

FINAL

City of Kirkland

2015 COMPREHENSIVE PLAN UPDATE & TOTEM LAKE PLANNED ACTION - FINAL ENVIRONMENTAL IMPACT STATEMENT

November 2015



November 24, 2015



Subject: City of Kirkland 2015 Comprehensive Plan Update and Totem Lake Planned Action Final Environmental Impact Statement (EIS)

Dear Reader:

The City of Kirkland is updating its Comprehensive Plan to comply with the Growth Management Act (GMA) requirements (RCW 36.70A.130 (5)). The update will extend the Comprehensive Plan to a new horizon year of 2035 and accommodate new housing and employment growth targets, consistent with King County Countywide Planning Policies. In addition, the update reflects the area annexed to the City in 2011. A new Kingsgate Neighborhood Plan and revision to the Juanita Neighborhood Plan to integrate the new annexation area are part of the Comprehensive Plan Update. The Finn Hill Neighborhood Plan will be prepared later in a separate process. The update will also incorporate new functional plans including: Transportation Master Plan (TMP), Cross Kirkland Corridor Master Plan, Surface Water Master Plan, and Parks, Recreation, and Open Space (PROS) Plan.

The update also entails revisions to the following elements of the Comprehensive Plan: General, Land Use, Community Character, Housing, Economic Development, Capital Facilities, Transportation, Environment, Human Services, Parks and Recreation, Public Services, Utilities, Implementation, the Future Land Use Map, and each of the Neighborhood Plan chapters. The update also makes revisions to the plan Introduction, Vision and Framework Goals, Definitions, and Appendices. The Shoreline Element is not included in this update, as it was adopted in 2010 as part of the City's latest Shoreline Master Program (SMP) update.

Finally, the update revises the neighborhood plan for the Totem Lake Urban Center. The City is considering a Planned Action for this area, which would include the entire Totem Lake Business District and those areas outside the business district that are within the Urban Center. The Planned Action could provide a means to streamline future development review, encourage additional development, and establish a comprehensive and coordinated approach to mitigation. The City may make a decision regarding whether to proceed with the Planned Action in 2016.

This Final EIS responds to public comments received on the Draft EIS, issued on June 24, 2015 and provides corrections and clarifications to the environmental analysis contained in the Draft EIS. The Final EIS carries forward all three of the alternatives that were evaluated in the Draft EIS without changes. The Kirkland Planning Commission has made a recommendation to consider Alternative 2 (Totem Lake/Downtown Focus) as the preferred alternative. The Final EIS also updates the DEIS analysis of Citizen Amendment Requests to reflect recommendations and revisions made by the Kirkland Planning Commission on the various amendment requests since publication of the Draft EIS.

Should you have questions, please contact Teresa Swan at the address or phone number below.

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To review project information or sign up to be notified by email of public meetings and other notices leading up to adoption of the updated Comprehensive Plan, please see the Comprehensive Plan Update website: <http://www.kirklandwa.gov/Residents/Community/Kirkland2035.htm>.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Eric Shields', with a stylized flourish at the end.

Eric Shields, AICP, Director
Department of Planning and Building Department
SEPA Responsible Official

FACT SHEET

Project Title

City of Kirkland 2015 Comprehensive Plan Update and Totem Lake Planned Action Environmental Impact Statement (EIS)

Proposed Action and Alternatives

The City of Kirkland is updating its Comprehensive Plan to comply with the requirements of the Growth Management Act (GMA). The update will establish a new 2015-2035 planning period and will accommodate new housing and employment growth targets, consistent with the King County Countywide Planning Policies (CPPs). The update also entails revisions to the following elements of the Comprehensive Plan: General, Land Use, Community Character, Housing, Economic Development, Capital Facilities, Transportation, Environment, Human Services, Parks and Recreation, Public Services, Utilities, Implementation, the Future Land Use Map, and each of the Neighborhood Plan chapters. The update will also make revisions to the plan Introduction, Vision and Framework Goals, Definitions, and Appendices. The Shoreline Element is not included in this update, as it was adopted in 2010 as part of the City's latest Shoreline Master Program (SMP) update.

Changes include a combination of policy revisions, data updates, and minor editorial changes. In addition, the update reflects the area annexed to the City in 2011. A new Kingsgate Neighborhood Plan and revision to the Juanita Neighborhood Plan to integrate the new annexation area are part of the Comprehensive Plan Update. The Finn Hill Neighborhood Plan will be prepared later in a separate process. The update will also incorporate new functional plans including: Transportation Master Plan (TMP), Cross Kirkland Corridor Master Plan, Surface Water Master Plan, and Parks, Recreation, and Open Space (PROS) Plan. Some changes to development regulations and the zoning map may also be necessary as a result of these updates to the comprehensive plan.

The plan update will also revise the neighborhood plan for the Totem Lake Urban Center. As part of the environmental review process, the City is considering adopting a Planned Action in this area. The Totem Lake Planned Action Area could include the Totem Lake Business District, as well as properties outside the business district that fall within the designated Urban Center, or a smaller subset of these areas. The Planned Action could provide a means to streamline future development review, encourage additional development, and establish a comprehensive and coordinated approach to mitigation. The City may make a final decision on whether to proceed with adoption of the Planned Action in 2016.

The EIS evaluates three Alternatives that span a range of policy choices regarding the amount, location and type of future growth in Kirkland. All three alternatives considered test the same level of overall growth, consistent with the City's adopted 2035 growth targets: 8,361 housing units and 22,435 jobs between 2015 and 2035. While the overall level of citywide growth is constant among alternatives, each alternative tests a different distribution of this growth within Kirkland to highlight a spectrum of policy choices. The range of growth options includes concentrating development in the City's two major centers (Alternative 2: Totem Lake/Downtown Focus); distributing growth to major centers and to neighborhood commercial nodes (Alternative 3: Distributed Growth); and continued development under existing plans and policies (Alternative 1: Existing Plan - No Action). The Draft EIS alternatives and the Planning Commission Preferred Alternative are described in greater detail in Chapter 2 of this Final EIS.

Proponent and Lead Agency

The City of Kirkland is both the proponent and lead agency for SEPA review.

Date of Implementation

December 2015

Responsible Official

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Licenses or Permits Required

Comprehensive Plans must be considered and approved by the City Council after Planning Commission recommendations are made. Also, the Houghton Community Council has jurisdictional disapproval authority over Comprehensive Plan Elements. The Washington Department of Commerce coordinates state agency review during a required 60-day review period. The Puget Sound Regional Council certifies Transportation Elements of Comprehensive Plans.

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Final EIS Date of Issuance

November 24, 2015

Draft EIS Date of Issuance

June 24, 2015

Public Comment Opportunities

The City established a 30-day public and agency comment period for the Comprehensive Plan Update and Totem Lake Planned Action Draft EIS. The comment period lasted from June 24 – July 24, 2015. The Kirkland Planning Commission held a public hearing on the Draft EIS during that period on July 9, 2015. Responses to public comments received during the comment period are included in Chapter 5 of this Final EIS.

Date of Final Action

December 8, 2015

Location of Background Data

City of Kirkland, Planning and Community Development Department.
See Lead Agency and Responsible Official Address listed above.

Final EIS Availability

The document is posted on the City's website at:

<http://www.kirklandwa.gov/2035EIS>

Compact disks are available at no charge at Kirkland City Hall. Copies of the document may be purchased at Kirkland City Hall. A reference copy is available for review at City Hall, Department of Planning and Community Development:

Department of Planning & Community Development
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1.0 EXECUTIVE SUMMARY

1.1 Purpose of Proposed Action

What is the Proposal?

The City is updating its Comprehensive Plan. The update will extend the planning period through 2035 and will establish new housing and employment growth targets. Revisions to the plan will update the following elements:

- General
- Land Use
- Community Character
- Housing
- Economic Development
- Capital Facilities
- Transportation
- Environment
- Human Services
- Parks and Recreation
- Public Services
- Utilities
- Implementation

The update also includes revisions to Comprehensive Plan's Introduction, Vision, and Definitions, as well as the City's Future Land Use Map and each of the Neighborhood Plan chapters. The City is also updating the plan's Framework Goals, replacing them with a set of Guiding Principles that describe the values that Kirkland most desires to embody in the future: a Livable, Sustainable, Connected community.

The Comprehensive Plan Update will also revise the plan for the Totem Lake Business District, including the Totem Lake Urban Center. As part of the environmental review process, the City is considering adopting a Planned Action for the Totem Lake area. The Planned Action Area would include the entire Totem Lake Business District, as well as properties outside the business district that fall within the designated Urban Center. The Planned Action could provide a means to streamline future development review, encourage additional development, and establish a comprehensive and coordinated approach to mitigation. The City could make a final decision on whether to proceed with the Totem Lake Planned Action in 2016.

Why is the City updating its Comprehensive Plan?

The City is required to periodically update its Comprehensive Plan under the Growth Management Act (GMA). This periodic update helps the City plan for anticipated population and employment growth over the next 20 years and ensures that the plan document includes up-to-date information about Kirkland. Revisions to the Comprehensive Plan elements add updated information on current conditions, as well as new policies from functional plans, including an updated Parks, Recreation, and Open Space (PROS) Plan, a new Transportation Master Plan (TMP), an updated Surface Water Master Plan, an updated Comprehensive Water System Plan, the new Cross Kirkland Corridor Master Plan, and the City's recent 10-Minute Neighborhood Analysis.

1.2 State Environmental Policy Act Process and Public Involvement

Why is this EIS required?

The State Environmental Policy Act (SEPA) requires government officials to consider the environmental consequences of actions they are about to take and whether there are better or less damaging ways to accomplish those proposed actions. The adoption of comprehensive plans, or other long range planning activities, are classified by SEPA as non-project (i.e., programmatic) actions. A non-project action is defined as an action that is broader than a single site-specific project, and involves decisions on policies, plans, or programs.

Because the Comprehensive Plan Update covers the entire City of Kirkland, this Environmental Impact Statement (EIS) discusses the proposal and alternatives at a broader level and does not include site-specific analysis. The specific requirements for a programmatic EIS are established in Chapter 197-11-442 of the Washington Administrative Code (WAC).

What is a Final EIS?

The City published a Draft EIS on the Comprehensive Plan updated in June, 2015. SEPA requires that a jurisdiction establish a comment period for the Draft EIS and accept comments from the public and any concerned government agencies or tribes. A Final EIS collects and responds to all comments received on the Draft EIS during the comment period. It also documents any changes made to the alternatives, corrections to the analysis presented in the Draft EIS, and any supplemental information added to the Draft EIS as a result of comments received.

What is a Planned Action?

A Planned Action is a SEPA mechanism that allows for environmental analysis during the early planning stages of land use proposals, rather than project-level permit review. A Planned Action EIS identifies anticipated impacts and specifies appropriate mitigation measures. Future development proposals that are consistent with a Planned Action Ordinance (PAO), including the designated planned action boundary, development thresholds, and identified mitigation, do not have to undergo a separate SEPA process. This provides certainty about mitigation measures for property owners, as well as a streamlined permitting process. The City is considering adoption of a Planned Action for the Totem Lake Business District and will make a final decision on whether to proceed in 2016.

1.3 Public Involvement

In addition to the initial scoping period described in the Draft EIS, the City of Kirkland established a 30-day comment period on the Draft EIS from, June 24 – July 25, 2015, during which written comments were accepted from agencies and members of the public. The Kirkland Planning Commission also held a public hearing on the Draft EIS during the comment period on July 9, 2015. Responses to all comments received are presented in Chapter 5 of this Final EIS.

1.4 Organization of this Document

This Final EIS is composed of the following chapters and appendices:

- Chapter 1: A summary of significant impacts, mitigation measures, and significant unavoidable adverse impacts evaluated in the EIS.
- Chapter 2: A description of the alternatives analyzed by the EIS.
- Chapter 3: Clarifications and Corrections to the Draft EIS in response to public comments or City staff review. Text that has been inserted, modified, or deleted since publication of the Draft EIS is shown in ~~strikeout~~/underline format.

- Chapter 4: An updated analysis of Amendment Requests received from the public, based on modifications recommended by the Kirkland Planning Commission since publication of the Draft EIS.
- Chapter 5: Responses to public comments received on the Draft EIS.
- Chapter 6: Additional references cited in this document.
- Chapter 7: Acronyms and Abbreviations used in the document.
- Chapter 8: A distribution list of agencies and individuals who have been provided with a notice of availability of this document.

The Final EIS does not repeat the entirety of the contents of the Draft EIS, and the two documents should be considered together for a complete discussion of alternatives, impacts, and mitigation measures.

1.5 Summary Description of Alternatives

Objectives

The City of Kirkland is updating its Comprehensive Plan to comply with the requirements of GMA. This periodic update addresses projected population, housing, and employment growth to the new planning horizon year of 2035. The plan update will also integrate newly annexed areas, update neighborhood plans, create a new neighborhood plan, incorporate new and updated city master plans, and amend all elements of the Comprehensive Plan to reflect changes in values, current conditions, and/or legal requirements.

Comprehensive Plan Update Objectives

The City's primary objective for its Comprehensive Plan is to fulfill its vision:

"Kirkland is one of the most livable cities in America. We are a vibrant, attractive, green and welcoming place to live, work and play. Civic engagement, innovation and diversity are highly valued. We are respectful, fair, and inclusive. We honor our rich heritage while embracing the future. Safe, walkable, bikeable and friendly neighborhoods are connected to each other and to thriving mixed use activity centers, schools, parks and our scenic waterfront. Convenient transit service provides a viable alternative to driving. Diverse and affordable housing is available throughout the city. Kirkland strives to be a model, sustainable city that values preserving and enhancing our natural environment for our enjoyment and future generations."

The following additional objectives apply to the alternatives analyzed in this EIS:

- Ensure compliance with the provisions of GMA, King County Countywide Planning Policies, and VISION 2040.
- Update and refine the policies of the City's GMA Comprehensive Plan to implement the plan's Vision and accommodate the future needs of the community.
- Update and refine the policies of the city's individual Neighborhood Plans and the Totem Lake Business District Plan and ensure proper integration with the citywide Comprehensive Plan.
- Reflect the Finn Hill, Juanita and Kingsgate annexed areas in the plan, prepare a neighborhood plan for Kingsgate, and incorporate the Juanita annexation area into the updated Juanita Neighborhood Plan.
- Integrate new functional plans for the Cross-Kirkland Corridor, Totem Lake Park, and the City's Surface Water Master Plan, as well as the new Transportation Master Plan (TMP), Parks, Recreation and Open Space (PROS) Plan, and the updated Water System Plan.
- Support a mix of employment types, including retail, commercial services, office, medical services, and industrial uses.

- Provide for multimodal transportation improvements and infrastructure to support the City’s Vision, land use plan and the concept of a 10-minute neighborhood.

System and Functional Plans

As part of the Comprehensive Plan Update, the City will integrate several new and updated component plans, including a Parks, Recreation and Open Space (PROS) Plan, Transportation Master Plan (TMP), Surface Water Master Plan, Water System Plan, and Cross Kirkland Corridor Master Plan. In addition, aspects of the City’s study of neighborhood accessibility and connectivity, known as the 10-Minute Neighborhood concept, are reflected in the alternatives. Each of these component plans is summarized in Chapter 2.

Alternatives

The EIS evaluates three Alternatives that span a range of policy choices regarding the amount, location and type of future growth in Kirkland. Each alternative is organized around a basic land use theme, which distinguishes it from the other alternatives and helps to emphasize specific or unique aspects of its approach. In this sense, each alternative represents a type of “book-end.” In actuality, elements of one alternative could be combined with elements of other alternatives to create an option which meets the City’s goals. The Final EIS identifies a Preferred Alternative based on review and discussion of the conclusions of the DEIS by City staff, elected officials, and members of the public. The Preferred Alternative represents the City’s preferred policy direction for the comprehensive plan and has guided portions of the plan update.

All three alternatives considered in this FEIS test the same level of overall growth, consistent with the City’s adopted 2035 growth targets: 8,361 housing units and 22,435 jobs between 2015 and 2035. While the overall level of citywide growth is constant among alternatives, each alternative tests a different distribution of this growth within Kirkland to highlight a spectrum of policy choices. The range of growth options includes concentrating development in the City’s two major centers (Totem Lake and Downtown, Alternative 2); distributing growth to major centers and to neighborhood commercial nodes (Alternative 3); and continued development under existing plans and policies (Alternative 1/No Action). At the time of this writing, no final decision has been made regarding adoption of the updated Comprehensive Plan, but the Kirkland Planning Commission has made a recommendation for Alternative 2 as the Preferred Alternative for the Comprehensive Plan Update.

See Chapter 2 for greater detail on each alternative.

1.6 Effects of the Proposal

One of the most important functions of an EIS is to identify potential impacts associated with the proposal and identify appropriate mitigation measures. The following sections describe how the EIS analyzed each of the addressed topics, what impacts have been identified, how the alternatives differ from one another, and what measures are proposed to mitigate impacts. The analysis contained in the EIS will be used to guide City decision makers in selecting the appropriate 2035 growth alternative, or combination of alternatives.

Land Use Patterns

How did we analyze land use?

For current land use patterns, 2015 King County Assessor parcel data (Tax Year 2014) was used as a baseline. The housing and employment allocations for each alternative were used to identify areas of the city likely to experience high levels of growth during the planning period. The projected levels of future growth were compared with existing land use conditions to identify areas where growth would potentially affect the character of existing neighborhoods, create compatibility issues, or change development capacity.

What impacts did we identify?

All alternatives are based on the same citywide growth targets for housing and employment, but differ in where the growth occurs. Increased development will result in development of vacant land, demolition and redevelopment of existing buildings, potential displacement or replacement of existing housing and employment, and increasing urbanization particularly in the most intense areas of growth, which vary by alternative. Increased urban development will result in greater economic and pedestrian activity, particularly in centers (Totem Lake, CBD, neighborhood centers, and LIT areas). The increased activity will likely increase the demand for transit use. Outside centers, additional growth will occur, but it will be distributed across a large area and will occur primarily as infill or redevelopment consistent with existing development patterns.

What does it mean? What is different between the alternatives?

Additional development would result in the development and redevelopment as described above, but also increased pedestrian and economic activity particularly in the centers where focused growth is planned.

- **Alternative 1 (Existing Plan – No Action)** would continue current development patterns and trends and would anticipate significant employment increases in Totem Lake and the CBD.
- **Alternative 2 (Totem Lake/Downtown Focus)** results in greater development density and intensity in Totem Lake as a result of increases in allowable building heights and in limited cases the Floor Area Ratio (FAR). Increased building heights will result in the potential for greater shadow impacts, but also increase pedestrian and economic activity in Totem Lake.
- **Alternative 3 (Distributed Growth)** results in a greater distribution of growth amongst the neighborhood centers and Light Industrial Technology areas outside of the Central Business District (CBD) and Totem Lake. Zoning would be revised in the neighborhood centers to add housing and employment capacity that result in greater development density and intensity.

What are some solutions or mitigation for the impacts?

Mitigation for increased development density and intensity would be addressed through the City's design and development standards to mitigate potential impacts focusing on areas where transitions between higher and lower intensity development would occur. Requiring buffers, upper-story setbacks, or a site-specific review of height, bulk, and shading impacts to adjacent properties during the development review or design review process will be necessary.

With mitigation, what is the ultimate anticipated outcome?

All alternatives would result in new construction that accommodates housing and employment growth. New construction will result in changes of use and the characteristics of parcels of land, including potential demolition and displacement. While these impacts could be partially mitigated by the application of development regulations including design regulations and design standards, some changes in use and character are unavoidable aspects of growth.

Plans and Policies

How did we analyze plans and policies?

This EIS identifies pertinent plans, policies and regulations that guide or inform the proposal. These include the Growth Management Act (GMA), PSRC Vision 2040, the King County Countywide Planning Policies (CPPs), the City's current Comprehensive Plan, and the Totem Lake Business District Plan, which is adopted as part of the Comprehensive Plan. The EIS reviews the alternatives for consistency with each of these.

What impacts did we identify?

The alternatives are generally consistent with plans and policies, however there is one potential impact:

- The Eastern Industrial District of the Totem Lake Planned Action Area adjoins designated rural and agricultural lands in the Sammamish Valley in unincorporated King County. Proposed policies in the draft Totem Lake plan would target additional growth in the Eastern Industrial District. While measures to address design and setbacks in this location would strengthen the plan's consistency with guidance provided by the GMA, Vision 2040, and the CWPPs to protect rural and agricultural areas, the area is characterized by a sharp topographic change that helps buffer rural lands from urban development, and agricultural areas are separated from existing developed areas by a 100-foot road right-of-way. As such, these impacts would not be considered significant.

What does it mean? What is different between the alternatives?

Most impacts are common to all alternatives. All alternatives provide the same overarching policy direction to accommodate growth in existing centers and to strengthen Totem Lake's role as a designated regional center, which is consistent with GMA and Vision 2040. All alternatives direct growth to the Eastern Industrial District, though the intensity of development in the Totem Lake area and the Eastern Industrial District would vary by alternative. Alternative 2 (the Planning Commission Recommended Preferred Alternative) would direct the greatest amount of growth to Totem Lake of the alternatives studied.

What are some solutions or mitigation for the impacts?

Recommended mitigation measures are listed below.

- While no mitigation is required, approval of the Astronics Citizen Amendment request, recommended by the Kirkland Planning Commission and described in Chapter 4.12, could strengthen the plan's consistency with state and regional plans and policies. In particular, this amendment would add development regulations to protect environmentally critical areas.

