 2008 proposal.

2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures	2014 Revised Proposal Impacts and Mitigation Measures
<p>employees, 899 new retail employees, and 0 new residents. Using this methodology, these new employees would have generated an estimated 730 new calls for police service each year, which at 1,500 calls per officer would require 0.49 new police officers.</p> <p>In Summary:</p> <ul style="list-style-type: none"> ▪ The 2008 Proposal would have generated between 730 and 1,287 new calls for police service (depending on methodology used), requiring 0.49 to 0.86 new police officers. 	
<p>Mitigation: Incorporated Plan Features</p> <ul style="list-style-type: none"> ▪ Under the 2008 FEIS, no new or additional mitigation measures for police, fire, or emergency medical services would be required under the FEIS Review Alternative. 	<p>Incorporated Plan Features</p> <ul style="list-style-type: none"> ▪ None.
<p>Mitigation: Applicable Regulations and Commitments</p> <ul style="list-style-type: none"> ▪ The 2008 FEIS listed no applicable regulations or commitments for police under the Proposed Action alternative and FEIS Review Alternative. 	<p>Applicable Regulations and Commitments</p> <ul style="list-style-type: none"> ▪ None.
<p>Mitigation: Other Potential Mitigation Measures</p> <ul style="list-style-type: none"> ▪ Revenue from increased retail activity and property values could help offset additional expenditures for providing additional officers and responses to incidents. ▪ Providing on-site security services, including video surveillance, may reduce the increased need for police response to the area. ▪ Security-sensitive building and landscape design, such as moderate height and density border shrubs, could reduce certain types of crimes, such as auto and store-front break-ins. 	<p>Other Potential Mitigation Measures</p> <ul style="list-style-type: none"> ▪ All mitigation measures from the 2008 Proposal would apply to the 2014 Revised Proposal. ▪ In addition, the new multifamily residential development could lead to more pedestrian activation on the site and more “eyes on the street” at more times of day, potentially reducing crime and police needs.
Fire and Emergency Medical Services (EMS)	
<p>Impacts Common to All Alternatives</p> <ul style="list-style-type: none"> ▪ Under all alternatives, construction activity may affect the response time of emergency vehicles during the construction period. ▪ Under all alternatives, future development and the commensurate increase in jobs and customers may result in an ongoing increase in the Fire Department’s call load (including calls for emergency service and medical response). Future traffic growth may also impact the response time of emergency vehicles. ▪ The number of small fires and automatic fire alarm calls is expected to increase under all alternatives. 	<p>Impacts Common to All Alternatives</p> <ul style="list-style-type: none"> ▪ Impacts under the 2014 Revised Proposal would be similar to the 2008 Proposal. With a lower growth than the 2008 Proposal, future calls and traffic are anticipated to be slightly less.

