



ULI Technical Assistance Panel Recommendations

City of Kirkland - Totem Lake

2011



Kirkland, Washington



ULI Seattle Technical Assistance Panel Recommendations
City of Kirkland - Totem Lake

ULI Seattle

The Urban Land Institute provides leadership in the responsible use of land and in creating and sustaining thriving communities worldwide. ULI Seattle, a district council of the Urban Land Institute, carries forth that mission as the preeminent real estate forum in the Puget Sound region, facilitating the open exchange of ideas, information and experiences among local, national and international industry leaders and policy makers.

Our mission is to:

- Build a regional vision of the Puget Sound area that embraces and acts upon quality growth principles.
- Encourage the collaboration among all domains – public and private – of the real estate industry.
- Build consensus among industry and public leaders who influence land use, transportation, environmental, and economic development policies.

City of Kirkland

The City of Kirkland is located on the eastern shore of Lake Washington approximately ten miles northeast of downtown Seattle. Kirkland was the first town site in the fast growing area now known as the Eastside, incorporating in 1905 with a population of approximately 530. Today, Kirkland is the twelfth largest city in the State of Washington with a population of over 80,000 and several prosperous business districts with more than 35,000 employees.

Located in the geographic center of Kirkland, the Totem Lake business district is the largest district in the City and home to Evergreen Hospital, the City's largest employer, and the Lake Washington Institute of Technology. Totem Lake also is the principal producer of sales tax in the city, with its extensive retail offerings and auto dealerships. Overall, this commercial area is currently characterized by a relatively low density and automobile orientation.

However, City and regional plans identify Totem Lake as an Urban Center with expectations for significant population and employment growth, transforming into a high density pedestrian oriented district served by high capacity transit. To understand how best to catalyze redevelopment in Totem Lake, the City of Kirkland asked the Urban Land Institute (ULI) to study its current policies and determine whether they supported the vision for Totem Lake, and also to make suggestions on what the City might do to incent development.

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ULI Technical Assistance Panel Recommendations

City of Kirkland - Totem Lake

EXECUTIVE SUMMARY

The City of Kirkland has embarked upon a commitment to transform the business district and neighborhood of Totem Lake into a vital urban center, attracting a substantial number of new residents and jobs. A strong and viable vision, coupled with strategic investments in infrastructure and amenities, will position the business district for investment and growth in the post-recession future. The recommendations of the ULI Technical Assistance Panel can be summarized in four points:

Keep a long-term perspective

The City of Kirkland's current vision for long-term development in Totem Lake is very appropriate, if coupled with strategic investment in improved transit capacity and access. Connectivity to major employment bases through transit is critical, as well as local pedestrian and bicycle networks, trails and open space. The office market has minimal development opportunities in the short run, while downtown Bellevue continues to have excess capacity. Current economic conditions mean that new residential development depends on competitive pricing and capitalizing on Totem Lake's access to a large employment center.

Leverage open space assets and trail potential

Current plans to purchase and redevelop the railroad corridor, which runs through the business district, deserve top priority. The corridor could become a key asset for attracting development to Totem Lake. The program for redevelopment, which will likely accommodate future light rail in addition to pedestrians and bicyclists, might well extend to small electric vehicles. As an amenity, it can connect office employees and other workers to retailers and recreational areas. Coupled with the redeveloped corridor, an enhanced green space around the natural area of Totem Lake could attain placemaking status for the developing neighborhood and become a stopping point and oasis along the railroad corridor.

Think big picture, small steps

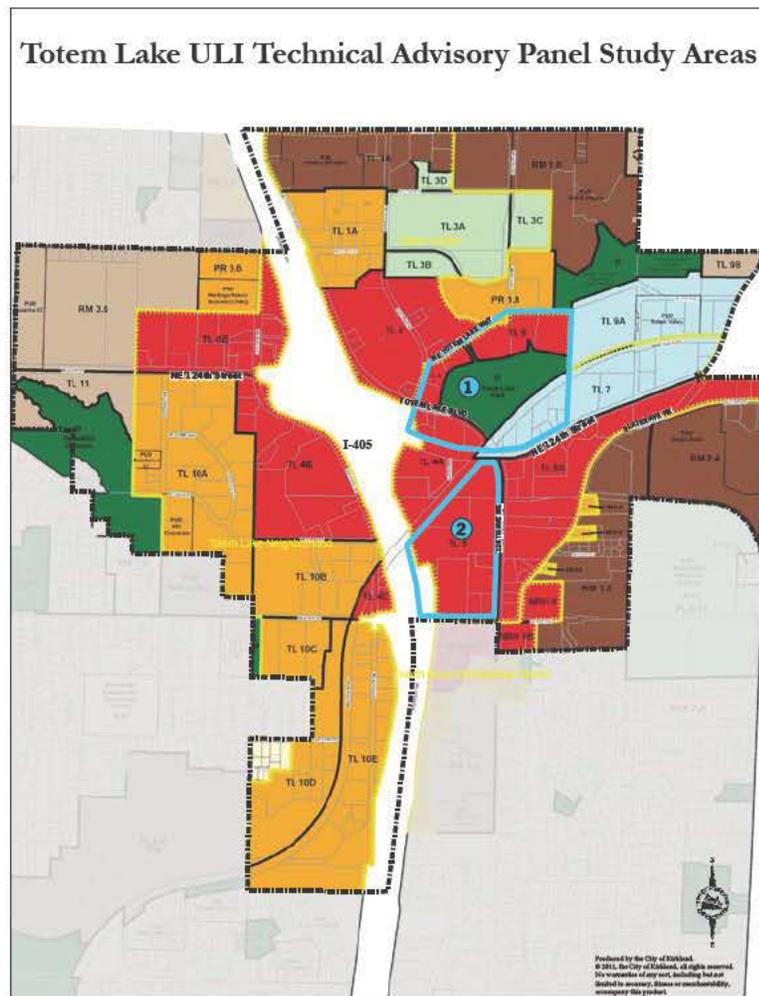
In the southeast quadrant of Totem Lake, extending 123rd Avenue Northeast north into a renewing neighborhood to the west of 124th Avenue Northeast promises to be transformative. Bounded by the railroad corridor along the northwest side and Northeast 124th Street on the north, this subarea will accommodate a large percentage of new housing units over the long term. In the meantime, the City would do well to focus planning and resources on an even smaller scale, a "quadrant within a

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quadrant” in the subarea, and build on connections with the northeast quadrant of Totem Lake.

Work with existing retail strength, and institutions, too

The mall is the most likely transformative center of private development in the district. Although its redevelopment is stalled, the Totem Lake Mall retains the best potential for new retail development and jobs in the neighborhood. Success may depend upon targeting “medium box” stores and second-tier anchors that do not compete with fashion retailers in major urban centers. Significant new retail outside of the mall is unlikely in the short and mid-term, because it typically does not work in mixed-use areas without strong pedestrian traffic. The City also should continue to support Evergreen Hospital and educational institutions, along with associated uses.



**STUDY AREA
AND
BACKGROUND**

The Totem Lake neighborhood, annexed to the City of Kirkland in 1974, has a significant concentration of commercial activity within its boundaries, and is preparing for a sustainable future with a mix of housing and job opportunities. However, it is sharply divided, east from west, by I-405, and the decline of its namesake retail mall, which has long relied on connections with I-405 and the regional network of highways, was followed by setbacks and delays in mall redevelopment.

“The freeway is like a raging river. People tend not to go across the freeway to get groceries.”

Now the City of Kirkland has made the neighborhood of Totem Lake a focus of intense and thoughtful planning for future growth. The neighborhood was identified as an urban center by the King County Growth Management Planning Council in 2003, and the City of Kirkland has planned for Totem Lake to accommodate more than 4,000 new residents and 17,000 new jobs by 2031.

Study Areas

The ULI Totem Lake Case Study area includes two selected sections of Totem Lake where planning and investment can make a great deal of difference in the future of the urban center.

The first is the Totem Lake natural area and the commercial areas directly to the north and west of it along Northeast Totem Lake Way and to the south along Northeast 124th Street. The natural area is dominated by wetland habitat, which has been made partially accessible with a system of boardwalks and platforms crossing it. Public access to the park and wetlands is very restricted and hard to find, with shared parking behind a pawnshop. Privately owned parcels around the natural area present potential for redevelopment.

The second is a commercial area in the southeast quadrant of Totem Lake, to the west of 124th Avenue Northeast and east of I-405, known as Totem Square or TL5 and filled with primarily one-story uses from warehouses to offices and flex-space. It is bounded on the northwest by the railroad corridor, and meets Northeast 124th Street at the north. The western portion of the site is situated at an elevation somewhat lower than the freeway. There has been some conceptual planning here, and the current vision would break up the superblock with new streets and pathways that encourage



redevelopment as a mixed-use, pedestrian neighborhood connected with the railroad corridor. Extending 123rd Avenue Northeast northward from Northeast 116th Street would serve as an internal circulation spine for the neighborhood, and a crossing over the railroad corridor would connect this district to the northeast quadrant of the business district. The planned changes involve more dense development next to the railroad corridor and I-405, along with the following improvements: a network of sidewalks; plantings; a small park and gateway elements; strategically located parking and parking structures; and a more intensive pedestrian environment along 124th Avenue Northeast.