With mitigation, what is the ultimate outcome?

With mitigation, the Comprehensive Plan would be consistent with state and regional policy guidance and requirements. No significant adverse unavoidable impacts related to plans and policies have been found. However, some impacts associated with future growth are unavoidable.

Population and Housing

How did we analyze population and housing?

Sources used to analyze population and housing include data from the City of Kirkland, Washington State Office of Financial Management, and the United States Census Bureau. Using the City's adopted 2035 growth targets for housing units, population was estimated based on household size data.

What impacts did we identify?

Citywide population and housing growth targets are the same across all three alternatives. For all alternatives, housing growth would result in 8,361 net additional units by 2035. Since existing capacity for additional units is 9,516, all three alternatives would accommodate anticipated growth without the need for additional capacity. Housing growth by 2035 would result in approximately 17,000 new residents during the planning period, with an estimated 2035 total population of 99,632.

Changes in land use designations or zoning assumptions, depending on the alternative, would create increased development capacity in targeted areas of the City and could attract growth to these areas from elsewhere in the city. In general, Kirkland would experience a concentration of housing and population growth in Totem Lake under all three alternatives, as well as varying concentrations of growth by alternative in the CBD and other Neighborhood Centers. In all three alternatives, areas outside Totem Lake, the CBD, and Neighborhood Centers, would receive approximately 41% of housing unit growth, spread throughout the city's residential neighborhoods.

What does it mean? What is different between the alternatives?

The alternatives differ primarily with regard to where the housing units and the residential population will concentrate in the future and where the City will target infrastructure investments to prioritize growth.

Alternative 1 reflects the currently adopted land use plans, policies, and regulations. Totem Lake would continue to be the primary growth center with single and multifamily housing growth in the neighborhoods according to current development standards. Alternative 2 focuses more growth in the major mixed-use centers of Totem Lake and the CBD, with minimal population and housing growth in the neighborhood centers. In Alternative 3, growth is still focused primarily in major mixed-use centers, but there would be a greater distribution of growth in Neighborhood Centers, LIT areas, followed by the CBD and Totem Lake.

What are some solutions or mitigation for the impacts?

The Kirkland Comprehensive Plan Housing Element addresses the diversity of housing types as well as the preservation of Kirkland's neighborhood quality. These guiding policies for housing will aid the City in guiding future housing development through 2035. Policies in the updated Housing Element of the comprehensive plan that address housing issues include establishing proportionate shares of housing affordable to diverse income categories, addressing homelessness, supporting fair housing, and ensuring housing is available to special needs groups such as aging populations. Zoning changes throughout the city will help mitigate growth impacts by allowing development to concentrate in targeted areas that are served by transit, shops and services and maintain single family neighborhoods.

With mitigation, what is the ultimate outcome?

Under all alternatives, as Kirkland's population grows, there will be a need for investment in public infrastructure to maintain existing levels of service to residents and places of employment. Redevelopment of currently developed properties over time may result in limited displacement of existing residences as these properties transition to higher-density uses. Ongoing population growth in the region will also continue to increase demand for affordable housing. This is true regardless of which of the three alternatives is realized. There will be an unavoidable need to increase incentives, funding or requirements for providing units affordable to diverse income groups and to invest in affordable housing development.

Employment and Economic Development

How did we analyze employment and economic development?

Current and historical employment data was analyzed to discern trends in job and business sectors. Trends show a declining proportion of industrial and retail jobs and increasing proportion of service jobs over the past 13 years. In addition, each alternative was evaluated with regard to whether it included enough jobs to meet the city's employment growth target.

What impacts did we identify?

Employment growth capacity: All alternatives would provide enough capacity to meet Kirkland's 2035 employment growth target of 22,435 new jobs. While Alternatives 2 and 3 include enough land capacity citywide to meet the target, these alternatives focus more job growth in Totem Lake and the neighborhood centers, respectively, and zoning changes will be needed to provide enough localized capacity in these specific areas.

Employment mix and effects on existing businesses: Under all alternatives, Kirkland employment would grow by approximately 50% by 2035, mostly through development on vacant or underdeveloped lands and conversion of low-density uses to higher density uses. Kirkland's job mix would vary under each alternative due to the different zoning and land use policies in place in Totem Lake, the CBD, and the neighborhood centers. As future development occurs, some businesses may be displaced through redevelopment or priced out as land prices and rents increase.

Transit and the planned transportation network: The distribution of jobs under each alternative was analyzed for proximity to transit hubs and bicycle/pedestrian infrastructure. Alternative 1 would likely place the largest number of jobs in proximity to the strongest transit hub, in downtown Kirkland. Alternative 2 would place a high number of jobs in Totem Lake, which, if located near or well connected to the transit center, could provide good transit access. Alternative 3 would disperse jobs to areas with lower levels of transit service. All alternatives would locate some jobs in proximity to the Cross Kirkland Corridor (CKC), which provides pedestrian and bicycle access and is planned for future transit.

What does it mean? What is different between the alternatives?

Alternative 1 (Existing Plan – No Action) emphasizes more employment growth in the CBD, which would mean more regional professional service jobs and more employees having lower levels of transit access.

Alternative 2 (Totem Lake/Downtown Focus) could coincide with more regional retail and regional professional services in Totem Lake, with potential for a decline in industrial uses in that area, with transit use partly dependent on proximity to frequent service.

Alternative 3 (Distributed Growth) could coincide with a larger amount of local-serving retail and professional services, depending on the market and local customers.

What are some solutions or mitigation for the impacts?

The Comprehensive Plan update includes new economic development policies, which would encourage economic growth, target recruitment of jobs with living wages, and generally partner with business to create a prosperous economy.

Additional mitigation measures could include working with the local Chamber of Commerce to assist businesses vulnerable to displacement. If the City desires to preserve industrial land and businesses, zoning changes could be enacted to strengthen protection of those uses.

With mitigation, what is the ultimate outcome?

With mitigation, employment growth in Kirkland could still lead to some displacement of existing businesses and would require investments in infrastructure in areas where future employment is concentrated.

Natural Environment

How did we analyze the natural environment?

Potential impacts to the natural environment were analyzed by reviewing existing conditions within the City and projected land uses and growth distribution relative to each alternative. Sources reviewed to determine existing site conditions include City and State GIS data, City maps, Washington Department of Fish and Wildlife Priority Habitat and Species maps, Natural Resource Conservation Service soil maps, and the City's Surface Water Master Plan. The natural environment was evaluated by the following sub-categories: earth, water resources, and plants and animals.

What impacts did we identify?

Most potential impacts identified are common to all alternatives. Common impacts include increased building density in geologically hazardous areas, increased impervious surfaces, decreased forest cover, and reduction in overall habitat connectivity and quality. Geologic and seismic hazards are relatively consistent across the three alternatives; existing critical area regulations provide some protection against those hazards. Water resources, including surface and groundwater, will be impacted by increased density within the City.

What does it mean? What is different between the alternatives?

Concentrated growth under Alternative 2 is presumed to require the most improvements to manage stormwater. This new infrastructure will comply with newer industry standards and will thereby actually have the lowest impact to water resources. Vegetation and habitat loss and further fragmentation are expected to be highest under Alternative 3, though this effect is likely to be most pronounced in areas outside centers, where development density is low. Concentrating new development in areas that are already urbanized limits habitat loss within the City.

What are some solutions or mitigation for the impacts?

Potential impacts to the natural environment are limited by existing critical area protections, tree protection, the shoreline master program, surface water master plan, and other applicable regulatory standards at the federal, State and local levels. Additionally, future updates to critical area regulations to align with best available science as required under the GMA, and city-based incentives, development standards and regulations to apply Low Impact Development standards will maintain critical area protections and minimize development impacts.

With mitigation, what is the ultimate outcome?

Site-specific impacts will be mitigated on a project-by-project basis under all three alternatives. Planning alternatives that concentrate development within areas already impacted by urbanization are projected to have the least impact on the natural environment. Generally, concentrated development is expected to require more extensive stormwater improvements and reduce development pressure on vegetated sites. On that basis, Alternative 2 is expected to result in more effective and comprehensive mitigation relative to Alternatives 1 and 3.

Transportation

How did we analyze transportation?

This Comprehensive Plan EIS Transportation Analysis assumes implementation of Kirkland's first ever Transportation Master Plan (TMP). The schedule for adoption of the TMP is concurrent with the Comprehensive Plan, and like the Comprehensive Plan Update process, the TMP has been developed through a multiyear process that included input from City staff, planning bodies (Transportation Commission, Planning Commission, Houghton Community Council, and City Council), as well as hundreds of Kirkland residents and modal interests. The TMP represents the City's long range strategy for providing transportation infrastructure and programs through 2035.

TRANSPORTATION GOALS

The TMP establishes the following goals, which provide the basis for how transportation projects and programs were selected for inclusion in the 20-year program:

Goal T-0: Safety – By 2035 eliminate all transportation-related fatal and serious injury crashes in Kirkland.

Goal T-1: Walking - Form a safe network of sidewalks, trails and crosswalks where walking is comfortable and the first choice for many trips.

Goal T-2: Biking – Interconnect bicycle facilities that are safe, nearby, easy to use and popular for people of all ages and abilities.

Goal T-3: Public Transportation - Support and promote a transit system that is viable and realistic for many trips.

Goal T-4: Motor Vehicles - Efficiently and safely provide for vehicular circulation recognizing congestion is present during parts of most days.

Goal T-5: Link to Land Use - Create a transportation system that supports Kirkland's land use plan.

Goal T-6: Be Sustainable – As the transportation system is planned, built and maintained, provide mobility for all using reasonably assured revenue sources while minimizing environmental impacts.

Goal T-7: Be an Active Partner - Coordinate with a broad range of groups to help meet Kirkland's transportation goals.

Goal T-8: Transportation Measurement - Measure and report on progress toward achieving goals and actions.

These goals guided the development of transportation projects and programs that fit within the City's reasonably anticipated financial resources over the next two decades. These transportation projects and programs do not vary between land use alternatives since the TMP network was developed to provide safe and connected facilities for all modes, and many of these connections would not change regardless of how future development occurs.

TRANSPORTATION LEVEL OF SERVICE

Central to achieving these nine goals was changing the way that transportation system performance is measured. Specifically, the TMP proposes replacing the City's existing level of service (LOS) policy that is focused on vehicle trips with a new approach that recognizes the importance of providing multimodal facilities over time.

Under the new approach, LOS standards for each travel mode will primarily address completeness of various aspects of the transportation network. In essence, the new LOS measure compares expenditures for various transportation infrastructure categories (pedestrian, bicycle, transit, and auto) with the amount of time that has elapsed in the 20 year planning horizon. This new approach offers the advantages of complementing the City's concurrency tracking and measuring something that the City has direct control over (annual construction of transportation facilities). Basing LOS on system completeness, instead of measures like volume-to-capacity ratio or

intersection delay, avoids requiring undesirable roadway improvements with unknown costs, feasibility, and impacts on non-auto modes.

TOTEM LAKE BUSINESS DISTRICT

This Transportation Analysis takes a specific look at the need for connectivity, mobility, and safety within the Totem Lake Business District. The plan analyzed potential multimodal connections that would help create a more complete transportation system in Totem Lake.

What impacts did we identify?

This analysis measured transportation impacts based on the TMP's proposed LOS policy, which is based on progress completing the City's 20-year transportation vision. Because specifics of the growth Alternatives would not significantly impact progress towards completing the transportation system, none of the Alternatives are expected to result in transportation-related environmental impacts.

Given the change in how LOS is measured, this analysis also considered whether implementation of the new LOS policy affected the identification of impacts compared to how LOS was measured in the past. 2035 Alternative 1 (Existing Plans – No Action) was evaluated using both measures. Based on this analysis, it was found that Alternative 1 would also not result in any new transportation impacts under the previous LOS policy.

What does it mean? What is different between the alternatives?

The TMP seeks to provide a more complete and multimodal transportation system throughout Kirkland by placing significant investments in infrastructure related to walking and bicycle, supporting transit, and in making targeted investments in auto-oriented infrastructure to support safety, congestion reduction, and economic development. The Alternatives differ in how they interact with the future transportation network.

- **2035 Alternative 1 (Existing Plan – No Action)** – By continuing to develop according to the currently adopted Comprehensive Plan, this Alternative sees continued housing growth in the City's residential neighborhoods and mixed use districts, but makes Totem Lake the city's primary employment and housing growth center, with the Central Business District (CBD) secondary growth center. Future growth would benefit from the multimodal projects provided by the TMP, but vehicular congestion would continue to grow. Several corridors would see substantial increases in vehicular delay, including 124th Street west of 1-405, Central Way in Downtown, and 132nd Avenue NE. This Alternative served as the baseline for determining how transportation conditions would change.
- **2035 Alternative 2 (Totem Lake/Downtown Focus)** – This alternative would further focus future development into the city's two major growth centers: Totem Lake and the CBD. Compared to Alternative 1, the Parkplace site in downtown Kirkland would redevelop with more households but less employment; Totem Lake would receive additional employment and household growth; and household growth would be less in the City's more suburban neighborhoods. The focus of development within Totem Lake and Downtown in this alternative means that future growth would have increased access to high quality walking, bicycling, and transit infrastructure. The additional growth in Totem Lake would result in more vehicle trips to and from the neighborhood compared to Alternative 1, but the mixed-use nature of this land use growth would also create more opportunities for non-motorized travel and trips by transit. Overall, vehicle delays along congested city corridors stay the same or decrease compared to Alternative 1.

- **2035 Alternative 3 (Distributed Growth)** – This alternative would distribute future growth to a larger number of neighborhoods in Kirkland compared to Alternatives 1 or 2. Totem Lake would remain the city’s largest employment and residential center but would receive fewer jobs and households than under Alternative 1 or 2. Growth would instead be distributed to other business districts and neighborhood centers, such as Rose Hill, Bridle Trails, and Juanita. This more distributed growth pattern means that future residents and employees will be farther from the highest quality facilities for walking, bicycling and taking transit. Consistent with the Alternative’s reduced opportunities for non-motorized travel, vehicle delays along congested city corridors would remain the same or increase compared to Alternative 1. The most notable increased in congestion under this Alternative would be experience along NE 70th Street, 124th Avenue NE, and 132nd Avenue NE.

What are some solutions or mitigation for the impacts?

At a citywide level, the Transportation Analysis identifies additional transportation enhancements that could be made to address operational differences among the Alternatives. These enhancements are generally focused on roadway improvements, such as signal upgrades and additional turn lanes that could reduce vehicle and transit delays under each of the alternatives.

Within the Totem Lake Business District, the solutions relate to enhanced infrastructure to improve connectivity, safety, and mobility within the district. These improvements include new multimodal connections, construction of the Cross Kirkland Corridor (CKC) through the district, as well as coordinating with the Washington State Department of Transportation to rebuild the interchange at NE 124th Street to reduce conflict with the compact, multimodal goals for the district.

With mitigation, what is the ultimate outcome?

The ultimate outcome would be for Kirkland to have a transportation system that achieves the nine goals stated in the TMP. Future growth should be positioned in a way that leverages the transportation system effectively.

Within the Totem Lake Business District, the ultimate outcome is to provide a complete transportation system that provides safe connections and multimodal opportunities for the travelling public. Because specifics of the growth Alternatives would not significantly impact progress towards transportation system completeness, none of the Alternatives are expected to result in significant unavoidable adverse impact.

The threshold for a transportation impact, as defined by the City’s new level of service (LOS) policy, is measured in terms of system completeness compared to the City’s 20-year transportation vision and thus no impacts were identified in this analysis. However, any of the Growth Alternatives would result in increased traffic volumes, congestion, and conflicts among travel modes. These effects of growth on the travelling public are considered substantial but unavoidable.

Public Services

How did we analyze public services?

The public service analysis compared existing conditions with projected growth to identify future needs for public services (police, fire protection, parks, and schools) associated with each of the three proposed alternatives.

Current levels of service for police and fire protection services were used to project future need for additional police officers and firefighters as a result of growth, both citywide and in the Totem Lake Planned Action Area. The analysis also considered proximity of police and fire facilities to areas of concentrated growth.

Demand for parks and recreation facilities were analyzed at the citywide level, as well as in terms of proximity to areas of high projected growth. Future demand was calculated based on the City's new per-capita system capital value level of service. School services were analyzed in terms of which schools would be affected by high areas of projected growth. For the Totem Lake Planned Action area, the analysis looked at parks in or in close proximity to the area and schools that would receive additional school age children generated by growth in the Totem Lake Planned Action area.

What impacts did we identify?

Under all alternatives, additional population growth would generate a need for more fire, police, park, and school services. The Kirkland Police Department (KPD) and the Kirkland Fire Department (KFD) would have more calls for service; therefore, the KPD would need to hire approximately 20 more police officers and the KFD would need to hire approximately 21 more firefighters over the 20-year planning period to respond to those calls and maintain current staffing levels relative to the number of Kirkland residents.

As part of the Comprehensive Plan update, the City is transitioning to a parks level of service (LOS) standard based on capital value per person. To adequately serve future growth, the City would need to invest approximately \$68.2 million (approximately \$4,000 per new resident) by 2035. Residential growth in the Totem Lake Planned Action Area would be responsible for \$9.1 - \$25.2 million of this demand for park investments, depending on the alternative.

Based on the Lake Washington School District's adopted student generation rates for single-family and multifamily housing units, the projected residential growth would include approximately 1,214 school age children, who would increase district enrollment by 6.7% by 2035. Of these, the Totem Lake Planned Action Area could potentially generate between 105 and 289 school age children, depending on the alternative.

What does it mean? What is different between the alternatives?

All three alternatives generate the same citywide employment and housing units, but each alternative differs on how that growth is distributed. Demand for public services would increase in areas where more growth is expected. Alternatives 1 and 2 would increase demands on parks in the CBD and Totem Lake, while Alternative 3 would create demand for a larger number of smaller parks distributed around the city near neighborhood centers.

What are some solutions or mitigation for the impacts?

Planning for future growth is a way to mitigate the impacts generated by the projected population growth. The KPD and KFD would hire new staff in response to additional population growth. The 2014 Park PROS Plan identifies potential park acquisition areas, which would increase the overall distribution and equity of neighborhood parks. The PROS Plan also identifies neighborhood-based recommendations for the Totem Lake neighborhood. The City collects school impact fees on new residential development to offset impacts to schools, though additional capacity projects may be necessary to keep pace with growth.

With mitigation, what is the ultimate outcome?

With long-term planning, acquisition, and investment, the KPD, the KFD, the Kirkland Parks and Recreation Department, and the Lake Washington School District can be better prepared to serve the City of Kirkland and the Totem Lake Planned Action Area.

Utilities and Capital Facilities

How did we analyze utilities and capital facilities?

Impacts on utility systems were evaluated by applying historical data on system demand to projected growth under each of the alternatives. The analysis drew from water, sewer, and stormwater plans developed for both the City of Kirkland's utility systems, as well as non-city providers operating within city limits. Estimated future utility demand was compared to established levels of service for each provider to determine if any system improvements would be necessary to accommodate growth.

What impacts did we identify?

Under all alternatives, additional development would likely increase demand for utility services, as well as the total amount of impervious surface in the city, creating additional stormwater runoff that would require management and treatment. To meet the demands of future growth – under all alternatives – water and sewer system improvements and upgrades identified in each service provider's comprehensive plan must be implemented.

Under all alternatives, the Totem Lake Planned Action Area would receive a large percentage of growth. Since the Totem Lake Planned Action Area is already developed, focusing additional concentrated growth into this area is effective for making stormwater collection and provision of utility infrastructure more efficient. In addition, high-density residential development often uses less water and generates less sewer flow on a per-unit basis than lower-density development. However, because the Totem Lake area also has the highest number of flooding problems in the city, it would be important to continue to prioritize this area for stormwater management capital improvements and flood control projects to effectively manage stormwater and reduce threats to property from flood events.

What does it mean? What is different between the alternatives?

While all alternatives anticipate the same levels of employment and housing growth citywide, they differ in how that employment and housing is distributed throughout the city. Provision of stormwater infrastructure would be most efficient under Alternative 2, which focuses growth in Totem Lake and the CBD, two of the most densely developed centers.

Alternatives 1 and 3 place the most employment growth in the City's water service area, while Alternative 2 allocates the most housing growth. Alternative 2 would direct the most combined growth to the City's water service area.

Alternatives 1 and 3 place the greatest amount of employment growth in the City's sewer service area, while Alternative 2 allocates the most housing growth. Alternative 3 would direct the most combined growth to the City's sewer service area.

What are some solutions or mitigation for the impacts?

Redevelopment at higher densities may actually result in a net improvement in stormwater drainage conditions and new development is required to comply with updated Low-Impact Development (LID) stormwater management techniques and practices.

Coordinated, long-term planning for all utility providers serving the City of Kirkland is a critical mitigation for the impact of increased water and sewer system demands. Coordinated planning is necessary to meet growth planned for the Totem Lake Planned Action Area.

Continued implementation of water conservation measures will help water providers serve future growth and minimize the need for new sources of supply.

With mitigation, what is the ultimate outcome?

With implementation of mitigation measures and planned capital improvement projects, the Kirkland's utilities will be able to manage future projected growth.

1.7 Citizen Amendment Requests and Other Site-Specific Amendments

What are Citizen Amendment Requests?

