



CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587.3255
www.kirklandwa.gov

MEMORANDUM

To: Eric R. Shields, AICP, SEPA Responsible Official
From: Jon Regala, Senior Planner
Date: March 2, 2015
File: SEP14-02467/SEP13-00959
Subject: SEPA ADDENDUM
MODIFICATION TO LAKE STREET PLACE MIXED-USE PROJECT

GENERAL

On March 14, 2014, the City issued a SEPA Mitigated Determination of Nonsignificance for the Lake Street Place project (see Attachment 1). On April 10, 2013, the Design Review Board (DRB) approved with conditions, the Design Response Conference application for the Lake Street Place Mixed-Use project. On December 22, 2014, the applicant for the project applied for a modification to the DRB's decision (see Attachments 2 and 3). The proposed revisions to the project can be summarized as follows:

- Kirkland Waterfront Market Building. Replace the 20'-wide 4-story addition to the north side of the building with separate stair and elevator components. Between the two is a ground floor expansion to the existing Milagros restaurant.
- Hector's Building. Remove the entire 4th floor and step back the 3rd floor atop the Hector's restaurant building. A new rooftop deck and trellis is proposed to be accessed from the 3rd floor. The mechanical screen at the roof has been replaced with a chimney structure that is set back from the north roof edge.
- Main Street Building. Remove one floor of parking from the above-grade parking structure and replace it with a floor of office space to be located below the existing top floor office space. It would be set back the same distance from the property line as the floor above. This will result in three levels of above-grade parking (166 parking stalls) and two floors of office space. Also new are three levels of below-grade parking (144 parking stalls) to be accessed from the previously approved garage entrance. A total of 310 parking stalls are proposed.

As a result of the proposed changes, there will be a decrease of -4,358 sq. ft. of retail and -267 sq. ft. of restaurant space while office space will increase by 9,710 sq. ft. Overall, there will be a net increase of 5,085 sq. ft. for the project.

ANALYSIS

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

- Attachment 2 – Proposed Lake Street Place Revisions (Description)
- Attachment 3 – Proposed Lake Street Place Revisions (Plans)

- Attachment 4 – Trip Generation Analysis for Updated Site Plan dated December 22, 2014 prepared by William Popp, Jr. with William Popp Associates
- Attachment 5- Lake Street Place Mixed-Use Updated Floor Area & Trip Generation Review dated February 5, 2015 prepared by Thang Nguyen, City Transportation Engineer

The City Transportation Engineer has reviewed the updated building floor area/use numbers and the associated trip generation information provided by the applicant in Attachment 4. To summarize, the updated project proposal is forecasted to generate 11 additional AM peak hour trips, 7 additional PM peak hour trips, and 17 additional weekday trips. The City Transportation Engineer does not anticipate greater significant impacts in regards to (see also Attachment 5):

- Off-site traffic impacts than were previously forecasted with the March 2014 transportation analysis
- Intersection queueing
- Operation of the gated garage entry/exit
- Traffic circulation on nearby streets

It will be necessary to further analyze certain aspects of the proposal to determine if the project complies with all the applicable City codes and policies. That analysis is most appropriately addressed with the building permit review for the project. In contrast, this environmental review merely seeks to determine whether impacts from the revised project are greater than the previous project for which a Mitigated Determination of Nonsignificance was issued.

CONCLUSION

A SEPA addendum is appropriate when a proposal has been modified, but the changes are not expected to result in any new significant adverse impacts. Based on a review of the proposed changes by the City Transportation Engineer and City staff, no significant adverse impacts are anticipated as a result of modifications made to the previous proposal. The mitigation measures required with the March 14, 2014 SEPA determination will still apply to the project. Therefore, issuance of a SEPA Addendum is the appropriate course of action.

ATTACHMENTS

1. March 14, 2014 SEPA Mitigated Determination of Nonsignificance
2. Proposed Lake Street Place Revisions (Description)
3. Proposed Lake Street Place Revisions (Plans)
4. Trip Generation Analysis for Updated Site Plan dated December 22, 2014
5. Floor Area & Trip Generation Review dated February 5, 2015

REVIEW BY RESPONSIBLE OFFICIAL:

I concur I do not concur

Comments: _____



Eric R. Shields, Planning Director

March 3, 2015

Date

CITY OF KIRKLAND
123 FIFTH AVENUE
KIRKLAND, WA 98033-6189
425.587.3225



Mitigated Determination of Nonsignificance

CASE #: SEP13-00959

DATE ISSUED: March 14, 2014

DESCRIPTION OF PROPOSAL: SEPA review for new Lake Street Place mixed-use project.
Background information can be found online at www.kirklandwa.gov/depart/planning/Development/Lake_Street_Place.htm

APPLICANT: Rick Chesmore

PROJECT LOCATION: 112 LAKE ST S , #205

LEAD AGENCY IS THE CITY OF KIRKLAND

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21.030 (2) (c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public upon request.