Economic Assets

Several major assets will play an important role in the future of the City.

Railroad corridor: The City is now exploring acquisition of the abandoned railroad corridor itself, which runs northeast to southwest through the Totem Lake Urban Center, and between the two sectors of the study area.



“With a trail going right through Totem Lake—people will get it right away.”

Totem Lake Mall: The 26-acre Totem Lake Mall, originally built in 1973, has been seen as a key redevelopment opportunity. A master plan for redevelopment, approved through design review in 2005, has not yet been implemented due to a protracted lawsuit between the mall’s two private owners. The approved development made use of new zoning regulations adopted in 2002 that would increase the height limits for the site to 75 feet and 135 feet in order to accommodate ground floor retail in addition to upper story office and residential space. With a \$15 million commitment from the City of Kirkland, the approved plan would break the highway strip-style character of the mall by adding a new east-west boulevard through the center, together with other road improvements.

Evergreen Hospital: Evergreen Hospital is the City’s largest employer, with more than 3,000 workers. The City has adopted a master plan for the hospital, raising the height limit from 75 to 150 feet concurrent with the commitment to accommodate a transit center on site. A 9-story building, emergency center, medical office building and transit center have already been developed, and there are plans to nearly

double the current square footage for a total of 2.25 million square feet.

Transit Center: The transit center on Northeast 128th Street, which is important to Urban Center status as defined by the Puget Sound Regional Council, is collocated with two office buildings and below-grade parking, has six bus bays and attractive, sheltered passenger waiting areas, plus layover space. It is within walking distance of a park-and-ride lot, and close to the street overpass and freeway station with direct access to and from high-occupancy vehicle lanes on I-405. Street improvements along 128th Street provide a pedestrian connection between the hospital and transit center and the freeway station. The freeway station is served by Sound Transit Express and Metro buses. There are also pedestrian links to nearby Kingsgate Park-and-Ride.

Businesses and Institutions: Totem Lake is home to numerous businesses, including: medical practices associated with the hospital; advanced manufacturing and light assembly plants; and auto dealers, an important source of sales tax revenue for the City. Also near the plan area to the southeast is another major institution, Lake Washington Institute of Technology, now expanded with a newly opened allied health building.

**PLANNING AND
SCALE OF DEVELOPMENT**

Consistent with the urban center designation, current zoning allows high-intensity development, subject to stipulations that it is designed to an urban form and is supported by an urban level of infrastructure. However, urban density is a long-term vision. Redevelopment opportunities in the near term may fall short of desired densities but do not preclude the creation of an attractive, pedestrian environment—and more dense development when the local market matures.



an attractive, pedestrian environment—and more dense development when the local market matures.

“Anybody can build an empty building. Don’t do too much too early.”

Density and Timing

The current vision for long-term development is appropriate, but only when coupled with transit capacity improvements. Investments must be prioritized by corridor, and access improved along with the pedestrian environment.



Redmond Town Center

But the current economic environment has stalled the desired transformation of suburban hubs into higher-density forms of development. Current rents will not support heightened density in most suburban markets. In the study area, it is hard to envision mixed-use construction in heights of more than two to three stories. It was possible to envision taller buildings in recent history, but it would be risky and unrealistic to expect construction of this intensity in the foreseeable future

in Totem Lake. Residential development might be more likely to include low-rise “garden style” projects with courtyards, rather than mid-to-high-rise developments.

Timing for short and long-term development is important. In the near term, the mall and the hospital are critical for the success of the entire district. City resources should be devoted to making Totem Lake Mall work, because mall development is the most transformational center of private development in the district. The City should also continue to support the growth of the hospital and associated uses, including medical office and assisted living uses, because this is the best sector for living wage jobs and long-term stability.

TL5 Strategies

Outside the mall and the hospital area, smaller-scale development—especially in the

“Put first dollars into one of the nodes. Invest money in individual quadrants to lift them up. Create a ‘there’.”

TL5 area—will serve as a catalyst for future development. This area, west of 124th Avenue Northeast, is a special case, where the City has a vision for creating a pedestrian environment and attracting investment in mixed-use development from the private sector.

The City’s street grid concept is a desirable urban design approach for the district and appropriate for the long term, but economically difficult to achieve. Even in the mid-term, it is hard to envision mixed-use construction in heights of more than two or three stories. Today’s rents do not support structured parking.



The City would do well to focus planning and resources on an even smaller scale of development within TL5, a “quadrant within a quadrant.”

Retail demand is market-driven, and the City should not insist on ground-floor retail. As an interim measure, the City may be well advised to require that ground floor space be built with higher ceilings and other infrastructure to accommodate future conversion to retail.

*“Big projects are harder to finance.
Allow something smaller to happen.”*

Floor Area Ratio (FAR) limits are a serious inhibition to development, but not in today’s flat market. When the market improves, the City will need a higher FAR. However, zoning is not the best mechanism to reach the City’s goals in today’s market. In the near term, the City might choose to facilitate a negotiated development proposal that serves some of the goals for a pedestrian environment while providing flexibility on FAR, street grid or retail requirements for the private developer.

The City should work with property owners to identify near-term opportunities and focus resources there. At the same time, it will be in a position to leverage amenities in transformational projects such as the trail corridor, a Totem Lake natural area revitalization plan, and various types of connectivity with amenities and transit.

**MAJOR
INVESTMENTS**

The City is contemplating potential investments in three areas in particular: transportation, Totem Lake natural area and the railroad corridor.

*“First, do no harm. I sense a
little bit of desperation.
Take it easy.”*

Transportation

The study area is bisected by arterial streets carrying high traffic volumes and creating large blocks. Plans call for a limited number of traffic capacity improvements, however actual capacity appears sufficient. Wayfinding improvements may be a better use of resources.

Plans also call for improving street connections and breaking up blocks with internal street grids, possibly with private developer partners. The City should consider

acting on this decision unilaterally, removing a potential barrier to future development, or investing in concert with an adopted plan, as with the City’s agreement on the Totem Lake Mall. This approach should be coupled with patience for the slow return of the market.



Totem Square - Future Internal Road

Connectivity to employment bases is critical. A potential “flyer” stop (a pullover addition to I-405, similar to Montlake Station on SR-520), to connect with busses from the expressway on Northeast 116th Street, may be considered.

The barrier of the freeway bisects Totem Lake in ways that cannot be surmounted. There is a clear need to connect the north and south quadrants on the

east side of I-405, and the plan to extend 123rd Avenue Northeast with a bridge over the railroad corridor is a good start.

The purchase and redevelopment of the railroad corridor itself has the potential to connect three of the four quadrants. This is by far the most practical of the connecting strategies and deserving of top priority, as it also yields multiple benefits as an amenity for all new development.

The Lake

The lake itself can become the heart of a redeveloping neighborhood and a place with which Totem Lake residents, existing and new, can truly identify.



The water surface of the lake is insignificant compared with its presence as a wetland and green open space, and its iconic, namesake value. The lake and park are in a position to attain placemaking status for the neighborhood, and become a stopping point and oasis along the railroad corridor. A strong design vision and concept is essential.

There are few places in the community to overlook the park and lake area, and surrounding properties are subject to strict environmental regulations. But there are clearly re-developable parcels adjacent to the natural area. The City may explore acquisition of key parcels in the future.



Marina Park, offering upland park amenities

Totem Lake’s current lack of recreational amenities limits its appeal for residential uses. The lake’s presence can be realized and its value leveraged by creating active, upland park amenities that serve the City at large. It would be reasonable to invest

“Go big or go home.”

in study, design and master planning for the park area, with the strategic objective of garnering support among businesses and the public at large for construction of upland, active areas. A new entry area, walking corridors, playfields, and even off-leash areas might be part of the mix, given appropriate protections for wetlands. Studies might include investigation of the possibilities for expansion of the lake as a storm water detention area. An ambitious storm water retention and filtration plan might be leveraged to gain support for strategic land acquisition and upland landscape design and construction.



Water exiting the west side of the lake is currently piped to the west side of I-405, where it becomes a tributary of Juanita Creek. The potential of daylighting or openly exposing the stream, and making it an amenity as well as part of a flood control strategy, has become a question for planners and local leaders.

Because the course seems to run along I-405, daylighting is unlikely to have a major bearing on development, and could be a political and regulatory quagmire. There are lessons to be learned from Northgate’s Thornton Creek. If it helps the City to daylight it as part of a flood control strategy, it would be an independent consideration.

