



## SEPA ADDENDUM FACT SHEET

**Action Sponsor and Lead Agency** City of Kirkland  
Department of Planning and Community  
Development

**Proposed Action** Modification to the Totem Lake Mall Conceptual  
Master Plan pursuant to Chapter 142 KZC (Design  
Board Review).

**Responsible Official**   
Eric R. Shields, AICP  
Planning Director

**Contact Person** Jon Regala, Senior Planner  
City of Kirkland  
jregala@kirklandwa.gov  
(425) 587-3255

**Required Approvals** Approval by the Planning Official  
Building permit

**Location of Background Data** File No. SEP06-00001 & DRC05-00005  
City of Kirkland  
Department of Planning and Community  
Development  
123 Fifth Avenue  
Kirkland, WA 98033

**Date of Issuance** February 26, 2015



City of Kirkland  
**SEPA Addendum dated February 26, 2015**  
Totem Lake Mall Conceptual Master Plan Modification  
File No. SEP06-00001 and DRC05-00005

**I. Background**

CenterCal Properties, LLC is a retail development company that is currently interested in acquiring the Totem Lake Mall property. On January 28, 2015, CenterCal submitted a request to update the 2006 SEPA determination and an application to modify the approved Totem Lake Mall Conceptual Master Plan (CMP).

This SEPA Addendum is intended to fulfill the environmental requirements pursuant to the State Environmental Policy Act (SEPA) for the proposed changes.

**II. SEPA Addendum**

According to WAC 197-11-600(4)c, -625 and -706, a SEPA addendum is used to provide additional new information or analysis that does not substantially change the analysis of potential impacts in the prior environmental document.

On January 20, 2006, the City issued a SEPA Mitigated Determination of Nonsignificance for the Totem Lake Mall Conceptual Master Plan which guides the redevelopment of Totem Lake Mall. The SEPA determination was based on the project consisting of approximately 562,300 sq. ft. of retail space, 144,000 sq. ft. of office space, 216 residential units, and a 3,000 seat multiplex theatre. Also, a development agreement with the City and Coventry/DDR (current owner), to redevelop Totem Lake Mall, was later executed on March 6, 2006. The development agreement is tied to the 2006 SEPA determination. The development agreement can be viewed online at the following webpage:

[http://www.kirklandwa.gov/depart/planning/Development\\_Info/projects/Totem\\_Lake\\_Mall.htm](http://www.kirklandwa.gov/depart/planning/Development_Info/projects/Totem_Lake_Mall.htm)

The development agreement, which is still valid, is currently in the process of being transferred to CenterCal and extended in order for the redevelopment project to occur.

**III. Non-Project Action**

Decisions on the adoption of plans are referred in the SEPA rules as "non-project actions" (WAC 197-11-704(2)(b)). The purpose of an SEPA Addendum in analyzing a non-project action is to help the decision-makers identify and evaluate the environmental effects of, in this case, modifications made to the Totem Lake Mall Conceptual Master Plan. The Amended Conceptual Master Plan will provide the framework for the Design Review Board's review of the redevelopment project. Any future amendments to the CMP will be subject to the applicable modification process and criteria. While the guidelines and regulations within the Amended Conceptual Master Plan do not directly result in alteration of the physical environment, they do provide a framework within which development and resulting environmental impacts may occur.

**IV. Description of the Proposal**

CenterCal's conceptual development plan is very similar to the development plan proposed by the current owner Coventry/DDR. The proposed changes to the Conceptual Master

Plan (CMP) can be generally summarized as a reconfiguration of the proposed uses and site plan in the approved CMP. No changes are proposed to the underlying zoning regulations. The changes to the CMP include the following:

- Moving the parking garage at the upper mall to the north property line adjacent to the EvergreenHealth campus.
- Relocating the residential uses from the lower mall to the southern portion of the upper mall across the street from the Yuppie Pawn property.
- Removing the six story office building at the upper mall and designating smaller multiple upper story office space opportunities at the lower and upper mall.
- Replacing the east/west boulevard concept at the upper mall with a public plaza.
- Changing several driveway locations for vehicles and loading and unloading areas
- Removal of a 3-story residential parking structure at the northeast and southeast corner of the lower mall. The northeast corner is now depicted as a future redevelopment site and the southeast corner shows a planned mixed use building.