This determination is issued under 197-11-340 (2); the lead agency will not act on this proposal for 14 days from the date above. Comments must be submitted by 5:00 p.m. on March 28, 2014

Responsible Official:

Eric Shields, Director
Department of Planning and Community Development
425-587-3225

3/10/14
Date

Address:

City of Kirkland
123 Fifth Avenue
Kirkland, WA 98033-6189

You may appeal this determination to the Planning Department at Kirkland City Hall, 123 Fifth Avenue, Kirkland, WA 98033 no later than 5:00 p.m., March 28, 2014 by WRITTEN NOTICE OF APPEAL.

You should be prepared to make specific factual objections. Contact the Planning Department at 425-587-3225 to read or ask about the procedures for SEPA appeals.

Please reference case # SEP13-00959

Publish in the Seattle Times (date):

March 17, 2014

Distribute this form with a copy of the checklist to the following: Property Owner: Stuart McLeod

Environmental Review Section
Department of Ecology
PO Box 47703
Olympia, WA 98504-7703

Parties of Record
 SEPA Interested Parties

Gary Kriedl
King County Metro Transit Environmental Planning
201 South Jackson Street, MS KSC TR-0431
Seattle, WA 98104-3856

Ramin Pazooki
Developer Services
Washington State Department of Transportation
15700 Dayton Ave. N. MS 240
PO Box 330310
Seattle, WA 98133-9710

Attn: Environmental Reviewer
Muckleshoot Indian Tribe Fisheries Division
39015 172nd Avenue SE
Auburn, WA 98092

MITIGATING MEASURES INCORPORATED INTO THE PROPOSAL:

If the project is not phased, all of the conditions listed below will still be required prior to occupancy of the last building.

GENERAL

1. Prior to building permit issuance, provide to the City confirmation that an off-site parking location has been secured for a minimum of 40 vehicles to be used for a valet service until such time the Main Street building parking garage is available for occupancy.
2. Restaurant exhaust fans placed on the roof shall be located generally near the center of the roof (north to south) and as far west as possible.
3. If rooftop dining is proposed in the future, a new SEPA application and noise study will be required for the rooftop dining use. The scope of the SEPA review shall be limited to noise impacts.
4. All transportation related signs must meet City of Kirkland and MUTCD standards.

PHASE I

1. Install a speed hump in the alley east of the proposed Lake Street Place garage entry.
2. On the west side of Main Street, south of Kirkland Avenue, paint the curb yellow and sign the two on-street parking spaces as a 30-minute loading area for delivery vehicles between the hours of 6 a.m. and 7 p.m.
3. Paint a pedestrian crossing on the north leg of the Main Street cul-de-sac per the City of Kirkland Pre-Approved Plans.
4. Install a convex mirror within the project site or other pedestrian warning system for vehicles exiting the alley onto Lake Street South. The plan for the mirror or warning design and location must be submitted to the City for final approval and maintained by the building owner.
5. Paint a stop bar in the alley at the approach to Lake Street South per the City of Kirkland Pre-Approved Plans.
6. Paint the rolled-curb red along the alley.
7. Install "No Stopping" signs, MUTCD R8-5 and "No Loading or Unloading" signs on both sides of the alley.
8. Convert the alley to one-way westbound between The 101/Bank of America garage entry driveway and Lake Street South.
9. Widen the alley from the project driveway to Main Street a total of 26' to include: a 20-foot drive lane, a rolled curb on the north side, a valley curb on the south side, and a 4-foot sidewalk on the north side.
10. Install "Do Not Enter" sign MUTCD R5-1 and "One-Way" sign MUTCD R6-2 near the alley intersection along Lake Street South.
11. Work with the City of Kirkland to enforce loading areas in the normal course of monitoring on-street parking.
12. Install 10" thermoplastic crosswalk bars on both sides of the brick paver crosswalk on the south leg of the Kirkland Avenue/Main Street intersection.
13. Install an 18" thermoplastic stop bar for the northbound approach at the Kirkland Avenue/Main Street intersection.
14. Install a 4" yellow solid centerline strip on Main Street from Kirkland Avenue South to the proposed crosswalk north of the alley.
15. Install an 18" thermoplastic stop bar and stop sign on a metal post at the east end of the alley for the eastbound approach at Main Street.
16. Eliminate the first parking stall on the east side of Lake Street South just south of the alley. The existing red curb, south of the alley, shall be continued another 20 feet south. The northernmost 2-hour parking sign shall be removed. The second 2-hour parking sign in front of Hector's shall be moved north to the south end of the new red curb.
17. Reconstruct the project site frontage on Lake Street South to provide a new mid-block parking stall just north of the existing crosswalk.

