



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: February 23, 2015

File: SEP06-00001

Subject: SEPA ADDENDUM
MODIFICATION TO TOTEM LAKE MALL CONCEPUTAL MASTER PLAN

BACKGROUND

On January 20, 2006, the City issued a SEPA Mitigated Determination of Nonsignificance for the Totem Lake Mall redevelopment project (see Attachment 1). 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, to redevelop Totem Lake Mall, was fully executed on March 6, 2006. The development agreement authorized the City to commit \$15 million towards the purchase of right-of-way for a new plaza/boulevard, 120th Avenue NE street improvements, and a portion of the parking structure. The development agreement can be viewed online at the following webpage:

http://www.kirklandwa.gov/depart/planning/Development_Info/projects/Totem_Lake_Mall.htm

CenterCal Properties, LLC is a retail development company that is currently interested in acquiring the Totem Lake Mall property. 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. The development agreement is tied to the 2006 SEPA determination.

More recently on January 28, 2015, CenterCal submitted information that updates the trip generation data reviewed with the 2006 SEPA determination and an application to modify the approved Totem Lake Mall Conceptual Master Plan (CMP).

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. 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 report (see Attachment 2).

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

ANALYSIS

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

- Attachment 2 – Totem Lake Mall Trip Generation Comparison prepared by Kittleson & Associates, dated January 21, 2015
- Attachment 3 – Totem Lake Mall Development Update – Floor Area & Trip Generation Review prepared by Thang Nguyen, City Transportation Engineer, dated February 11, 2015
- Attachment 4 – Updated Conceptual Master Plan, Exhibits 1 to 6 prepared by CenterCal

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 (see Attachment 3). 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 Conceptual Master Plan Exhibits (see Attachment 4), shows that the location of uses and access locations have changed.

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 design and 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 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.

Based on the recommendation of the City's Transportation Engineer, I recommend that a SEPA addendum be issued for the revised project and the applicant undertake the following measures as part of future design or building permit review of the project:

1. 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:
 - A. NE 128th Street for both 120th Avenue NE and Totem Lake Boulevard;
 - B. 120th Avenue NE and Totem Lake Boulevard; and
 - C. 120th 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 120th Avenue NE and Totem Lake Boulevard adjacent to the property.

2. The traffic operations analysis shall:
 - A. Analyze the traffic operations at the Intersections and on 120th Avenue NE and Totem Lake Boulevard adjacent to the property to assess the impacts of designated project vehicular driveways on traffic along 120th Avenue NE and Totem Lake Boulevard adjacent to the project; and
 - B. Recommend signalization adjustments at the Intersections and signalization and/or other access improvements on 120th 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 120th Avenue NE and Totem Lake Boulevard.
3. 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 120th 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 120th Avenue NE and Totem Lake Boulevard adjacent to the property.

These recommendations are based on adopted goals and policies of the City as found in the City's Comprehensive Plan. Specifically, the following elements of the 1995 Comprehensive Plan support the recommendations described above:

Transportation

- Policy T-4.1: Promote efficient use of existing right-of-ways through measures such as:
 - Intersection improvements;
 - Time-of-day parking restrictions along congested arterials;
 - Signal timing optimization;
 - Added center left-turn lanes; and
 - Limiting left turns along congested arterials.
- Policy T-4.6: Ensure adequate access to commercial and industrial sites.
- Policy T-4.7: Maintain a road system in a safe and usable form for all modes of travel where possible.
- Policy T-4.8: Provide for local vehicular access to arterials, while minimizing conflicts with through traffic.
- Policy T-5.4: Require new development to mitigate site specific transportation impacts.
- Policy T-5.7: Assure that transportation improvements are concurrent with development to maintain the vehicular level of service standard for the development's subarea.

ATTACHMENTS

1. Totem Lake Mall SEPA Mitigated Determination of Nonsignificance issued January 20, 2006
2. Totem Lake Mall Trip Generation Comparison prepared by Kittleson & Associates, dated January 21, 2015
3. Totem Lake Mall Development Update – Floor Area & Trip Generation Review prepared by Thang Nguyen, City Transportation Engineer, dated February 11, 2015
4. Updated Conceptual Master Plan, Exhibits 1 to 6 prepared by CenterCal

REVIEW BY RESPONSIBLE OFFICIAL:

I concur I do not concur

Comments: _____



February 23, 2015

Eric R. Shields, Planning Director

Date



CITY OF KIRKLAND
123 FIFTH AVENUE, KIRKLAND, WASHINGTON 98033-6189
(425) 587-3225

DETERMINATION OF NONSIGNIFICANCE (DNS) .

CASE #: SEP06-00001

DATE ISSUED: 1/20/2006

DESCRIPTION OF PROPOSAL

Redevelopment of the Totem Lake Mall. The completed Mall will have approximately 562,299 sf of retail space, 144,000 sf of office space, 216 residential units, and a 3,000 seat multiplex theater.

PROPONENT:

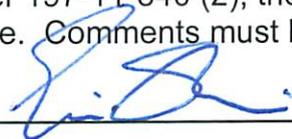
LOCATION OF PROPOSAL

TOTEM LAKE MALL (UPPER AND LOWER) ALONG TOTEM LAKE BOULEVARD AND 120th Avenue NE.
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 DNS 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. 2/3/2006

Responsible official:


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


Date

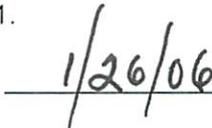
Address: City of Kirkland
123 Fifth Avenue
Kirkland, WA 98033-6189

You may appeal this determination to NANCY COX at Kirkland City Hall, 123 Fifth Avenue, Kirkland, WA 98033 no later than 5:00 p.m., February 03, 2006 by WRITTEN NOTICE OF APPEAL.

You should be prepared to make specific factual objections. Contact Nancy Cox to read or ask about the procedures for SEPA appeals.

Please reference case # SEP06-00001.

