

**LAKEPOINTE PROJECT
CHRONOLOGY OF KEY EVENTS
MAY 26, 2000**

- February 11, 1993 The Northshore Community Plan Update identifies the 75 acres between SR-522 and Lake Washington/Sammamish River Channel as the single greatest resource for transforming Kenmore from an auto-oriented "stop along the way" to a major pedestrian-oriented activity center. The design objective for this area is to promote redevelopment with mixed commercial-residential uses that are strongly oriented toward the pedestrian, includes substantial public access and open space, encourages the use of transit, and provides pedestrian/bicycle connections to adjacent areas.
- March 25th, 1996 Pioneer Towing Company files an application with King County for a Master Plan Approval and a Commercial Site Development Permit for a 45-acre site known as "LakePointe". The LakePointe proposal includes approximately 1,200 residential units (apartments and condominiums), 630,000 square feet of various commercial uses, a marina with 52 boat slips, and 4,464 parking stalls.
- July 14th, 1998 King County issues a Final Supplemental Environmental Impact Statement (SIES) for the LakePointe Project as required by the State Environmental Policy Act (SEPA). There are no appeals of the Final SEIS.
- August 13th, 1998 King County approves a Master Plan, a Commercial Site Development Permit (CSDP), and a Shoreline Permit for the LakePointe Project. The CSDP includes a Traffic Mitigation Agreement, which outlines a series of traffic improvements required of LakePointe to mitigate traffic impacts associated with the development.
- August 27th, 1998 An appeal of the Commercial Site Development Permit, issued by King County, is filed with the City of Kenmore Hearing Examiner by a Kenmore resident. No appeals are filed regarding the Shoreline Permit.
- August 31st, 1998 The City of Kenmore officially incorporates and assumes lead agency responsibility for the LakePointe Project.
- December 11th, 1998 Following an open-record appeal hearing, the Kenmore Hearing Examiner remands two traffic related issues to King County and the City of Kenmore for re-examination. All other issues are dismissed.
- March 10th, 1999 The Kenmore Hearing Examiner conducts a second open-record appeal hearing on the LakePointe project. At the outset of the hearing, the appellant withdraws one of the two items under appeal.

- April 5th, 1999 The City of Kenmore Hearing Examiner finds that the proposed new intersection of LakePointe Way and 68th Avenue NE does not comply with King County Intersection Standards. The Examiner further finds that the County erred in granting an exception to the intersection standards. Following the decision the City of Kenmore, in effect, suspends the Commercial Site Development Permit for the project pending additional analysis and mitigation by LakePointe to improve traffic at this proposed intersection.
- October 1999 LakePointe submits a Revised Supplemental Traffic Study to the City of Kenmore proposing several additional mitigating measures and incorporating improvements planned for the SR-522 corridor by the Washington State Department of Transportation (WSDOT) and the City of Kenmore.
- January 2000 The City of Kenmore notifies LakePointe to further revise the Revised Supplemental Traffic Study to adjust for reductions in the scope of planned improvements in the SR-522 corridor by WSDOT as a result of the passage of I-695.
- February 4th, 2000 The Final Revised Supplemental Traffic Study is submitted by LakePointe to the City of Kenmore. In this study and in subsequent correspondence requested by the City, Lakepointe agrees to implement several additional traffic improvements at the intersection of LakePointe Way and 68th Avenue NE.
- May 26th, 2000 The City of Kenmore issues a Notice of Decision finding that the proposed intersection of LakePointe Way and 68th Avenue NE will operate at Level of Service E or better during the AM and PM peak hours, and possibly Level of Service C, at full build-out of the LakePointe Project in the year 2005, assuming proposed mitigations are put in place. This meets the requirements of the King County intersection standards under which the project is vested. The City of Kenmore notifies LakePointe that the Commercial Site Development Permit has, in effect, been re-instated subject to the execution of a Revised Traffic Mitigation Agreement.