2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures	2014 Revised Proposal Impacts and Mitigation Measures
<ul style="list-style-type: none"> ▪ 2008 FEIS: The Touchstone Proposal would increase the number of customers and employees in the area (5,318 new employees), resulting in more calls and the need for more firefighters. ▪ The increase in staff needed for the 2008 proposal was estimated at eight FTE firefighters and three FTE EMS firefighters. [2008 DEIS 3.5-15.] This increase was calculated based on both the increased number of employees and the increased building heights (up to eight stories), which were not assumed in the City’s fire incident response for this area. The additional employees and new heights would require one additional firefighter for the first two engine companies likely to respond to calls; for all shifts 24 hours/day, 7 days a week, this equals eight firefighters. 	<p>2014 Revised Proposal:</p> <ul style="list-style-type: none"> ▪ The 2014 Revised Proposal would generate fewer new employees than the 2008 Proposal (2,383 compared to 5,318), would add up to 513 new residents (compared to zero for the 2008 Proposal), and would maintain the same building height as the 2008 Proposal (eight stories). ▪ The Kirkland Fire Department has indicated that the 2014 Revised Proposal would require adding six firefighters. This includes: <ul style="list-style-type: none"> ▪ One new position at Station 22, in order to allow a secondary medical response from that station and to increase the firefighters on a fire response. To fill 24/7 staffing, this requires hiring a total of five new positions. ▪ One position for the Fire Prevention Bureau. The Bureau, which is required to complete yearly safety inspections for all buildings, is currently at maximum capacity and would require another staff person because of the size of the 2014 Revised Proposal.
<p>Mitigation: Incorporated Plan Features</p> <ul style="list-style-type: none"> ▪ Under the 2008 FEIS, no new or additional mitigation measures for police, fire, or emergency medical services would be required under the Proposed Action or FEIS Review Alternative. 	<p>Incorporated Plan Features</p> <ul style="list-style-type: none"> ▪ None.
<p>Mitigation: Applicable Regulations and Commitments</p> <ul style="list-style-type: none"> ▪ 2008 FEIS: Sprinkler systems would be required for all new buildings. In addition, redevelopment would be required to install sprinkler systems when new square footage exceeded 25 percent of the original building square footage or when more than 5,000 square feet was added. All revenue from permit fees could be dedicated to providing the necessary plan review and fire inspection services to those areas. ▪ MRM DSEIS (p 3-123): Under the Kirkland Municipal Code, fire extinguishing systems are required for all new buildings with a gross floor area greater than 5,000 square feet (KMC 21.33.040). 	<p>Applicable Regulations and Commitments</p> <ul style="list-style-type: none"> ▪ The 2014 Revised Proposal is subject to the same requirements as the 2008 Proposal for sprinkler systems for new buildings and new square footage. ▪ 2014 Revised Proposal would have to follow the Kirkland Municipal Code 21.33.040 requirements for fire extinguishing systems.
<p>Mitigation: Other Potential Mitigation Measures</p> <ul style="list-style-type: none"> ▪ 2008 FEIS: Conditions as part of development approval could ensure that the needed additional firefighters are provided. ▪ 2008 FEIS: Development could include a staffed medical aid station serving employees and customers. ▪ 2008 FEIS: Increased tax revenues from increased retail activity and increases in property values could address some of the additional costs to the Fire Department. 	<p>Other Potential Mitigation Measures</p> <ul style="list-style-type: none"> ▪ Firefighters Staffing: This mitigation is still applicable to the 2014 Revised Proposal. As noted under “Impacts,” the additional firefighters required for the 2014 Revised Proposal would be six. ▪ Medical Aid Station: This mitigation is still applicable. ▪ Tax Revenues: This mitigation is still applicable.

2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures	2014 Revised Proposal Impacts and Mitigation Measures
<i>Parks and Recreation</i>	
<p>Employee demand for Peter Kirk Park</p> <ul style="list-style-type: none"> 2008 FEIS: Under the Proposed Action and FEIS Review Alternative. Peter Kirk Park, adjacent to the Parkplace site, would experience increased demand on its facilities. Greater numbers of employees using the park and park facilities (during their lunch hour and before and after work) will create additional demand for park furniture and equipment. There will be more pedestrians traveling across the park to Downtown and more pedestrians travelling from Downtown across the park to the site, which may result in the need for improved and/or additional pedestrian connections. Use of existing neighborhood park facilities may also intensify. 	<p>Employee demand for Peter Kirk Park</p> <ul style="list-style-type: none"> The 2014 Revised Proposal has a smaller number of employees than the 2008 Proposal (2,383 rather than 5,318). The reduction in employees would likely lead to a smaller increase in park demand during weekdays and a smaller demand for improved pedestrian connections. (See below for residential park demand.)
<p>Maintenance</p> <ul style="list-style-type: none"> Increased use of Peter Kirk Park under the Proposed Action will result in a greater need for maintenance and a greater demand for public amenities such as restrooms; there may be a need for additional staff to provide such maintenance. 	<p>Maintenance</p> <ul style="list-style-type: none"> As noted above and below, the 2014 Revised Proposal will result in 55 percent fewer new employees than the 2008 proposal, and will add 513 new residents. This would likely result in a smaller increase in demands for maintenance and public amenities.
<p>Recreation Demand</p> <ul style="list-style-type: none"> 2008 FEIS: The increased demand for adult lap swims at Peter Kirk Pool may increase due to the increase in daytime population in the neighborhood. Other recreational programs may see increased enrollment as well as the greater number of employees in the Moss Bay neighborhood participate in programs. The revenue from fees for enrollment may help offset costs of providing these recreational services. MRM FSEIS: This study analyzed the impact of up to 1,011 new residents at the Parkplace site and adjacent areas, creating a larger impact on recreation facilities than the 2014 Revised Proposal, with 513 new residents. 	<p>Recreation Demand</p> <ul style="list-style-type: none"> The 2014 Revised Proposal would result in 55 percent fewer new employees at Parkplace but would add 513 more residents. As such, the increase in demand for recreation programs would likely be smaller than the 2008 proposal on weekdays, but could be higher on weeknights and weekends, due to the residential component.