Publish in the Eastside Journal (date):


1/26/06

Distribute this form with a copy of the checklist to the following:

- _____ Environmental Review Section, Department of Ecology,
P.O. Box 47703, Olympia, WA 98504-7703
- _____ Department of Fish and Wildlife (for streams and wetlands - with drawings)
North Lake Washington Tributaries Area Habitat Biologist
16018 Mill Creek Boulevard, Mill Creek, WA 98012
- _____ Department of Fish and Wildlife (for shorelines and Lake Wa. - with drawings)
Lake Washington Tributaries Area Habitat Biologist
C/O DOE
3190 160th Avenue SE, Bellevue, WA 98008
- _____ Seattle District, U.S. Army Corps of Engineers,
P.O. Box C-3755
Seattle, WA 98124
- _____ Attn: Lynn Best, Acting Director, Environmental Division, Seattle City Light
700 5th Avenue, Suite 3316
P.O. Box 34023
Seattle, WA 98125-4023
- _____ Muckleshoot Tribal Council, Environmental Division, Fisheries Department
39015 172nd SE
Auburn, WA 98092
- _____ Northshore Utility District,
P.O. Box 82489
Kenmore, WA 98028-0489
- _____ Shirley Marroquin
Environmental Planning Supervisor
King County Wastewater Treatment Division
201 South Jackson Street, MS KSC-NR-0505
Seattle, WA 98104-3855 - and -
- _____ Gary Kriedt
King County Metro Transit Environmental Planning
201 South Jackson Street, MS KSC-TR-0431
Seattle, WA 98104-3856
- _____ Director of Support Services Center
Lake Washington School District No. 414
P.O. Box 97039
Redmond, WA 98073-9739
- _____ John Sutherland, Developer Services
Washington State Department of Transportation
15700 Dayton Ave. N., MS 240
P.O. Box 330310
Seattle, WA 98133-9710
- _____ Tim McGruder, Conservation Chair
East Lake Washington Audubon Society
13450 NE 100th St.
Kirkland, WA 98033

---MITIGATING MEASURES INCORPORATED INTO THE PROPOSAL: -----

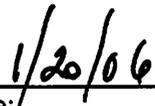
1. Construct c-curbing in 120th Ave NE to restrict traffic entering and exiting the driveway located on the west side of 120th approximately 120 ft. north of Totem Lake Blvd. to right turn only.
2. Enter into an agreement not to contest the installation of c-curbing to restrict left-turns in and out of the south driveway off Totem Lake Boulevard.
3. Install traffic signals at the intersection of 120th Avenue NE/Totem Lake Way and 120th Avenue NE/central Boulevard (new east-west street through the development).
4. The applicant shall configure on-street parking stalls along the new central Boulevard that ensures safety to pedestrians, cyclists, and other vehicles. The configuration and design of the on-street parking stalls shall be subject to review and approval by the City.
5. Provide a Transportation Management Program (TMP) applicable only to the proposed office building in Phase 2a. The TMP shall be reviewed and approved by the City prior to approval of a building permit for the proposed office building in Phase 2a. The TMP shall identify measures to reduce single-occupant vehicle trips and promote other forms of transportation.

cc: Case # SEP06-00001

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



Distributed By:
SEPA_C_A, rev: 1/19/2006



Date:



KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

101 S Capitol Boulevard, Suite 301, Boise, ID 83702 P 208.338.2683 F 208.338.2685

MEMORANDUM

Date: January 21, 2015

Project #: 18477.0

To: Rick Beason, CenterCal Properties, LLC
 Alec Paddock, CenterCal Properties, LLC

From: John Ringert, P.E., Mark Vandehey, and Brett Korporaal
 Project: Totem Mall Redevelopment
 Subject: Totem Lake Mall Trip Generation Comparison

The purpose of this memorandum is to summarize the results of our evaluation of the trip generation for the Totem Lake Mall redevelopment being considered by CenterCal Properties, LLC (CCP) as compared to the trip generation assumed in the Totem Lake Mall Redevelopment Traffic Impact Analysis, dated December 28, 2005 (2005 TIS).

COMPARISON OF DEVELOPMENT CONCEPTS

Figure 1 illustrates the 2005 site plan used for the 2005 TIS and Figure 2 illustrates the 2015 CCP concept site plan. The key differences in the land-use plans include the following:

- Approximately 4% less retail/commercial square footage with the CCP concept. (538,600 SF versus 562,300 SF).
- Approximately 10% less office space with the CCP concept (130,000 SF versus 144,000 SF).
- A smaller theater with the CCP concept (8 screens versus 13 screens).

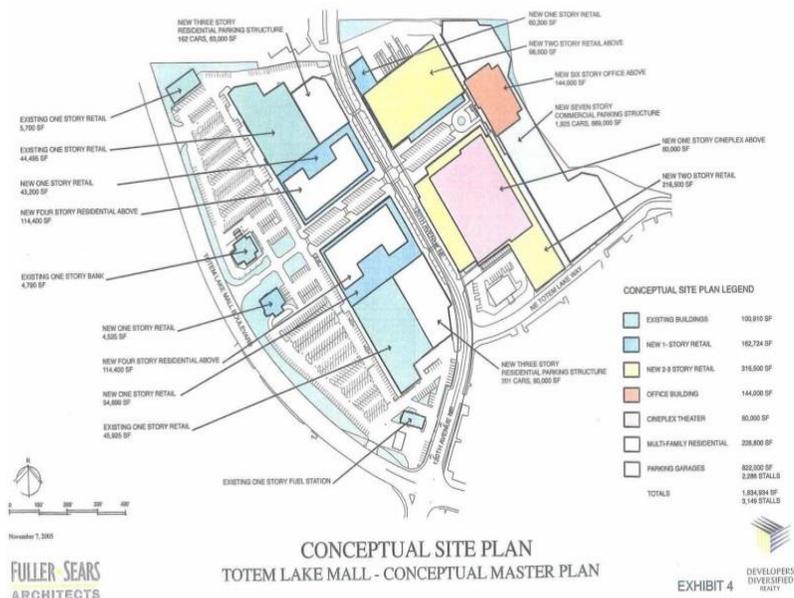


Figure 1. 2005 Concept Plan from TIS



Figure 2. 2015 CCP Concept Site Plan

- Approximately 179 more multi-family residential units with the CCP concept (395 versus 216 units) and a majority relocated to the upper mall area (east side) of the development along Totem Lake Way.
- A greater percentage of the development in the lower mall area west of 120th Avenue NE with the CCP concept.

Overall, the proposed CCP project includes a reduction in land-use intensity as compared with the previous 2005 concept plan used for the TIS.