The expansion of the Totem Lake natural area into a more active, park-like open space may be financially overwhelming, and constraints must be recognized. How-

ever, the effort might be made part of a “Rails to Trails” project that offers access to Federal funds. Also, as an amenity to the City-at-large, fundraising efforts can be spread among many stakeholders, including local businesses. All of this could be synergistic with new residential development between Northeast 124th Street and the railroad corridor.

BNSF Corridor (railroad corridor)

The unused Burlington Northern Santa Fe railroad right-of-way (railroad corridor) is now owned by the Port of Seattle and runs through Totem Lake, extending southward through Kirkland and the Bellevue. The corridor could become a key asset for attracting development to Totem Lake, through purchase by the City of Kirkland or King County.

There is obvious value in developing the 100-foot-wide corridor as a bicycle and pedestrian trail, even as it retains its potential for future regional rail transit. To maximize its potential for contributing to the distinctive attraction of Totem Lake, the program might extend the uses of the trail to include modes of individual transportation like small electric vehicles: carts, scooters, and Segways.

The development of the trail has the potential to brand Kirkland as progressive on transportation and add substantially to individual mobility within the urban center. As an amenity, it can attract office employees and commuting workers to use the trail to access retailers and recreational areas. It has the distinct advantage, among transportation investments, of the ability to connect three of the four quadrants of Totem Lake, crossing under I-405.



Figure TL-9: Totem Lake Existing and Proposed Pedestrian System
Totem Lake Pedestrian System

MARKETS

Private investment in the Totem Lake neighborhood will follow shifting opportunities in three different market sectors—retail, residential and office. Each of these will provide support for the others, and contribute to a livable pedestrian environment.

“Totem Lake could become the backyard for all those Bellevue uses as [Bellevue] becomes more dense.”

Retail

Despite its decline and stalled redevelopment, the mall retains the best potential for retail development and jobs. But its success may depend upon the targeting of particular types of retail franchises.

“You are not going to get quality dining unless there is a theater.”

This is not a market for fashion tenants (H&M, J. Crew, American Eagle). Development capital in this sector is focused in competing urban areas. A more realistic niche would include “medium box” stores (e.g. Best Buy, Designer Shoe Warehouse), and value anchors (e.g. Target, Kohl’s, J.C. Penney). But timing is not good for these businesses at present. The typical rents for these sectors, which currently hover at a net effective rent of around \$12 per square foot, are simply not high enough to support new construction. Rents are unlikely to support new development in the foreseeable future, especially with structured parking.

On the restaurant side, there seems to be plenty of potential for lunch spots, but sit-down restaurants require a cinema or some other evening attraction to survive.

Residential

The residential market is very cost-sensitive in the foreseeable future. The Totem Lake area competes primarily on price, as it lacks the amenities of town centers such as Bellevue and Redmond. Higher-density residential development is now focused almost exclusively on “core” centers like these, and Totem Lake must capitalize on access to larger employment centers and transit to Bellevue.

Amenities such as trails and open space are critical, and the southeast quadrant offers particularly exciting potential for residential development due to trail access through the railroad corridor. A growing employment base and stronger retail amenities will also enhance Totem Lake’s competitive position in the future.

Office

Given the soft market conditions prevailing in Bellevue and throughout the East-side in general, there is little potential for office development in the near term, with the possible exception of medical office. Strong freeway access, proximity to executive housing along Lake Washington and a growing labor base to the north help to put Totem Lake in a good position for future office development, which may be warranted once the Bellevue market tightens. Stronger retail amenities would strengthen Totem Lake's competitive position.

The proximity of executive housing along Lake Washington helps to put Totem Lake in a good position for office development in the future.

When development does resume, it will probably demand surface parking. This would likely be pegged at 4.0/1,000-square-foot ratio, or "commodity office."

"Headquarters of small, regional firms love Totem Lake. The executives live down the lake and they don't want to drive to Bothell."

OVERVIEW AND CONCLUSION

Totem Lake will benefit from intense planning efforts now underway, which are laying the groundwork for appropriate private development and public investment. But its potential as a thriving urban center, an attractive place to live and a generator of future jobs is inhibited by two significant factors: I-405 and the present economic slump.

The most basic of these is the presence of the interstate, which physically divides Totem Lake east from west, presenting a formidable barrier to bicyclists and pedestrians, as well as local motorists. More subtle but perhaps just as important are the legacies of auto-dependent development and the regional association of the name "Totem Lake" with a mall along the freeway.

*“Go back ten years in Bellevue. Ten years ago,
Bellevue was nowhere.”*

Because of the recession, efforts to shape private development through zoning and recapture a share of the retail market are unlikely to bear fruit in the foreseeable



future. These challenges are balanced by the advantage of a large institution and major employer, Evergreen Hospital, within the planned urban center. Another thriving institution, Lake Washington Institute of Technology, will generate jobs and attract residents. Employers in the emerging high-tech centers of Kirkland can be expected to consider investing in Totem Lake.

To encourage this process, the City can claim the enormous advantage of Totem Lake Park and the potential for opening and redeveloping the railroad corridor. The significance of the Totem Lake namesake natural area, which includes the wetlands and small lake, far exceeds its physical size and current visibility. Tapping its potential, which would mean substantial commitment and investment, involves protecting and enhancing its natural function while making it more accessible and linking it

*“This is a good time for
patience.”*

with other open space resources, trails and developing pedestrian infrastructure.

With strategic design, investments and marketing, the lake represents a unique opportunity to actually rebrand the community without changing its name. Totem Lake will be associated with a natural feature and desirable place to live and work. This shift will ultimately benefit a new generation of retail in Totem Lake, both inside and outside the mall.

Transit connections to major job centers will help to consolidate demand for housing in the neighborhood. Realistic expectations for retail partners will encourage redevelopment of the mall, coupled with the adopted plan for tying it in with the surrounding street grid and the evolving pedestrian environment.

The City of Kirkland has embarked on a series of strategies that, with patience, will help to transform Totem Lake from a declining business district to a true urban center with new jobs and attractive, affordable neighborhood for living as well as

ULI Seattle Technical Assistance Panel Professional Biographies

- ***Al Levine, Seattle Housing Authority, Panel Chair*** As Deputy Executive Director of the Seattle Housing Authority (SHA), Al Levine oversees SHA's Development, Construction and Asset Management programs. Under his leadership, the agency has undertaken five HOPE VI redevelopment projects including High Point, which received the 2007 ULI Global Award for Excellence, and NewHolly, recipient of the HUD-CNU Award for Changing the Face of America's Public Housing. Al received his B.A. from Hunter College of the City University of New York, and his Masters in Urban Planning from the University of Washington. Al currently serves on the Advisory Board of ULI Seattle, serves as adjunct faculty for the College of Built Environments at the University of Washington, and is a member of the College's Department of Planning and Urban Design Professional's Council. He has also served on the Pike Place Market Historical Commission and the Boards of Directors for Common Ground and the Housing Development Consortium of Seattle-King County.
- ***Chris Bitter, University of Washington College of Built Environments, Panelist*** Christopher Bitter is an Assistant Professor with the University of Washington's Runstad Center for Real Estate Studies, where he teaches graduate courses in Urban Land Economics, Real Estate Market Analysis, and Real Estate Valuation. Chris earned his doctorate from the Department of Geography and Regional Development at the University of Arizona and served as a faculty member in the same department. Prior to pursuing an academic career, he worked for ten years in the private sector as a real estate and urban economist, most recently with RREEF, a leading institutional real estate investment advisor. Chris's research focuses on urban economics, real estate market analysis and strategy, and sustainable urban development. He is currently studying the implications of demographic change for cities and real estate markets and analyzing the market context for compact development.
- ***Chris Cole, Sher Partners, Panelist*** Chris Cole is the President of Sher Partners in Bellevue. Sher Partners' development arm, Metrovation, is a nationally recognized retail development company. Known regionally for its repositioning of Crossroads Shopping Center in Bellevue, the company is also redeveloping several key downtown blocks in Bremerton. Nationally, the company's current projects include the redevelopment of Five Points Plaza, a well-positioned lifestyle center in Huntington Beach, CA, and numerous projects in New Jersey including the development of a 50,000 sf office building, development and repositioning of a 140,000 of shopping center, and redevelopment of a 92-unit mixed-use multifamily project. Chris holds a B.A. in Business from Babson University and a Masters degree in Real Estate and Construction Management from the University of Denver.
- ***Grace Crunican, Crunican Consulting, Panelist*** Grace Crunican is a transportation consultant living in Seattle. For the past eight years she was the Director of the Department of Transportation for the City of Seattle. Her previous posts include serving as Director of the Oregon Department of Transportation, Deputy Administrator for the Federal Transportation Administration, director of the Surface Transportation Policy project, and Deputy Director of the City of Portland, Office of Transportation.
- ***Susie Detmer, Cushman & Wakefield, Panelist*** As Senior Director of retail brokerage for Cushman & Wakefield, Commerce Real Estate Solutions of Washington, Susie Detmer brings more than 30 years of retail experience to her clients. Having served in executive positions with national and regional retailers, Susie has first-hand knowledge of the way retail tenants approach the market. Her retailing background includes the management of real estate leasing and sales, site acquisition and disposition, operations, financial and strategic planning, merchandising, marketing and advertising departments. Susie is a member of Cushman & Wakefield's International Executive Retail Services Committee, and the governing and strategic planning arm of retail brokerage for Cushman & Wakefield, Inc. Prior to joining Cushman & Wakefield, Susie was a Vice President with CB Richard Ellis in Seattle.