PHASE II

1. Air pollution units shall be required for new restaurant fans that exhaust out to the alley.
2. Implement the TMP in Attachment 9. The TMP shall be approved by the City and recorded with King County prior to occupancy of the Main Street and Hector's buildings.
3. Delivery trucks that use the project's loading dock shall be limited to an SU-30 truck size or smaller. The property owner is required to provide notification of the truck size limitation to all vendors and tenants.
4. Trucks utilizing the loading bay shall have their engines turned off when parked.
5. Locate the entry parking gate a minimum of 41 feet from the alley driveway edge to allow for a two-vehicle queue at the parking garage entrance.

ADDITIONAL VOLUNTARY MITIGATIONS (Proposed by the applicant)

1. Work with Merrill Gardens in regards to the following:
 - a. In front of the Merrill Garden building entry area, install three "No Parking" signs or "10-Minute Passenger Load/Unload" signs on existing bollards and paint the curb red per City standards.
 - b. Make more efficient use of the load/unload parking area within the 201 Merrill Garden

- parking garage. This would be the responsibility of 201 Merrill Gardens to communicate with tenants and delivery vehicles for acceptable parking locations.
2. Coordinate with owners/property managers of buildings with frontage on the alley and Main Street the creation of a loading/unloading plan to:
 - a. Self-monitor compliance with City of Kirkland loading/unloading restrictions;
 - b. Manage the loading activities of each of their own buildings to minimize conflicts with through traffic; and
 - c. Regularly meet and/or communicate with each other to discuss and resolve any unanticipated loading/unloading problems.
 3. Coordinate with owners/property managers of buildings with frontage on the alley and Main Street and the City of Kirkland Fire Department ideal parking locations to minimize disruptions to general traffic activity.
- Coordinate with Waste Management pickup times that minimize alley traffic disruption. Pickup times should preferably be before 7 a.m. on weekdays.

cc: Case # n/a

Distributed to agencies along with a copy of the checklist (see attached).


Distributed By: _____

3/14/14
Date: _____



Lake Street Place Project

Summary of changes:

Lot A:

The Kirkland Waterfront Market (KWM) building will be modified to remove the 20ft wide 4 story addition to the north side of the building. In lieu of the 20ft addition, we are reconfiguring the layout of the new stair and elevator into two separate “towers” with an expansion to the restaurant space at the 1st floor between the two towers.

Lot B:

The Hector’s building will be modified to remove the entire 4th floor and step the 3rd floor back from over the existing building at the north. The existing building will receive a rooftop deck and trellis to be accessed from the 3rd floor. This change significantly reduces the scale of the building. Also, the mechanical screen at the roof has been replaced with a “chimney” structure that is pulled back from the north roof edge.

Lot C:

The new Main Street Building will be modified to remove one floor of above grade parking and replace it with an additional floor of Office space to be similar to the look of the top floor. Also, there will be 3 new floors of below grade parking accessed from the previously approved garage entry. As a result, there is a reduction of Retail space at the first floor but preserves the loading dock and Main St Retail frontage. The upper story setback at Main Street has been reduced to approx. 18ft from the previously approved 22ft so that the 4th and 5th office floor columns can stack with the concrete columns in the parking garage. Finally, the east facing patio’s will drop to elevation 71.63’ (from 82.29’) thus reducing the height of the building façade facing Main St and the Portsmouth Condominiums.

Minor Modification Criteria:

1. The need for the modification was not known and could not reasonably have been known before the Design Review Board approval was granted.

The proposed modification is driven by further exploration of the design to accommodate a large commercial office tenant that will require more contiguous office space in the Main Street Building (MSB). The major change is two large office plates as opposed to one large plate and several small plates. This requirement was not anticipated at the time of DRB approval. Also, some smaller changes were the result of flushing out structural, mechanical and design requirements during the Construction Documents phase of the project.

2. The modification is minor and will not, in any substantial way, change the proposed development or violate any requirement imposed by the Design Review Board.

The modification while affecting all of the buildings are minor in nature and make the development better in many ways including reducing the overall massing while using the same materials and will not violate any requirements imposed by the DRB.

3. The development that will result from the modification will be consistent with the design regulations, design guidelines, and comprehensive plan.

The modification preserves the overall “look” of the previously approved design which was consistent with the design regulations, design guidelines and comprehensive plan as evident by the DRB approval. The modification further reduces scale/massing, increases upper story setbacks and building terracing and provides more parking while only slightly increasing the new gross area (less than 5%).