Other site plan changes include the following:

- Median, streetscape, and access changes on 120th Avenue NE.
- More significant streetscape improvements on the new Central Boulevard connection between Totem Lake Boulevard and 120th Avenue NE.
- Less structured parking is located in the upper mall area to the east of 120th Avenue NE.

TRIP GENERATION COMPARISON

The trip generation for the CCP proposed concept was compared to the assumptions in the 2005 TIS. Projections of weekday daily, a.m. peak hour, and p.m. peak hour vehicle trip ends were estimated based on the Trip Generation Manual, 9th Edition, published by the Institute of Transportation Engineers (ITE) (Reference 1). Internal trips between the land-uses were evaluated using the ITE methodology for establishing internal capture. This was calculated using Trip Generation Handbook, 2nd Edition, also published by ITE (Reference 2).

Table 1 summarizes the estimated weekday p.m. peak hour total trip generation and external trip generation used in the 2005 TIS and for the proposed CCP concept. Pass-by trips (already on the roadway system) and diverted trips (from other roadways not adjacent to the site) are not shown since those trips were evaluated separately in the 2005 TIS, are only applicable to the shopping center use, and are generally consistent between the development plans since the shopping center square footages are nearly equal.

Table 1: Estimated Weekday P.M. Peak Hour Trip Generation

Land Use	ITE Code	Size	Daily Trips	Weekday AM Peak			Weekday PM Peak Hour		
				Hour Trips			Trips		
				In	Out	Total	In	Out	Total
Estimated Existing Mall Trip Generation (Source: 2005 TIS)									
Shopping Center	820	266,501SF	12,842	272	110	282	573	622	1,195
Office	710	7,500 SF	83	21	3	24	1	10	11
Theater	445	670 Seats	1,179	3	2	5	34	12	46
Total Trips			14,104	196	115	311	608	644	1,252
<i>Internal Trips</i>			<i>(715)</i>	<i><5</i>	<i><5</i>	<i><5</i>	<i>(12)</i>	<i>(12)</i>	<i>(24)</i>
Net External Trips			13,389	196	115	311	596	632	1,228
2005 Proposed Mall Redevelopment Trip Generation (Source: 2005 TIS)									
Shopping Center	820	562,299 SF	20,863	269	172	441	939	1,018	1,957
Office	710	144,000 SF	1,766	221	30	251	41	199	240
Condominiums	230	216 Units	1,235	16	80	96	76	37	113
Theater	445	3,000 Seats	3,803	12	8	20	86	154	240
Total Trips			27,667	518	290	808	1,142	1,408	2,550
<i>Internal Trips</i>			<i>(4,002)</i>	<i>(7)</i>	<i>(7)</i>	<i>(14)</i>	<i>(156)</i>	<i>(157)</i>	<i>(313)</i>
Net External Trips			23,665	511	283	794	986	1,251	2,237
Estimated CCP Redevelopment Plan Trip Generation									
Shopping Center	820	538,600 SF	20,289	270	165	435	889	963	1,851
Office	710	130,000 SF	1,603	208	28	236	38	186	224
Condominiums	230	395 Units	2,123	26	128	155	124	61	185
Theater	445	650 Seats	1,115 ¹	2	2	4	19	33	52
Total Trips			25,130	506	324	830	1,070	1,243	2,313
<i>Internal Trips</i>			<i>(2,778)</i>	<i>(5)</i>	<i>(5)</i>	<i>(10)</i>	<i>(121)</i>	<i>(121)</i>	<i>(242)</i>
Net External Trips			22,352	501	319	820	949	1,122	2,071
Trip Difference from 2005 TIS			-1,313	-10	+36	+26	-37	-129	-166
Percent Difference from 2005 TIS			-6%			+3%			-7%

1. Based on Ratio of Friday Daily/PM Peak

As shown in Table 1, the proposed development is projected to generate approximately 7 percent less trips during the weekday p.m. peak hour. The proposed plan is projected to generate slightly more trips during the weekday a.m. peak hour due to the increased number of residential units. Given the a.m. peak hour has very low trip generation and improvements will be based on accommodating the weekday p.m. peak, the minor increase in a.m. peak hour trips should not require additional mitigations.

While the impacts are expected to similar or less than those identified in 2005 TIS, assuming a similar level of background traffic, the CCP site plan includes a number of changes as compared with the 2005 site plan. These differences may impact the design of the site access driveways and the design of the 120th Avenue NE. Therefore, a more detailed evaluation of the site access driveways and intersections along 120th Avenue NE is recommended during the design phase of the project.

TRIP COMPARISON FINDINGS

Based on this evaluation, the trip generation for the CCP redevelopment concept will generate approximately 7 percent less trips during the p.m. peak hour which is the time period studied in the

2005 TIS. Therefore, the traffic impacts at the off-site study intersections are not expected to be greater under the proposed development.

While the CCP plan generates less peak hour trips, the site plan is different with respect to the location of the uses and the access location. A focused traffic analysis of the site driveways and 120th Avenue NE through the site is recommended during the design phase of the project in order to confirm the intersection configurations.

We trust this trip generation comparison is adequately addresses the City's questions related to the trip generation differences between the 2005 plan and CCP's current development vision for the Totem Lake Mall site. Please call me at 208-338-2683 if you have any questions or comments.



CITY OF KIRKLAND
Department of Public Works
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800
www.kirklandwa.gov

MEMORANDUM

To: Jon Regala, Senior Planner

From: Thang Nguyen, Transportation Engineer

Date: February 11, 2015

Subject: Totem Lake Mall Development Update Floor Area & Trip Generation Review

This memo provides Public Works' review and comments on the updated trip generation letter report dated January 21, 2015 completed by Kittleson & Associates, Inc. for the proposed updated Totem Lake Mall development project.

Background

The Totem Lake Mall was approved for development in 2006 and received a SEPA DNS (Determination of Nonsignificance) for the development of 562,299 square feet of retail space, 144,000 square feet of office space, 216 residential multi-family units, and a 3,000 seat multiplex movie theater. The City and the developer entered into a Development Agreement that vested the development for traffic concurrency and SEPA mitigation under the terms of the Development Agreement.

Project Description

A new developer, CentralCal Properties, is proposing a new development for the Totem Lake Mall. The development would include 538,600 square feet of retail shopping center, 130,000 square feet of office, 395 condominium units and a 650-seat movie theater.