Overall, the size of the project has been reduced. The following chart compares the original proposal with CenterCal's current proposal. The chart is based on information provided in the Kittleson & Associates Trip Generation Comparison report.

Land Use	Coventry/DDR 2005 Proposal	CenterCal 2015 Proposal	Difference
Shopping Center	562,299 sq. ft.	538,600 sq. ft.	- 23,699 sq. ft.
Office	144,000 sq. ft.	130,000 sq. ft.	- 14,000 sq. ft.
Condominiums	216 units	395 units	+ 179 units
Theater	3,000 seats	650 seats	- 2,350 seats

Further review of the Mall redevelopment will occur in greater detail, and potentially in several phases, once CenterCal is ready to fully pursue its redevelopment plans. This subsequent review will involve City staff and the Design Review Board.

## V. Environmental Analysis

The City Transportation Engineer has reviewed the updated building floor area/use numbers and the associated trip generation information provided by the applicant and does not anticipate greater significant off-site traffic impacts than were previously forecasted with the 2006 transportation analysis. To summarize, the CenterCal proposal is forecasted to generate less trips during the PM peak hour (less 164 trips) and on a daily basis (less 567 trips) due to the size reduction of the shopping center, office, and theatre uses. However, during the AM peak hour, the current proposal is forecasted to generate 21 additional net new trips due to the increased number of residential units. The additional trips during the AM peak will not have significant impacts to off-site intersections because it falls within the daily variation of background traffic in the area (greater than 21 trips).

Review of Amended Conceptual Master Plan, shows that the location of uses and access locations have changed.

## **VI. 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 the review of 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 2006 SEPA determination will still apply to the project.

However, since the proposal includes a change in the location of uses and access locations, it is appropriate to require a more detailed site plan and traffic analysis as the project design progresses. The need for, extent and/or design of some potential improvements, such as intersection improvements, will depend on decisions regarding access to the site which will be made subsequently by the applicant, Public Works Department, and the Design Review Board.

This SEPA addendum is being issued provided that the applicant undertake the following measures as part of the future project review:

- A. At the time of design review application, the applicant shall submit a detailed site plan (to include driveway locations and loading/unloading access points adjacent to the property) and a traffic operations analysis, including an adjacent intersection analysis for "the Intersections" listed below:
  1. NE 128<sup>th</sup> Street for both 120<sup>th</sup> Avenue NE and Totem Lake Boulevard;
  2. 120<sup>th</sup> Avenue NE and Totem Lake Boulevard; and
  3. 120<sup>th</sup> Avenue NE and Totem Lake Way

The adjacent intersection analysis will be used to determine the appropriate location and traffic controls for vehicular driveways along 120<sup>th</sup> Avenue NE and Totem Lake Boulevard adjacent to the property.

- B. The traffic operations analysis shall:
  1. Analyze the traffic operations at the Intersections and on 120<sup>th</sup> Avenue NE and Totem Lake Boulevard adjacent to the property to assess the impacts of designated project vehicular driveways on traffic along 120<sup>th</sup> Avenue NE and Totem Lake Boulevard adjacent to the project; and
  2. Recommend signalization adjustments at the Intersections and signalization and/or other access improvements on 120<sup>th</sup> Avenue NE and/or Totem Lake Boulevard adjacent to the property relating to such impacts that are deemed necessary for traffic flow and vehicular circulation and access to 120<sup>th</sup> Avenue NE and Totem Lake Boulevard.
- C. Additional SEPA mitigation conditions, if any, shall only include conditions relating to design, operation and locations of vehicular driveways on the property and the locations of traffic signals along 120<sup>th</sup> Avenue NE and Totem Lake Boulevard adjacent to the property. Except as specifically provided in the 2006 SEPA Based Mitigation Conditions attached to the Redevelopment Agreement as Exhibit B, there shall be no mitigation conditions imposed or improvements required with regard to any off-site intersections; provided, however, that it is understood that the City may implement potential timing/coordination adjustments of signalization at the Intersections and along 120<sup>th</sup> Avenue NE and Totem Lake Boulevard adjacent to the property.

## **CC: Distribution List**