LakePointe Mixed Use Development

The LakePointe project is a proposal for a mixed-use development, which will be built in phases on approximately 45 acres on Lake Washington where the Sammamish River enters the lake. The site is just east of the Kenmore Air Harbor Seaplane terminal. The project contemplates including approximately 350,000 square feet of office space; 300,000 square feet of retail and commercial space (including a multi-screen movie theatre); 1,200 residential units (both rental and condominium); a marina; and over 4,200 surface and underground parking spaces. The proposed Plan includes a new road connecting SR 522/Bothell Way NE (at approximately 66th AVE NE) with 68th AVE NE (at a location approximately one block south of NE 175th ST). This roadway will be called LakePointe Way NE and will serve the community at large and the project.

LakePointe is not a new proposal and has undergone significant public review since 1989. The proposed development was included in the Northshore Community Plan that was adopted in 1993 by the King County Council. A LakePointe Citizen Task Force met for several years and worked with the developer to provide public support and extensive input into the design and implementation of the proposal.

LakePointe is intended to integrate different land uses and activities in a complementary manner to minimize the conflicts and integrate the usage among residents, shoppers, vehicles, pedestrians and cyclists. The mixed-use nature of this development will provide almost a mile of Lake Washington and Sammamish River channel shoreline public access. A waterfront promenade will be developed for pedestrian use along the existing barge channel, and will include trees, benches, public viewpoints, walking paths and sidewalk cafes.

King County approved the Master Plan for the LakePointe project just prior to the City's incorporation in August 1998. The conditions of this approval were subsequently appealed to the City of Kenmore's Hearing Examiner. While most of the issues that were raised in the appeal were dismissed, the Hearing Examiner ruled in April 1999 that the LakePointe proposal did not meet the intersection standards at the intersection of the proposed LakePointe Way and 68th Avenue NE. The developers were instructed to revise their proposal to ensure that it met the appropriate standards.

In October 1999, the developer proposed several additional improvements in the 68th Avenue NE corridor and submitted a revised transportation analysis that the developer indicates meets the intersection standards. The City is reviewing the revised traffic analysis and intends to make a determination regarding its adequacy in early 2000. The impacts of I-695 need to be considered in the city's review as some improvements at the intersection of Bothell Way and 68th Avenue NE may be delayed due to the loss of up to \$1.6 million of state funding. To see a site plan of the development (from 1998- a revised site plan will be available at this site shortly), go to <http://www.metrokc.gov/ddes/bsd/lakepointe.htm>.