Trip Generation

The approved development is vested to generate 9,561 daily, 488 AM peak hour and 1,009 PM peak hour net new trips.

The current proposed development is forecasted to generate 8,963 daily, 509 AM peak hour and 843 PM peak hour net new trips. Table 1 summarizes the net trip generation of the approved and the current proposal.

As summarized in Table 1, the current proposal is forecasted to generate less trips during the PM peak hour and on a daily basis. During the AM peak hour, the current proposal is forecasted to generate 21 additional net new trips. The additional trips during the AM peak will not have significant impacts to off-site intersections because daily variation of background traffic on the street is more than 21 trips.

To Jon Regala
Planning Department
February 11, 2015

Table 1. Trip Generation Comparison

	Daily	AM Peak	PM Peak
Current Proposal	8,994	509	845
Approved Proposal	9,561	488	1,009
Net New	-567	+21	-164

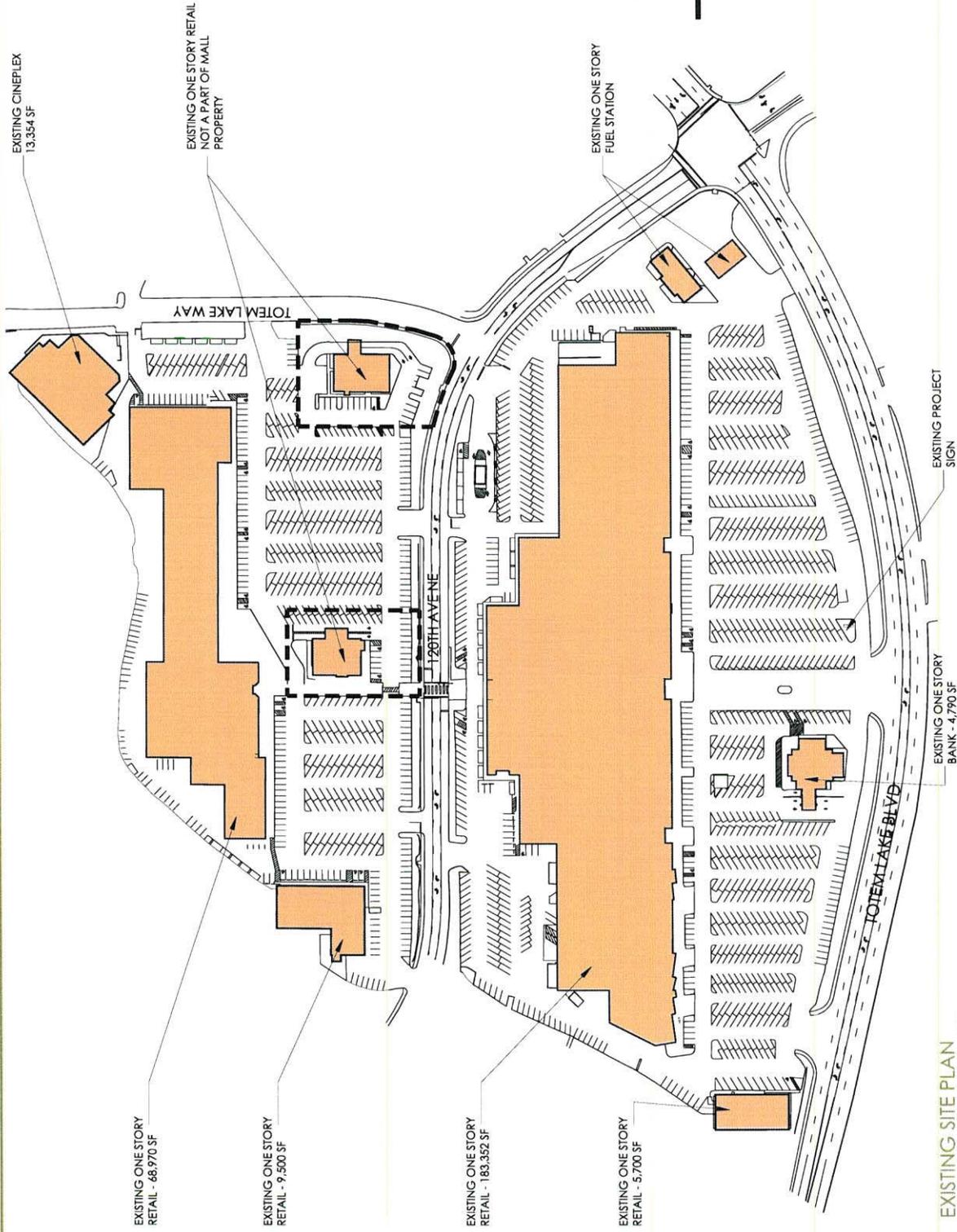
In summary, the current proposal's trip generation is within the approved threshold of the approved development. For SEPA purpose, staff does not anticipate the current proposal will have a significant off-site traffic impact over and above what was forecasted for the approved development.

Immediate Site Impacts

Although, the current proposal will not generate additional significant off-site traffic impact, the conceptual internal design of the development and locations of project driveways have change significantly. A more detail site plan and traffic analysis will be required as the project design progresses to determine the appropriate mitigation along 120th Avenue NE and Totem Lake Boulevard. The analysis will be limited to the site's internal street system and along 120th Avenue NE between and inclusive of NE 128th Street and Totem Lake Boulevard, along Totem Lake Boulevard between and inclusive of 120th Avenue NE and NE 128th Street and along Totem Lake Way frontage to the project site.