In addition to the Comprehensive Plan revisions included in the various alternatives, the City has solicited feedback from the public about desired changes to the plans, policies, zoning, or development regulations for specific properties. The Draft EIS studied twelve Citizen Amendment Requests (CARs). These amendment requests were not considered as part of any particular alternative, and the Draft EIS analysis provided a planning-level, qualitative discussion of the consistency of each CAR with EIS alternatives and the policies of the comprehensive plan update. Since publication of the Draft EIS, the Kirkland Planning Commission has continued to hold public hearings and deliberate on the proposed amendment requests. The Planning Commission has recommended revisions to several of the amendment requests. Chapter 4 of this Final EIS contains a detailed description of these recommended revisions and an updated analysis of these revisions to the amendment requests.

What Other Amendments are under Consideration?

In addition to the citizen-initiated CARs, the EIS considers a proposed amendment for the MRM property in downtown Kirkland (434 Kirkland Way). The proposal would allow increased building heights and change the permitted mix of uses on the site to allow more multifamily residential. This proposal was studied in a Supplemental EIS in 2013, but the City elected to defer a decision on the amendment to the comprehensive plan update process.

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2.0 ALTERNATIVES

This chapter of the Final EIS describes the alternatives being studied by the City of Kirkland. The Final EIS carries forward all the alternatives that were evaluated in the Draft EIS without changes. The Kirkland Planning Commission has made a recommendation for Alternative 2 as the Preferred Alternative for the Comprehensive Plan Update.

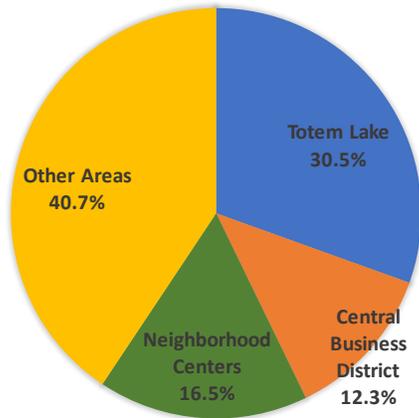
For the reader's convenience, a summary of the Draft EIS alternatives is included below.

2.1 Draft EIS Alternatives

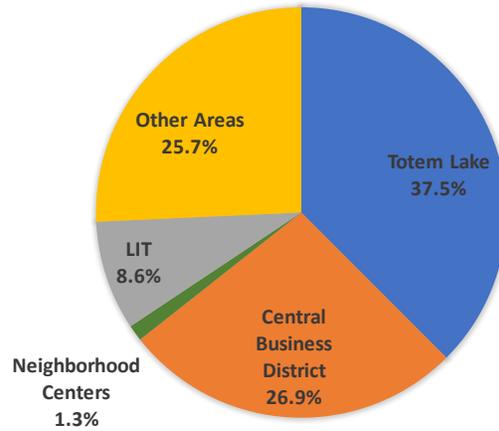
The Draft EIS evaluated three Alternatives that span a range of policy choices regarding the amount, location and type of future growth in Kirkland. All three alternatives tested the same level of overall growth, consistent with the City's adopted 2035 growth targets: 8,361 housing units and 22,435 jobs between 2015 and 2035. While the overall level of citywide growth is constant among alternatives, each alternative tested a different distribution of this growth within Kirkland to highlight a spectrum of policy choices. The range of growth options included concentrating development in the City's two major centers (Totem Lake and Downtown, Alternative 2); distributing growth to major centers and to neighborhood commercial nodes (Alternative 3); and continued development under existing plans and policies (Alternative 1/No Action). Exhibit 2.1-1 shows the relative distribution of housing and employment growth across the study area under each alternative. Under all three alternatives, areas outside Totem Lake, the CBD, and the neighborhood centers would receive approximately 40.7% of future housing growth and 34.4% of employment growth. These "Other Areas" comprise most of the city, and future growth would be distributed throughout these areas, where they are allowed by zoning, as shown in Exhibit 2.1-2.

Exhibit 2.1-1. Citywide Growth Distribution by Alternative

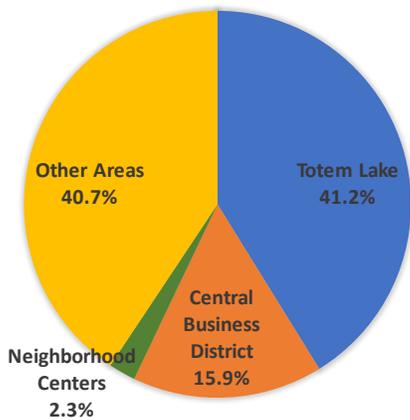
ALTERNATIVE 1 (NO ACTION) - HOUSING



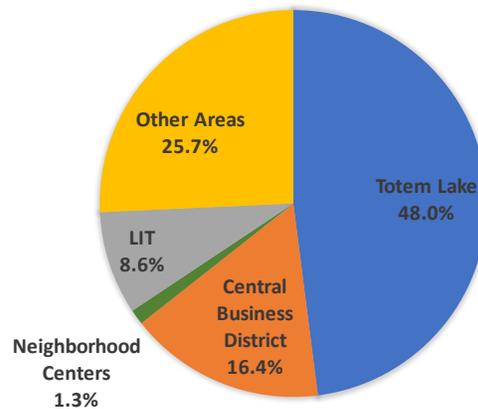
ALTERNATIVE 1 (NO ACTION) - EMPLOYMENT



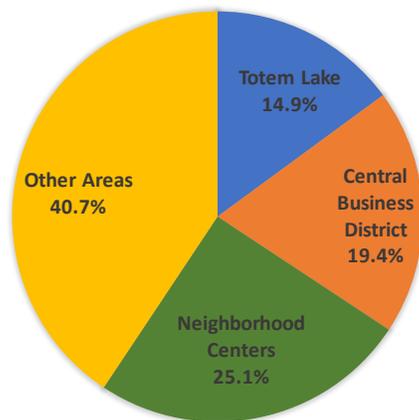
ALTERNATIVE 2 (TOTEM LAKE/DOWNTOWN) - HOUSING



ALTERNATIVE 2 (TOTEM LAKE/DOWNTOWN) - EMPLOYMENT



ALTERNATIVE 3 (DISTRIBUTED GROWTH) - HOUSING



ALTERNATIVE 3 (DISTRIBUTED GROWTH) - EMPLOYMENT

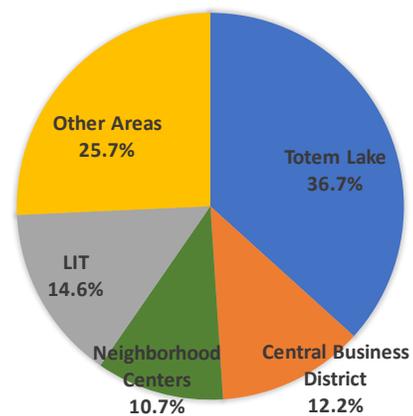
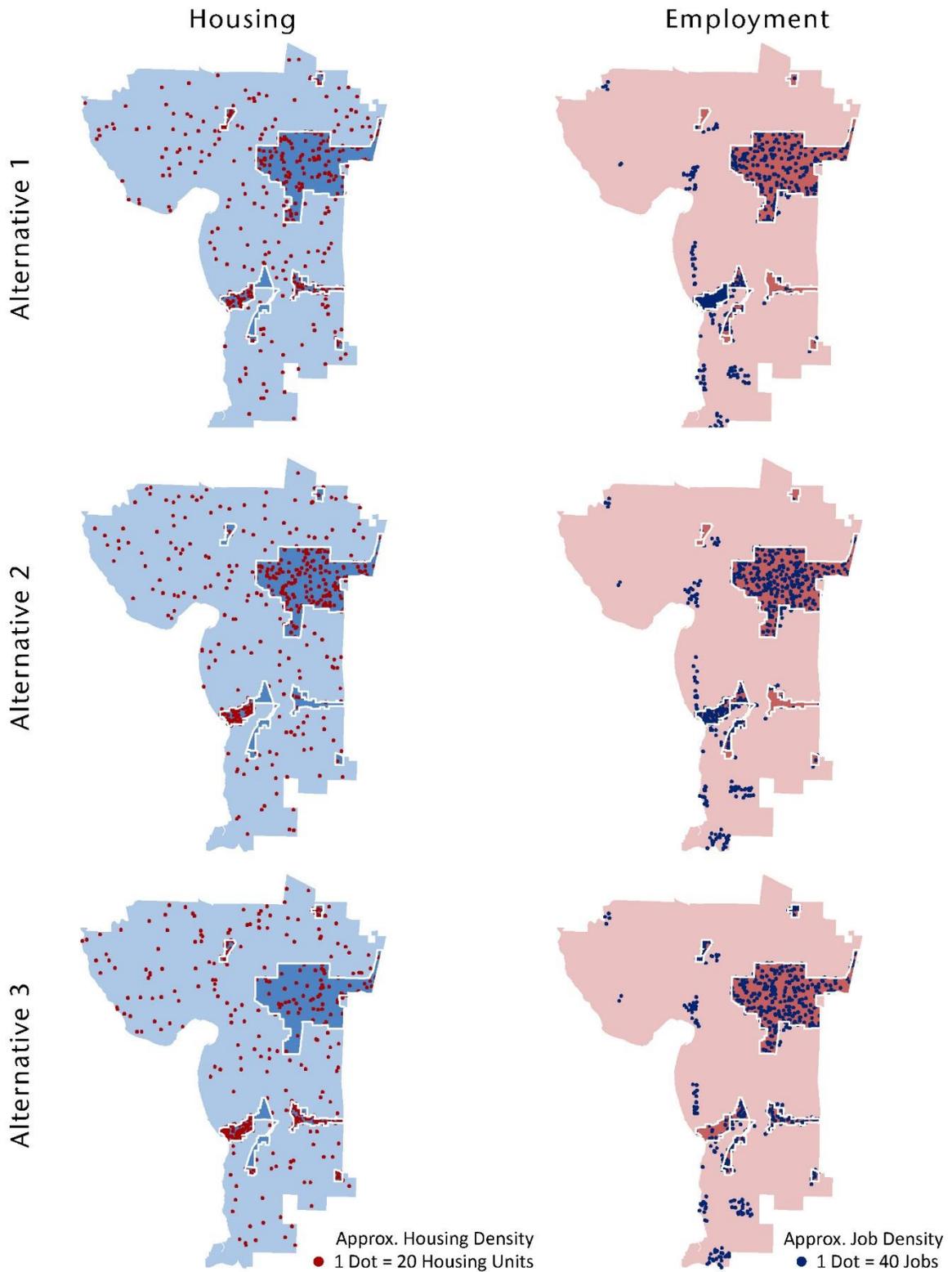


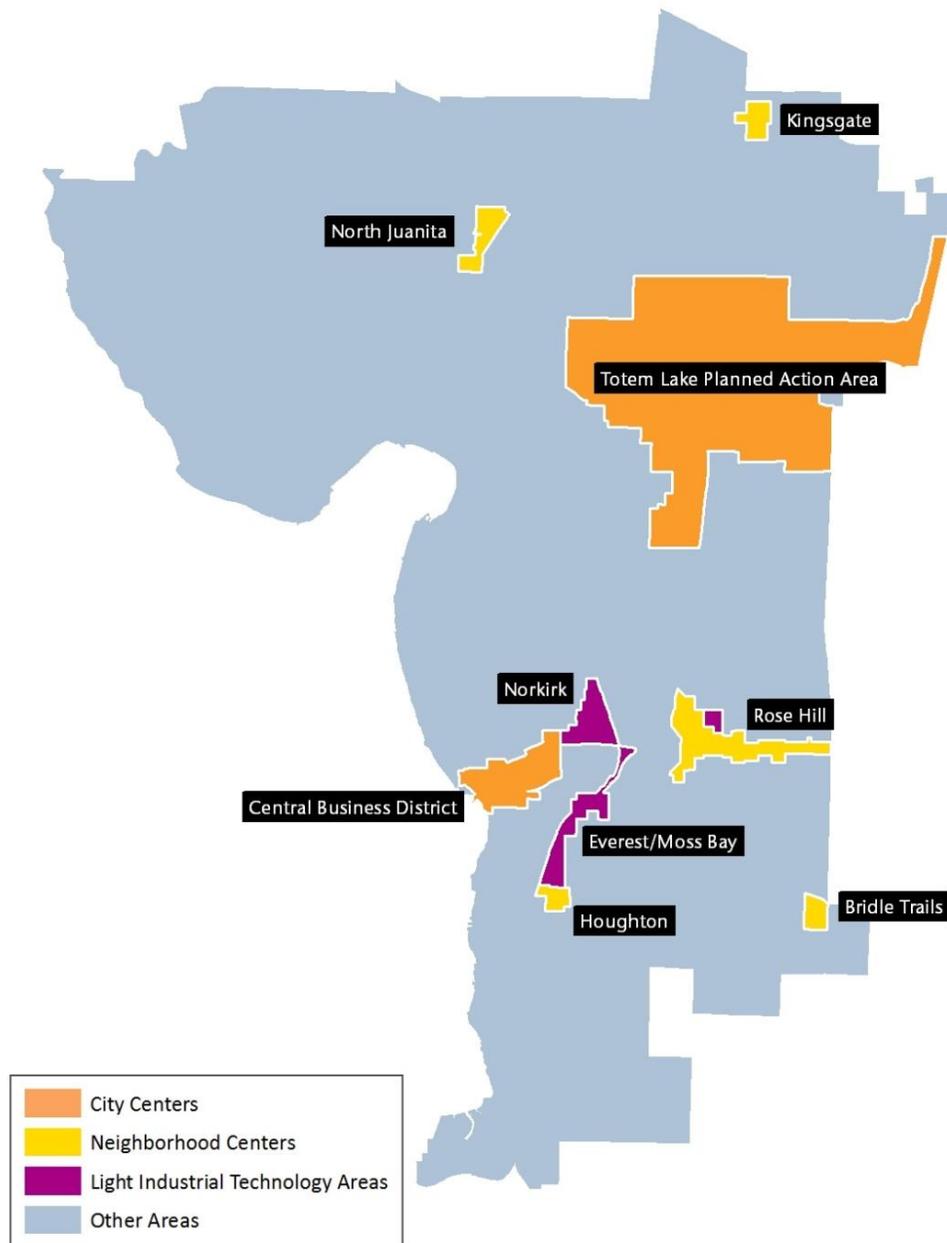
Exhibit 2.1-2. Housing and Job Growth Density by Alternative



Totem Lake Planned Action Area

Under all three of the studied alternatives, Totem Lake was assumed to be Kirkland’s largest growth center, absorbing a substantial portion of both housing and employment growth over the next 20 years. As such, the City is considering the adoption of a Planned Action Ordinance (PAO) for this area, though adoption of the PAO may occur after adoption of the updated Comprehensive Plan. For purposes of the PAO, the Planned Action Area would include the entire Totem Lake Business District, as well as the entire designated Totem Lake Urban Center and would consider the range of growth estimates shown in Exhibit 2.1-1 above. A planned action would be adopted under Alternatives 2 and 3, but not for the No Action alternative. The extent of the Planned Action Area studied in the EIS is shown in Exhibit 2.1-3.

Exhibit 2.1-3. Kirkland Planning Areas



Alternative 1: Existing Plan (No Action)

Alternative 1 would continue the City's current Comprehensive Plan policies as of 2014 with no modifications to adopted land use designations or zoning. The No Action Alternative tests the effects of maintaining current land use policies with no changes beyond the minimum necessary to comply with GMA, including adopting updated 2035 growth targets.

Under the No Action Alternative, Totem Lake would be the City's primary employment and housing growth center, and the Central Business District (CBD) would be a secondary growth center, consistent with current plans and zoning. In keeping with recent development trends, employment in the City's Light Industrial Technology (LIT) areas would gradually convert from industrial to office uses. In neighborhoods outside Totem Lake and the CBD, housing growth would continue through infill and short-platting, and mixed-use housing and retail development would occur at low intensities in neighborhood business centers (up to 3 stories). A planned action would not be designated for Totem Lake under the No Action alternative.

The No Action Alternative reflects adopted plans as of the end of 2014. Since that time, requests for modifications to adopted master plans for two major developments have been received: Parkplace in the CBD and Totem Lake Mall in the Totem Lake Planned Action Area. The Parkplace Master Plan and SEPA Planned Action were approved in late 2008, including associated comprehensive plan and zoning code amendments. The original proposal called for 1.8 million square feet of office, retail, and hotel uses. While the project received approval from the Design Review Board, redevelopment of the site has not yet occurred. In 2014, a new redevelopment concept was proposed for the site at a reduced intensity of development of approximately 1.2 million square feet of commercial and residential development.

The City prepared a SEPA addendum for the Parkplace site in February 2015 and amended the Parkplace PAO and applicable zoning code. The Design Review Board began consideration of the new redevelopment concept on June 15, 2015. Once design review is complete, construction permits may be issued. Therefore, the No Action Alternative assumes development of the original master plan in effect at the end of 2014; and the amended master plan is assumed for Alternatives 2 and 3. While future development on the Parkplace site may not exactly conform to the original Parkplace master plan, a supplemental EIS issued in 2010 studied distribution of Parkplace growth to other nearby properties. As such, the difference in growth between the original and revised master plans could conceivably be accommodated elsewhere in the CBD.

In addition to Parkplace, the City has also received a request to amend the adopted conceptual master plan for the Totem Lake Mall. The proposal would reduce the amount of commercial and office space in the development and increase the level of multifamily residential. The Design Review Board began consideration of the new redevelopment concept on July 6, 2015. Once design review is complete, construction permits may be issued. Because the new redevelopment concept was submitted late in the environmental review process, the No Action Alternative assumes development of the adopted plan, as does Alternative 2. Alternative 3 assumes development of the revised master plan, and more details are included in the description of that alternative.

Alternative 2: Totem Lake/Downtown Focus (Planning Commission Preferred Alternative)

Alternative 2 would focus future development into the City's two major growth centers: Totem Lake and the CBD. Similar to the No Action Alternative, Totem Lake would receive the largest share of future growth, including both employment and multifamily residential growth. Future growth in the CBD would include employment uses but would also include multifamily residential development, in keeping with recent trends and current market demand.

Similar to the No Action Alternative, some conversion of industrial uses to office would occur in the LIT areas, primarily in Norkirk and North Rose Hill. Unlike the No Action Alternative, however, little additional growth would

occur in neighborhood business centers; these areas would remain primarily low-intensity retail nodes with minimal multifamily residential development.

Growth Assumptions:

- The Parkplace site in downtown Kirkland would redevelop at an overall lower intensity than assumed under the No Action alternative (1.2 million square feet of office and retail and 300 housing units). Future development would result in a larger amount of housing, but less employment on this site than under No Action Alternative.
- The MRM site adjacent to Parkplace would redevelop as mixed-use with ground floor retail and upper story office, resulting in a greater amount of employment growth in this area than under No Action. Totem Lake would receive additional employment growth relative to the No Action Alternative, primarily in the TL 1, TL 5, TL 6A, and TL 7 zones. Additional employment growth in these areas would consist of office and limited retail in mixed use developments, as well as office/technology uses in the TL7 zone.
- Several zones in Totem Lake would be amended to allow increased maximum building height:
 - TL 4A, 4B, and 4C – Maximum building height increased from 65 feet to 80 feet;
 - TL 6A and 6B – Maximum building height increased from 65 feet to 80 feet.
 - TL 7 – Maximum building height increased from 45 feet to 80 feet; and
 - TL 8 – Maximum building height increased from 65 feet to 80 feet.
- TL 5 – Maximum FAR limit removed. Current zoning does not establish a maximum height for master planned development. Other uses are currently limited to 35 feet in height.
- TL 1A and 1B – Maximum FAR limit removed, and maximum building height would remain unchanged. Current zoning allows heights up to 160 feet if public infrastructure or pedestrian improvements are dedicated as part of development.
- Neighborhood centers such as Bridle Trails, Houghton, Kingsgate, Rose Hill and Juanita would experience no new multifamily residential development, relative to the No Action Alternative; multifamily uses in these areas would remain at single-story intensities, even though existing zoning allows maximum heights ranging from 30-67 feet. New housing growth would instead occur in the CBD or in Totem Lake.

Alternative 3: Distributed Growth

Alternative 3 would distribute future growth to a larger number of centers in Kirkland compared to Alternative 2 or the No Action Alternative. While Totem Lake would continue to be the City's largest growth center, focusing primarily on employment, a large share of future residential growth would occur in the CBD and in neighborhood centers, such as Houghton/Everest, Bridle Trails, North Juanita, and Kingsgate. Under Alternative 3, these neighborhood centers would redevelop as mixed-use nodes with retail and multifamily residential redevelopment up to 4-5 stories.

Alternative 3 would also result in the gradual conversion of some of the City's LIT areas to include a different mix of uses. The Norkirk and North Rose Hill LIT areas would convert over time to include office and limited retail uses, resulting in a higher level of employment in these areas than under Alternative 2 or the No Action Alternative.

Growth Assumptions:

- The Parkplace site in downtown Kirkland would redevelop at a lower intensity than assumed under the No Action Alternative. Future development would result in a larger amount of housing on this site and less employment than under the No Action Alternative.