ULI Seattle Technical Assistance Panel Professional Biographies

- **Kerry Nicholson, ULI Seattle Chair, Legacy Partners, Panelist** Since 1999, Kerry Nicholson has led Legacy Partners' emergence as a leading developer, builder and manager of award-winning residential mixed-use projects in the Pacific Northwest. Prior to that, he had two decades of senior executive experience leading real estate construction lending teams at Wells Fargo, Bank of America, and GE Capital, including four years managing Special Credits and Bank REO teams for Bank of America. In 2010, Legacy teamed with KBS Capital Advisors to form a non-traded REIT called KBS Legacy Partners Apartment REIT. The company is in the process of attracting funds to invest in the acquisition and development of apartment communities across the United States.
- **Pete Stone, Trinity Real Estate, Panelist** Pete Stone is a seasoned real estate professional with more than 20 years of investment, development, asset management and consulting experience in all commercial real estate sectors, including office, industrial, apartment, hotel and retail. Pete is currently a Principal at Trinity Real Estate, a Seattle based real estate investment and advisory firm where Pete is focused primarily on acquiring under-performing assets as well as establishing and maintaining relationships with institutional capital partners. Prior to joining Trinity, Pete spent more than 11 years working at ING Clarion Partners, an institutional real estate investment management firm, where he closed over \$2 billion worth of investments. Pete has negotiated complex and creative investment structures, including joint ventures, mezzanine debt and preferred equity. Prior to ING, Pete spent several years with the US real estate subsidiary of Sumitomo Life, where he was in charge of a number of complex workouts and redevelopments for both hotel and office assets. Pete is a graduate of Cornell University (B.A.) and New York University (M.B.A.).
- **Chris Fiori, Heartland, Panelist** For the past six years Chris Fiori has worked with clients on predevelopment financial analysis, property acquisition and disposition strategy, land use policy, and the structuring of public/private development agreements. Chris holds Masters degrees in Urban Planning and Public Administration from the University of Washington, with a concentration in Real Estate through the Runstad Center for Real Estate Studies. Prior to enrolling in graduate studies, Chris worked for the Corporate Executive Board in Washington, DC, where he was a senior associate within the firm's wealth management consulting practice. Chris recently served as a member of the Seattle Planning Commission. Chris holds a Bachelor of Arts, Honors degree in Political Science from Gonzaga University.
- **Scott Matthews, Vulcan, Inc., Panelist** With more than 26 years of development and asset management experience, Scott Matthews leads Vulcan's West Coast acquisition effort for Vulcan Real Estate. Scott's experience spans multiple product types and markets with a concentration in high-density urban mixed-used projects. Before joining Vulcan, Scott was the Vice President and Area Partner with JPI in Seattle, and he worked for 8 years with Trammell Crow Residential in Portland and Seattle. He has a B.S. from the University of Missouri at Columbia.



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Slater Ave Proposed Traffic Calming Plan April 2008

Traffic Volumes
VPD: Vehicles Per Day
NB: Northbound
SB: Southbound

Traffic Speeds are 85th Percentile
Data Recorded Sept 2006

NB: 510vpd - 37.1mph
SB: 620vpd - 34.3mph

NB: 350vpd - 40.7mph
SB: 450vpd - 38.9mph

NB: 335vpd - 38.9mph
SB: 440vpd - 39.3mph

NB: 350vpd - 38.3mph
SB: 440vpd - 38.4mph

NB: 270vpd - 30.5mph
SB: 290vpd - 33.3mph

Curb Bulbs And
Median Island By
Mastro Development

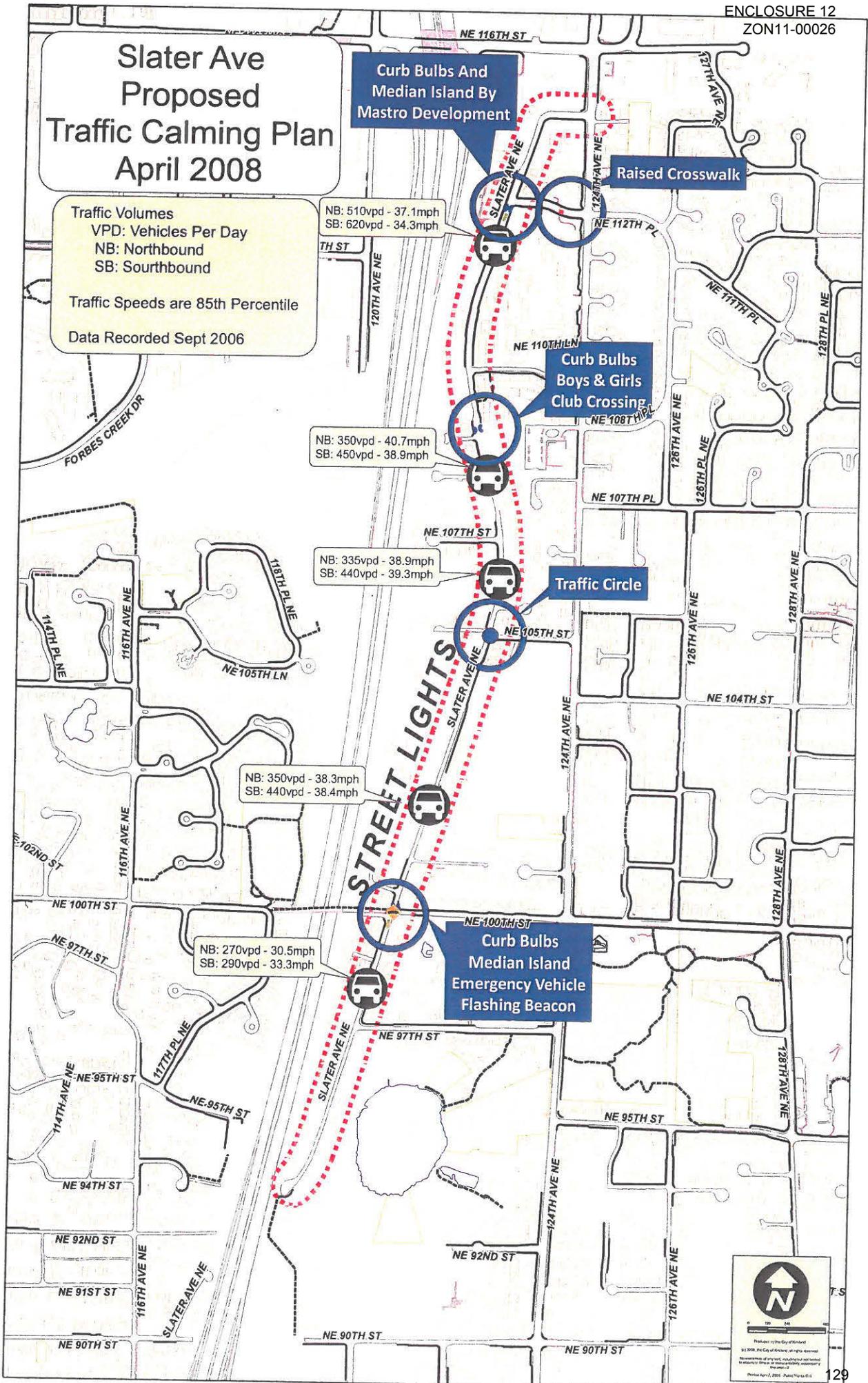
Raised Crosswalk

Curb Bulbs
Boys & Girls
Club Crossing

Traffic Circle

Curb Bulbs
Median Island
Emergency Vehicle
Flashing Beacon

STREET LIGHTS





April 3, 2012

Mr. Rob Jammerman
Development and Environmental Engineering Manager
City of Kirkland
123 5th Avenue
Kirkland, WA 98033

Rob:

As discussed subject to the conditions listed below Main Street Property Group, LLC has agreed to install a portion of the Slater Avenue traffic calming shown on Exhibit A to this letter. Main Street will install the traffic calming island and associated striping. The bump outs, wheel chair ramps, landscaping, street trees, irrigation, modification to storm or other utilities, and other related work will not be installed by Main Street. At the further request of the Slater Task Force, Main Street will also agree to install striping where the bump outs are shown in order to alert motorists that the street is narrowing. In lieu of the landscaping shown in the island, Main Street will install Dreamturf or comparable synthetic grass. Our commitment to perform the work above is subject to the following:

- 1) The Slater Task Force agrees that this is in lieu of a traffic circle and/or any other traffic mitigation measures.
- 2) No additional traffic mitigation measures are added to PUD or other approvals that are not already included as part of SEPA.