Lake Street Place

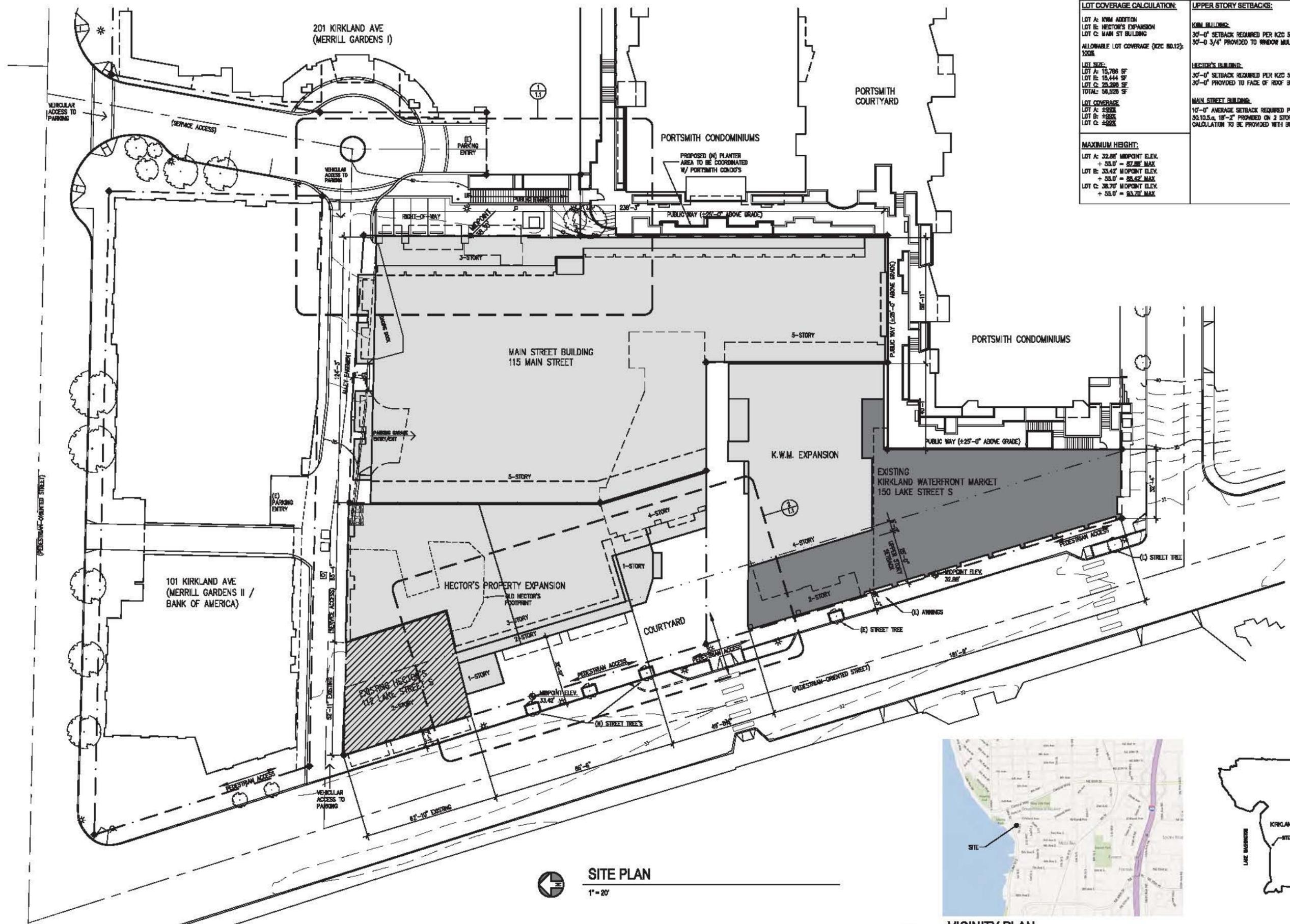
Kirkland, WA

DRB Modification 2 - January 26, 2014



01/26/16 MODIFICATION 2
 12/22/14 MODIFICATION
 01/02/13 DRB SUBMITTAL 4
 12/03/12 DRB SUBMITTAL 3
 11/02/12 DRB SUBMITTAL 2
 09/10/12 DRB SUBMITTAL 2

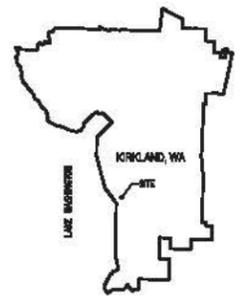
<p>LOT COVERAGE CALCULATION: LOT A: KWM ADDITION LOT B: HECTOR'S EXPANSION LOT C: MAIN ST BUILDING ALLOWABLE LOT COVERAGE (KCC 50.12): 50% LOT SIZE: LOT A: 15,789 SF LOT B: 19,444 SF LOT C: 23,200 SF TOTAL: 58,433 SF</p>	<p>UPPER STORY SETBACKS: KWM BUILDING: 30'-0" SETBACK REQUIRED PER KCC 50.10.5.4 30'-0 3/4" PROVIDED TO WINDOW MULLIONS HECTOR'S BUILDING: 30'-0" SETBACK REQUIRED PER KCC 50.10.5.4 30'-0" PROVIDED TO FACE OF ROOF BEAMS MAIN STREET BUILDING: 10'-0" AVERAGE SETBACK REQUIRED PER KCC 50.10.5.4, 18'-2" PROVIDED ON 2 STORES, EXACT CALCULATION TO BE PROVIDED WITH BUILDING PERMIT</p>
<p>MAXIMUM HEIGHT: LOT A: 32.85' MIDPOINT ELEV. + 55.0' = 87.85' MAX LOT B: 33.42' MIDPOINT ELEV. + 55.0' = 88.42' MAX LOT C: 36.70' MIDPOINT ELEV. + 55.0' = 91.70' MAX</p>	