- The MRM site adjacent to Parkplace would redevelop as mixed-use with ground floor retail and upper story multifamily residential, resulting in a greater amount of housing growth in this area than under No Action.
- Totem Lake would remain the City's largest employment center, but would receive slightly fewer jobs than under No Action. This employment growth would instead be distributed to other business districts and neighborhood centers.
 - The Rose Hill Business District would experience reduced residential growth and increased employment growth relative to No Action.
 - The Everest and Norkirk LIT areas would experience greater employment growth relative to No Action; residential growth in these areas would be similar to the No Action Alternative.
 - The Houghton neighborhood center would experience increased growth in housing and employment relative to the No Action Alternative.
 - The Bridle Trails, Kingsgate, and Juanita neighborhood centers would receive increased mixed-use multifamily residential development relative to the No Action Alternative.
- Zoning districts in the neighborhood centers and business districts listed above would be amended to allow for increased height and FAR limits, thereby increasing development capacity to accommodate growth projected to occur under this alternative.
 - Zoning in the Bridle Trails neighborhood center would be revised to allow for greater residential growth.
 - Zoning in the Houghton neighborhood center and Everest LIT areas would be amended to accommodate additional capacity for both employment and residences.
 - Zoning in the Kingsgate and North Juanita neighborhood centers would be amended to allow a greater proportion of future growth to be residential.
 - Zoning in the Rose Hill business district would be amended to accommodate additional capacity for both employment and residences.
- Alternative 3 also assumes redevelopment of the Totem Lake Mall site under a new proposed master site plan. The new plan assumes approximately 540,000 square feet of commercial space, 130,000 square feet of office space, and 400 multifamily residential units. Compared with the currently adopted redevelopment plan for this site, the new plan would result in a reduction in employment capacity of approximately 220 jobs, but an increase in residential capacity of 174 units.

2.2 Planning Commission Preferred Alternative

As stated in Section 2.1 above, the Kirkland Planning Commission has recommended Alternative 2 (Totem Lake/Downtown Focus) as the Preferred Alternative for the Comprehensive Plan Update. In addition to the plan amendments described in Section 2.1, the Preferred Alternative would include the following housekeeping amendments, recommended for adoption by the Planning Commission at their meeting on August 13, 2015.

Zoning Map and Land Use Map Amendments

- Remove suffixes on the Zoning Map on 10 properties that reference policies with development standards in the Comprehensive Plan applicable to the site. The properties have been developed so that suffixes are no longer needed.
- Rezone 95 parcels in the annexation area on both maps that are small parks, open spaces, and stormwater ponds and surface water basins that are also open spaces from Single Family Residential (RSA) to Park/Open Space (P).

- Revise the legends on both the Zoning Map and Land Use Map to add the word “mixed use” after the zoning/land use categories of commercial, industrial and office. Each term reflects the predominate use in the zone. However a mix of uses are allowed in these zones, including residential in the commercial zones, retail in the office zones, and office in the industrial zones.
- Make the following housekeeping amendments to both maps:
 - Remove “FC” (freeway commercial) and “Light Manufacturing Park” zones in the legend of the Zoning Map. These zones no longer exist.
 - Remove “Completed Planned Unit Development” from the legend on the Zoning Map.” The PUD designation is removed once the project is completed.
 - Change “Houghton Annexation” to “Houghton Community Municipal Corporation” in the legend on the Zoning Map as it was not an annexation.
 - Add the “Totem Urban Center boundary” and delete the “Totem Center boundary” on the legend of both maps to match the amendments to the Totem Lake Business District plan.

Code Amendments

- Amend KZC 10.20 to authorize the Planning Director to correct minor technical errors in the Zoning Map administratively.
- Amend KZC 10.35.3 concerning the interpretation of zoning boundaries in Lake Washington consistent with case law and other jurisdictions in the state.
- Amend Chapter 40 PLA 6G tables to remove multifamily residential and assisted living facility uses in the southern portion of the Light Industrial Technology (LIT) Area west of the Cross Kirkland Corridor located in the Moss Bay Neighborhood. The uses were added as permitted through a Private Amendment Request several years ago to allow for more development options. Office use (Google) has since been built on the site, so the uses should no longer be listed in the development regulation table. The Moss Bay Neighborhood Plan has also been amended.
- Amend Chapter 142 Kirkland Zoning Code (KZC) and Kirkland Municipal Code 3.30.040 to reference the Design Principles - Residential Development that are deleted from Appendix C (will be available on the City’s web page with the other design principles).
- Amend Rose Hill Business District Design Guidelines referenced in the Municipal Code to reflect the change in policy numbers in the NE 85th Street Subarea Plan and also a few minor editing changes to the guidelines.

2.3 Future Alternatives

Per WAC 197-11-655, “the range of alternative courses of action considered by decision makers shall be within the range of alternatives discussed in the relevant environmental documents.” The alternatives analyzed in the EIS establish “bookends” for decision makers, allowing for consideration of a number of options within that range. The City Council may therefore ultimately choose to adopt an updated comprehensive plan that falls within this range, including a combination of any of the alternatives analyzed in the Draft EIS, any or all of the site-specific amendment requests analyzed in the Draft EIS, and any or all of the Planning Commission Recommended site-specific amendments analyzed in Chapter 4 of this Final EIS. Adoption of any such combination would be compliant with the environmental review requirements of SEPA.

3.0 CLARIFICATIONS AND CORRECTIONS TO THE DRAFT EIS

This Chapter provides clarifications, corrections, and supplemental analysis to the Draft EIS. Changes are presented in the order of the Draft EIS Chapters and subsections, and text that has been added, modified, or deleted is shown in strikeout/underline format. Clarifications and corrections are based on new information and/or in response to comments received on the Draft EIS. Supplemental analysis is included on the indicated topics to expand upon the DEIS analysis and address issues not fully explored in the DEIS.

3.1 Clarifications and Technical Corrections

Corrections to DEIS Chapter 2: Alternatives

Amend Exhibit 2.6-6 to correct the projected household capacity increase for the Bridle Trails Neighborhood Center under Alternative 3. Capacity calculations for the DEIS erroneously include the entire Bridle Trails shopping center as redevelopable, but only two parcels are actually classified as redevelopable in the City's buildable lands model.

Exhibit 2.6-6. Summary of Development Capacity Changes by Alternative

	Alternative 1 (No Action) Capacity		Alternative 2 (Totem Lake/Downtown) Net Change Relative to No Action		Alternative 3 (Distributed Growth) Net Change Relative to No Action	
	Households	Jobs	Households	Jobs	Households	Jobs
Citywide	9,516	22,944	10,175	25,111	12,910 <u>12,159</u>	23,359
<i>CBD</i>						
Parkplace (CBD 5A)			300	(2,935)	300	(2,935)
MRM (CBD 5)			-	907	289	(19)
<i>Totem Lake</i>						
TL 4A	-	-	12	234		
TL 4B			25	199		
TL 4C			9	77		
TL 5	-	-	-	126		
TL 6A	-	-	218	633		
TL 6B			82	-		
TL 7	-	-	-	2,852		
TL 8	-	-	12	73		
TL 2 (Totem Lake Mall)	-	-	-	-	174	(220)
<i>Neighborhood Centers</i>						
Kingsgate	-	-	-	-	552	-
North Juanita	-	-	-	-	426	-
Bridle Trails	-	-	-	-	901 <u>150</u>	-
Rose Hill	-	-	-	-	600	2,210
Houghton	-	-	-	-	152	1,379
Total Net Change	-	-	659	2,167	3,394 <u>2,643</u>	415

Corrections to DEIS Chapter 3: Affected Environment, Significant Impacts, and Mitigation Measures

Chapter 3.2 – Plans and Policies

Amend the discussion of Impacts Common to All Alternatives on pages 3-29 through 3-31, specifically regarding compatibility between development in the Eastern Industrial Area of Totem Lake and nearby agricultural lands in the Sammamish Valley. Given the topographic characteristics of the area and the fact that a 100-foot road right-of-way separates the industrial area from the agricultural lands, the identified impacts are likely to be less than significant.

Impacts Common to All Alternatives

GROWTH MANAGEMENT ACT

Kirkland Planning Area

The alternatives examine three different approaches for accommodating the City’s adopted 2035 housing and employment growth targets. While the three alternatives distribute growth differently, all accommodate the 2035 growth targets and emphasize locating the majority of growth in designated centers. Focusing growth in this way is consistent with GMA policies that seek to encourage urban growth in urban areas and to prevent sprawl.

The City’s current Comprehensive Plan is GMA-compliant, and proposed plan policies would carry forward existing plan direction consistent with the major goals of the GMA that seek to focus growth in urban areas with adequate services, provide for environmental protection, encourage economic development, support efficient transportation systems, protect private property rights and require that adequate public services are available concurrent with new development. One potential compatibility issue with the GMA goals is the proposal to target additional growth in the Eastern Industrial District of the Totem Lake Planned Action Area, which is adjacent to lands designated for agricultural use in the Sammamish Valley. ~~While Without~~ consideration of measures to address design and setbacks would strengthen the plan’s consistency, these policies would be inconsistent with guidance provided by the GMA, Vision 2040 and CWPPs to protect rural and agricultural areas, the area is characterized by a sharp topographic change that helps buffer rural lands from urban development, and agricultural areas are separated from existing developed areas by a 100-foot road right-of-way. Please see Exhibit 3.2-1 below for a summary assessment of consistency of the alternatives with GMA goals.

Exhibit 3.2-1. Consistency with Growth Management Act Goals

GMA Goal	Discussion
Encourage growth in urban areas	All alternatives meet the 2035 housing and employment targets and focus growth within the City’s existing city limits, with a specific focus in the downtown and Totem Lake Urban Center.
Reduce sprawl	
Protect rural character	The northeast boundary of the Kirkland Planning Area adjoins designated rural and agricultural lands in the Sammamish Valley in unincorporated King County. City land use designations in this area are greenbelt/urban separator and light industrial uses. The lands designated for greenbelt/urban separator uses provide a buffer that helps protect the adjoining rural agricultural use, and the area is also characterized by a sharp topography change that helps buffer rural lands. The lands designated for light industrial uses are located

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GMA Goal	Discussion
	<p>within the Eastern Industrial District of the Totem Lake Planned Action Area. Proposed plan policies would target additional growth in this area.</p> <p><u>Regulations to manage transitions or buffers in this area would strengthen the plan’s consistency with GMA, Vision 2040, and CWPP guidance, but the area is characterized by a sharp topographic transition that helps buffer rural lands from urban development, and agricultural areas are separated from existing developed areas by a 100-foot road right-of-way. The City should consider amendments to these policies to include provisions for transitions or buffers between the Eastern Industrial District and the adjoining rural area.</u></p>
<p>Encourage an efficient multimodal transportation system</p>	<p>The City is preparing an updated Transportation Master Plan that will inform the transportation element of the updated Comprehensive Plan. All action alternatives are consistent with the preliminary draft Transportation Master Plan, which states that a main principle of the Master Plan is the need for the transportation system to be multimodal.</p>
<p>Encourage a variety of housing types, including affordable housing</p>	<p>All alternatives could accommodate a variety of residential densities and housing types. Consistent with the existing Plan vision and policy guidance, diverse and affordable housing would be available throughout the City as identified as part of the updated vision statement (see Section 2.5 of this Draft EIS).</p>
<p>Promote economic development</p>	<p>All alternatives can accommodate 2035 forecast employment targets. Consistent with the existing plan policy guidance, proposed draft guiding principles address a vibrant economy offering choices in living wage jobs, businesses, services and entertainment throughout the community.</p>
<p>Recognize property rights</p>	<p>All alternatives provide for a reasonable use of property.</p>
<p>Ensure timely and fair permit procedures</p>	<p>The proposal does not include any changes to permit procedures and it is anticipated that the City will continue to process permits consistent with its adopted code.</p>
<p>Protect agricultural, forest and mineral lands</p>	<p>The Kirkland Planning Area does not contain any designated agricultural, forest or mineral lands. However it is adjacent to designated agricultural lands in the Sammamish Valley in unincorporated King County. City lands adjacent to these agricultural lands are designated for greenbelt/urban separator and light industrial uses. The lands designated for greenbelt/urban separator uses provide a buffer that helps protect the agricultural lands. The lands designated for light industrial uses are located within the Eastern Industrial District of the Totem Lake Planned Action Area. Proposed plan policies would target additional growth in this area. <u>Regulations to manage transitions or buffers in this area would strengthen the plan’s consistency with GMA, Vision 2040, and CWPP guidance, but the area is characterized by a sharp topographic transition that helps buffer rural lands from urban development, and agricultural areas are separated from existing developed</u></p>

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GMA Goal	Discussion
	<p>areas by a 100-foot road right-of-way. The City should consider amendments to these policies to include provisions for transitions or buffers between the Eastern Industrial District and the Sammamish Valley.</p>
Retain and enhance open space and support recreation opportunities	All alternatives would incorporate the policy guidance from the City’s draft Parks, Recreation and Open Space Plan, which seeks to retain and enhance open space and support parks and recreation.
Protect the environment	Under all alternatives, the updated Comprehensive Plan would carry forward an updated environment element from the current Comprehensive Plan. Consistent with the existing plan policy guidance, the draft vision statement describes Kirkland’s vision of a model sustainable city that values preserving and enhancing the natural environment for current and future generations (see Section 2.5 of this Draft EIS). No changes to the City’s critical areas ordinance or Shoreline Master Program are proposed as part of the Comprehensive Plan update. However, the City has identified a need to update the critical areas ordinance, and work is underway to do so.
Ensure adequate public facilities and services	As required by GMA, all alternatives would include policies that assure public services and utilities at the time of development and would include an update to the capital facilities element and capital improvement program.
Foster citizen participation	An extensive public participation program has supported, and will continue to support, development of the City’s draft Comprehensive Plan. The program began with community visioning events in the fall of 2013 that engaged hundreds of people. Public engagement continued in 2014 and 2015 with open houses, community events, Planning Commission meetings and public hearings. The City has offered a variety of opportunities for community members to engage remotely in the planning process, such as a signing up for the “Kirkland 2035” email update list, communicating ideas and questions via a project email and phone number, and visiting an online “Learning Center” that includes resources such as monthly bulletins on the Comprehensive Plan update process, draft Comprehensive Plan materials and educational publications and videos. The public will continue to be given opportunities to provide comments and guide revisions to the draft plan until it is adopted later in 2015.
Encourage historic preservation	Under all alternatives, historic preservation would continue to be encouraged. Historic preservation is discussed in the existing Comprehensive Plan Community Character element, which is being carried forward to the updated Comprehensive Plan with no substantive amendments.

Source: 3 Square Blocks, 2015

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Amend the discussion of Impacts Common to All Alternatives on pages 3-32 through 3-34, specifically with regard to consistency with Vision 2040 guidance on parking management and capital facilities planning. The DEIS cited a lack of policy guidance on these topics in the Draft Totem Lake Business District Plan as a potential adverse impact. However, the Draft Totem Lake Business District Plan addresses these issues by referencing the Comprehensive Plan Transportation Element and Capital Facilities Element, in keeping with PSRC guidance.

VISION 2040

Kirkland Planning Area

All alternatives are consistent with Vision 2040's regional growth strategy. Planning for the 2015 – 2035 time period is being guided by the citywide housing and employment targets that are embodied in the CPPs and that have been adopted by the City. Under all three alternatives, a majority of forecast growth would be accommodated in centers including the Totem Lake regional growth center, the Central Business District, Neighborhood Centers, and LIT areas. While only Totem Lake is a designated regional growth center, it would receive a large share of the city's population and employment growth under all alternatives, and this fundamental approach is consistent with Vision 2040's regional growth strategy.

Other applicable topics addressed in Vision 2040 include coordinated planning, monitoring Vision 2040's implementation and performance, greater environmental sustainability, and reduced reliance on the automobile. The draft vision statement and guiding principles for the updated Comprehensive Plan are broadly consistent with the overall direction established in Vision 2040. Additionally, the updated Comprehensive Plan includes a regional planning statement demonstrating consistency with Vision 2040.

Totem Lake Planned Action Area

The current long-range plan for the Totem Lake Planned Action Area is contained in the Totem Lake Neighborhood Plan. The neighborhood plan is generally consistent with Vision 2040, recognizing Kirkland's commitment to maintaining and enhancing Totem Lake's role as a regional growth center and supporting reduced automobile dependency by planning for mixed-use, walkable redevelopment.

In 2013, PSRC conducted an assessment of the Totem Lake Neighborhood Plan as part of its Regional Centers Monitoring Report. The assessment states that many aspects of the Regional Growth Center Plan Checklist are addressed in the plan element, including the economic role of the center, measures to address housing affordability and diversity, design of a transit- and pedestrian-friendly environment and the relationship of the natural and built environment. The assessment also states that elements of the plan that are only partially or not addressed include discussion of the regional context, growth targets, mode split goals, parking and public services. The City is revising the Totem Lake neighborhood plan as part of the Comprehensive Plan update. The draft plan includes a discussion of the regional context, a goal for residential and employment growth targets, and a goal for mode split. In keeping with PSRC guidance for regional growth center plans, The the draft plan refers to the Capital Facilities Element and Transportation Element for parking management and capital projects planning in the area could be strengthened by adding explicit policy guidance for parking management and a discussion of the capital facilities that are planned for the Totem Lake neighborhood and how they will be financed. General consistency of the alternatives with the topics contained in the Regional Growth Center Plan Checklist is summarized in Exhibit 3.2-2.

Exhibit 3.2-2. Puget Sound Regional Council Vision 2040 – Center Policy Evaluation

Vision 2040, Summary of Centers Policies	Discussion
<p>1. Center Plan Concept (or "Vision"): Include a vision including commitment to human scale urban form, show the relationship of the plan to the City’s comprehensive plan, Vision 2040, and Countywide Planning Policies (CPPs).</p>	<p>Under all of the alternatives, the proposed focus and concentration of growth in the Totem Lake Center is consistent with the overall concept for a regional growth center. The vision for the Totem Lake neighborhood in the City’s draft Totem Lake plan includes a commitment to human scale, stating that people are drawn to the neighborhood due in part to its quality public spaces and pedestrian amenities. The role of the neighborhood as a center for the City and the region is clearly discussed.</p>
<p>2. Environment: Protect critical areas, address parks and open space including public and civic spaces, provide for innovative treatment of stormwater and drainage, reduce air pollution and greenhouse gases.</p>	<p>Under all alternatives, critical areas would continue to be protected. Low-impact development techniques would be promoted.</p>
<p>3. Land Use: Demonstrate compact and walkable boundaries, accommodate a significant share of jurisdiction’s growth, and provide appropriate capacity in residential densities and building intensities, provide a mix of uses, include design standards for pedestrian friendly, transit oriented development.</p>	<p>All alternatives plan for a walkable urban center that accommodates a significant share of the City’s growth. Capacity for planned residential and employment growth is provided, with a mix of uses and a multi-modal transportation system.</p>
<p>4. Housing: State existing and projected housing units, provide for a variety of housing types addressing density standards, affordable housing and special housing needs, include implementation strategies and monitoring program.</p>	<p>All alternatives guide a significant amount of additional housing growth to the Totem Lake neighborhood, with the greatest concentration proposed under Alternative 2 (approximately 41% of projected growth) and the least under Alternative 3 (approximately 15% of project growth).</p>
<p>5. Economy: Describe the economic and residential role of the center in the city and region, describe key sectors and industry clusters in the center.</p>	<p>Under all alternatives a significant amount of employment growth would be guided toward the Totem Lake Urban Center. Alternatives 2 and 3 would guide 48% and 37%, respectively, of the citywide employment growth toward the Totem Lake Urban Center. Under Alternative 1 (No Action) 37.5% of citywide employment growth would be expected to occur in Totem Lake.</p>

Vision 2040, Summary of Centers	
Policies	Discussion
6. Public Services: Describe existing and planned capital facilities as well as their financing (e.g. sewer, water, gas, electric, and telecommunications). Explain strategies to ensure facilities are provided consistent with targeted growth.	All alternatives would apply City level of service standards and ensure facilities consistent with targeted growth. The draft Totem Lake plan provides policy guidance to prioritize available infrastructure funding to projects within Totem Lake to support its development at Urban Center densities. The draft plan does not include a description of planned capital facilities and their financing; it directs readers to the Comprehensive Plan for this information. Once an alternative is chosen, the City should consider adding a description to the Totem Lake plan of anticipated capital facility improvements and financing strategies.
7. Transportation: Provide a mix of complementary land uses, provide connectivity, design for pedestrians and bicyclists, provide usable open spaces, manage parking, promote on-street parking, develop an integrated multimodal transportation network, address transit, develop complete streets, develop context sensitive and environmentally friendly streets, develop mode split goals.	Consistent with the City’s citywide vision and the updated Transportation Master Plan, the proposed transportation system in the Totem Lake Urban Center emphasizes a multimodal transportation system under all alternatives. All alternatives would provide the residential and employment density to support transit. PSRC’s feedback on the current Totem Lake neighborhood plan found that mode split goals and parking management should be addressed. Goal TL-12 of the draft Totem Lake plan establishes a mode split goal. The draft plan refers to the Transportation Element and the Capital Facilities Element for parking management strategies and capital improvement planning could be strengthened by adding explicit policy guidance regarding parking management.

Source: PSRC 2012; 3 Square Blocks, 2015

Chapter 3.3 – Population and Housing

Amend the discussion of Impacts Common to All Alternatives to add discussion of the potential for impacts associated with housing affordability and residential displacement as a result of future growth and redevelopment under all alternatives.