2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures	2014 Revised Proposal Impacts and Mitigation Measures
<p>Residential Demand The City has adopted the following Level of Service standards for several park and recreation facilities in its Comprehensive Plan:</p> <ul style="list-style-type: none"> ▪ Neighborhood parks: 2.1 acres/1,000 persons ▪ Community parks: 2.1 acres/1,000 persons ▪ Nature parks: 5.7 acres/1,000 persons ▪ Indoor recreation (non-athletic): 700 square feet/1,000 persons ▪ Indoor (athletic) recreation space: 500 square feet./1,000 persons ▪ Bicycle facilities: 46.2 miles ▪ Pedestrian facilities: 118 miles <p>2008 FEIS: This proposal did not include a residential development component. MRM FSEIS: This study analyzed several development alternatives at and near Parkplace that would have generated between 494 and 1,011 new residents. Alternative 2A with a nearly similar residential proposal to the 2014 Revised Proposal was found to generate the following park demand:</p> <ul style="list-style-type: none"> ▪ 1.0 acres of neighborhood parks; ▪ 1.0 acres of community parks; ▪ 2.8 acres of nature parks; ▪ 347 square feet of indoor recreation (non-athletic) space; and ▪ 248 square feet of indoor athletic recreation space. <p>Alternative 2C, a cumulative residential proposal of the CBD-5 zone, which would have generated 591 new residents, was found to generate the following additional demand for park and recreation facilities:</p> <ul style="list-style-type: none"> ▪ 2.1 acres of neighborhood parks; ▪ 2.1 acres of community parks; ▪ 5.8 acres of nature parks; ▪ 709 square feet of indoor recreation (non-athletic) space; and ▪ 506 square feet of indoor athletic recreation space. 	<p>Residential Demand The 2014 Revised Proposal would result in an estimated 513 new residents at Parkplace. This would result in the following additional demand for park and recreation facilities based on Comprehensive Plan standards:</p> <ul style="list-style-type: none"> ▪ 1.1 acres of neighborhood parks; ▪ 1.1 acres of community parks; ▪ 2.9 acres of nature parks; ▪ 359 square feet of indoor recreation (non-athletic) space; and ▪ 257 square feet of indoor athletic recreation space. <p>The new residential demand for park and recreation space generated by the 2014 Revised Proposal is similar to the MRM SEIS Alternative 2A and smaller than that generated by the MRM 2C Alternative.</p>
<p>Mitigation: Incorporated Plan Features</p> <ul style="list-style-type: none"> ▪ The 2008 FEIS does not list any incorporated plan features. 	<p>Incorporated Plan Features</p> <ul style="list-style-type: none"> ▪ None.