SITE PLAN
 1" = 20'

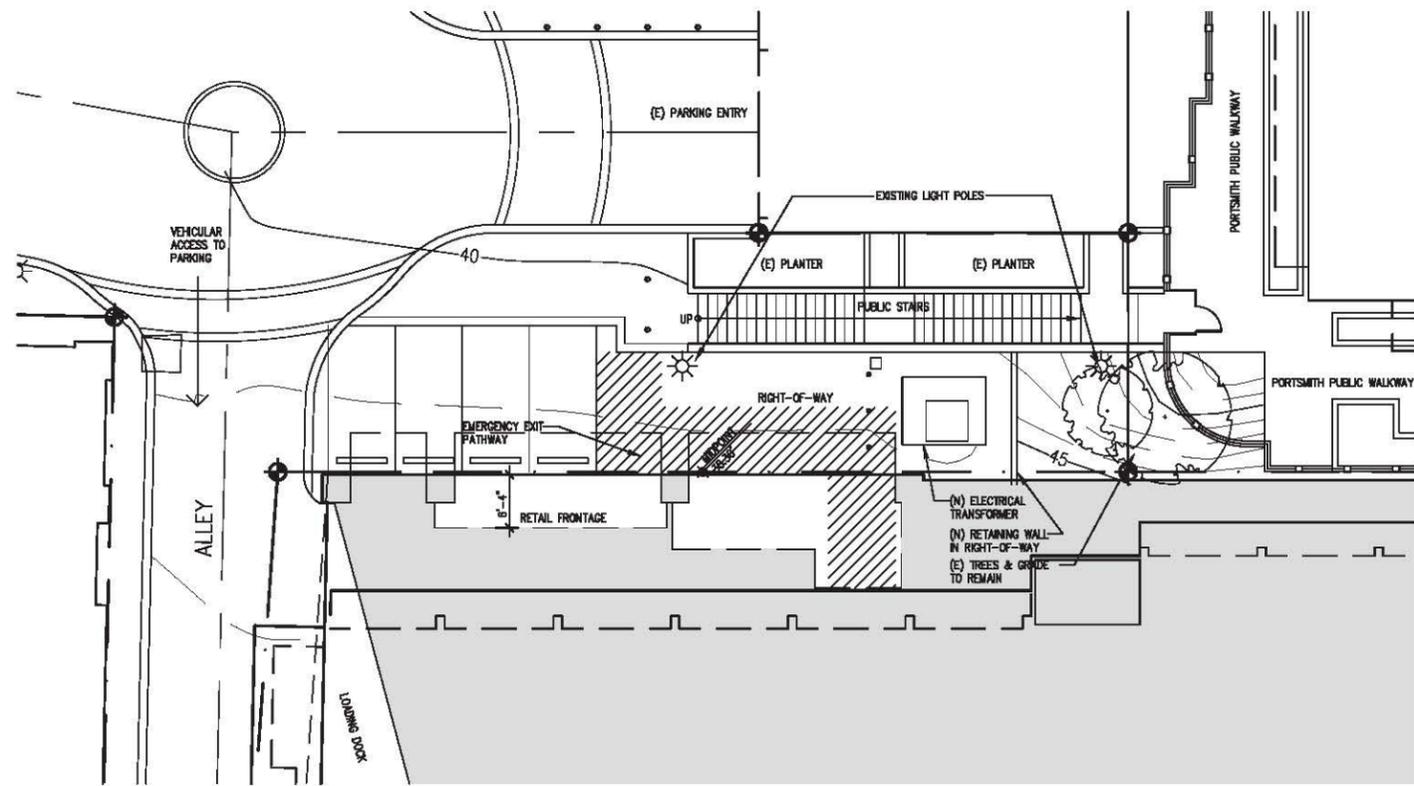


VICINITY PLAN
 N.T.S.