IMPACTS COMMON TO ALL ALTERNATIVES

Kirkland Planning Area

Citywide population and housing growth targets are the same across all three alternatives. In all three alternatives, housing growth would result in 8,361 additional units between 2013 and 2035. Existing capacity for additional units is 9,516, taking into account developable land and market potential. The City’s current capacity for growth under the No Action Alternative would exceed the housing targets for 2035 by 1,155 units. Housing growth of 8,361 units between 2013 and 2035 would result in approximately 17,042 new residents during the planning period. This population growth number is calculated assuming the 2013 average household size of 2.73 persons per household for single-family units and 1.83 persons per household for multi-family units. The estimated 2035 total population of Kirkland is 99,632.

Although the action alternatives (Alternative 2 and 3) assume different distributions of growth than the No Action Alternative, all three alternatives currently have sufficient capacity to accommodate the 2035 growth forecasts. As a result of different alternatives, changes in land use designations or zoning

assumptions would create increased development capacity in targeted areas of the City and could attract growth to these areas from elsewhere in the city.

In general, Kirkland would experience a large concentration of housing and residential population growth in Totem Lake in all three alternatives, as well as varying concentrations of growth by alternative in the CBD and other Neighborhood Centers. In all three alternatives, areas outside Totem Lake, the CBD, and Neighborhood Centers, would receive approximately 41% of housing unit growth, primarily in the form of infill spread throughout the city's residential neighborhoods.

All alternatives would have the potential to result in some amount of residential displacement as a result of future growth. Over the next 20 years, some existing residential properties are likely to be redeveloped in response to rising property values to accommodate new growth. Such redevelopment of currently developed properties could result in the displacement of some existing residences. This effect is most likely to occur in areas in or around major centers and neighborhood centers as low-density residences are redeveloped for higher-density housing. While some displacement could occur in single-family areas of Kirkland, the current zoning limits on residential density in these areas would minimize the effect; demolished single-family homes could only be replaced by new single-family homes, limiting the potential for widespread redevelopment and displacement of existing residents.

In addition, growth under all alternatives could have the potential to result in reduced housing affordability in Kirkland, which is a common and widespread trend in communities throughout the Puget Sound region. As growth occurs and consumes available vacant and redevelopable land, scarcity could lead to increased property values and corresponding higher home prices and rents for Kirkland residents.

Amend the impact discussion for Alternative 2 on page 3-47 to use the correct development capacity projections from Exhibit 2.6-6. The DEIS analysis incorrectly used an outdated capacity calculation for Alternative 2.

ALTERNATIVE 2 (TOTEM LAKE/DOWNTOWN FOCUS)

Kirkland Planning Area

Under Alternative 2, the Totem Lake/Downtown Focus Alternative, an estimated 8,361 additional housing units would be developed. These units would be distributed throughout the city, with 15.9% in the CBD, 2.3% in Neighborhood Centers, 41.2% in Totem Lake, and 40.7% in other areas of the city (See Exhibit 3.3-4). As described in Chapter 2, Alternative 2 would include changes to height limits in some zones in the Totem Lake area, which would create additional housing capacity. As a result, citywide housing development capacity in Kirkland would increase from ~~9,907,516~~ units to ~~10,207,10,175~~ units under Alternative 2, a net increase of ~~300,659~~ units compared to the No Action Alternative.

Amend the impact discussion for Alternative 3 on page 3-48 to use the correct development capacity projections from Exhibit 2.6-6. The DEIS analysis incorrectly used an outdated capacity calculation for Alternative 3.

ALTERNATIVE 3 (DISTRIBUTED GROWTH)

Kirkland Planning Area

Under Alternative 3, future housing units would be distributed throughout the city, with 19.4% in the CBD, 25.1% in Neighborhood Centers, 14.9% in Totem Lake, and 40.7% in other areas of the city. As a result of zoning changes to accommodate additional development in the neighborhood centers, overall development capacity in Kirkland would increase from ~~9,907,516~~ units to ~~13,301,12,159~~ units under Alternative 3, compared to the No Action Alternative.

Amend the description of Significant Unavoidable Adverse Impacts on page 3-51 to include additional information on housing affordability and residential displacement.

Significant Unavoidable Adverse Impacts

Under all alternatives, as Kirkland's population grows, there will be a need for infrastructure investment in roads, transit, utilities, parks and other public facilities to maintain existing levels of service to residents and places of employment.

As population continues to grow in the greater Puget Sound region, economic forces will place additional pressure on housing markets, increasing demand for affordable housing and potentially resulting in some displacement of existing residences as properties are redeveloped to accommodate future growth. This is true regardless of which of the three alternatives is realized. There will be an unavoidable need to increase incentives for providing units affordable to diverse income groups and to investment in affordable housing development.

Chapter 3.6 – Transportation

Amend the description of methodologies on page 3-104 to clarify assumptions behind development of the Transportation Master Plan transportation network.

Description of Methodologies

The analysis for the Transportation Element of the Comprehensive Plan and this DEIS included evaluation of future transportation conditions under three Alternatives. An important methodological note is that the same future transportation network is assumed for all three Alternatives. The future transportation network was defined in the Transportation Master Plan (TMP), a separate effort that identified future transportation projects, programs, and priorities over the next two decades. While the schedule for adoption of the TMP is concurrent with the Comprehensive Plan, the TMP has been developed through a multiyear process that included input from City staff, planning bodies (Transportation Commission, Planning Commission, Houghton Community Council and City Council), as well as hundreds of Kirkland residents and transportation modal interests. The TMP represents the City's long range strategy for transportation through 2035.

Thus, the Alternatives assessed in this analysis vary in terms of their land use assumptions, but not their underlying transportation network. This assumption for the transportation network is appropriate since the TMP network was developed to provide safe and connected facilities for all modes, and many of these connections would not change regardless of how future development occurs. Furthermore, the TMP network was developed to fit within Kirkland's ability to fund transportation over the next 20 years – thus, all of the projects represent high investment priorities and are not contingent upon where development occurs.

The following subsections describe the transportation network assumptions developed in the TMP, the travel demand forecasting model that was applied to evaluate future transportation system performance, and the level of service (LOS) policies defined in the TMP. These LOS policies, which will be used to determine the overall operating conditions of Kirkland's transportation facilities.

Amend the description of Significant Unavoidable Adverse Impacts on page 3-167 to clarify the difference between transportation impacts as defined by the City's LOS policy and the traffic effects likely to be experienced under the alternatives.

Significant Unavoidable Adverse Impacts

The threshold for a transportation impact, ~~as is~~ defined by the City's level of service (LOS) policy, ~~which~~ is measured in terms of system completeness compared to the City's 20-year transportation vision. Because none of the alternatives would significantly affect progress toward transportation system completeness, no significant impacts were identified in this analysis. However, any of the Growth Alternatives would result in increased traffic volumes, congestion, and conflicts among travel modes. These effects of growth on the traveling public are considered substantial and unavoidable. Because specifics of the growth Alternatives would not significantly impact progress towards transportation system completeness, none of the Alternatives are expected to result in significant unavoidable adverse impact.

Chapter 3.7 – Public Services

Amend the discussion of existing fire and emergency services on page 3-169 to correct the number of city-owned fire stations and clarify information sourcing.

Existing Services

The City of Kirkland Fire Department (KFD) provides fire and emergency services to the City of Kirkland, serving an area of approximately 18.25 square miles. The KFD is staffed by 108 employees, who cover ~~six~~ five city-owned fire stations located throughout the city (Kirkland Fire Department, 2014). The Kirkland Fire Department closed Station 24 in December 2014, and plans to relocate it are ongoing. Exhibit 3.7-2 shows the location of each fire station in Kirkland. The North East King County Regional Public Safety Communications Agency (NORCOM) provides call receipt and dispatch services.

Amend the description of KFD personnel on page 3-170.

KFD employs the following personnel:

- **93 Emergency Response Personnel:** 3 Battalion Chiefs, 1 Battalion Chief/ Training, 3 Floating Captains/ BC Aides, 7 Fire Captains, 1 Captain/ Training, 10 Fire Lieutenants, 1 temporary Fire Lieutenant, 67 Firefighters.
- **14.25 Management, Administration, and Support Personnel:** 1 Fire Chief, 2 Deputy Chiefs, 1 EMS Officer/~~Capital~~Captain, 1 Fire Marshal/ Battalion Chief, 1 Assistant Fire Marshal, 2 Fire Inspectors, 1 Office of Emergency Management Manager, 0.5 Office of Emergency Management Coordinator, 0.25 Office of Emergency Management Graduate Intern, 1 Administrative Services Supervisor, 1 Administrative Assistant, 2 Office Technicians, 0.5 Office Specialist.

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Amend Exhibit 3.7-3 on page 3-171 to reflect closure of Fire Station 24.

Exhibit 3.7-3. Apparatus per Fire Station

Station	Apparatus	Year Built	Condition
Station 21	Engine 21	2005	Good
	Aid 21	2010	Good
	Engine 28 (Reserve)	1999	Fair
Station 22	Engine 22	2003	Good
	Aid 22	2006	Good
	Engine 29 (Reserve)	1995	Fair
	Air Unit 21	2006	Good
Station 24	Aid 24	2001	Fair
	Disaster Response Vehicle	1991	Fair
Station 25	Engine 25	2003	Good
	Aid 25	2008	Good
Station 26	Engine 26	2013	Excellent
	Aid 26	2002	Good
	Battalion 21	2008	Good
	Aid 28 (Reserve)	2006	Good
Station 27	Engine 27	2010	Good
	Aid 27	2012	Good
	Ladder 27	1997	Good
	Aid 29	2007	Good

Source: City of Kirkland Fire Department, Standards of Coverage and Deployment, June 2014.

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Amend citation for Exhibit 3.7-4 on page 3-172 to correct data source.

Exhibit 3.7-4. Fire Department Calls for Service by Type

Call Type	2012	2013	2014
Total Fires	296	334	293
EMS/ Rescue	5,934	5,777	5,895
Hazardous Condition	145	153	163
Service Call	234	250	254
False Calls	665	706	737
Other	708	813	886
Total Calls	7,982	8,033	8,228

Source: Kirkland Fire Department Annual Report, ~~2013~~2014; ~~Person-Personal~~ Communication with Audrey Martin, Administrative Supervisor with the Kirkland Fire Department, 2015.

Amend discussion of Fire Station 27 staffing on page 3-173 to correct staffing levels.

TOTEM LAKE PLANNED ACTION AREA

The Totem Lake Planned Action area is also served by the Kirkland Fire Department. The closest Kirkland Fire Station is Station 27, which is located a tenth of a mile north of the Totem Lake Planned Action area, on 11210 NE 132nd Place. Station 27 has the following ~~employees~~daily staffing: ~~31~~ fire-captains, ~~31~~ lieutenants, and ~~24~~ fire fighters. ~~Individual fire department personnel may float between stations as required, but this represents basic minimum staffing.~~ Station 27 has the following equipment in good condition: a 2010 engine, a 2012 aid vehicle, a 1997 ladder, and a 2007 aid vehicle (Kirkland Fire Department, 2014).

Amend the discussion of existing level of fire services on page 3-175 to correct the number of fire fighters and the calculation of firefighters per 1,000 residents.

The KFD has not adopted a Level of Service Standard for staffing. However, based on a 2014 population estimate of 82,590 and the 2014 employment of ~~6793~~ firefighters, the City’s effective level of service is approximately ~~1-231.13~~ firefighters per 1,000 residents.

Amend the discussion of Fire and Emergency Medical Services impacts on pages 3-182 and 3-183 to correct the number of additional firefighters needed, based on a corrected level of service.

Fire and Emergency Medical Services

IMPACTS COMMON TO ALL ALTERNATIVES

Under all alternatives, the Kirkland Planning Area would generate more population and/or employment creating more demand for fire and emergency medical services while continuing to challenge staff to meet response time targets. Exhibit 3.7-11 shows that the Kirkland Planning Area would generate an additional 5,277 residents from new single family housing units, and 11,765 residents from multifamily residential units for a total of 17,042 new residents.

In order to maintain the City's current ratio of approximately 1.231.13 firefighters per 1,000 residents, there would be a need to hire an additional 2419.2 firefighters by 2035.

Since firefighter positions are filled 24 hours per day, 365 days per year, each firefighter position may require hiring multiple personnel. In addition, to meet response time requirements as growth occurs, the fire department may need to re-evaluate staffing levels and equipment at specific fire stations located closest to areas planned for high levels of growth.

The Kirkland Fire Department (KFD) does not keep call data records that differentiate between commercial and residential calls. Therefore, it is not possible to quantify impacts specifically for employment growth numbers. More employment would generate a greater demand for fire and emergency medical services primarily during day time when office buildings are more likely to be occupied.

ALTERNATIVE 1 (EXISTING PLANS - NO ACTION)

Kirkland Planning Area

Under the No Action Alternative, future housing growth would be concentrated primarily in Totem Lake and the various neighborhood centers, accounting for almost half (47%) of new dwellings. The Central Business District (CBD) would receive a relatively minor amount of housing growth, and most of the remaining housing units would be distributed across the other areas of the city. Under the No Action Alternative, it is likely that most future calls for fire and emergency medical service would come from these areas of high employment and population concentration. Fire stations most likely to experience increased demand under this alternative include Fire Stations 27 (Totem Lake), 26 (Rose Hill), and 22 (Downtown), as shown on Exhibit 3.7-2. As stated under Impacts Common to All Alternatives, citywide growth would demand the need for 2419.2 additional firefighters.

Totem Lake Planned Action Area

Under the No Action Alternative, the Totem Lake Planned Action Area would generate an additional 8,416 jobs and an additional 2,550 housing units, which would produce approximately 4,666 people. Based on the City's current ratio of approximately 1.231.13 firefighters per 1,000 residents, this growth in the Totem Lake Planned Action Area would create a need for an additional 5.751.9 firefighters to serve the needs of those additional residents. The nearest fire station to Totem Lake is Fire Station 27, which would experience the greatest increase in demand for service as a result of growth in the Planned Action Area.

ALTERNATIVE 2 (TOTEM LAKE/ DOWNTOWN FOCUS)

Kirkland Planning Area

Under Alternative 2, the highest percentage of housing and employment growth would be in the Totem Lake Planned Action Area. As a result, this area would generate the greatest number of additional calls for fire protection services. Fire Station 27 is the nearest fire station to this area and would experience the greatest increase in demand for emergency response. The CBD would also receive a substantial share of housing and employment growth under Alternative 2, resulting in increased demand for services from Fire Station 22, the nearest fire department facility to that area. As stated under Impacts Common to All Alternatives, citywide growth would generate demand for an additional 2419.2 firefighters.

Totem Lake Planned Action Area

Under Alternative 2, the Totem Lake Planned Action Area would generate an additional 10,763 jobs and an additional 3,444 housing units, which would produce 6,302 additional residents. Based on the City's

current ratio of approximately ~~4-231.13~~ firefighters per 1,000 residents, the Totem Lake Planned Action Area would create a need for an additional ~~7.17-77~~ firefighters to serve those additional residents.

ALTERNATIVE 3 (DISTRIBUTED GROWTH)

Kirkland Planning Area

Under Alternative 3, housing and employment growth would be spread out in areas throughout the City, though it would be concentrated in neighborhood centers, the CBD, and Totem Lake. Under Alternative 3, the majority of future calls for fire protection service would be concentrated in these areas, and the fire stations most likely to experience increased demand would include Fire Stations 26 (Rose Hill), and 22 (Downtown), 27 (Totem Lake), as shown in Exhibit 3.7-2. As stated under Impacts Common to All Alternatives, citywide growth would generate demand for an additional ~~24-19.2~~ firefighters.

Totem Lake Planned Action Area

Under Alternative 3, the Totem Lake Planned Action Area would generate an additional 8,236 jobs and an additional 1,248 housing units, which would produce approximately 2,283 additional people. Based on the City's current ratio of approximately ~~4-231.13~~ firefighters per 1,000 residents, the Totem Lake Planned Action Area would create a need for an additional ~~2-812.6~~ firefighters to serve those additional residents.

Chapter 3.8 – Utilities and Capital Facilities

Amend description of wastewater service on page 3-199 to include additional information on the use of reclaimed water by the wastewater utility and clarifications on the status of the City's sewer plan, as requested by Public Works staff.

Wastewater

Sewer service is provided to residents within Kirkland city limits by the City of Kirkland, Northshore Utility District, and Woodinville Water District. A map of sewer provider service areas is included in Exhibit 3.8-7.

KIRKLAND PLANNING AREA

City of Kirkland Wastewater Division

In addition to service request response, the City of Kirkland's Wastewater Division of Public Works primarily handles operation maintenance for city sewer mains, holes, and pump stations. The City of Kirkland serves 8.24 square-miles and approximately 57,000 people (residential and employment population). All of the City's wastewater discharges to the King County Department of Natural Resources and Parks, Wastewater Treatment Division (KCWTD). King County accepts up to 100 gallons per day per capita from Kirkland under the terms of an intergovernmental agreement.

The City of Kirkland's sewer service area is within Kirkland's city limits. The City does not anticipate a change in the service area boundaries. The city maintains approximately 122 miles of sewer main and six lift stations. There are 40 wastewater collection sub-basins within the service area.

Kirkland's 2008 Sewer Plan, produced in 2010, is currently being updated and will be finalized in December 2015. According to data from the Kirkland's-2008 Sewer Plan, the City is predicting that an ultimate buildout of the service area will be reached by 2022, and the sewer plan's sewer system analysis has used this assumption to determine and prepare for future basin flows.

Exhibit 3.8-6. Kirkland Sewer Service Area Projections

Year	Estimated Service Area Population ¹	Estimated Employment Population ²
2007	33,636	23,350
2022	35,523	25,517

1. Compound Annual Growth Rate for population is 0.4% and the Total Growth Percentage for 2007 to 2022 is 5.6%.
 2. Compound Annual Growth Rate for employment is 0.6% and the Total Growth Percentage for 2007 to 2022 is 9.3%.
- Source: City of Kirkland 2008 Sewer Comprehensive Plan Update.

Flow analysis in the 2008 Sewer Plan concludes that there is excessive inflow and infiltration (I/I) in two sub-basins and three mini-basins within the Kirkland Planning Area. Excessive I/I can cause system failures and permit failures, and can affect the overall capacity of the King County Treatment Plant. As a result, the City plans to continue to pursue abatement options [through the Capital Improvement Program and the Maintenance Program](#) for the basins with excessive I/I.

[King County and the City of Kirkland, with the support of HDR Engineering, are currently conducting a feasibility study on reclaimed water use. Reclaimed water is produced at the King County Brightwater Treatment Plant and is delivered to the Willows Run Golf Course in Redmond and to a variety of King County facilities. The existing delivery conveyance is located at NE 124th Street and Willows Road NE.](#)

[According to the study’s scope of work, the purpose of the study is to determine the potential opportunities for reclaimed water for businesses and institutions within portions of Kirkland including, but not limited to, close proximity to the Cross Kirkland Corridor, the Totem Lake and Parmac industrial areas, and the downtown Kirkland business district. The study will evaluate potential reclaimed water use by both existing businesses and institutions, and prospective reclaimed water use for future businesses based on the City’s development plans. Potential uses include irrigation, industrial cooling water, manufacturing processes, auto dealership water uses, toilet flushing, and possibly environmental enhancements such as wetland enhancement.](#)

Amend description of sewer services in the Totem Lake Planned Action Area on page 3-201 to include additional information about potential reclaimed water service, as requested by Public Works staff.

TOTEM LAKE PLANNED ACTION AREA

NUD provides sewer service to the area north of NE 116th Street within the Totem Lake Planned Action Area; the remaining area is served by the City of Kirkland and WWD. WWD’s provides sewer service to the area north of NE 131st Street and west of 132 Avenue NE. The Totem Lake Planned Action Area spans four drainage basins and four sub-basins within the Kirkland sewer system: KRK015, KRK001, KRK005, and ESI14058. A map of sewer provider service areas within the Totem Lake Planned Action Area is shown in Exhibit 3.8-9.

[If Kirkland’s reclaimed water study supports moving forward with installation of a line, the Totem Lake area will be the first to receive reclaimed water. Reclaimed water can help to reduce potable water use for conservation efforts and be used for fire response and CIP-planned irrigation projects.](#)

KIRKLAND COMPREHENSIVE PLAN UPDATE & TOTEM LAKE PLANNED ACTION FEIS | CLARIFICATIONS AND CORRECTIONS

Amend the impact discussion on pages 3-213 and 3-214 to include additional information on reclaimed water and potential new wastewater treatment technologies, as requested by Public Works staff.

ALTERNATIVE 1 (EXISTING PLANS - NO ACTION)

Kirkland Planning Area

Under Alternative 1, Kirkland's sewer service area would experience the highest amount of employment growth and about the same level of housing growth as NUD. The employment growth estimated for Kirkland's retail service area is the same under Alternatives 1 and 3. NUD sees its highest amount of new housing growth under Alternative 1, and Woodinville Water District experiences the same amount of housing growth across all three alternatives, and lower employment growth under Alternatives 1 and 3.

With planned improvements, the City of Kirkland can serve through 2022 – the year the City's current sewer plan assumes achievement of development buildout. If the number of people within the City's sewer service continues to grow~~th~~ beyond the projected 2022 buildout conditions, additional sewer infrastructure would be necessary to serve the additional population and ensure that King County can continue to treat the system's flows.

Totem Lake Planned Action Area

Northshore Utility District and the City of Kirkland will need to evaluate their systems to make sure they it can serve continued growth within its service area portions of the study area. The majority of this growth will be additional employment for NUD to serve and new housing units for the City of Kirkland to serve.

More detailed site-specific analysis of sewer service availability will be required as part of project permitting for any specific development proposals.