2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures	2014 Revised Proposal Impacts and Mitigation Measures
<p>Mitigation: Applicable Regulations and Commitments</p> <ul style="list-style-type: none"> ▪ 2008 FEIS: Because residential development was not a key element of the proposed action, level of service standards would not be exceeded. But if residential development was proposed, it would be subject to park impact fees. ▪ The 2008 FEIS found that more employees may enroll in City programs and use City facilities, but these costs may be offset by program fee revenue. Possible mitigation measures from the Comprehensive Plan include joint use of facilities (Policy PS-3.4) and working with the developers to incorporate pedestrian and bicycle routes to Downtown (Policy PR-1.2). ▪ 2008 FEIS Proposed Action: As a condition of development approval, the City could require that development be physically integrated both in site and building design and that area designs include installation of pedestrian linkages consistent with major pedestrian routes shown in the Downtown Plan chapter of the Comprehensive Plan consistent with CBD 5 zone requirements. ▪ MRM FSEIS: New development is subject to collection of park impact fees under Chapter 27.06 of the Kirkland Municipal Code. Park impact fees are used to maintain existing parks and recreation facilities, as well as to acquire new facilities. 	<p>Mitigation: Applicable Regulations and Commitments</p> <ul style="list-style-type: none"> ▪ The 2014 Revised Proposal has the potential to generate employees paying program fees similar to the 2008 Proposal. ▪ The 2014 Revised Proposal is subject to design guidelines and other measures which would integrate the site and include installation of pedestrian linkages. ▪ The 2014 Revised Proposal is subject to park impact fees.
<p>Mitigation: Other Potential Mitigation Measures</p> <ul style="list-style-type: none"> ▪ 2008 FEIS: New property tax and sales tax revenue from the development will help fund park and recreational services and maintenance. ▪ 2008 FEIS: Development conditions could emphasize connections between Peter Kirk Park and the Touchstone site in design of the buildings and landscaping. The FEIS Review Alternative contains the same mitigation measures as discussed under the Proposed Action. ▪ MRM FSEIS: As a condition of permit approval in the CBD-5 zone, the City could require the provision of some amount of on-site open space to reduce demand at Peter Kirk Park and other surrounding recreational facilities. 	<p>Mitigation: Other Potential Mitigation Measures</p> <ul style="list-style-type: none"> ▪ The 2014 Revised Proposal would be significantly reduced in size compared with the 2008 Proposal. However, similar to the 2008 Proposal, there is potential for property and sales tax to help fund park and recreational services and maintenance. ▪ The 2014 Revised Proposal is subject to City of Kirkland design guidelines and other measures that require connections between Peter Kirk Park and the Parkplace site. ▪ Through Design Review and application of the amended Master Plan and Design Guidelines the City will require onsite open space suited to a mixed use, urban environment.

2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures	2014 Revised Proposal Impacts and Mitigation Measures
Schools	
<ul style="list-style-type: none"> ▪ 2008 FEIS: No residential developed was proposed, therefore no growth was projected in Lake Washington School District population. ▪ MRM FSEIS: Alternative 2A would generate an estimated 289 new dwelling units and Alternative 2C would generate an estimated 591 new dwelling units. The Lake Washington School District student generation rates per multifamily dwelling unit are: 0.049 elementary students, 0.014 middle school students, 0.016 high school students. <ul style="list-style-type: none"> ○ Alternative 2A is estimated to result in an additional 14.2 elementary students, 4.0 middle school students, and 4.6 high school students. ○ Alternative 2C is estimated to result in an additional 29 elementary students, 8.3 middle school students, and 9.5 high school students. 	<ul style="list-style-type: none"> ▪ The 2014 Revised Proposal would add up to 300 multifamily units. The Lake Washington School District’s 2014-2019 Capital Facilities Plan provides new student generation rates. The updated rates per multifamily dwelling unit are: 0.055 elementary students, 0.017 middle school students, and 0.012 high school students. At these rates, the 2014 Revised Proposal would add 16.5 elementary students, 5.1 middle school students, and 3.6 high school students. This is in the range of the MRM SEIS alternatives, and as with that analysis shows de minimus impacts.
<p>Mitigation: Incorporated Plan Features</p> <ul style="list-style-type: none"> ▪ 2008 FEIS and MRM FSEIS: None. 	<p>Incorporated Plan Features</p> <ul style="list-style-type: none"> ▪ None.
<p>Mitigation: Applicable Regulations and Commitments</p> <ul style="list-style-type: none"> ▪ MRM FSEIS: Chapter 27.08 of the Kirkland Municipal Code requires school impact fees on new development, collected by the City on behalf of Lake Washington School District. 	<p>Applicable Regulations and Commitments</p> <ul style="list-style-type: none"> ▪ 2014 Revised Proposal: Chapter 27.08 of the Kirkland Municipal Code requires school impact fees on new residential development in the city. As amended by Ordinance 4470 on December 9, 2014, the fee for multifamily development is \$745 per dwelling unit.
<p>Mitigation: Other Potential Mitigation Measures</p> <ul style="list-style-type: none"> ▪ 2008 FEIS: As the Lake Washington School District grows, there will be additional pressure on schools. To meet the needs from residential growth, the District can move relocatable classrooms, make boundary changes for school attendance, and build or modernize facilities. 	<p>Other Potential Mitigation Measures</p> <ul style="list-style-type: none"> ▪ Similar to the 2008 FEIS, the Lake Washington School District can move relocatable classrooms, make boundary changes for school attendance, and build or modernize facilities to meet the needs from residential growth.