Please let me know if you have any questions or need any additional information.

Sincerely,

MAIN STREET PROPERTY GROUP, LLC

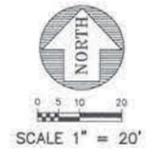
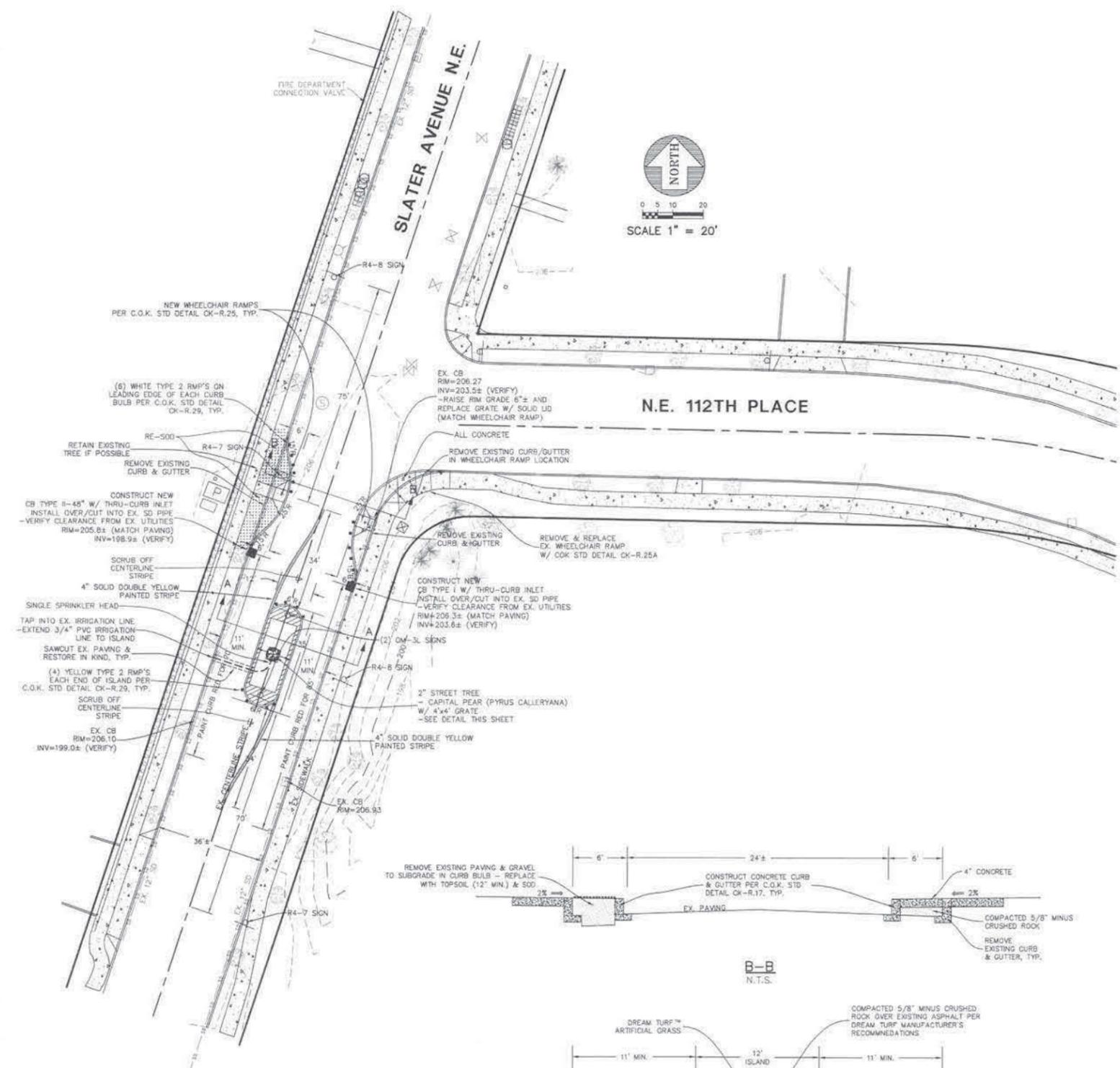
A handwritten signature in blue ink that reads "Kim Faust".

Kim Faust

Real Estate Development Manager

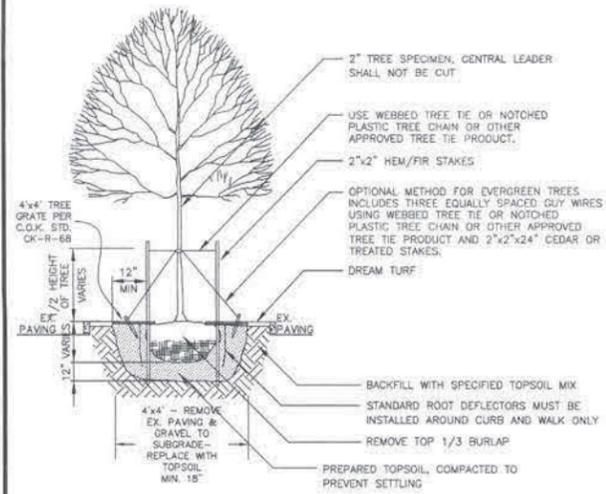
Encl.

PORTION OF THE N.W. 1/4 OF SEC. 33 TWN. 26 N., RNG 5 E., WM
CITY OF KIRKLAND, WASHINGTON



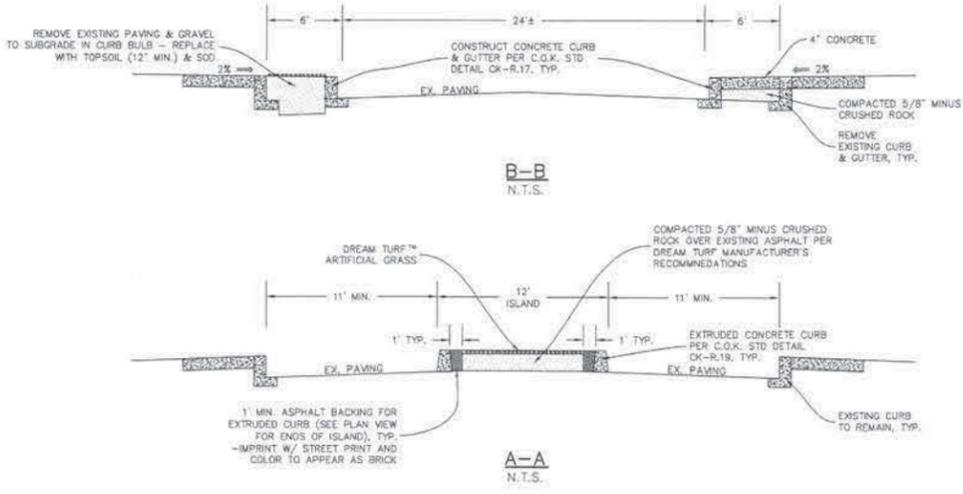
- LEGEND**
- ⊗ WATER METER
 - ⊗ WATER VALVE
 - ⊗ FIRE HYDRANT
 - ⊗ SEWER MANHOLE
 - ⊗ CATCH BASIN
 - ⊗ STORM MANHOLE
 - ⊗ POWER VAULT
 - ⊗ TELEPHONE RISER
 - ⊗ GAS VALVE
 - ⊗ TELEPHONE MANHOLE
 - ⊗ JUNCTION BOX
 - ⊗ IRRIGATION CONTROL VALVE
 - ⊗ ROOKERY
 - OHP OVERHEAD POWER LINE (APPROX. LOCATION)

- TREE LEGEND**
- ⊗ MAPLE TREE
 - ⊗ ALDER TREE
 - ⊗ FIR TREE
 - ⊗ COTTONWOOD TREE
 - ⊗ CEDAR TREE
 - ⊗ PINE TREE
 - ⊗ TREE (UNSPECIFIED)



- NOTE**
1. WIDTH OF PLANTING PIT SHALL BE 3 TIMES LARGER THAN ROOT BALL.
 2. PRE-STAIN ALL WOOD, STAIN ALL FIELD CUTS.
 3. 2" CALIPER AND BRANCHING STARTS 5' ABOVE FINISHED GRADE.
 4. TREES SHALL NOT BE PLANTED WITHIN 30' OF A STREET INTERSECTION; 50' IF IT HAS A STOP SIGN.