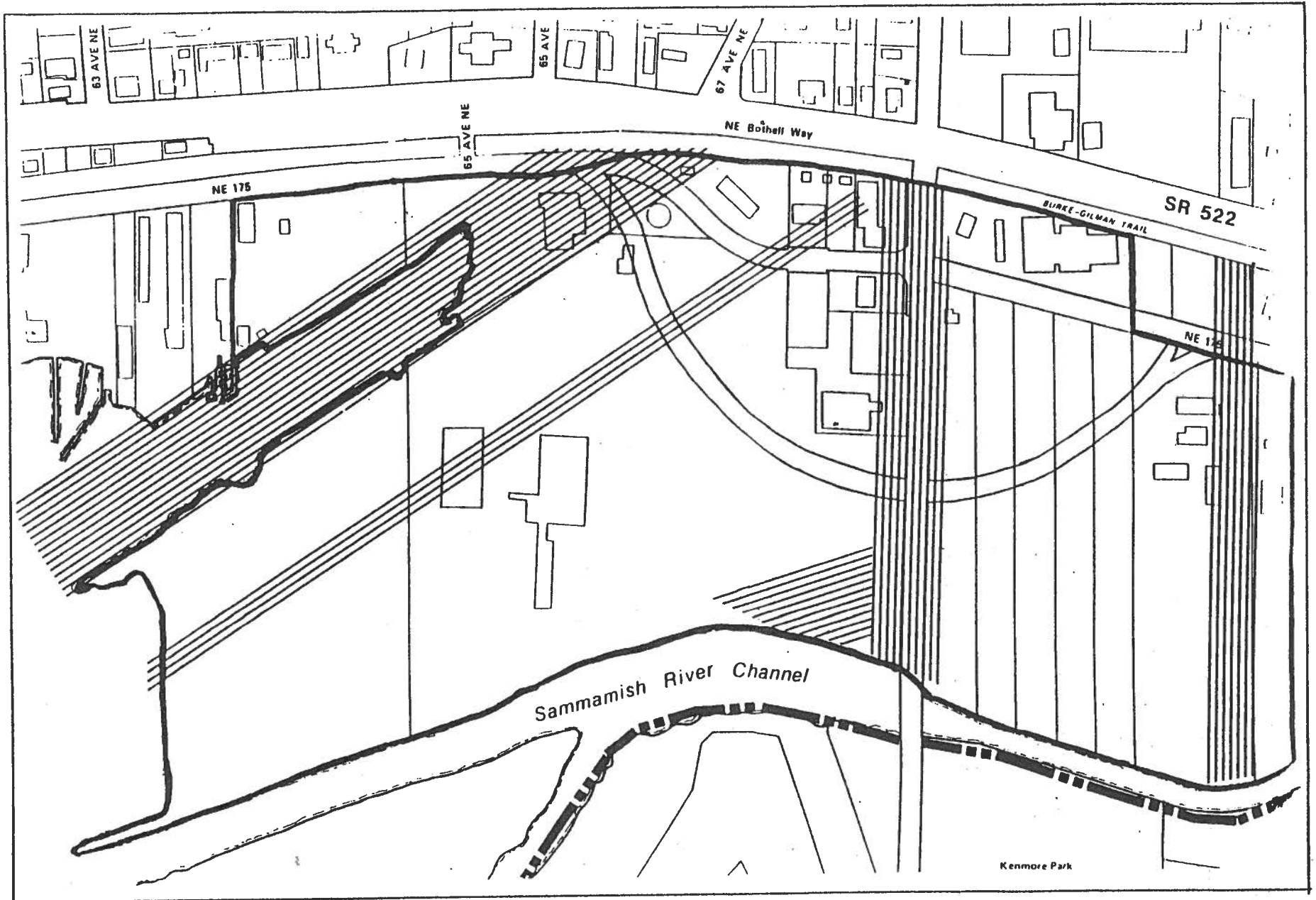


Figure II-20
Mixed Use Pedestrian District: View Corridors
Kenmore Urban Activity Center
 KING COUNTY PLANNING AND COMMUNITY DEVELOPMENT

In addition to providing major new open space areas in the Kenmore, all commercial developments should provide a minimum area of public space.

Guideline K-30 In the North Pedestrian District, public space should be provided as part of all new development in an amount that covers no less than 10% of the total site area. Public space includes parks, plazas, and arcades, but excludes pedestrian walkways.

For properties with less than one acre of site area, a park acquisition fee may be paid in lieu of providing the minimum amount of on-site open space.

Guideline K-31 Adjacent property owners are encouraged to enter into joint agreements to provide the minimum public open space through clustering buildings and/or parking within multiple sites.

Guideline K-32 In the Mixed-Use District, public space should be provided as part of all new development in an amount that covers a minimum of 20% of the total site area. The nature and location of the public space should be consistent with Figure II-17 and related discussion.

Guideline K-33 Redevelopment of the Mixed-Use District may include construction of a private marina. To enhance public access to the shoreline, public transient moorage should be provided as part of any private marina development.

View Corridors

In the mixed-use area south of SR-522, visual access to Lake Washington from the upland areas should be afforded via the preservation of view corridors. Figure II-20 depicts the general location of major view corridors in the mixed-use area.

Guideline K-34 In the Mixed-Use District, a minimum of three view corridors should be provided that preserve unobstructed views from N.E. 175th Street to Lake Washington and/or the Sammamish River Channel. The location of these view corridors should be consistent with the general areas depicted in Figure II-20.