2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures	2014 Revised Proposal Impacts and Mitigation Measures
Utilities (See Addendum Appendix)	
Water (See Addendum Appendix)	
<p>Demand Analysis</p> <ul style="list-style-type: none"> ▪ 2008 FEIS: Based on the amount of additional office and commercial square footage, fire flow requirements were estimated to increase from 3,500 gallons per minute (gpm) for 3 hours to 4,000 gpm for 4 hours. ▪ 2008 FEIS: Average day water demand was estimated to increase from an existing demand of 39 gpm to approximately 249 gpm. ▪ The above analysis is confirmed in the Addendum Appendix. 	<p>Demand Analysis</p> <p>The Appendix contains an extensive analysis of the impacts of the 2014 Revised Proposal on water. A summary of that analysis is presented below and compared with the 2008 FEIS.</p> <ul style="list-style-type: none"> ▪ Under the 2014 Revised Proposal, fire flow requirements are estimated to be 4,000 gpm for four hours, the same as the 2008 proposal. ▪ Under the 2014 Revised Proposal, average day demand is estimated to be 139 gpm, a reduction of 110 gpm from the 2008 proposal. This is based on the breakdown of proposed land uses and assumes average day demand of 20 gpd per 100 sq ft for office/retail and 83 gpd per multifamily unit for residential.
<p>Hydraulic Analysis</p> <ul style="list-style-type: none"> ▪ Planned improvements were identified as Segment A in the 2008 analyses letter report and include the following: Replace the existing on-site 8-inch water main with new 12-inch water main. Replace the existing connections on the north side of the site, crossing Central Way west of 5th Street, and on the east side of the site crossing 6th Street south of 4th Avenue with 12-inch water main. Construct a new 12-inch connection at the south side of the site so that a looped connection is created to connect the proposed on-site 12-inch main to the existing 8-inch and 12-inch water mains in Kirkland Way. ▪ With planned improvements, service pressures will be well above the Washington State Department of Health’s minimum allowable pressure of 30 pounds per square inch (psi). The 4,000 gpm fire flow requirement could be met on-site with the improvements, except at location J-1398 where fire flow availability is slightly less than the 4,000 gpm requirement. 	<p>Hydraulic Analysis</p> <ul style="list-style-type: none"> ▪ Service pressures remain the same with the 2014 Revised Proposal as with the 2008 Proposal. In addition, the available fire flow would increase slightly due to the decrease in demand; the 4,000 gpm fire flow requirement could be met on site with the 2008 Proposal improvements. ▪ Because it appears the 2014 Revised Proposal conceptual plan would place a parking garage where the 2008 Proposal improvements were proposed, a modified water improvement plan was prepared and is detailed in the Appendix. The results of the 2014 Revised Proposal analyses with the modified improvements indicates that the planning-level fire flow requirement can be met on-site if the modified improvements are constructed instead of the 2008 Proposal improvements. ▪ In order for adequate fire flow to be provided to the structures on the east side of the site, fire hydrants should be installed on the new 12-inch water main in 6th Street to replace the hydrants that were available from the 6th Street connection water main (i.e., fire flow from J-1400 instead of J-1396 and J-1392).
<p>Water Supply Evaluation</p> <ul style="list-style-type: none"> ▪ With the 2008 Proposal, the City would have a surplus in water supply of 5,002 gpm. 	<p>Water Supply Evaluation</p> <ul style="list-style-type: none"> ▪ Under the 2014 Revised Proposal, the City will have approximately 5,246 gpm of excess supply capacity based on year 2035. The 2014 Revised Proposal results in slightly more excess supply due to the overall smaller proposal.