[New technologies are available for sewer management but all must be vetted and approved by King County Wastewater Treatment Division \(KCWTD\) prior to connecting and entering the system. For example, the Bullitt Foundation building in Seattle uses composting toilets, but agreed to install an emergency overflow connection and negotiated with KCWTD for materials to be transported for bio-solid application.](#)

ALTERNATIVE 2 (TOTEM LAKE/DOWNTOWN FOCUS)

Kirkland Planning Area

Under Alternative 2, Northshore Utility and Woodinville Water District would experience higher employment growth than under Alternatives 1 and 3. Kirkland's sewer service area receives lower employment growth than under Alternatives 1 or 3, but higher residential growth than under Alternatives 1 and 3. Woodinville Water District experiences its highest employment growth under Alternative 2, and the same amount of housing growth across all three alternatives.

With planned improvements, the City of Kirkland can serve its current retail sewer service area through 2022 – the year when the current sewer plan estimates development buildout will be achieved. If the number of people within the City's sewer service continues to growth beyond the projected 2022 development buildout conditions, additional sewer infrastructure would be necessary to serve the additional population and ensure that King County [or the City of Kirkland](#) can ~~continue to~~ treat the system's flows.

Totem Lake Planned Action Area

Woodinville Water District sees a larger share of employment growth within the Totem Lake Planned Action Area. In order to accommodate concentrated development in Totem Lake and Downtown, the City of Kirkland, NUD, and Woodinville Water District may need to make modifications to the existing sewer

facilities there. For areas that are up-zoned and anticipate a growth in business and/or multifamily residential development, new or upsized sewer infrastructure may be necessary.

More detailed site-specific analysis of sewer service availability will be required as part of project permitting for any specific development proposals. In the future, reclaimed water may provide additional resources for irrigation and sewer conveyance needs in the event of a serious drought.

ALTERNATIVE 3 (DISTRIBUTED GROWTH)

Kirkland Planning Area

Under Alternative 3, Northshore and the City of Kirkland’s sewer service area would see the same amount of employment growth as in Alternative 1, which is less growth than in Alternative 2. NUD would see more housing growth than in Alternative 2, but less than Alternative 1. Under Alternative 3, Kirkland’s sewer service area experiences more housing growth than under Alternative 1, but less than under Alternative 2. Woodinville Water District sees the same amount of housing growth across all three alternatives, and less employment growth in Alternatives 1 and 3.

With planned improvements, the City of Kirkland can serve its current retail sewer service area through 2022 – the year when the current sewer plan estimates buildout will be achieved. If the number of people within the City’s sewer service continues to grow beyond the projected 2022 buildout conditions, additional sewer infrastructure would be necessary to serve the additional population and ensure that King County or the City of Kirkland can continue to treat the system’s flows.

Totem Lake Planned Action Area

Northshore Utility District, the City of Kirkland, and Woodinville Water District will need to evaluate their system to make sure it can serve continued growth within its service area portions of the study area. The majority of this growth will be additional employment for NUD and new housing units for the City of Kirkland.

More detailed site-specific analysis of water availability will be required as part of project permitting for any specific development proposals. In the future, reclaimed water may provide additional resources for irrigation and sewer conveyance needs in the event of a serious drought.

Amend the list of wastewater mitigation measures on page 3-219 to reflect the City’s commitment to studying the use of reclaimed water and new treatment technologies, as requested by Public Works staff.

Wastewater

INCORPORATED PLAN FEATURES

Kirkland Planning Area

- City of Kirkland 2013 Comprehensive Plan’s Policy U-3.1 directs the City to work with King County, adjoining jurisdictions, and local purveyors to manage, regulate, and maintain the regional sewer system.

Totem Lake Planned Action Area

No additional mitigation measures are proposed.

APPLICABLE REGULATIONS AND COMMITMENTS

Kirkland Planning Area

- Pursuant to the Revised Code of Washington (RCW) 58.17.110, local governments must review plat applications to ensure that adequate provisions are made for a variety of public facilities, including “sanitary wastes.”

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- Capital plans of wastewater service providers are intended to proactively plan for future systems to meet growth projections. In 2015, the City invested in a joint study with King County to analyze the use of reclaimed water. Reclaimed water use is a requirement of the next sewer plan and will be added to the Sewer Plan Update.

Totem Lake Planned Action Area

OTHER POTENTIAL MITIGATION MEASURES

KIRKLAND PLANNING AREA

- The City should update its Comprehensive Plan Utilities Element, as well as its Sewer System Plan to address potential deficiencies.
- The City should coordinate with sewer service providers to make sure each provider is prepared to meet the anticipated level and type of growth.
- The City should keep informed on new sewer service technologies, including composting and bacteria treatment applications.

Totem Lake Planned Action Area

- The City should coordinate with Northshore Utility District and Woodinville to make sure each provider is prepared to meet the growth planned for the Totem Lake Planned Action Area.

Corrections to DEIS Chapter 4: Amendment Requests

The following sections describe corrections to the analysis of site-specific amendment requests, as they appeared in the Draft EIS. For analysis of the Planning Commission Recommended Amendments, established after publication of the Draft EIS, please see Chapter 4 of this Final EIS.

4.5 Basra

Amend the transportation analysis of the Basra CAR on pages 4-12 and 4-13 to correct trip generation calculations. The calculations included in the DEIS used an incorrect acreage for the study area and omitted the possibility of hotel development on the Basra site, which is allowed in the Rose Hill Business District.

Transportation

The Basra CAR study area consists of six parcels located along 122nd Avenue NE and NE 90th Street. Three of the properties are currently single family homes, one is an office, while the remaining two parcels are used as an industrial park and office. The entire area is zoned as Rose Hill Light Manufacturing Park. The CAR proposes a zoning change to Rose Hill Business District 3 designation (RH3), which would allow a mix of office, hotel, and retail uses. A development capacity analysis identified three parcels within the CAR study area as potential development sites. In Scenario 1, these sites were assumed to develop completely into office space, as indicated by the capacity analysis. Scenario 1 estimates the trips generated if all of the parcels were developed as light industrial. Scenario 2 estimates the trips generated if the Basra parcel (8554 122nd Avenue NE) land were to be developed into office and retail space using the maximum intensity of retail use and building height allowable under RH3 zoning. The allowable office area would have a floor to area ratio (FAR) of 2.2, and while the retail area would have a FAR of 0.8. Under RH3, at least 50% of the ground floor must be retail use. An FAR of 0.8 assumes the entire ground floor is used for retail, up to the 80% lot coverage restriction for RH3. Scenario 2 assumes that the two other parcels identified for redevelopment would become offices with FAR of 0.65. Scenario 3 uses the same land use assumptions as Scenario 2 but replaces the office floor area on the Basra parcel with hotel space. The 2.2 FAR allotment could accommodate approximately 164 hotel rooms.

Scenario 1 would generate approximately ~~167-58~~ PM peak hour trips. By comparison, the mix of office and retail uses under Scenario 2 (with higher land use density on the Basra parcel) would generate 283

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trips. Though building square footage would remain the same, Scenario 3 would create 60 fewer PM peak hour trips than Scenario 2 since hotel trip generation rates are lower than offices. In Scenario 2, the office area would generate the majority of the PM peak traffic, nearly 940 trips, and the retail portion would generate approximately 380 vehicle trips. In total, the CAR proposal under Scenario 2 would result in over 750 more vehicle trips than Scenario 1. These additional vehicles trips would be consistent with Kirkland’s vision for Rose Hill under all three study Alternatives.

Exhibit 4.5-1. PM Peak Hour Trip Generation Analysis – Basra CAR

	<u>Scenario 1</u>	<u>Scenario 2</u>		<u>Scenario 3</u>			
<u>Description</u>	<u>No action allowable</u>	<u>CAR proposal – Office on Basra Parcel</u>		<u>CAR proposal – Hotel on Basra Parcel</u>			
<u>Portion of Site</u>	<u>All redevelopable parcels</u>	<u>Basra Parcel</u>		<u>Other redevelopable parcels</u>	<u>Basra Parcel</u>		<u>Other redevelopable parcels</u>
<u>Use</u>	<u>Office</u>	<u>Office</u>	<u>Retail</u>	<u>Office</u>	<u>Hotel</u>	<u>Retail</u>	<u>Office</u>
<u>Lot Size (sf)</u>	<u>69,025</u>	<u>48,351</u>		<u>20,674</u>	<u>48,351</u>		<u>20,674</u>
<u>Building Size</u>	<u>38,784 sf¹</u>	<u>FAR 2.2</u>	<u>FAR 0.8</u>	<u>FAR 0.65</u>	<u>FAR 2.2</u>	<u>FAR 0.8</u>	<u>FAR 0.65</u>
<u>Hotel Rooms</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>	<u>164⁴</u>	<u>n/a</u>	<u>n/a</u>
<u>Rate</u>	<u>1.49²</u>	<u>1.49</u>	<u>2.71³</u>	<u>1.49</u>	<u>0.60⁵</u>	<u>2.71</u>	<u>1.49</u>
<u>Vehicle Trips</u>	<u>57.8</u>	<u>158.5</u>	<u>104.8</u>	<u>20.0</u>	<u>98.4</u>	<u>104.8</u>	<u>20.0</u>
<u>Total</u>	<u>57.8</u>	<u>283.3</u>		<u>223.2</u>			

1: From development capacity analysis

2: Trips per thousand SF GFA in the PM peak hour of the adjacent street; Land Use Category 710 – General Office (ITE Trip Generation Manual, 9th Edition)

3: Trips per thousand SF GFA in the PM peak hour of the adjacent street; Land Use Category 826 – Specialty Retail Center (ITE Trip Generation Manual, 9th Edition)

4: Calculation assumes 650 gross square feet of building per hotel room. The actual number of hotel rooms could vary depending on the amount of building space that would be dedicated to other uses, such as meeting rooms, the lobby, and other amenities. <http://scholarship.sha.cornell.edu/cgi/viewcontent.cgi?article=1293&context=articles>

5: Trips per hotel room in the PM peak hour of the adjacent street; Land Use Category 310 – Hotel (ITE Trip Generation Manual, 9th Edition)

Source: Fehr & Peers, 2015

	<u>Scenario 1</u>	<u>Scenario 2</u>	
<u>Description</u>	<u>No action allowable</u>	<u>CAR proposal</u>	
<u>Use</u>	<u>Light Industrial</u>	<u>Office</u>	<u>Retail</u>
<u>Total area of study (sf)</u>	<u>172,285</u>	<u>172,285</u>	
<u>Building size</u>	<u>-</u>	<u>FAR 2.2</u>	<u>FAR 0.8</u>
<u>Residential Units</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>
<u>Rate</u>	<u>0.97¹</u>	<u>1.49²</u>	<u>2.71³</u>
<u>Vehicle Trips</u>	<u>167.1</u>	<u>564.8</u>	<u>375.5</u>
<u>Total</u>	<u>167.1</u>	<u>938.3</u>	

1: Trips per thousand SF GFA in the PM peak hour of the adjacent street; Land Use Category 110 – General Light Industrial (ITE Trip Generation Manual, 9th Edition)

2: Trips per thousand SF GFA in the PM peak hour of the adjacent street; Land Use Category 710 – General Office (ITE Trip Generation Manual, 9th Edition)

~~3: Trips per thousand SF GFA in the PM peak hour of the adjacent street; Land Use Category 826 – Specialty Retail Center (ITE Trip Generation Manual, 9th Edition)~~

Source: Fehr & Peers, 2015

4.6 Griffis

Amend the transportation analysis of the Griffis CAR on page 4-15 to correct trip generation calculations. The calculations included in the DEIS used an incorrect square footage for the study area.

Transportation

The Griffis CAR study area consists of six parcels located on the eastern border of the City of Kirkland, one to two lots north of NE 85th Street. Currently, the six parcels are zoned as RSX7.2 for low density residential, allowing a maximum of 6 dwelling units per acre. This results in a maximum of ~~5-11~~ dwelling units in this area and ~~5-11~~ total PM peak hour trips. At the highest intensity of development, the proposed Rose Hill Business District 8 zoning would allow full redevelopment of the property into office space with a maximum FAR of 0.65. The office land use allowable under this proposal would generate ~~38-78~~ PM peak hour vehicle trips.

Exhibit 4.6-1. PM Peak Hour Trip Generation Analysis – Griffis CAR

	Scenario 1	Scenario 2
Description	No action allowable	CAR proposal
Use	Low density residential	Office
Total area of study (sf)	72,125 <u>80,710</u>	80,710 <u>72,125</u>
Building Size	n/a	FAR = 0.65
Residential Units	5-4 <u>11</u>	n/a
Rate	1.00 ¹	1.49 ²
Vehicle Trips	10 <u>11.0</u>	69-97 <u>8.2</u>
Total	10 <u>11.0</u>	78-26 <u>9.9</u>

1: Trips per dwelling unit in the PM peak hour of the adjacent street; Land Use Category 210 - Single Family Detached Housing (ITE Trip Generation Manual, 9th Edition)

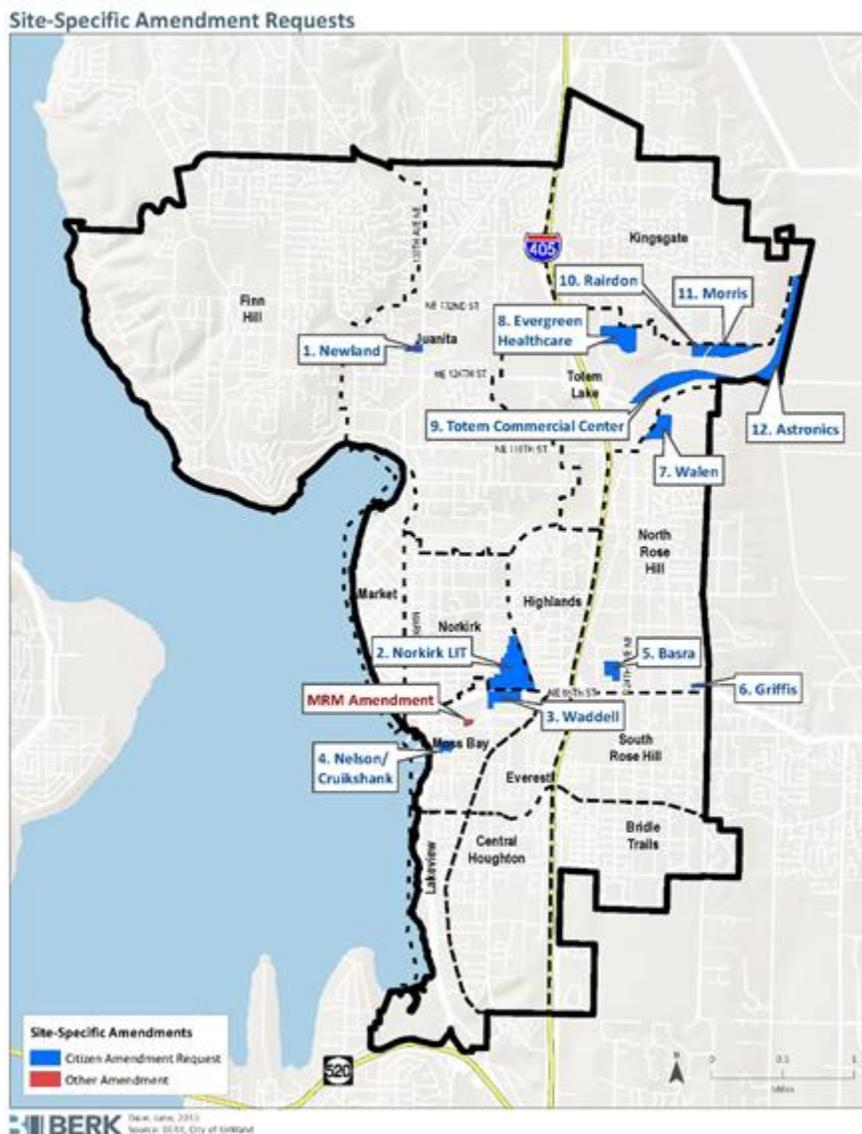
2: Trips per thousand SF GFA in the PM peak hour of the adjacent street; Land Use Category 710 – General Office (ITE Trip Generation Manual, 9th Edition)

4.0 AMENDMENT REQUESTS – PLANNING COMMISSION RECOMMENDATIONS

As described in the Draft EIS, the City solicited public requests for location-specific changes to plans, policies, zoning designations, or development regulations, which were analyzed as part of the DEIS. The DEIS addressed twelve Citizen Amendment Request (CAR) study areas and qualitatively reviewed each for its potential to cause environmental impacts, as well as its consistency with one or more of the EIS alternatives. The DEIS also addressed one additional amendment for the MRM property in downtown Kirkland. The proposed MRM amendment was studied through a Supplemental EIS process in 2013, but the City deferred action on the request so it could be considered in the context of the Comprehensive Plan update.

The location of each amendment request study area is shown in Exhibit 4-1 below.

Exhibit 4-1. Amendment Request Locations



Source: BERK Consulting, 2015

After publication of the Draft EIS in June 2015, the Kirkland Planning Commission continued to deliberate and hold public hearings on the proposed amendment requests. The Planning Commission has recommended revisions to several of the amendment requests, as shown in Exhibit 4-2 below. The table includes descriptions for the amendment requests as they were analyzed in the DEIS, as well as the Planning Commission’s recommended revisions.

Exhibit 4-2. Summary of Site-Specific Amendment Requests

Name	DEIS Description	Planning Commission Recommendation
Citizen Amendment Requests		
1. Newland	Rezone 4 parcels from Single family Residential (RSX7.2) to Multifamily.	Rezone the Newland property and the two properties to the north (total of 3 parcels) from Single Family Residential (RSX7.2) to Multifamily (RM 3.6).
2. Norkirk LIT	<p>7 requests in the Norkirk industrial area consolidated to the following:</p> <ul style="list-style-type: none"> ▪ Rezone 642 and 648 9th Ave from Low Density Residential (RS 7.2 zone) to Industrial/IND (Light Industrial Technology/LIT zone) which would extend LIT zone boundary to the west. ▪ Allow live/work lofts in Industrial/IND (LIT zone). ▪ Rezone the area north of 7th Ave from Industrial to Residential. ▪ Consider uses and buffer transitions between Industrial (LIT zone) and Low Density Residential area (RS zones). 	All 7 requests rejected by Planning Commission.
3. Waddell	Remove requirement for common recreational open space for multifamily development in the Office/Multifamily (Planned Area 5/PLA5C) zone, consistent with Central Business District (CBD) zones to the west.	Planning Commission recommends the amendment as requested.
4. Nelson/ Cruikshank	Rezone all parcels in Low Density Residential (Planned Area /PLA 6C) to Multifamily.	<p>Rezone all parcels in Planned Area/PLA 6C from Low Density Residential (RS 5,000) to PLA 6A Multifamily (RM 1,800).</p> <p>Reduce the minimum front yard setback from 20 feet to 10 feet and amend corner lot setback requirements from two 20-foot setbacks to two 10-foot setbacks.</p> <p>Reduce the minimum side yard setbacks from 5 feet, with a condition that the two combined side yards must equal 15 feet, to both side yards at 5 feet.</p>

Name	DEIS Description	Planning Commission Recommendation
5. Basra	Increase allowable height to 67 feet and change zoning and land use designation for all parcels in the North Rose Hill Light Manufacturing Park (Light Industrial Technology/LIT zone) to Commercial-Mixed Use (Rose Hill Business District 3/RH3 zone).	<p>Rezone the Basra property from Light Manufacturing Park (LIT) to Commercial (RHA 5A) and set maximum height at 45 feet above average building elevation for hotel use and 35 feet for all over uses. Other properties in the study area would keep the LIT zoning designation.</p> <p>All properties in the study area except the Basra property would also be redesignated from Light Manufacturing Park (LMP) to Industrial (IND) on the Land Use Map to be consistent with other industrial zones in the city.</p>
6. Griffis	Change zoning and land use designation on 6 parcels from Low Density Residential (RSX 7.2 zone) to Office (Rose Hill Business District/RH8).	<p>Change zoning and land use designation on 6 parcels from Low Density Residential (RSX 7.2 zone) to Office (Rose Hill Business District/RH8).</p> <p>Building height within 30 feet of an RSX zone would be limited to 30 feet above average building elevation. Otherwise, maximum building height would be 35 feet.</p> <p>Commercial uses would be allowed in the RH 8 zone if access and buildings are consolidated with at least one lot abutting NE 85th Street. However, isolated parcels abutting RH8 uses may develop office independently.</p> <p>Affordable housing would be required for residential development of four units or more.</p>
7. Walen	Allow for limited commercial uses in Office and Multifamily area (North Rose Hill/ NRH 5 & 6 zones and RM 1.8).	<p>Rezone the westerly 200 feet of Ridgewood Village Condominiums from Multifamily (RM 1.8) to Office and Multifamily (North Rose Hill/ NRH 5). Vehicle sales and storage would also be added as an allowed use for this zone. Restrictions on lighting and noise would be added to protect surrounding uses.</p>
8. Evergreen Healthcare	Rezone 1 parcel from Multifamily (Totem Lake/TL1B zone) to Institutional (Totem Lake/TL 3D zone) for inclusion in Evergreen Healthcare Master Plan.	<p>Planning Commission recommends the amendment as requested.</p>
9. Totem Commercial Center	Increase height and range of permitted uses within Industrial area (Totem Lake/TL 7 zone).	<p>Create a new Commercial TL 7A zone for the portion of the existing TL 7 zone located west of 128th Ln NE. The new TL 7A zone would allow residential in mixed-use development with a requirement for some ground-floor retail and minimum land aggregation. Maximum height in the TL 7A area would be increased from 45 feet to 80 feet. Design Review required to address height, bulk and shadow impacts on CKC and Totem Lake Park.</p>
10. Rairdon	Rezone 2 parcels from Industrial (Totem Lake/TL9A) and Multifamily (Totem Lake/TL9B) to Industrial/Commercial (Totem Lake/TL 7).	<p>Amend TL 9A to allow vehicle sales as a permitted use. This use would also be allowed in TL 9B if the development includes property consolidation and coordination with development in TL 9A.</p> <p>Expand buffer along north property line next to residential zone, limit vehicle access to the south, require public review process, and environmental conditions must be addressed .</p>

Name	DEIS Description	Planning Commission Recommendation
11. Morris	Rezone parcels from Industrial (Totem Lake/TL7) to Multifamily (Residential Medium Annexation/RMA 3.6 or greater density and increase maximum allowed height to 40 feet.	Rezone parcels from Industrial (Totem Lake/TL7) to Multifamily (Residential Medium Annexation/RMA 3.6 or greater density. Requested height increase from 35 to 40 feet not approved. New development regulations would be added to address potential conflicts between industrial and residential development.
12. Astronics Corp.	Increase allowed height to 65 feet within Totem Lake/TL 7 zone.	Increase allowed height from 45 feet to 65 feet within Totem Lake/TL 7 zone, as well as an additional 10 feet for rooftop appurtenances. New policies would be added to the Totem Lake Business District Plan, and new development regulations would be added for the TL 7 zone to address potential impacts to environmentally critical areas.
Other Property Amendments		
MRM	Additional residential as a permitted use and increased height from 5 to 6 stories and maximum height of 67 feet for residential and 80 feet for office, provided that specific public benefits are implemented.	Planning Commission recommends the amendment as requested.