cc: Rob Jammerman, Development Engineer Manager
File- Energov

THE VILLAGE AT TOTEM LAKE



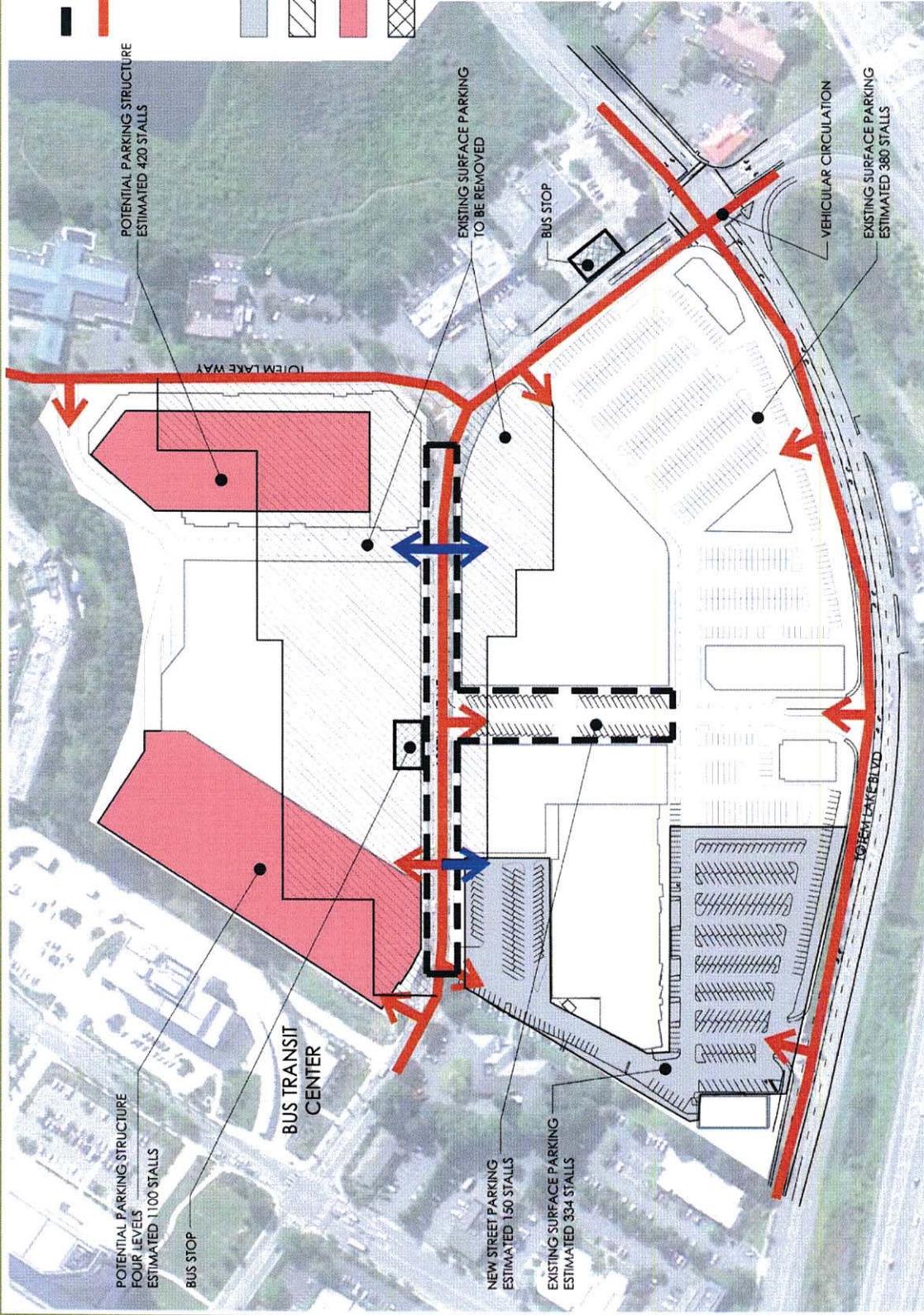
EXISTING SITE PLAN
THE VILLAGE AT TOTEM LAKE