2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures	2014 Revised Proposal Impacts and Mitigation Measures
<p>Storage Analysis</p> <ul style="list-style-type: none"> The City will have approximately 1.43 million gallons of excess storage capacity in 2035. 	<p>Storage Analysis</p> <ul style="list-style-type: none"> Under the 2014 Revised Proposal, the City will have approximately 1.52 million gallons of excess storage capacity in 2035, a greater excess in storage due to the overall smaller proposal.
<p>Mitigation: Incorporated Plan Features</p> <ul style="list-style-type: none"> 2008 FEIS: No incorporated mitigation measures were proposed. 2014 MRM FSEIS: No incorporated plan features proposed. 	<p>Mitigation: Incorporated Plan Features</p> <ul style="list-style-type: none"> None.
<p>Mitigation: Applicable Regulations and Commitments</p> <ul style="list-style-type: none"> 2008 FEIS: Utility improvement costs are the responsibility of the applicant; however, the amount is dependent on a number of variables, including timing and funding of planned capital improvements, and participation of other developers. MRM FSEIS: Pursuant to City Code, utility improvement costs associated with development projects are generally the responsibility of the developer, though the precise amount is dependent on a variety of factors, including timing and funding of planned capital improvements. Other: Consistency with the City's Water System Plan would be required. 	<p>Mitigation: Applicable Regulations and Commitments</p> <ul style="list-style-type: none"> Applicable regulations and commitments are the same as with 2008 Proposal. Consistency with the Water System Plan has been evaluated as per the Appendix.
<p>Mitigation: Other Mitigation Measures</p> <ul style="list-style-type: none"> The 2008 Kirkland Parkplace hydraulic analyses identified proposed improvements to meet the future fire flow needs of the Kirkland Parkplace site. The improvements included an on-site 12-inch loop with connections at Central Way, 6th Street, and Kirkland Way. The improvements had the capacity to convey the 4,000 gpm fire flow requirement and the 2008 Proposal demands. 	<p>Mitigation: Other Mitigation Measures</p> <ul style="list-style-type: none"> The improvements for the 2008 Proposal were tested with the 2014 Revised Proposal and the proposed improvements also have the capacity to convey the 4,000 gpm fire flow requirement and the 2014 Proposed Action Alternative demands, which are lower than the 2008 Proposal. The current conceptual plan for the Revised Proposal includes a parking garage near 6th Street where a water main connection was proposed. Therefore, the proposed improvements were analyzed without the connection to 6th Street to determine if the 4,000 gpm fire flow requirement and 2014 Revised Proposal demands could be met with connections at Central Way and Kirkland Way. The results indicated that the connection at Central Way would need to be 16-inch-diameter pipe and the 16-inch water main would need to be extended towards the parking garage if a hydrant was necessary on the west side of the parking garage and south to the connection in Kirkland Way. The water main connection in Kirkland Way can remain 12-inch-diameter pipe. In addition, fire hydrants would be necessary on 6th Street to properly service the buildings on the east side of the Kirkland Parkplace site. During the development review phase, fire flow analyses shall be performed for the actual fire hydrant locations to verify the proposed water main sizing.

2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures	2014 Revised Proposal Impacts and Mitigation Measures
Sewer (See Addendum Appendix)	
<p>Sanitary Sewer Flows</p> <ul style="list-style-type: none"> ▪ 2008 FEIS: Projected sanitary flow for the proposal was found to be 420 gpm. ▪ The Addendum analysis shows a similar result estimating 417 gpm. 	<p>Sanitary Sewer Flows</p> <ul style="list-style-type: none"> ▪ Two flow projections were used to estimate sanitary sewage flow projection for the 2014 Revised Proposal. The first analysis found a projection of 430 gallons per minute. The second analysis found a peak sanitary flow of 371 gallons per minute. ▪ The flow rates from the proposed Parkplace development would represent an increase compared to the existing flows. The 2014 Revised Proposal flow rates would also represent a slight increase over the 2008 Proposal due to the revised mix of uses. However, the downstream 24-inch diameter sewer trunk would need to be upsized regardless of the future development at Parkplace (i.e. the pipe upsizing need is not caused by Parkplace), due to the other tributary sewage flows within the basin. The Parkplace redevelopment would contribute to increased flow rates through the undersized pipe, but would not be the primary cause of the capacity issues.
<p>Mitigation: Incorporated Plan Features</p> <ul style="list-style-type: none"> ▪ 2008 FEIS: No incorporated mitigation measures were proposed. 	<p>Mitigation: Incorporated Plan Features</p> <ul style="list-style-type: none"> ▪ None.
<p>Mitigation: Applicable Regulations and Commitments</p> <ul style="list-style-type: none"> ▪ 2008 FEIS: Utility improvement costs are the responsibility of the applicant, however, the amount is dependent on a number of variables, including timing and funding of planned capital improvements, and participation of other developers. ▪ 2008 FEIS: King County Wastewater Treatment Division is in the process of designing upgrades to the sewer system that would provide sufficient capacity for projected Year 2022 flows. Upsizing of the 3rd Street sewer from 24 inches to 48 inches would eliminate the observed surcharging. While the planned upgrades to the pump station and force main are not specifically designed to accommodate the Proposed Action, engineering analysis indicates that the increase in flows between the No Action and Proposed Action is minor and would not significantly impact the system. 	<p>Mitigation: Applicable Regulations and Commitments</p> <ul style="list-style-type: none"> ▪ Same as 2008 Proposal regarding responsibilities. ▪ Since the time of the 2008 Proposal, the King County improvements have been installed. The results and remaining improvement recommendations are addressed below.