STREET TREE PLANTING DETAIL
N.T.S.



NOTE
THE STREET TREE PROPOSED IS CONSIDERED DROUGHT TOLERANT AND WILL REQUIRE ESTABLISHMENT WATERING ONLY.

OWNER	MASTRO PROPERTIES				
PROJECT	124TH/116TH MIXED USE				
SHEET CONTENT	SLATER AVE N.E. TRAFFIC CALMING PLAN				
DATE	04/11/07				
JOB NO.	75-156				
DWG NO.	75-156				
SHEET	1 OF 1				
PREPARED BY	Baima & Holmberg Inc.				
ENGINEERS & SURVEYORS	100 FRONT STREET SOUTH ISSAQUAH, WASHINGTON 98027 (425) 382-0250 FAX (425) 381-3005				
DESIGNED BY	T.J.R.				
DRAWN BY	JEF				
CHECKED BY	TJR				
REVISIONS PER CITY REVIEW	REV. NO. DESCRIPTION				
1	JEF	5/21/07	BY	CHK	DA
2	JEF	5/21/07	BY	CHK	DA
3	JEF	5/21/07	BY	CHK	DA
4	JEF	5/21/07	BY	CHK	DA
5	JEF	5/21/07	BY	CHK	DA
6	JEF	5/21/07	BY	CHK	DA
7	JEF	5/21/07	BY	CHK	DA
8	JEF	5/21/07	BY	CHK	DA
9	JEF	5/21/07	BY	CHK	DA
10	JEF	5/21/07	BY	CHK	DA

April 16th, 2012

To: Jon Regala

Re: Totem Station development, voluntary traffic improvements on Slater by CamWest

The Slater Traffic Calming Task Force Members have been consulted by the city of Kirkland. We are in agreement to accept a plan that includes the installation of a traffic island with pavement striping just south of the intersection of NE 112th PI with Slater Ave NE to narrow the travel lanes and promote slower speeds through the residential areas of Slater.

The island should be constructed in a manner and location so that in the future, if and when funding becomes available to the city or from further development, that curb bulbs can be installed per the original Slater Task Force design (from the Mastro Development project), and that the full project is not being constructed at this time due only to budget constraints.

We also hope that the city will install a small sign on the island with some reference to "entering residential area" to hopefully encourage people to keep their speed in check, or even turn out to 124th Ave NE via NE 112th PI.

Signed by Members of the Slater Traffic Calming Task Force,
Dayna Hall
JonErik Johnson
Karen Whittle
Margaret Carnegie, NRH neighborhood association

RECEIVED

JAN 17 2012

AM PM
PLANNING DEPARTMENT

January 13, 2012

Mr. Jon Regala
Senior Planner
City of Kirkland
123 5th Avenue
Kirkland, WA 98033-6819

RE: Totem Station Apartments
PUD Comment Response

Dear Mr. Regala:

This letter is sent in response to the City's Totem Station PUD Planning Department Preliminary Comments/Questions issued on September 27, 2011. Included below are the City's comments and questions with our responses inserted.

Additionally, please find attached the following documents submitted to support our response:

- 1) PUD Application Compliance letter from Aaron Hollingbery dated 1/13/2012. (One Copy)
- 2) Revised Plans (Four Sets)
 - a. Drawings C1-C3 prepared by Blueline
 - b. Drawings A1.1, A2.3, A5.1, A5.2, and A5.3 prepared by Dahlin Group

Thank you for your consideration of our application. Please contact me should you have any questions about our submittal.

Sincerely,



Aaron Hollingbery

TOTEM STATION PUD

PLANNING DEPT. PRELIMINARY COMMENTS/QUESTIONS

September 27, 2011 (Applicant Responses Inserted 1/13/12)

1. **ZONING ITEMS**

a. **Lot Coverage**

Please provide additional lot coverage and site plan information separated into the following categories:

- Landscape/pervious areas
- Landscape planters located over impervious areas that are proposed to be exempt from lot coverage calculations. These areas must be at least two (2) feet wide and 40 square feet in area. Please provide site-specific information prepared by a qualified expert that shows that the proposed soil and depth conditions in the landscaped area will provide cleansing and percolation similar to that provided by existing site conditions.
- Walkways
- Plaza
- Building footprint
- Surface parking lot/trash enclosure area

Response: Refer to Civil sheet C1 dated 11/17/11 for lot coverage calculations.

b. **Height**

- 1) After further consideration, the PUD request for height flexibility will be addressed by staff in the memo in terms of compliance with zoning but will not be included as part of the PUD. Preliminary review by staff shows that the proposal meets the height regulation and a PUD is not warranted for this item. The Totem Station proposal, in terms of the height regulation, is consistent with how the regulation has been applied for previous projects which established maximum height in terms of number of stories.

Response: Acknowledged. See PUD Application Compliance letter.

- 2) Parapet height at loft area should be reduced so that the average parapet height does not exceed 2' above 55' height limit.

Response: Drainws A5.1, A5.2 and A5.3 have been updated to more clearly show compliance with the parapet height limits.

c. **Parking**

- 1) Bicycle Parking

Confirm compliance with the following code section:

105.32 Bicycle Parking

Bicycle parking spaces shall be provided in all new development required to provide six (6) or more motor vehicle parking spaces to encourage the use of bicycles as a form of transportation by providing safe and convenient places to park bicycles. Exception: Single-family and duplex developments are exempt from this section.

Bicycle parking spaces shall be provided at a ratio of one (1) bicycle space for each 12 required motor vehicle parking spaces. The Planning Official may modify the number of bicycle racks according to size of development and anticipated pedestrian and bicycle activity.

Bicycle parking in the form of a bike rack or enclosed storage container shall be conveniently located for the users, generally within 50 feet of an exterior entrance of all uses, and within 50 feet of a retail use entrance. Bicycle racks shall be located in a visible, well lit, sheltered area such as under an eave, awning, or other similar enclosure and located to not impede vehicle parking or pedestrian movement. A bike rack(s) shall be installed with the capacity to accommodate the required number of bicycle spaces. For buildings with multiple uses such as a commercial or mixed use residential-commercial centers, bicycle spaces may be clustered between businesses to serve up to six (6) businesses.

Response: *The bike storage location is now depicted on Sheet A1.1. Bike rack space for a minimum of 11 bikes shall be provided based on a total count of 129 parking stalls.*

2) Parking Lot/Garage Design

On the site plan, please revise and/or verify drive aisle and parking stall dimensions as follows:

- Standard 8.5' x 18.5'
- Compact 8' x 16' (all compact stalls should be identified)
- Maximum 50% compact stalls allowed
- Drive aisle – 24' width for two-way standard stalls and 20' width for two-way compact stalls
- Parking areas must have adequate lighting. Lights in parking lots must be non-glare and must be mounted no more than 20' above the ground.
- See attached site plan with additional notes from Thang.

Response: *The site plan has been revised based on the comments above and follow-up meetings and correspondence with Staff. Please Refer to Civil sheet C1 for parking stall, and drive aisle dimensions and updated parking calculation.*

The exterior parking area lighting will comply with KZC 15.85 and WSEC. Lighting information will be provided at the building permit submission stage of project review.

3) Parking Lot Location

Provide information regarding location of the surface parking lot as it relates to KZC Section 105.58.2 2. Location of Parking Areas in the JBD 2 and the NRHBD Zones – *Parking areas shall not be located between the street and the building unless no*

other feasible alternative exists on the subject property. Okay to use info submitted during DRB process.

Response: *There are three locations on the site where a parking lot could potentially be located and not be between the building and the street: (i) behind the building along the west property line, (ii) behind the building along the northwest property line and (iii) south of the currently proposed parking lot location.*

Parking is feasible along the west property line behind the building and the design utilizes the area for a significant portion of the proposed parking lot.

Along the northwest property line the parking garage has been extended to within approximately 10' of the parcel boundary. Between the building and the northwest property line landscaped planters are proposed. The planters will be located here to provide landscape screening along this building façade. Adding additional parking at this location is not feasible.

The area to the south of the parking lot is proposed as a landscaped open space specifically designed and maintained for pedestrian use that provides a valuable amenity. This area will be highlighted with formal landscape, ornamental plantings, hardscape, and outdoor furnishings that work together to contrast this special area. The proposed open space is consistent with the "Urban Forest" concept developed for the Totem Station site during the City's review of the Luna Sol project to the south. This is not a feasible location for adding additional parking given the planned open space, significant existing topography, and existing trees proposed to be saved.

d. Trash Enclosure

Confirm compliance with KZC 115.45.4: *Screening – Garbage and recycling receptacles must be screened from view from the street and from adjacent properties by a solid screening enclosure. The screening shall meet or exceed the standards established in the Public Works Pre-approved Plans and Policies.*

Response: *Garbage and recycling will be screened from view from the street and adjacent properties with CMU block and a corrugated metal gate that matches the building material façade. All screening will comply with KZC 115.45.4.*

e. Mechanical Units

Provide information regarding location of exterior heating and cooling systems.