Citizen Amendment Requests

4.1 Newland

Planning Commission Revisions

The Planning Commission recommendation removes one of the four parcels analyzed in the DEIS from consideration for rezoning. No other revisions to the original CAR are proposed.

Comparison to DEIS Analysis

Land Use Patterns

Outcomes for Land Use Patterns under the Planning Commission recommendation would be similar to those described in the DEIS. The revised amendment would affect one less parcel, thereby slightly reducing the increase in allowed housing density that would occur under the proposed rezone. The proposed amendment is most compatible with Alternatives 1 and 2 that allocate the most housing growth to the neighborhood centers.

Plans and Policies

Regarding consistency with plans and policies, the Planning Commission recommendation is substantially the same as the request studied in the DEIS.

Population and Housing

Population and housing outcomes under the Planning Commission recommendation would be similar to those identified in the DEIS. The revised amendment would affect one less parcel, thereby reducing the potential for increased housing density in this area, compared to the DEIS analysis.

Employment and Economic Development

The revised Newland CAR would rezone 3 parcels from Single Family Residential to Multifamily, rather than 4 parcels originally reviewed in the DEIS. The impact of this CAR on the location of jobs and businesses is unchanged from the analysis in the DEIS, as it still consists of rezoning from one residential zone to another.

Natural Environment

Natural environment outcomes under the Planning Commission recommendation would be similar to those identified in the DEIS, though the removal of one the studied parcels would slightly reduce the proposed increase in impervious surface and vegetation clearing.

Transportation

The Newland CAR study area encompasses three parcels of land adjacent to Brookhaven Park and 100th Avenue NE. The area is zoned as RSX7.2 as a single family annexation area, and the CAR proposes a zoning change to RM3.6, a medium density residential designation with a density of 12 units per acre. Additionally, allowable lot coverage would increase from 50% to 60%. Two land use scenarios were considered in this analysis. The first is a maximum allowable use of the existing zoning, and the second is a full redevelopment of the potential multifamily residential zoning on all three parcels with 3,600 square-foot units. Scenario 1 would require that some of the current parcels be split to allow additional single family units. This would result in approximately nine single family homes and nine total vehicle trips generated during the PM peak hour per day. In Scenario 3, 21 dwelling units of multifamily housing would be allowed. This would result in 13 PM peak hour vehicle trips per day, an increase of about four PM peak hour trips.

Exhibit 4-3. PM Peak Hour Trip Generation Analysis – Newland CAR

	Scenario 1	Scenario 2
Description	No action allowable	CAR proposal
Use	Low density residential	Multifamily residential
Total area of study (sf)	95,296	95,296
Residential Units	9	21
ITE Rate	1.00 ¹	0.62 ²
Vehicle Trips	9.0	13.0
Total	9.0	13.0

1: Trips per dwelling unit in the PM peak hour of the adjacent street; Land Use Category 210 - Single Family Detached Housing (ITE Trip Generation Manual, 9th Edition)

2: Trips per dwelling unit in the PM peak hour of the adjacent street; Land Use Category 220 - Apartment (ITE Trip Generation Manual, 9th Edition)

Source: Fehr & Peers, 2015

Public Services

Public services outcomes under the Planning Commission recommendation would be similar to those identified in the DEIS, though the removal of one the studied parcels would slightly reduce the proposed increase in residential density and the increased demand for public services associated with such growth (calls for police and fire, parks, schools, etc.).

Utilities and Capital Facilities

Need for utilities and capital facilities in the study area would be similar to the original amendment request described in the DEIS. The removal of one property from consideration is unlikely to have a substantial effect on demand.

4.2 Norkirk LIT

The Planning Commission recommendations would reject all 7 of the Norkirk LIT amendment requests. No additional analysis is required.

4.3 Waddell

The Planning Commission recommendations would make no changes to the Waddell amendment request. Please see the analysis presented in the Draft EIS.

4.4 Nelson/Cruikshank**Planning Commission Revisions**

In addition to the rezoning proposed by the original CAR, the Planning Commission recommendation would modify the setback requirements in the study area to reduce the minimum front yard setback from 20 feet to 10 feet and reduce the requirement for corner lots from two 20-foot setbacks to two 10-foot setbacks. In addition, the side yard setback requirement would be amended from a combined setback of 15 feet (with a minimum distance of 5 feet for each side yard) to simply a minimum side yard setback of 5 feet.

Comparison to DEIS Analysis***Land Use Patterns***

Land Use outcomes under the Planning Commission recommendation would be similar to those identified in the DEIS, but the reduction of setback requirements and increased lot coverage allowance would potentially result in development of buildings with slightly greater bulk that would be less compatible with existing development in the area. The recommendation could also result in the isolation of existing single family homes between two multifamily developments. However, because the area is located in proximity to the CBD, this is compatible with anticipated development trends in this area of Kirkland.

Plans and Policies

Consistency of the Planning Commission's recommendation with plans and policies would be similar to that of the original amendment request analyzed in the DEIS.

Population and Housing

Population and housing outcomes under the Planning Commission recommendation would be similar to those identified in the DEIS, but the reduction of setback requirements and increased lot coverage allowance would potentially allow for additional residential development on these properties. The Planning Commission recommendation would increase development intensity in this study area, but given the location of the PLA6C zone in proximity to the CBD and higher density development surrounding it, the impacts of the amendment would be minimal. Alternative 3, which focuses development in the CBD area more so than Alternative 1 and 2, would be the most appropriate scenario for the Nelson/Cruikshank amendment request.

Employment and Economic Development

The impact of this CAR on the location of jobs and businesses is unchanged from the analysis in the DEIS, as it still consists of rezoning from one residential zone to another.

Natural Environment

Natural environment outcomes under the Planning Commission recommendation would be similar to those identified in the DEIS. The reduced setback requirements and increased lot coverage allowance would not substantially increase effects on natural resources in the study area.

Transportation

The Planning Commission recommendation clarifies the multifamily zoning designation requested by the CAR (PLA 6A) but does not affect the residential density assumptions used for the transportation analysis. Transportation outcomes would be unchanged from those described in the DEIS.

Public Services

Public Services outcomes under the Planning Commission recommendation would be similar to those identified in the DEIS. The reduced setback requirements and increased lot coverage allowance would not substantially increase demand for services (police, fire, parks, schools) beyond what was studied in the DEIS.

Utilities and Capital Facilities

The effects of the Planning Commission recommendation are anticipated to be similar to those described in the DEIS for the original amendment request. The Planning Commission's recommendation would not substantially change the utility needs described in the DEIS analysis.

4.5 Basra**Planning Commission Revisions**

The Planning Commission recommendation would reduce the scope of the CAR to focus only on the Basra property, rather than all the parcels in the North Rose Hill LIT zone. The Basra property would be rezoned from LIT to RHA 5A, rather than the originally proposed RH 3 zoning. The Planning Commission recommendation would also amend the Future Land Use Map to show all the remaining LIT zoned properties as Industrial, rather than the current designation of Light Manufacturing Park (LMP), to be consistent with LIT zones elsewhere in the city.

Comparison to DEIS Analysis***Land Use Patterns***

Land Use outcomes under the Planning Commission recommendation would be similar to those described in the DEIS, but would be reduced; under the revised proposal, only the Basra property would be rezoned, rather than the entire LIT zone. The potential increase in development intensity would be limited to the Basra property, and the potential effects of increased height in the area would also be reduced.

Plans and Policies

Consistency of the Planning Commission's recommendation with plans and policies would be similar to that of the original amendment request analyzed in the DEIS.

Population and Housing

Population and housing outcomes under the Planning Commission recommendation would be similar to those identified in the DEIS. .

Employment and Economic Development

The revised Basra CAR would rezone only the Basra property to Commercial and permit heights to increase from 35 feet to 45 feet. This is a smaller change than the original CAR, which would rezone the entire LIT zone to Commercial and allow heights up to 67 feet. Thus, the increase in employment capacity in the North Rose Hill area would be smaller under the revised CAR than under the original request.

Natural Environment

Because the Planning Commission recommendation would limit the proposed rezone to the Basra property, rather than the entire LIT zone, effects on the natural environment would be similar in nature to those described in the DEIS, though of a lesser magnitude. This reduction in overall development intensity relative to the original proposal would have a lesser effect on natural resources, though the lower level of development would not fully realize the potential net benefit associated with new stormwater infrastructure described in the DEIS.

Transportation

The Planning Commission recommendation reduces the scope of the CAR study area to include only the Basra property (8626 122nd Avenue NE) and change the proposed zoning designation from RH 3 to RH 5A. The maximum height limit for the CAR proposal is also reduced from 67 to 45 feet. These modifications require multiple changes to the transportation analysis, including the use of a smaller study area and less-intensive land use assumptions under all scenarios, and result in a smaller increase of PM peak hour trip generation under CAR build-out compared to no action allowable conditions.

The Basra CAR study area consists of a single parcel at 8626 122nd Avenue NE (the Basra property) currently zoned as Light Industrial Technology. The CAR proposes a zoning change to Rose Hill Business District 5A designation (RH 5A), which would allow a mix of office, hotel, and retail uses. In Scenario 1, the Basra property was assumed to redevelop completely into office space, as indicated by the City's land use capacity analysis. Scenario 2 estimates the trips generated if the site were developed into office and retail space using the maximum intensity of retail use and building height allowable under RH 5A zoning. The allowable office area would have a floor to area ratio (FAR) of 1.6, and the retail area would have a FAR of 0.8. An FAR of 0.8 assumes the entire ground floor is used for retail, up to the 80% lot coverage restriction for RH 5A. Scenario 3 uses the same land use assumptions as Scenario 2 but replaces the office floor area with hotel space. The 1.6 FAR allotment could accommodate approximately 119 hotel rooms.

Scenario 1 would generate approximately 38 PM peak hour trips. By comparison, the higher-density mix of office and retail uses under Scenario 2 would generate 220 trips. Though building square footage would remain the same, Scenario 3 would create 44 fewer PM peak hour trips than Scenario 2 since hotel trip generation rates are lower than office rates.

Exhibit 4-4. PM Peak Hour Trip Generation Analysis – Basra CAR

Description	Scenario 1	Scenario 2		Scenario 3	
	<u>No action allowable</u>	<u>CAR proposal – Office on Basra Parcel</u>		<u>CAR proposal – Hotel on Basra Parcel</u>	
Portion of Site	All redevelopable parcels	Basra Parcel		Basra Parcel	
Use	Office	Office	Retail	Hotel	Retail
Lot Size (sf)	48,351	48,351		48,351	
Building Size	25,628 sf ¹	FAR 1.6	FAR 0.8	FAR 1.6	FAR 0.8
Hotel Rooms	n/a	n/a	n/a	119 ⁴	n/a
Rate	1.49 ²	1.49	2.71 ³	0.60 ⁵	2.71
Vehicle Trips	38.2	115.3	104.8	71.4	104.8
Total	38.2	220.1		176.2	

1: From development capacity analysis

2: Trips per thousand SF GFA in the PM peak hour of the adjacent street; Land Use Category 710 – General Office (ITE [Trip Generation Manual](#), 9th Edition)

3: Trips per thousand SF GFA in the PM peak hour of the adjacent street; Land Use Category 826 – Specialty Retail Center (ITE [Trip Generation Manual](#), 9th Edition)

4: Calculation assumes 650 gross square feet of building per hotel room. The actual number of hotel rooms could vary depending on the amount of building space that would be dedicated to other uses, such as meeting rooms, the lobby, and other amenities. <http://scholarship.sha.cornell.edu/cgi/viewcontent.cgi?article=1293&context=articles>

5: Trips per hotel room in the PM peak hour of the adjacent street; Land Use Category 310 – Hotel (ITE [Trip Generation Manual](#), 9th Edition)

Source: Fehr & Peers, 2015

Public Services

Because the Planning Commission recommendation would limit the proposed rezone to the Basra property, rather than the entire LIT zone, effects on public services would be similar in nature to those described in the DEIS, though of a lesser magnitude.

Utilities and Capital Facilities

The Planning Commission recommendation would rezone only the Basra property, rather than all parcels in the Rose Hill LIT area. As a result, any future reconfiguration of utility infrastructure to serve commercial, rather than industrial, development would be reduced relative to the original amendment request.

4.6 Griffis

Planning Commission Revisions

The Planning Commission recommendation would include the same zoning amendments as the original CAR, but it would also include additional development regulations and conditions. Properties in the RH 8 zone would be limited to 30 feet in height if located within 30 feet of an RSX zone; otherwise, the maximum building height would be 35 feet. Commercial uses would be allowed in the RH 8 zone, but only if both buildings and property access were to be consolidated with a lot abutting NE 85th Street. Additionally, any residential development of four units or more in the RH 8 zone would be required to include affordable housing.

Comparison to DEIS Analysis

Land Use Patterns

Land Use outcomes under the Planning Commission recommendation would be similar to those identified in the DEIS. The addition of height limit restrictions on properties in proximity to RSX zones would improve transitions between commercial and residential areas and help minimize development incompatibilities. Additionally, the Planning Commission's recommendation to allow commercial development if property consolidation and access requirements are met could slightly alter the land use mix in the area.

Plans and Policies

Consistency of the Planning Commission's recommendation with plans and policies would be similar to that of the original amendment request analyzed in the DEIS. The proposed height limit on properties near RSX zones could help mitigate the adverse effects identified in the DEIS.

Population and Housing

Population and housing outcomes under the Planning Commission recommendation would be similar to those identified in the DEIS. The addition of affordable housing requirements under the Planning Commission recommendation would have a positive effect on housing affordability in Kirkland and support all three alternatives.

Employment and Economic Development

Compared to the original amendment request, the Planning Commission recommendation would produce a smaller increase in employment capacity. The proposed height limits within 30 feet of RSX zones, while beneficial to residential uses, would limit office development in these areas. Additionally, the allowance of commercial uses, which have a lower employment density than office uses, could provide a small increase in employment capacity.

Natural Environment

Natural environment outcomes under the Planning Commission recommendation would be similar to those identified in the DEIS; the added provisions for transitional height limits and affordable housing would not have any substantial effect on natural environment impacts.

Transportation

The Griffis CAR study area consists of six parcels located on the eastern border of the City of Kirkland, one to two lots north of NE 85th Street. Currently, the six parcels are zoned as RSX7.2 for low density residential, allowing a maximum of 6 dwelling units per acre. This results in a maximum of 11 dwelling units in this area and 11 total PM peak hour trips.

The proposed CAR zoning designation (Rose Hill Business District 8) would allow for a mix of multifamily residential, office, and retail uses. The allowance of RH 8 uses on the six lots within the study area would depend on direct access to the parcel from NE 85th Street. Although the CAR parcels do not abut NE 85th Street, the request applicant owns an adjacent lot with access to this street. This suggests that the redevelopment of the CAR study area as retail or office is a possible outcome of CAR approval. To reflect this possibility, two CAR build-out scenarios were analyzed – one including the office uses and a second with retail uses with both assuming parcel consolidation for direct access. The latter scenario is considered “worst case” from a trip generation standpoint since retail land use generates more PM peak hour trips per square foot of building area than offices.

The proposed Rose Hill Business District 8 zoning would accommodate a maximum FAR of 0.65 for any mix of office and retail land uses. The scenario assuming only office redevelopment would generate 78 PM peak hour vehicle trips, while the retail-only development scenario would result in 142 vehicle trips, a difference of 64 trips.

Exhibit 4-5. PM Peak Hour Trip Generation Analysis – Griffis CAR

	Scenario 1	Scenario 2	Scenario 3
Description	No action allowable	CAR proposal – office only	CAR proposal – retail only
Use	Low density residential	Office	Retail
Total area of study (sf)	80,710	80,710	80,710
Building Size	n/a	FAR = 0.65	FAR = 0.65
Residential Units	11	n/a	n/a
Rate	1.00 ¹	1.49 ²	2.71 ²
Vehicle Trips	11.0	78.2	142.2
Total	11.0	78.2	142.2

1: Trips per dwelling unit in the PM peak hour of the adjacent street; Land Use Category 210 - Single Family Detached Housing (ITE Trip Generation Manual, 9th Edition)

2: Trips per thousand SF GFA in the PM peak hour of the adjacent street; Land Use Category 710 – General Office (ITE Trip Generation Manual, 9th Edition)

3: Trips per thousand SF GFA in the PM peak hour of the adjacent street; Land Use Category 826 – Specialty Retail Center (ITE Trip Generation Manual, 9th Edition)

Source: Fehr & Peers, 2015

Public Services

Public services outcomes under the Planning Commission recommendation would be similar to those identified in the DEIS; the added provisions for transitional height limits and affordable housing would not have any substantial effect on public services.

Utilities and Capital Facilities

The effects of the Planning Commission recommendation are anticipated to be similar to those described in the DEIS for the original amendment request. The Planning Commission’s recommendation would not substantially change the utility needs described in the DEIS analysis.

4.7 Walen**Planning Commission Revisions**

The original CAR requested that the NRH 5 and 6 zones be amended to allow for limited commercial uses, specifically vehicle sales and storage. The Planning Commission recommendation would add these uses in the NRH 5 zone only and would rezone the Ridgewood Village Condominiums property from RM 1.8 to NRH 5.

Comparison to DEIS Analysis**Land Use Patterns**

Land Use outcomes under the Planning Commission’s recommendation would be similar to those identified in the DEIS, though they would differ slightly in scope and location. Similar to the original amendment request, the Planning Commission recommendation would allow limited commercial uses (vehicle sales and storage) in the NRH 5 zone. Unlike the original amendment request, the Planning Commission’s recommendation would rezone the westerly 200 feet of the Ridgewood Village property, currently zoned for multifamily (RM 1.8) to NRH 5. As a result, the Planning Commission’s recommendation would potentially extend these new uses into a currently residential area, possibly increasing land use incompatibilities with other adjacent residential zones.

Plans and Policies

Similar to the original amendment request analyzed in the DEIS, the Planning Commission's recommendation would expand allowable commercial uses in areas designated as Office/Multifamily and zoned NRH 5. As described in the DEIS, the North Rose Hill Subarea Plan calls for sustaining the predominately residential character of the neighborhood and focusing commercial uses toward NE 85th St and the North Rose Hill Business District. Goal NRH-19 calls for limiting the types of commercial uses in this area to those that are compatible with the residential focus of the North Rose Hill Business District. Policies under this goal provide direction to prohibit retail uses in the NRH 5 zone and to prohibit boat and vehicles sales and services in other NRH zones where limited retail uses are allowed. If the City moves forward with the Walen CAR proposal, changes to the subarea plan would be needed and impacts to surrounding residential uses would need to be addressed.

Population and Housing

The revised Walen CAR would rezone an area containing multifamily at three stories to office and multifamily North Rose Hill/NRH 5 zoning. This rezone would reduce future capacity for residential development in the North Rose Hill neighborhood and allow for less residentially compatible uses, such as vehicle sales and storage.

Alternative 2, where Neighborhood Centers are not a priority location for accommodating housing growth, would support this CAR. Since the Walen CAR would create a loss in future residential development capacity it would not be supported in Alternative 3, where Neighborhood Centers are targeted for housing growth.

Employment and Economic Development

Unlike the original CAR, the revised CAR would rezone the westerly 200 feet of the Ridgewood Village Condominiums from Multifamily to Office and Multifamily (North Rose Hill NRH 5). By allowing office uses in an area currently limited to multifamily, this revised CAR would expand employment capacity in this area. This counteracts the allowance of limited commercial use in NRH 5, which is likely to reduce employment capacity in the area. Therefore, the overall impact is likely either a small reduction or small gain in employment capacity under the revised CAR. However, given that the area is fully developed, no significant development is anticipated beyond the Walen property.