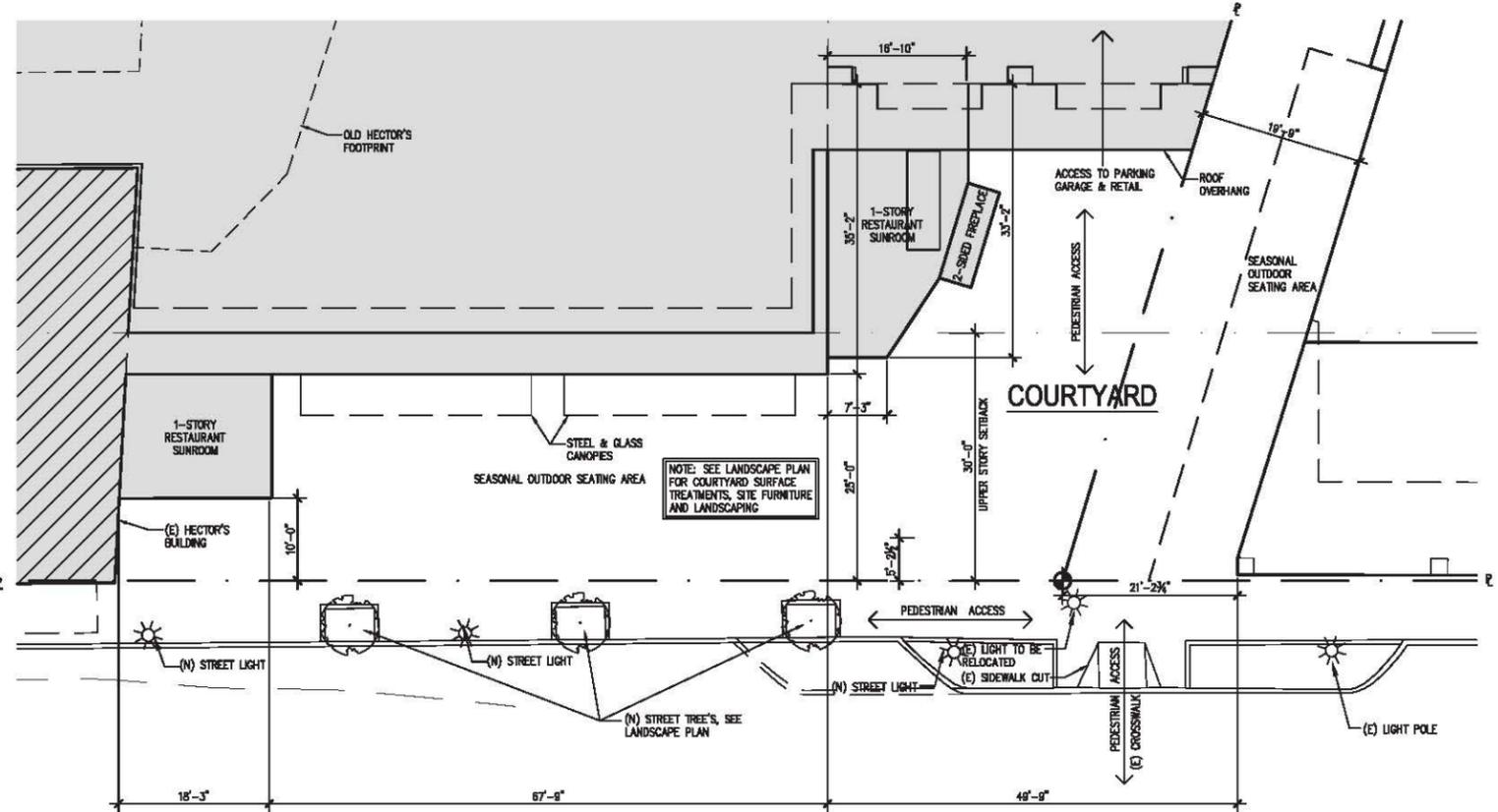


LAKE STREET PLACE
 112-150 LAKE STREET S
 KIRKLAND, WA 98033

01/28/15	MODIFICATION 2
12/22/14	MODIFICATION
01/02/13	DRB SUBMITTAL 4
12/03/12	DRB SUBMITTAL 3
11/02/12	DRB SUBMITTAL 2
08/10/12	DRB SUBMITTAL
No.	Date
	Revision