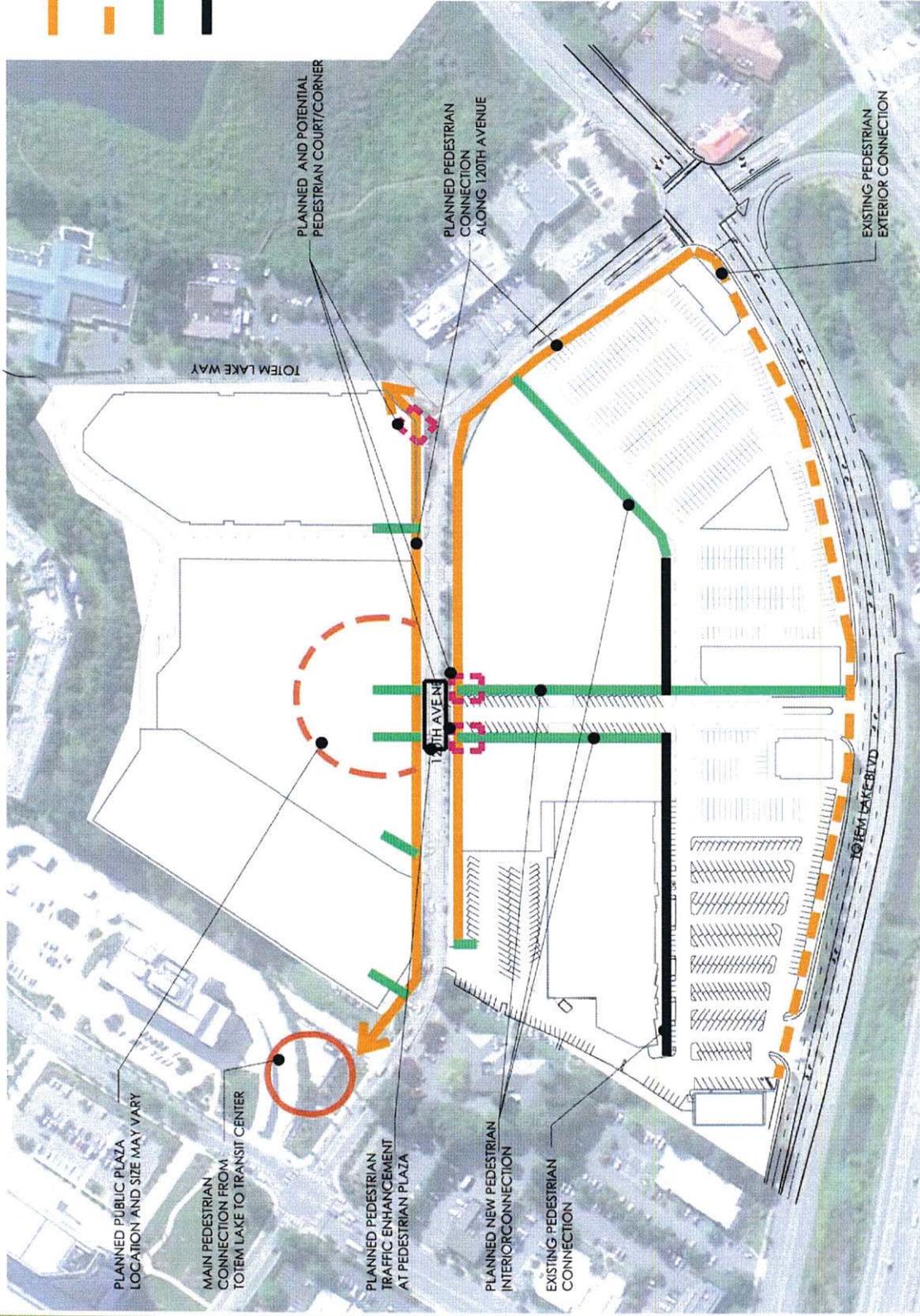
EXHIBIT 1

EXHIBIT 2

THE VILLAGE AT TOTEM LAKE

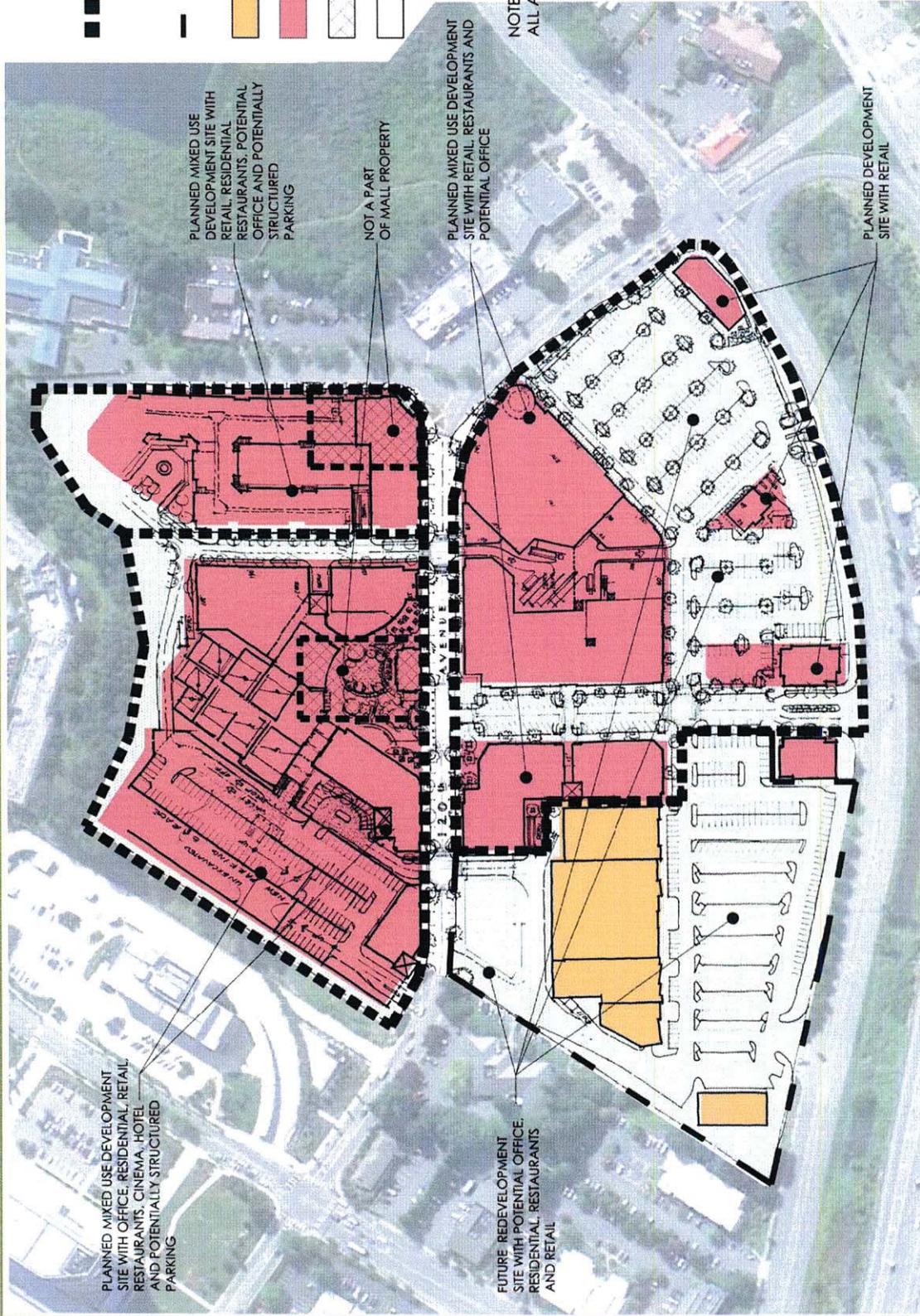


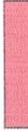
THE VILLAGE AT TOTEM LAKE



- PLANNED PEDESTRIAN CONNECTION ALONG 120TH AVENUE
- EXISTING PEDESTRIAN EXTERIOR CONNECTION
- PLANNED NEW PEDESTRIAN INTERIOR CONNECTION
- EXISTING PEDESTRIAN CONNECTION
- PLANNED AND POTENTIAL PEDESTRIAN COURT/CORNER
- PLANNED PEDESTRIAN PLAZA

THE VILLAGE AT TOTEM LAKE



- 
 PLANNED MIXED USE DEVELOPMENT SITE WITH POTENTIAL OFFICE, RESIDENTIAL, RETAIL, RESTAURANTS, CINEMA AND POTENTIALLY STRUCTURED PARKING AND USES APPROVED BY TL2 ZONE
- 
 FUTURE REDEVELOPMENT SITE WITH POTENTIAL OFFICE, RESIDENTIAL AND RETAIL
- 
 EXISTING BUILDINGS
- 
 PLANNED MIXED USES
- 
 NOT A PART OF MALL PROPERTY
- 
 FUTURE REDEVELOPMENT