Natural Environment

Natural environment outcomes under the Planning Commission's recommendation would be similar to those described in the DEIS. No additional impacts to the natural environment are anticipated.

Transportation

The Planning Commission recommendation reduces the scope of the CAR study area to include only the westerly 200 feet of the Ridgewood Village Condominiums property (12504 NE 117th Place) and applies a zoning designation of NRH 5. These modifications require multiple changes to the transportation analysis, including a smaller study area and the recalculation of trip generation assuming full redevelopment of the site with the office uses allowable under the CAR proposal (NRH 5).

Three scenarios were analyzed, including the existing allowable zoning, the maximum intensity of the proposed zoning, and the intended auto sale use of the approved proposal. Under the current zoning (Scenario 1), the worst case scenario for trip generation would occur via redevelopment of the property into high density housing with an allowable FAR of 3.0, a lot coverage of 60%, and 1,800 SF per residential unit. The current zoning would then generate approximately 106 trips during the PM peak. Under Scenario 2, the property would redevelop into offices at the density allowable under the proposed NRH 5 zoning, which assumes a lot coverage of 70% and FAR of 3.0. This would result in approximately 765 PM peak hour trips, almost 660 more than the currently allowable build-out. Under Scenario 3, it was assumed that the entire property would be developed into an auto sales lot. The building coverage for the auto sales lots was estimated at 10%; this matches a typical building coverage for an

automobile sales lot in Kirkland. This development would result in approximately 45 PM peak hour trips, by far the lowest trip generation of all three scenarios.

Exhibit 4-6. PM Peak Hour Trip Generation Analysis – Walen CAR

	Scenario 1	Scenario 2	Scenario 3
Description	No action allowable	CAR proposal – office uses	CAR proposal – auto sales
Use	Multifamily	Office	Commercial (auto sales)
Lot size (sf)	171,190	171,190	171,190
Lot Coverage	60%; FAR 3.0	70%; FAR 3.0	10%
Residential Units	171.2	n/a	n/a
Rate	0.62 ¹	1.49 ²	2.62 ³
Vehicle Trips	106.1	765.2	44.9
Total	106.1	765.2	44.9

1: Trips per dwelling unit in the PM peak hour of the adjacent street; Land Use Category 220 - Apartment (ITE *Trip Generation Manual*, 9th Edition)

2: Trips per thousand SF GFA in the PM peak hour of the adjacent street; Land Use Category 710 – General Office (ITE *Trip Generation Manual*, 9th Edition)

3: Trips per thousand SF GFA in the PM peak hour of the adjacent street; Land Use Category 841 – Automobile Sales (ITE *Trip Generation Manual*, 9th Edition)

Source: Fehr & Peers, 2015

Public Services

Public services outcomes under the Planning Commission recommendation would be similar to those identified in the DEIS.

Utilities and Capital Facilities

The revision to the Walen CAR allows for office, which could result in a slightly greater demand on water sewer to accommodate new job growth. However, the changes do not make significant changes to the utilities and capital facilities impacts described in the DEIS analysis.

4.8 Evergreen Healthcare

The Planning Commission recommendations would make no changes to the Evergreen Healthcare amendment request. Please see the analysis presented in the Draft EIS.

4.9 Totem Commercial Center

Planning Commission Revisions

Rather than changing the height limit and range of permitted uses for the entire TL 7 zone, the Planning Commission recommendation would create a new TL 7A zone out of that portion of the TL 7 zone located west of 128th Ln NE. This new zone would allow residential in mixed-use development with a requirement for some ground-floor retail and a level of minimum land aggregation. Maximum height in the TL 7A zone would be increased from 45 feet to 80 feet.

Comparison to DEIS Analysis

Land Use Patterns

Land Use outcomes under the Planning Commission recommendation would be similar in nature to those identified in the DEIS, but they would be limited to the new TL 7A zone, located west of 128th Ln NE. In addition,

the Planning Commission recommendation would alter the existing land use mix by allowing residential development as part of a mixed-use project with ground-level retail.

Plans and Policies

The Planning Commission recommendation would be generally consistent with plans and policies, similar to the original amendment request analyzed in the DEIS. As stated in the DEIS, residential uses are not supported by the existing IND/COM land use designation in the Totem Lake Neighborhood Plan, and this would hold true for the Planning Commission recommendation, as well.

Population and Housing

The revised Totem Commercial Center amendment would create a new TL 7A zone west of 128th Ln NE and would expand the list of allowed uses in this new zone to include mixed-use residential with ground-floor retail. Combined with an increase in allowed height from 45 feet to 80 feet, this amendment would create additional residential capacity in the Totem Lake area and would be consistent with the City's policy to develop Totem Lake as a major regional center.

The revised amendment would be most consistent with Alternative 2, which focuses a large portion of future residential growth in Totem Lake.

Employment and Economic Development

The revised CAR for Totem Commercial Center would create a new zone, TL 7A, for only the portion of TL 7 west of 128th Ln NE. Similar to the original CAR, height limit in this new zone would be increased from 45 feet to 80 feet, and residential use would be allowed.

Because a smaller area would be rezoned for increased height relative to the original CAR, and because mixed-use residential would be allowed, the revised CAR could lead to a smaller increase in employment capacity in Totem Lake than the original amendment request.

Natural Environment

The Planning Commission recommendation would have similar natural environment outcomes as those identified in the DEIS. As discussed in the DEIS, the study area contains mapped seismic hazard zones, which would require geotechnical studies for any redevelopment.

Transportation

The Planning Commission recommendation changes the request from a modification of land use and height allowances within the current TL 7 to a rezoning action (TL 7 to TL 7A). Though land use and density allowances would not change under TL 7A rezoning compared to the original DEIS analysis, the modification would also reduce the study area from the entirety of the existing TL 7 zone to the portion west of 128th Lane NE. This reduction in study area scope results in fewer PM peak hour trips added under the final CAR proposal.

This proposal would rezone these properties to a new TL 7A designation, which would allow mixed-use development to a maximum building height of 80 feet. Both scenarios evaluated consider a mix of office and commercial land uses with the only difference being allowable density in terms of floor area ratio (FAR). Both scenarios assume office and commercial land uses as these are more intensive with regards to trip generation than residential use. Additionally, only the two parcels identified in the capacity analysis as likely to redevelop given land to building valuation were used for this study. In Scenario 1, the FAR for office and commercial was 0.35 and 0.3, respectively. Maximum lot coverages were assumed to be 80% for office and 90% for retail. This would generate approximately 107 PM peak hour trips. Under the CAR proposal, the office FAR increases to 2.7. Full development under Scenario 2 would result in approximately 444 PM peak trips. These additional vehicles trips would be consistent with Kirkland's vision for Totem Lake under all three study Alternatives and the neighborhood's status as a regional growth center.

Exhibit 4-7. PM Peak Hour Trip Generation Analysis – Totem Commercial Center CAR

Description	Scenario 1		Scenario 2	
	No action allowable	CAR proposal	Office	Commercial
Use	Office	Commercial	Office	Commercial
Total area of study (sf)	91,783		91,783	
Building Size	FAR 0.35, lot coverage 80%	FAR 0.3, lot coverage 90%	FAR 2.7, lot coverage 80%	FAR 0.3, lot coverage 90%
Res Units	n/a	n/a	n/a	n/a
Rate	1.49 ¹	2.71 ²	1.49 ¹	2.71 ²
Trips	32.1	74.6	369.2	74.6
Total	106.7		443.9	

1: Trips per thousand SF GFA in the PM peak hour of the adjacent street; Land Use Category 710 – General Office (ITE Trip Generation Manual, 9th Edition)

2: Trips per thousand SF GFA in the PM peak hour of the adjacent street; Land Use Category 826 – Specialty Retail Center (ITE Trip Generation Manual, 9th Edition)

Source: Fehr & Peers, 2015

Public Services

Public services outcomes under the Planning Commission recommendation would be similar to those identified under the DEIS. However, because the Planning Commission recommendation would affect only a portion of the TL 7 zone, the projected increase in demand for public services would be reduced relative to the original amendment request.

Utilities and Capital Facilities

The effects of the Planning Commission recommendation are anticipated to be similar to those described in the DEIS for the original amendment request. While the inclusion of mixed-use residential uses in the new TL 7A zone could potentially increase local water consumption and wastewater generation, it is unlikely that any significant increases in utility infrastructure would be necessary as a result.

4.10 Rairdon**Planning Commission Revisions**

Rather than rezone the two properties included in the original CAR from TL 9A and 9B to TL 7, the Planning Commission recommendation would amend the TL 9A zone to allow vehicle sales as a permitted use. The use would also be allowed in TL 9B if the proposed development included property consolidation and coordination with development in the TL 9A zone.

Comparison to DEIS Analysis**Land Use Patterns**

The Planning Commission recommendation would have similar effects on land use patterns in the study area as the original amendment request analyzed in the DEIS. However, because the Planning Commission recommendation would amend the TL 9A and 9B zones to allow vehicle sales, the potential alteration of the land use pattern would extend to all properties in those zones, rather than just the two properties in question under the original amendment request.

Plans and Policies

Similar to the original amendment request, the Planning Commission recommendation would be generally consistent with adopted plans and policies, as described in the DEIS.

Population and Housing

Population and housing effects under the Planning Commission recommendation would be similar to those identified in the DEIS. These zoning changes to allow additional commercial uses in the study area would reduce the likelihood of multifamily residential development on these properties.

Employment and Economic Development

The Planning Commission's recommendation would have similar effects on employment as those identified in the DEIS, but potentially of a greater magnitude. Rather than rezoning the two parcels in question, the Planning Commission recommendation would amend the entire TL 9A and 9B zones to allow vehicle sales as a permitted use. As stated in the DEIS, industrial employment in Kirkland has been on the decline; allowing a commercial use, such as vehicle sales in this area could potentially further contribute to this decline. However, the Planning Commission recommendation would extend this effect to all properties in the TL 9A and 9B zones, rather than just the two parcels in question.

Natural Environment

Natural environment outcomes for the Planning Commission recommendation are likely to be similar to those identified in the DEIS. Any development in the area could have adverse effects on existing vegetation and water quality, and extensive vegetation clearing could potentially increase landslide risk.

Transportation

The Planning Commission recommendation does not change the land use or density assumptions for the CAR transportation analysis. Therefore, transportation outcomes are anticipated to be similar to those identified in the DEIS.

Public Services

Amendment of the TL 9A and 9B zones to allow vehicle sales would not affect demand for public services in the study area, and public services outcomes would be similar to those described in the DEIS.

Utilities and Capital Facilities

The effects of the Planning Commission recommendation are anticipated to be similar to those described in the DEIS for the original amendment request. The new allowed uses would be likely to have similar or reduced utility needs compared with currently allowed industrial development.

4.11 Morris

Planning Commission Revisions

The Planning Commission recommendation would maintain the original CAR's proposed rezone from TL 7 to RMA 3.6, but not the requested height increase from 35 to 40 feet. In addition, the Planning Commission recommendation would establish new development regulations to address potential conflicts between industrial and residential development in the area.

Comparison to DEIS Analysis

Land Use Patterns

Land Use outcomes under the Planning Commission recommendation would be similar to those identified in the DEIS, though the revised amendment would address some of the potential adverse impacts associated with the

original request. For example, the Planning Commission recommendation includes a provision to include new development regulations to address potential conflicts between residential development and the surrounding industrial zones. While the exact nature of these development regulations is not specified, they should include provision for height limits adjacent to residential zones and possibly buffers or screening between residential and industrial uses.

Plans and Policies

The Planning Commission recommendation would be generally consistent with plans and policies, similar to the original amendment request described in the DEIS.

Population and Housing

Population and housing effects under the Planning Commission recommendation would be similar to those identified in the DEIS. The Planning Commission's recommendation to not approve the requested height increase and the addition of new development regulations to protect residential development would have positive effects on population and housing and would be supportive of all alternatives.

Employment and Economic Development

The revised CAR would have the same effect on employment capacity as the original CAR because it would rezone the same parcels from Industrial to Multifamily.

Natural Environment

The Planning Commission recommendation would not change the type or overall intensity of development proposed in the study area, relative to the original amendment request. As such, natural environment outcomes would be similar to those identified in the DEIS.

Transportation

The Planning Commission recommendation rejects the proposed 40-foot building height limit for the existing 35-foot limit. The requested zoning change would remain RMA 3.6 with an assumed maximum density of 12 dwelling units per acre. Because the lower height limit would not necessarily impact the ability to construct 12 dwelling units per acre within the study area, transportation outcomes would be similar to those identified in the DEIS.

Public Services

As described in the DEIS, the introduction of residential uses into a currently industrial area would potentially increase demand for public services, such as police, fire, schools, and parks. Public services outcomes would be similar in nature to those identified in the DEIS. However, because the Planning Commission recommendation would retain the current height limit of 35 feet, the level of additional demand would be lower than under the original amendment request, which would have allowed heights up to 45 feet.

Utilities and Capital Facilities

The effects of the Planning Commission recommendation are anticipated to be similar to those described in the DEIS for the original amendment request. The Planning Commission's recommendation would not substantially change the utility needs described in the DEIS analysis.

4.12 Astronics Corp.

Planning Commission Revisions

The Planning Commission recommendation would carry forward the original CAR's proposed height limit increase for the TL 7 zone from 45 feet to 65 feet and would add new policies and development regulations to the Totem Lake Business District Plan to address the potential for impact to environmentally sensitive areas.

Comparison to DEIS Analysis

Land Use Patterns

Land Use outcomes for the Planning Commission recommendation would be similar to those identified in the DEIS, though the addition of policies and regulations for the protection of critical areas could result in an overall decrease in development intensity in the TL 7 zone relative to the original amendment request.

Plans and Policies

Consistency with plans and policies for the Planning Commission recommendation would be similar to the original amendment request analyzed in the DEIS.

Population and Housing

As stated in the DEIS, the Astronics CAR would not affect population or housing under any of the alternatives.

Employment and Economic Development

The revised Astronics CAR would have the same height change as the original CAR, but would add new development regulations to address environmental impacts. Development regulations could, by restricting allowable areas for development, lead to a smaller increase in employment capacity than the original CAR proposal.

Natural Environment

Inclusion of new policies and development regulations for the protection of critical areas would help minimize and mitigate environmental impacts relative to the original amendment request. Otherwise, natural environment outcomes would be similar to those identified in the DEIS.

Transportation

The Planning Commission recommendation does not change the land use or density assumptions for the CAR transportation analysis. Therefore, transportation outcomes are anticipated to be similar to those identified in the DEIS.

Public Services

The addition of policies and development regulations to protect critical areas is not anticipated to have any effect on demand for public services. Public services outcomes under the Planning Commission recommendation would be similar to those identified in the DEIS.

Utilities and Capital Facilities

The effects of the Planning Commission recommendation are anticipated to be similar to those described in the DEIS for the original amendment request. The Planning Commission's recommendation would not increase development capacity or substantially change the utility needs described in the DEIS analysis.

Other Amendments

4.13 MRM

The Planning Commission recommendations would make no changes to the MRM amendment request. Please see the analysis presented in the Draft EIS.

5.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIS

Comments Received

During the Draft EIS comment period, the City received one written comment on the EIS. The Kirkland Planning Commission also held a public hearing on the Draft EIS during the comment period and received no oral testimony on the EIS at that hearing.

The single written comment received was a letter from Joanne Hedou, representing Edible Kirkland Nourishing Network (EKNN), dated July 24, 2015. A copy of the letter is provided at the end of this chapter; individual comments are marked and numbered, and responses are provided in the following section.

Responses to Comments

Responses to each of the comments received are provided below. Distinct comments are numbered within the margins of each letter. Comments that state an opinion or preferences are acknowledged with a statement that the comment is noted. Comments that ask questions or request revisions to the Draft EIS are provided with a response that either explains the approach of the DEIS analysis or offers clarifications or corrections.

Letter No. 1 – Joanne Hedou

COMMENT NO. 1

Thank you for your comment. The new Guiding Principles listed in the DEIS were included to reflect the City's proposed amendments to this portion of the Comprehensive Plan. To implement the principles specifically mentioned in the comment letter, the Draft Comprehensive Plan's Environment Element contains goals and policies to promote local food systems. Section G of the draft Environment Element (available online here: <http://www.kirklandwa.gov/Assets/Planning/Planning+PDFs/2035+City+Council+Packets/October+6+2015+City+Council/Environment+Element.pdf>) addresses the establishment of a Healthy Food Community. In particular, the following goals and policies address the Guiding Principles cited in the comment letter:

Goal E-6: Support and encourage a local food economy.

Policy E-6.1: Expand the local food production market by supporting urban and community farming, buying locally produced food and by participating in the Farm City Roundtable forum.

Policy E-6.2: Promote land use regulations that ensure access to healthy food.

Policy E-6.3: Reduce Environmental impacts of food production and transportation by supporting regionally produced food.

Policy E-6.4: Ensure food availability by planning for shortages during emergencies. (This policy specifically mentions Edible Kirkland.)

COMMENT NO. 2

Thank you for your comment. As stated in the response to Comment 1, the draft Comprehensive Plan includes policy language that supports urban farming, as well as partnership and cooperative food system planning with Edible Kirkland, as well as other local organizations. In particular, Policy E-6.2 (pp. 31-32) states that the City should consider the preparation of a food study to document the local food landscape and guide future changes in land use regulations to promote healthy food access.

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6.0 REFERENCES

In addition to the Draft EIS references, the Final EIS provides the following references.

6.1 Personal Communication

Ahrens-Byington, H. (2015, July 2). Deputy Chief of Operations, Kirkland Fire Department (Email).

Wallace, B. (2015, June 24). Surface and Wastewater Manager, City of Kirkland Department of Public Works (Email).

7.0 ACRONYMS AND ABBREVIATIONS

CAR	Citizen Amendment Request
CBD	Central Business District
CIP	Capital Improvement Program
CKC	Cross Kirkland Corridor
CPP	Countywide Planning Policies
DEIS	Draft Environmental Impact Statement
DSEIS	Draft Supplemental Environmental Impact Statement
EIS	Environmental Impact Statement
FAR	Floor-Area-Ratio
FEIS	Final Environmental Impact Statement
FSEIS	Final Supplemental Environmental Impact Statement
GMA	Growth Management Act
gpd	gallons per day
gpm	gallons per minute
I/I	infiltration/inflow
LDR	Low Density Residential
LIT	Light Industrial Technology
LOS	Level of Service
MDR	Medium Density Residential
O/MF	Office/Multifamily
PAO	Planned Action Ordinance
PSRC	Puget Sound Regional Council
RCW	Revised Code of Washington
SEPA	State Environmental Policy Act
SR	State Route
TAZ	Transportation Analysis Zone
TDM	Transportation Demand Management
TMP	Transportation Master Plan
WAC	Washington Administrative Code

8.0 DISTRIBUTION LIST

8.1 Federal Agencies

U.S. Army Corps of Engineers

U.S. Environmental Protection Agency

8.2 Tribes

Muckleshoot Indian Tribe

8.3 State and Regional Agencies

A Regional Coalition for Housing (ARCH)

Association of Washington Cities

King County Conservation District (WA State Conservation Commission)

King County Parks

King County Public Health

King County Wastewater

Lake Washington Institute of Technology

Lake Washington School District

METRO Transit

Northwest University

Parks and Recreation

Puget Sound Clean Air Agency

Puget Sound Partnership

Puget Sound Regional Council (PSRC)

Sound Transit

Washington State Department of Commerce

Washington State Department of Corrections

Washington State Department of Social and Health Services

Washington State Department of Ecology

Washington State Department of Fish and Wildlife

Washington State Department of Health

Washington State Department of Natural Resources

Washington State Department of Parks and Recreation

Washington State Department of Transportation

WRIA8 Lake Washington - Cedar- Sammamish Watershed

8.4 Services, Utilities, and Transit

Cascade Bicycle Club

Cascade Water Alliance

Eastside Trail Advocates

King County Library

Kirkland Greenways

Northshore Water District

Olympic Pipeline

Puget Sound Energy

Seattle City Light

Woodinville Water District

8.5 Community Organizations

Boys and Girls Club of Kirkland

Central Houghton Neighborhood Association

Eastside Audubon Society

Edible Kirkland

Everest Neighborhood Association

Evergreen Hill (Kingsgate) Neighborhood Association

Evergreen Hospital

Finn Hill Neighborhood Association

Finn Hill Park District Neighborhood Association

Forterra

Friends of Youth

Future Wise

Highlands Neighborhood Association

Hopelink

Juanita Neighborhoods Neighborhood Association

Kirkland Alliance of Neighborhoods (KAN)

Kirkland Chamber of Commerce

Kirkland Heritage Society

Kirkland Interfaith Network

Kirkland Interfaith Transitions in Housing (KITH)

Kirkland Kiwanis Club

Lakeview Neighborhood Association

Master Builders Association

Market Neighborhood Association

Moss Bay Neighborhood Association

Municipal Research and Services Center (MRSC)

Norkirk Neighborhood Association

North Rose Hill Neighborhood Association

South Rose Hill/Bridle Trails Neighborhood Association

YMCA of Seattle (Kirkland Teen Union Building)

Youth Eastside Services

8.6 Newspapers

Kirkland Patch

Kirkland Reporter

8.7 Adjacent Jurisdictions

City of Bellevue

City of Bothell

City of Clyde Hill

City of Kenmore

City of Medina

City of Redmond

City of Woodinville

King County

Town of Hunts Point

Town of Yarrow Point