Response: *Refer to Architectural Sheet A2.4 for location of (3) roof top heat pumps and (2) exhaust fans on the flat portions of the roof. All Mechanical Unit Screening will comply with KZC 115.120.*

f. Pedestrian Connections

- 1) Proposed pedestrian connection near urban forest needs to extend to the west property line. Confirm compliance with KZC 105.18.d Pedestrian Connections Between Properties – *Provide pedestrian walkways connecting to adjacent properties pursuant to the applicable standards in subsection (2)(a) or (b) of this section. Exceptions: Pedestrian connections to industrial uses are not required. The location*

for the access points at property edges and to adjacent lots shall be coordinated with existing and planned development to provide convenient pedestrian links between developments. Where there are topographic changes in elevation between properties, stairs or ramps shall be provided to make the pedestrian connection.

A public pedestrian easement will be required over this pedestrian connection as well as the design standards – see KZC Section 105.19.

Response: *The design proposes a pedestrian pathway connection from Slater Avenue to NE 116th Street. The pathway is proposed to begin at the intersection of Slater Road and NE 115th Place and proceed west, through the proposed urban forest, to the neighboring property to the west. The trail would be extended to NE 116th Street along the existing access tract on the neighboring property. This alignment allows for a gradual change in elevation as the pedestrian pathway crosses the Totem Station property. The offsite portion of the pathway would be constructed by others when those properties redevelop.*

The portion of the pedestrian pathway crossing the Totem Station project would be built of concrete and include steps where necessary to accommodate the change in grade. The pathway would cross through the landscaped "Urban Forest", include small seating nodes with benches and serve as a connection for building tenants to an off-leash dog park. Further detail is provided on sheet L1.0 of the landscaping plans.

Due to the existing rockery located on the neighboring property to the west, the pathway is proposed to terminate on the Totem Station property near the west property line of the subject property. The end of the path improvements will be held back from the property line in order to avoid creating a fall hazard. A public access easement will be provided for the entire length of the pathway and extend to the west property line. The easement will allow for the future construction and connection of the path to the west when that property develops.

- 2) Confirm compliance with KZC 105.18.g Overhead Weather Protection – *The applicant shall provide pedestrian overhead weather protection pursuant to standards in subsection (2)(d) of this section:*
 - 1) *Along any portion of the building which is adjacent to a pedestrian walkway or sidewalk;*
 - 2) *Over the primary exterior entrance to all buildings including residential units.*

Response: *The proposal is compliant with KZC 105.18.g(2)(d). Overhead weather protection has been proposed along the pedestrian walkways and sidewalks adjacent to the building and the primary entrances. Further, pursuant to the requirements of KZC 105.18.g(2)(e), the overhead weather protection configuration is required to be reviewed as part of the Design Review process. The Design Review Board has reviewed the overhead weather protection and issued approval for the proposed design.*

2. **PUD ITEMS**

A PUD is a mechanism by which a proposed development that is innovative or otherwise beneficial can be approved although it does not strictly comply with the KZC. A PUD is intended to allow developments to provide public benefits to the City more than would a development which complies with the specific requirements of the code. The proposal includes requests to depart from the ground floor residential use requirement and to allow flexibility on how floor to floor height is measured. As mentioned above, the floor to floor height request does not need a PUD approval since it meets zoning requirements. Below is a preliminary analysis of the PUD criteria and the applicant’s proposal in regards to the residential ground floor use limitation.

Legend

- - Public benefit
- - Potential benefit...additional information needed
- - Not a benefit

Criterion 1: Any adverse impacts or undesirable effects of the proposed PUD are clearly outweighed by specifically identified benefits to the residents of the City

<u>Adverse Impacts</u>	<u>Applicant Proposed Benefits</u>	<u>Staff Comments/Questions</u>
<ul style="list-style-type: none"> • Reduced ground floor area for office or commercial uses • Displaces space for required on-site commercial parking 	<ul style="list-style-type: none"> • Affordable work force housing – including 10 units (10%) as affordable apartments at 80% of medium income level. 	<ul style="list-style-type: none"> • Affordable housing for rental units as defined by the KZC is 50% of King County median household income. Can the proposal be modified to meet this level of affordability? • Applicant is proposing 80% of King County median household income to qualify for tax exemption benefit in KMC. This is a benefit for the applicant. • 10% of 108 units rounds up to 11 units per code • ARCH 2011 Income Guidelines show that a studio and 1-bedroom rental rates range from \$1,215 to \$1,389 at 80% of median. How do these figures relate to current market rate rentals for the same product? • ARCH 2011 50% median = \$760 to \$868 • Additional information is needed from the applicant that shows the project will result in more affordable units relative to other studio and 1-bedroom rentals. • Proposal necessitates request for parking modification. Need to review Thang’s report and determine if there could be impacts with the parking modification request. • The proposal does include liner commercial space. Comprehensive plan includes policies that support a mixed use development on the

		<p>site. Therefore, the proposal lessens adverse impact of having no ground floor commercial space at all.</p>
	<ul style="list-style-type: none"> • Pedestrian-oriented plaza 	<ul style="list-style-type: none"> • What are the area limitations for commercial tenants within the plaza? • What area remains for public use? How would we ensure that it is usable and never gated off as private space? • Provide additional information as to how this area benefits the public. For example, what types of amenities will be provided to make it a 'desirable gathering place'? • Maybe use this item as a 'superior design' public benefit instead?
	<ul style="list-style-type: none"> • Urban forest 	<ul style="list-style-type: none"> • Confirm if urban forest area is available for public access • Confirm if off-leash dog area is available for public access • If available for public use an easement should be required. • If available for public use, additional parking may be required.
	<ul style="list-style-type: none"> • On-street parking 	<ul style="list-style-type: none"> • Not a public benefit if being used towards meeting code required parking • Design should meet Public Works standards
	<ul style="list-style-type: none"> • Superior design – reduced building massing 	<ul style="list-style-type: none"> • Code allows base maximum height of 55'. An additional 8' is allowed for pitch roofs for a total height limit of 63'. The proposed building height varies. The four story portions of the project contain two major roof forms built to 62'. Since the project is near the maximum vertical massing (allowed height) and the maximum horizontal massing (allowed lot coverage), this case may be hard to make. • Building massing was reviewed through the DRB process based on design guidelines that address bulk and mass.

Criterion 2: The applicant is providing one or more of the following benefits to the City as part of the proposed PUD:

<u>PUD Benefit</u>	<u>Applicant Proposed</u>	<u>Staff Comment/Question</u>
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<u>Options</u>	<u>Benefit</u>	
<p>1. Public facilities that could not be required by the City for development of the subject property without a PUD</p>	<ul style="list-style-type: none"> • Improve 124th Avenue NE to match future 124th Avenue CIP improvements along property frontage and add 10 on-street parking spaces • On NE 115th Place, add 6 on-street parking stalls and increase required sidewalk width from 5' to 8' 	<ul style="list-style-type: none"> • Benefit in regards to 124th Avenue NE improvements in that the City would not have to redo a portion of the CIP project if the applicant completes it with their project. Need to understand scope of work that would not have to be redone with the City project. • A wider sidewalk along NE 115th Place is a benefit however will need to confirm width and easement location. • On-street parking is not a benefit if being used to meet code requirements. • Public Works suggestions for other public benefits: <ul style="list-style-type: none"> • Complete the 124th Avenue NE to NE 116th Street dual left turn lane project • Build curb, gutter, and sidewalk along Slater to complete missing sidewalk sections (need to confirm locations with Public Works) • Provide additional traffic calming along Slater Avenue per plan developed for NRH Neighborhood
<p>2. The proposed PUD will preserve, enhance or rehabilitate natural features of the subject property such as significant woodlands, wildlife habitats or streams that the City could not require the applicant to preserve, enhance or rehabilitate through development of the subject property without a PUD.</p>	<ul style="list-style-type: none"> • Urban forest with new trees, native landscaping, pet resistant ground cover, fenced off-leash dog park area, garbage cans, and seating will be provided. 	<ul style="list-style-type: none"> • The proposed urban forest does not enhance a natural feature of the site. It is also not a significant woodland, wildlife habitat, or contains sensitive areas such as wetlands or streams which could be enhanced and preserved.
<p>3. The design of the PUD incorporates active or passive solar energy systems.</p>	<p>N/A</p>	<p>N/A</p>
<p>4. The design of the proposed PUD is superior in one or more of the following ways to the design that would result</p>		