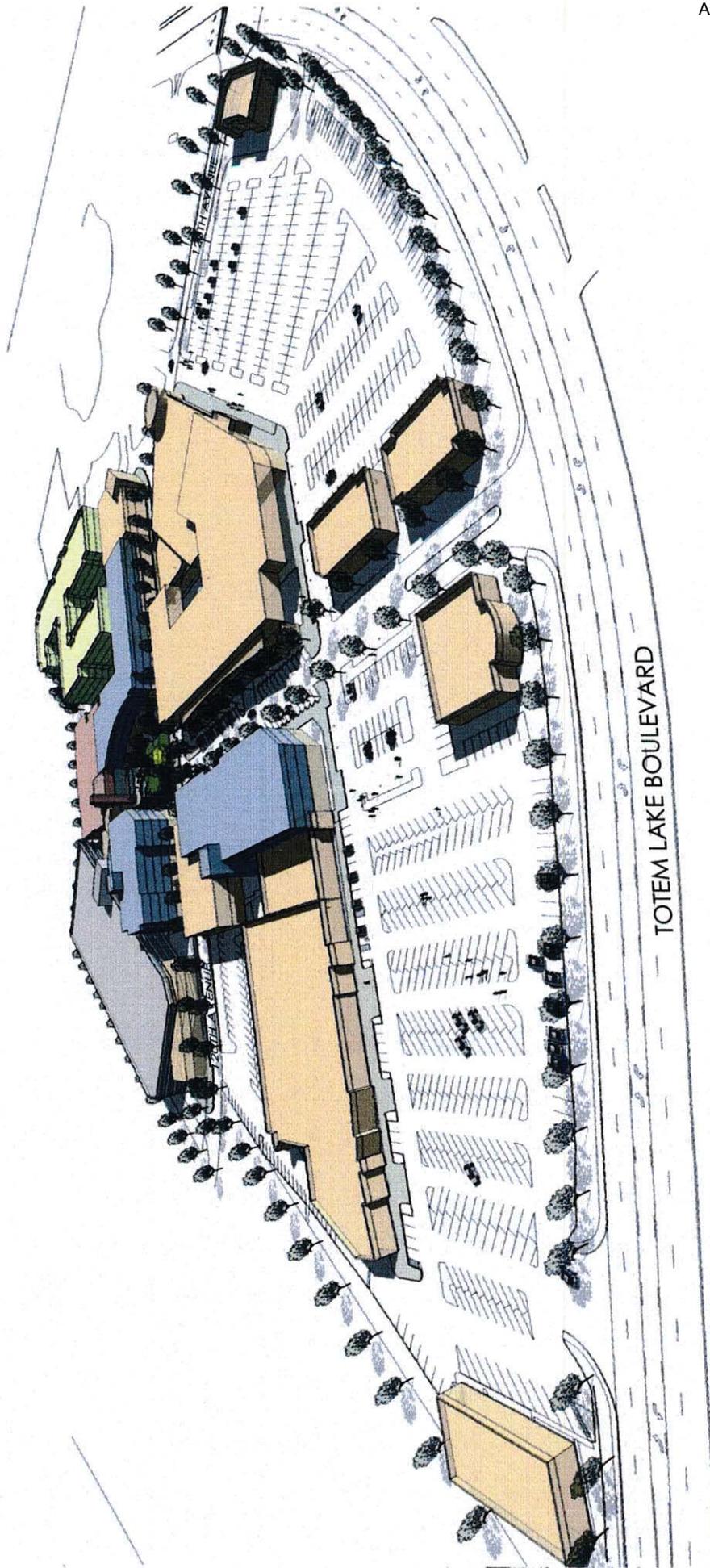
NOTE:
 ALL AREAS ANTICIPATED TL2 ZONE USES