2008 Proposal Impacts, Related MRM SEIS Analysis, and Mitigation Measures	2014 Revised Proposal Impacts and Mitigation Measures
<p>Mitigation: Other Mitigation Measures</p> <ul style="list-style-type: none"> ▪ 2008 FEIS: While King County’s upgrades to the Kirkland Pump Station and force main, as well as the upsizing of the 3rd Street sewer, would provide sufficient capacity for No Action flows, the City will coordinate with the King County Wastewater Division regarding final design details of these improvements to ensure that Proposed Action flows can be accommodated. The City will coordinate with King County on the projected flows that would be generated by redevelopment in these areas so that the county can inform its facility planning department and incorporate projected flows into planning efforts. If final design does not include the necessary improvements to convey projected flows, a detailed backwater analysis could be performed to evaluate the severity of surcharging in the 3rd Street sewer and identify corrective measures. 	<p>Mitigation: Other Mitigation Measures</p> <ul style="list-style-type: none"> ▪ The prior Parkplace analysis also showed surcharging in the sewer on 3rd Street between Central Avenue and the Kirkland Lift Station. This has been eliminated through the construction of the 48-inch diameter sewer. A project to expand the lift station and upsize the force main to convey a peak flow rate of approximately 9.3 million gallons per day of sewage was completed in the spring of 2014. This should provide sufficient downstream capacity for future flows from the projected redevelopment under all alternatives. ▪ Based on results of this analysis, the recommended downstream improvements include upsizing the existing 24-inch pipe at the intersection of Central Way and 3rd Street to 48-inch diameter pipe. This is consistent with the improvements immediately downstream already installed by KC for the Kirkland Lift Station, and is consistent with prior recommendations for this portion of the sewer system. This section of pipe installation would involve a crossing perpendicular to multiple lanes of Central Way, and may contain utility conflicts. The pipe upsizing could potentially be reduced to 30-inches, to avoid conflicts; however, this would need to be verified with a backwater analysis, and may involve some surcharging.

Table 4-2. Summary Comparison of Transportation Mitigation

ID	Location	Improvement	No Action ¹			Proposed Action ¹			FEIS Review ¹			2014 Revised Proposal
			2014 TIA	2014 Conc	2022 Conc	2014 TIA	2014 Conc	2022 Conc	2014 TIA	2014 Conc	2022 Conc	2022 TIA or Circulation Requirement
4	Central Way/Parkplace Driveway	Install Signal and manage coordination with the intersection of Central Way/4 th Street.	X			X			X			X ⁽²⁾⁽⁶⁾
7	Parkplace Driveway/Kirkland Way	Improve the internal roadway to include a sidewalk or pathway on one or both sides.										X ⁽⁷⁾
101	Lake Washington Boulevard/NE 38 th 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)			X			X			X	
105 110	Central Way/6 th Street 4 th Avenue/6 th Street	Construct dual westbound left turn lane. Add second southbound receiving lane on 6 th Street between Central Way and 4 th Avenue, which would serve as a southbound right-turn lane into the site. Modify signal to provide westbound left/northbound right overlap phase.				X		X	X		X	X ⁽²⁾⁽⁶⁾
109	NE 85 th Street/114 th Avenue NE	Restripe eastbound right-turn lane to shared thru-right, and extend lane westward. Add second northbound right-turn lane.	X		X	X	X	X	X	X	X	X