from development of the subject property without a PUD:		
<ul style="list-style-type: none"> Increased provision of open space or recreational facilities. 	<ul style="list-style-type: none"> Urban Forest Pedestrian Plaza 2nd floor garden terrace 	<ul style="list-style-type: none"> Not sure this can be used as a public benefit: <ul style="list-style-type: none"> Lot coverage maximum is 80%. The amount of proposed open space is 23% with lot coverage at 77%. Not a significant increase in open space. Pedestrian plaza is not open space per code and does not contain recreational facilities. 2nd floor garden terrace is not accessible to the general public.
<ul style="list-style-type: none"> Superior circulation patterns or location or screening of parking facilities. 	<ul style="list-style-type: none"> Wider sidewalks along 124th Avenue NE and NE 115th Place. Pedestrian friendly facades along both streets Approximately 75% of parking will be screened by the proposed building 	<ul style="list-style-type: none"> Wider sidewalks should be looked at as a 'public facility' benefit instead of a circulation pattern benefit. If utilized as such, public sidewalk easements should match the wider sidewalk design. 'Screening of parking facilities' cannot be used as a public benefit: <ul style="list-style-type: none"> Code requires that <i>'parking areas shall not be located between the street and the building unless no other feasible alternative exists on the subject property.'</i> Code and guidelines require screening of parking areas
<ul style="list-style-type: none"> Superior landscaping, buffering, or screening in or around the proposed PUD. 	<ul style="list-style-type: none"> Flow through bio-retention planters with dual function of storm water detention/treatment and including trees to help screen building Various planter and landscape strips along building and/or sidewalk. 	<ul style="list-style-type: none"> This item cannot be used if the planters are being used to meet code including storm water requirements. Need to confirm this with Public Works. The DRB required proposed vegetation to meet guidelines regarding building massing and blank wall treatment.
<ul style="list-style-type: none"> Superior architectural design, placement, relationship or orientation of structure. 	<ul style="list-style-type: none"> Various building design techniques 	<ul style="list-style-type: none"> In general, this item cannot be used. The DRB reviewed and approved project based on design guidelines resulting in the proposed project. However, applicant should maybe focus on 2nd story terrace and plaza instead superior design.
<ul style="list-style-type: none"> Minimum use of impervious surfacing materials. 	<ul style="list-style-type: none"> Use of bio-retention planters for storm water flow control 	<ul style="list-style-type: none"> This item cannot be used as a public benefit. Lot coverage maximum is 80%. The amount of proposed impervious areas is 77%.

		<ul style="list-style-type: none">• May e consider use of pervious surfacing materials.
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Additional Staff Comment:

Further clarification on the proposed public benefits is needed in order to meet PUD Criterion 1 above. Additional information is needed in regards to affordable housing and the public nature of the urban forest and pedestrian plaza in order to be considered a public benefit.

Please note that not all of the PUD benefit options are required in order for the PUD to be approved. You may want to focus only on those that can be easily demonstrated. Based on preliminary analysis, applicant should focus on the public facility benefit. Adding an additional public benefit from the public facility options offered by Public Works will strengthen the PUD benefit argument. The applicant may want to explore the Slater Avenue traffic calming option since it is a relevant topic with the neighbors.

***Response:** After review with staff and consideration of the above comments, a revised PUD Application Compliance letter has been submitted here with.*

3. **PARKING MODIFICATION and SHARED PARKING**

Pending analysis by Thang.

***Response:** It is our understanding that this is in review by staff.*

inappropriate to extrapolate vehicle gaps and headways to forecast future 2013 effective vehicle capacity since there are a variety of factors that impact available gaps and headways, including traffic growth and timing at adjacent signalized intersections. Thus, the relationship between traffic growth and effective vehicle capacity is non-linear. However, in comparing the existing effective vehicle capacity to the projected 2013 left turns, the forecasted 2013 northbound and eastbound left turns would be accommodated by the existing effective vehicle capacity.

The forecasted left-turn traffic volumes may be overstated reflecting worse conditions than may occur, considering the conservative assumptions used in estimating the number of project trips, and the fact that all site traffic was assigned to the NE 115th Place/124th Avenue NE intersection. However, since the relationship between effective vehicle capacity and traffic growth is non-linear, it is recommended that the traffic safety and operations at this location be monitored when the project is built and occupied to determine whether it may be prudent for the City to implement time-specific eastbound left turn restrictions at this intersection.

After Effects Transportation Modes

This traffic operations analysis provides a conservative estimate of vehicular impacts as it does not consider any alternative transportation mode use such as walking, biking, or transit attributable to the project's location and proximity to public transit.

The site is centrally located near pedestrian, bicycle, and transit corridors including NE 116th Street, 124th Avenue NE, and Slater Avenue NE. In addition, there is a future plan to provide a bicycle and pedestrian trail along the Eastside Rail Corridor within the current BNSF right-of-way which crosses NE 116th Street fourteen hundred feet west of the project site.

Sidewalk improvements would be made along the NE 116th Street, 124th Avenue NE, and NE 115th Place project frontages. Sidewalk along the NE 116th Street frontage would connect with the new sidewalk on the south side of NE 116th Street constructed by WSDOT as part of the I-405 interchange improvement. WSDOT would also add bike lanes along NE 116th Street with the interchange project.

The proponent would voluntarily institute a transportation demand management (TDM) program for the site including the following incentives:

- **Transit Passes** King County Metro ORCA passes would be provided to initial new tenants. The passes will be preloaded with \$50 in credits for transit use. The intent will be to introduce people to the viable transit options that exist in the neighborhood.
- **Transportation Kiosk** A wall within the common area would be devoted to transportation related information.
- **Flex Bikes** Two flex bicycles will be provided for tenant use.
- **Bike Racks and Lockers** The facility would include bike racks and lockers.
- **Green Trip** The proponent would endorse and provide opportunities for tenants to take full advantage of the City's Totem Lake Green Trip program. This will include working with Green Trip to provide a customized incentive program for tenants and employees of the property. The proponent would display Green Trip collateral material in the Transportation Kiosk, provide enrollment information in each tenant's move-in package and work with Green Trip to educate on-site leasing staff on the program so they can be used as a resource. Tenants and employees would be able to take advantage of the following rewards as part of the program:
 - **Initiative** \$50 gift card for each tenant/employee that logs 40 alternative commutes including walk, bike, bus, vanpool and carpool.

- **Monthly Fee** \$25 each month for each tenant/employee that continues using alternative transportation modes, including walk, bike, bus, vanpool, and carpool.
- **Transit Pass** Tenants and employees that are new commuters can sign up to receive a free one-month commuter bus pass.

Par

As allowed by the City of Kirkland Municipal Code, parking would be shared between complimentary land uses since peak usage associated with each use occurs at different times. Shared parking supports the City's sustainability goals by assuring parking is efficiently supplied and managed, instead of supplied to excess. It is consistent with smart growth strategies and appropriate for the site given its location, probable mix of land uses, and surrounding street frontage.

Project Land Use Assumptions

The project would develop 108 studio and one-bedroom apartment units, 10,166 square feet of commercial space, and a 905 square foot apartment leasing office. The leasing office parking is accounted for in the estimate of apartment parking. Because the commercial tenants are unknown at this time a conservative land use estimate of 50 percent shopping center use, 30 percent general office use, and 20 percent café/restaurant use was assumed consistent with the analysis throughout this study. This results in 5,083 square-feet of retail, 3,050 square-feet of office, and 2,033 square-feet of café restaurant use.

Proposed Parking Supply

The project would provide 128 parking spaces, with 112 spaces on-site and 16 spaces on-street. The proposed on-site supply will accommodate one unreserved parking space for each residential unit.

KZC 105.45 states two or more uses may share parking if the number of parking spaces provided is equal to the greatest number of required spaces needed to accommodate uses operating at the same time. The use of shared parking implements the City's overall goals of supporting and encouraging sustainable developments because it enables parking to take a lesser footprint on a given project site, creating opportunity for more surface area allocated to uses that add value to the community and development. The proponent is requesting a modification under KZC 105.103.3.d to allow the proposed on-street parking to count towards the parking supply for the project. This, like the shared parking component of the project, is consistent with sustainable parking practices because it results in the construction of fewer on-site parking spaces. The on-street parking will not result in an adverse impact to the transportation system, or the neighborhood in which it is proposed.

Shared Parking Assumptions

Shared parking allows the use of one parking space to serve two or more individual land uses. It is based on the fact that parking demand for different land uses peaks at different times of the day (e.g., residential uses typically peak in the early morning or late evening while office uses peak in the late morning or afternoon). To determine the amount of shared parking spaces needed, the required number of spaces for the individual land uses must be determined and then adjusted based on the hourly variation in parking demand for those uses.