EXHIBIT 4

CONCEPTUAL SITE PLAN
 THE VILLAGE AT TOTEM LAKE - CONCEPTUAL MASTER PLAN



THE VILLAGE AT TOTEM LAKE



OVERALL SITE VIEW
THE VILLAGE AT TOTEM LAKE



THE VILLAGE AT TOTEM LAKE



OVERALL SITE - SOUTHEAST VIEW
THE VILLAGE AT TOTEM LAKE



THE VILLAGE AT TOTEM LAKE



PLAZA VIEW AT MAIN ENTRY DRIVE & 120TH AVENUE
THE VILLAGE AT TOTEM LAKE

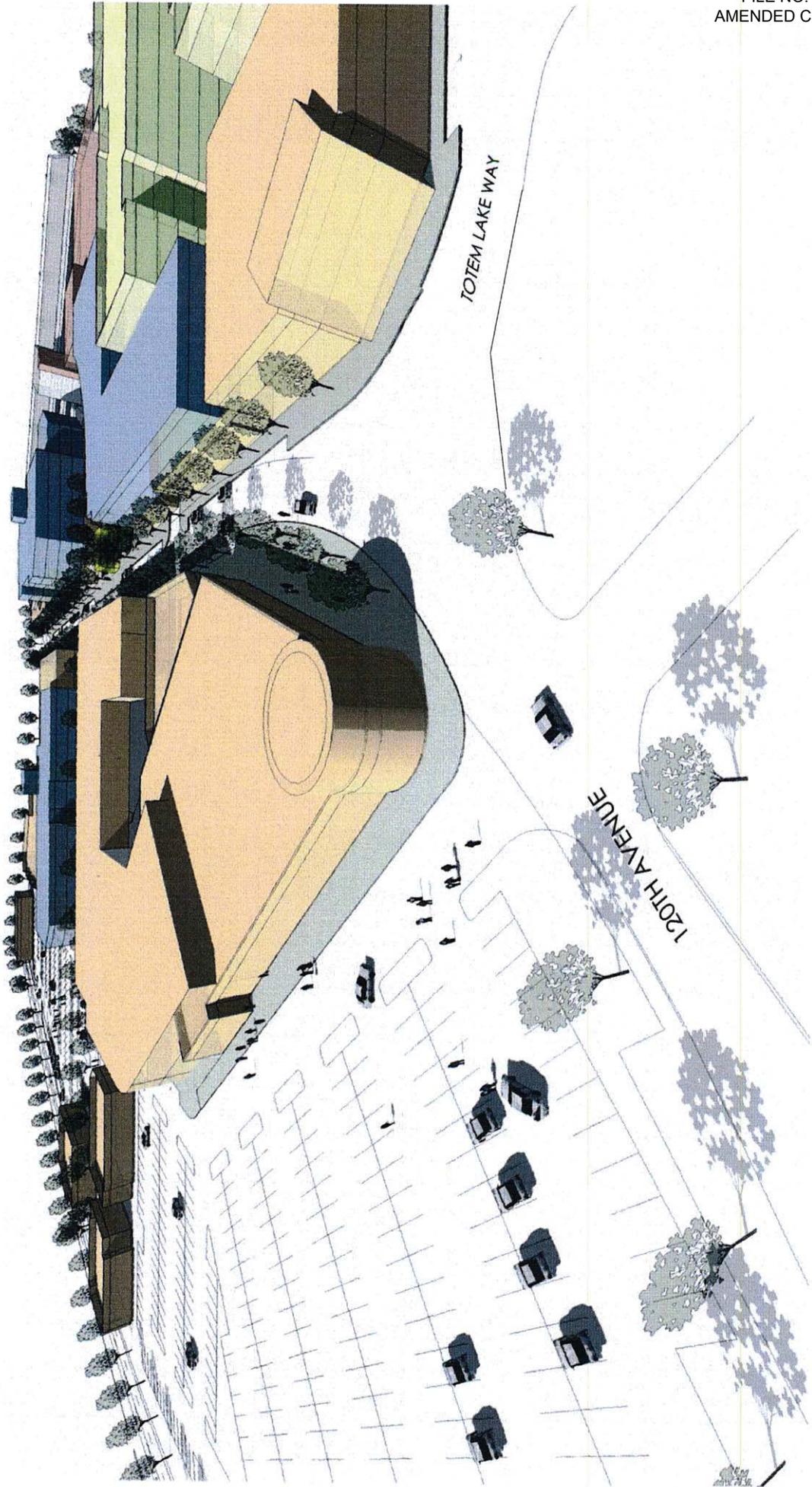
THE VILLAGE AT TOTEM LAKE



MAIN ENTRY DRIVE - VIEW NORTHEAST
THE VILLAGE AT TOTEM LAKE



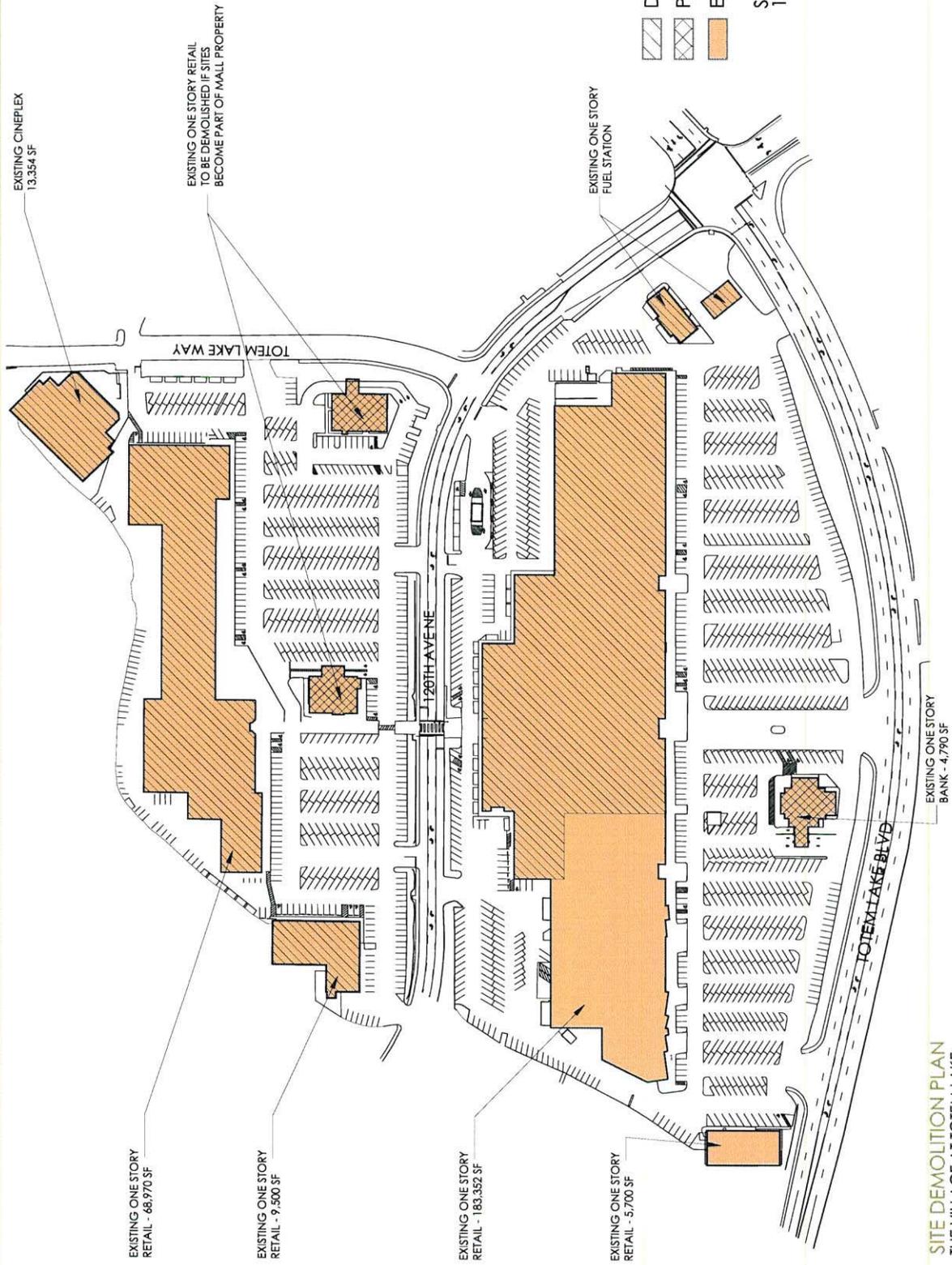
THE VILLAGE AT TOTEM LAKE



120TH AVENUE - SOUTH VIEW
THE VILLAGE AT TOTEM LAKE



THE VILLAGE AT TOTEM LAKE



SITE DEMOLITION PLAN
 THE VILLAGE AT TOTEM LAKE



EXHIBIT 6