ID	Location	Improvement	No Action ¹			Proposed Action ¹			FEIS Review ¹			2014 Revised Proposal
			2014 TIA	2014 Conc	2022 Conc	2014 TIA	2014 Conc	2022 Conc	2014 TIA	2014 Conc	2022 Conc	2022 TIA or Circulation Requirement
110	6 th Street/4 th Avenue	Dual eastbound left turn, with widening on 6th Street				X			X			
112	Kirkland Way/6 th Street	Install signal.				X			X			X ⁽³⁾
128	Central Way/5 th Street	Install a traffic signal. North-south through movement between the site driveway and 5th Street should be prohibited to discourage cut-through traffic in the neighborhood north of the site.				X			X			X ⁽⁶⁾
129	Central Way/4 th Street	Extend two-way-left-turn by moving crosswalk to Parkplace Signal at the current site driveway	X			X			X			X ⁽²⁾⁽⁶⁾
169	6 th Street/7 th Avenue	Add left turn lanes on northbound and southbound approaches				X						
169	6 th Street/7 th Avenue	Add northbound approach left turn lane							X			
202	100 th Avenue NE/NE 124 th 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. ⁴						X			X	

ID	Location	Improvement	No Action ¹			Proposed Action ¹			FEIS Review ¹			2014 Revised Proposal
			2014 TIA	2014 Conc	2022 Conc	2014 TIA	2014 Conc	2022 Conc	2014 TIA	2014 Conc	2022 Conc	2022 TIA or Circulation Requirement
204	116 th Way NE/NE 132 nd Street	Reconfigure the intersection based on the 132nd Street Study and new I-405 northbound on-ramp			X			X			X	
211	Market Street/15 th Avenue	Install signal.				X						

ID	Location	Improvement	No Action ¹			Proposed Action ¹			FEIS Review ¹			2014 Revised Proposal
			2014 TIA	2014 Conc	2022 Conc	2014 TIA	2014 Conc	2022 Conc	2014 TIA	2014 Conc	2022 Conc	2022 TIA or Circulation Requirement
211	Market Street/15 th Avenue	Install signal at this location or at 7 th Avenue.							X			
304	NE 132 nd Street/124 th Street	Construct eastbound dual left turn lane, based on the 132nd Street Study			X					X		
316	Totem Lake Boulevard/NE 132 nd Street	Reconfigure the intersection based on the 132nd Street Study and new I-405 northbound on-ramp			X					X		
402	NE 85 th Street/124 th Avenue NE ⁵	Add northbound right-turn-only pocket				X						
402	NE 85 th Street/124 th Avenue NE ⁵	Provide corridor improvements such as traffic signal interconnect							X			

¹TIA = Traffic Impact Analysis; Conc = Concurrency

²With reduced trips generated by the 2014 Revised Proposal compared to the previous Proposed Action, and with mitigation at Central Way/5th Street, the Revised Proposal is not projected to exceed TIA mitigation thresholds at intersections #4 (Central Way/Parkplace Driveway), #105 (Central Way/6th Street), and #129 (Central Way/4th Street). However, the City may require mitigation at these locations to the extent warranted by site access and circulation conditions; further some are included in the Master Plan and Design Guidelines applicable to the property (#105). As part of project permitting, detailed site-level traffic analysis that reflects the effects of parking garage design, driveway design, other design elements such as signage and parking management measures, should be required to determine the timing and extent to which the improvements would be needed to accommodate site access and circulation for vehicles and pedestrians. The required analysis may include capacity improvements or additional trip reduction measures. If nearer-term conditions do not warrant improvement at some or all of these locations, the City should require that redevelopment on the site be designed to leave the space needed to accommodate the identified improvements in case they are warranted in the future.

³Project is being funded by a different developer and is scheduled for construction in 2015 (CIP #TR20-3).

⁴ No concurrency impact was identified at this intersection. This mitigation measure was 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.

⁵Improvements to the NE 85th Street Corridor between I-405 and 132nd Avenue NE are currently under construction.

6 Coordinate signals on streets adjacent to Parkplace site: Central Way between 3rd Street and 6th Street, and 6th Street between Central Way and Kirkland Way.

7 The improvement is identified to improve access and safety for pedestrians entering and exiting the site to and from the south.

5.0 REFERENCES

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6.0 APPENDICES

- 6.1 Land Use and Aesthetics: BERK Consulting 2015
- 6.2 Plans and Policies: Weinman Consulting LLC 2015
- 6.3 Transportation: Heffron Transportation 2015
- 6.4 Public Services: BERK Consulting 2015
- 6.5 Water: RH2 Engineering 2014
- 6.6 Sewer: Stantec Consulting Services, Inc. 2014