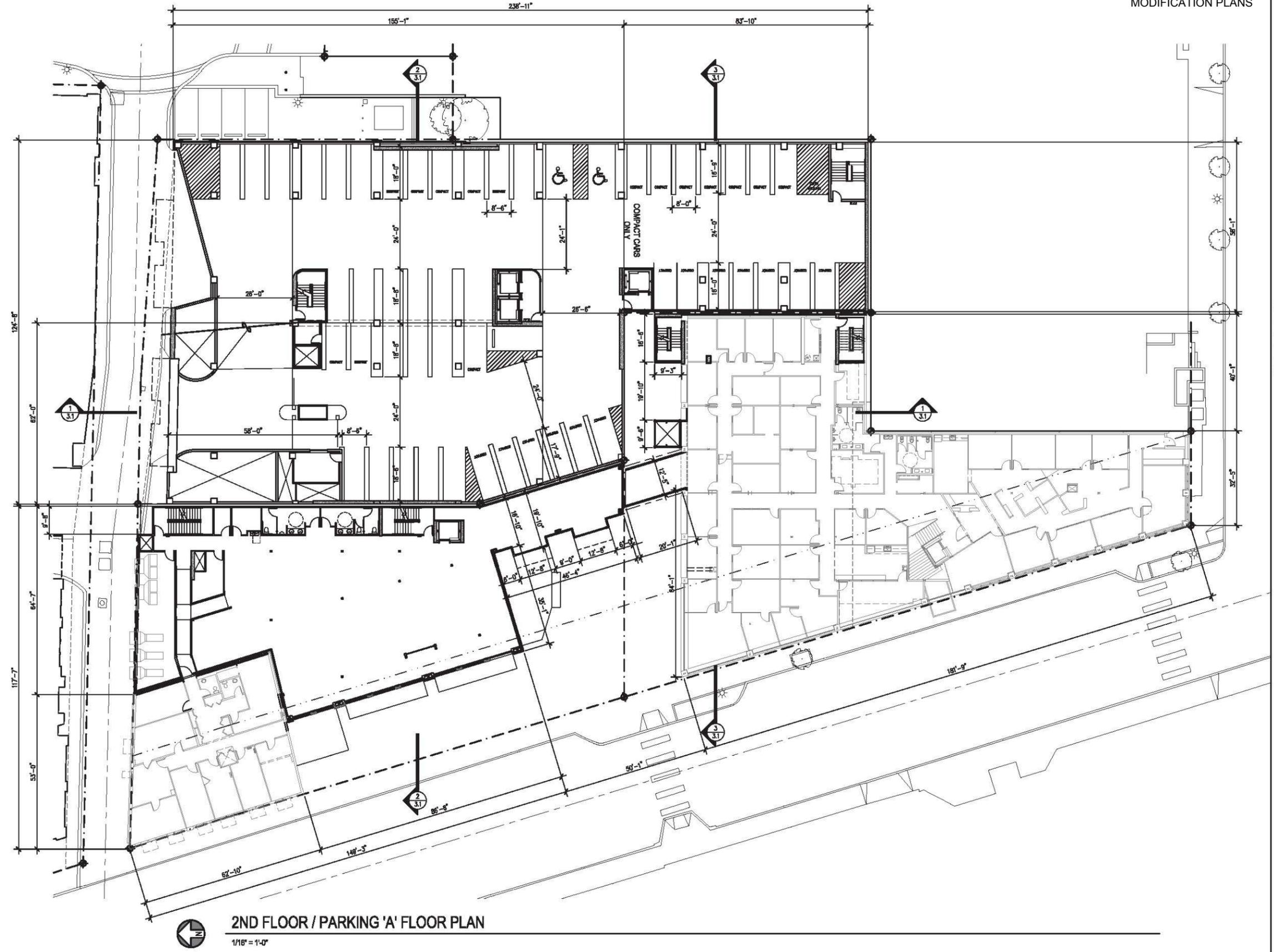


1 ENLARGED MAIN STREET PLAN
 1" = 10'



2 ENLARGED COURTYARD PLAN
 1" = 10'

No.	Date	Revision
01/28/15		MODIFICATION 2
12/22/14		MODIFICATION
01/02/13		DRB SUBMITTAL 4
12/03/12		DRB SUBMITTAL 3
11/02/12		DRB SUBMITTAL 2
08/10/12		DRB SUBMITTAL



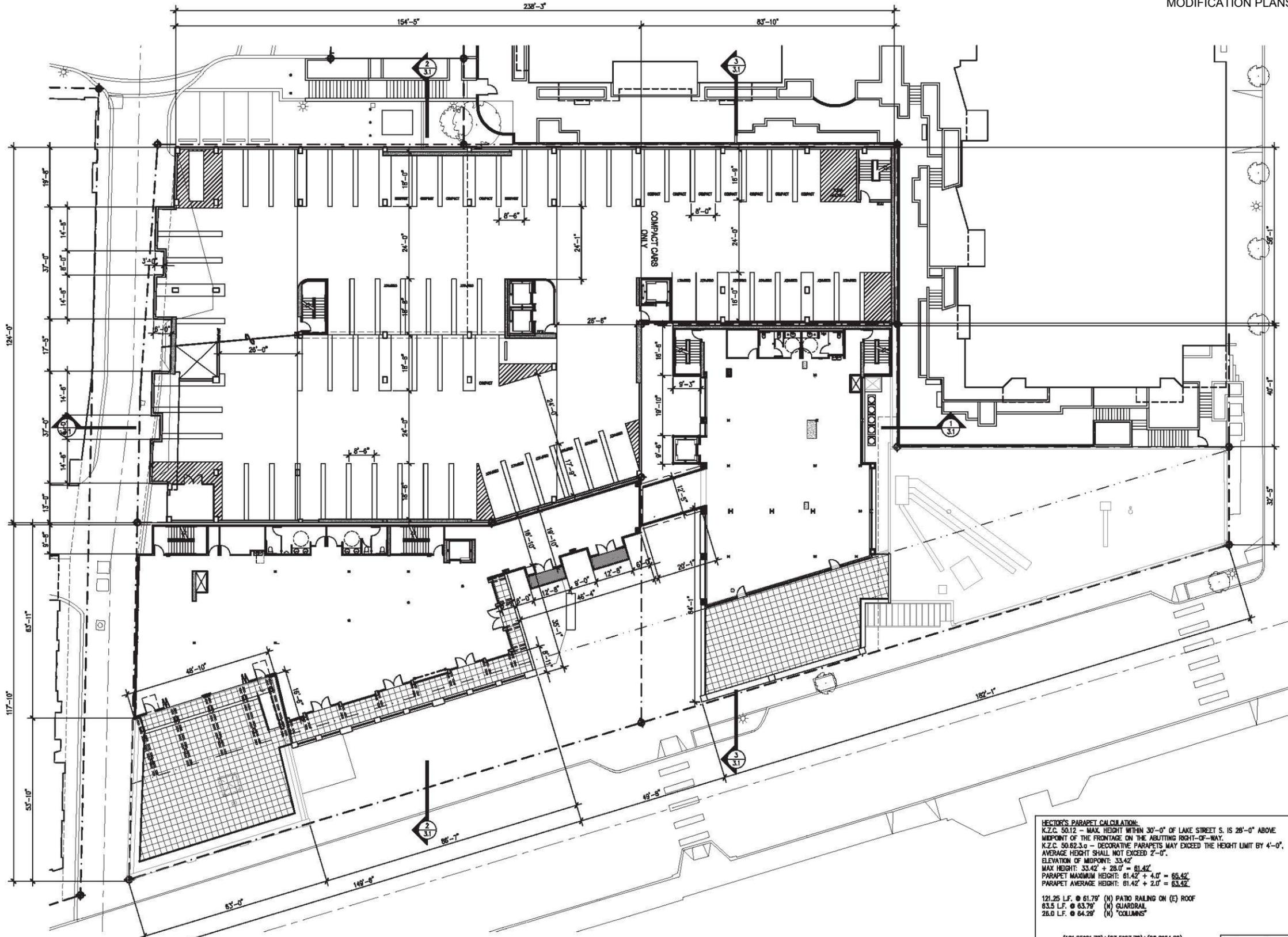
2ND FLOOR / PARKING 'A' FLOOR PLAN
 1/16" = 1'-0"

LAKE STREET PLACE
 112-150 LAKE STREET S
 KIRKLAND, WA 98033

**2ND FLOOR
 PLANS**

Sheet No. **2.1**
 Project No. 1105
 Date: 07/30/12

No.	Date	Revision
01/28/15		MODIFICATION 2
12/22/14		MODIFICATION
01/02/13		DRB SUBMITTAL 4
12/03/12		DRB SUBMITTAL 3
11/02/12		DRB SUBMITTAL 2
08/10/12		DRB SUBMITTAL



3RD FLOOR / PARKING 'B' FLOOR PLAN

1/16" = 1'-0"

VECTOR'S PARAPET CALCULATION:
 K.Z.C. 50.12 - MAX. HEIGHT WITHIN 30'-0" OF LAKE STREET S. IS 28'-0" ABOVE MIDPOINT OF THE FRONTAGE ON THE ABUTTING RIGHT-OF-WAY.
 K.Z.C. 50.62.3.a - DECORATIVE PARAPETS MAY EXCEED THE HEIGHT LIMIT BY 4'-0". AVERAGE HEIGHT SHALL NOT EXCEED 2'-0".
 ELEVATION OF MIDPOINT: 33.42'
 MAX HEIGHT: 33.42' + 28.0' = 61.42'
 PARAPET MAXIMUM HEIGHT: 61.42' + 4.0' = 65.42'
 PARAPET AVERAGE HEIGHT: 61.42' + 2.0' = 63.42'

121.25 L.F. @ 61.79' (N) PATIO RAILING ON (E) ROOF
 63.5 L.F. @ 63.79' (N) GUARDRAIL
 28.0 L.F. @ 64.29' (N) COLUMNS

$$\frac{(121.25 \times 61.79) + (63.5 \times 63.79) + (28.0 \times 64.29)}{(121.25 + 63.5 + 28.0)} = 62.70' \leq 63.42', \text{ so OK}$$

LAKE STREET PLACE
 112-150 LAKE STREET S
 KIRKLAND, WA 98033

3RD FLOOR PLANS

Sheet No. **2.2**
 Project No. 1105
 Date: 07/30/12