

NS-P4. Mixed Use Pedestrian-Oriented Area (Source: Northshore Community Plan Update and Area Zoning, pp. 241-254 and as amended by Ordinance 11653)

To implement policies CI-4-, K-2 and K-12, special conditions are attached to the property known as the Kenmore Pre-Mix site. The discussion and mitigation below applies specifically to the Pre-Mix site.

The Mixed-Use District is intended to be a pedestrian-oriented place, where residents and visitors can enjoy an "urban village" extension of Kenmore. The design of the Mixed-Use District is intended to integrate different land uses and activities and minimize the conflicts between vehicles, pedestrians and cyclists. It includes a new "pedestrian street" that will connect the new Lakepointe Drive to the waterfront park. Shops and dining establishments will front the street, with residences above.

The Mixed-Use District 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 basin, and will include trees, benches, public viewpoints, walking paths and sidewalk cafes. The promenade will lead to a new public waterfront park at the end of the peninsula with a special public gathering place for musical events and other occasions. The park will have unobstructed views down Lake Washington available to residents of the Kenmore community.

Pedestrian improvements will include a new public shoreline park along the Sammamish River channel, which will incorporate a shoreline/wildlife interpretive trail and bike path. Townhouse style homes will be set back from the shoreline to allow for enhancement of this new natural area. The shoreline/wildlife interpretive trail will lead to a new public community shoreline park with public restrooms and a trailhead interpretive center.

Mixed business-residential use is recognized as a viable use in the long term for the Kenmore Pre-Mix site. However, any development in this area requires mitigation of environmental impacts. Therefore, a site-specific mitigation program is incorporated in the P-Suffix conditions for this area. The objective of this mitigation plan is to ensure that all impacts of the proposed development are mitigated.

SR-522 in Kenmore is recognized to be at "ultimate design." Roads that are at ultimate design cannot be widened without significant destruction of existing development and potential environmental damage because the land around the roadway is already developed and/or contains natural features. King County recognizes that while some improvement to adjacent roadways is possible, congestion below County thresholds is likely to continue on SR-522. The level of acceptability cannot be based on current County standards due to the ultimate design characteristics of the SR-522 roadway described above.

The King County Department of Public Works has identified transportation improvements which will facilitate traffic flow in Kenmore. Transit improvements have also been identified. The transportation P-suffix conditions in this package identify ways to mitigate transportation impacts as a result of mixed use development on the Pre-Mix site.

The following p-suffix conditions apply to the Pre-Mix site:

1. Permitted Uses

Permitted uses shall include those uses permitted in the various zones within the Pre-mix site, except the following:

- a. Gasoline service stations

- b. Drive-through restaurants
- c. Retail nurseries
- d. Car washes
- e. Stores with outdoor storage
- f. Single retail tenants with a gross floor area in excess of 65,000 square feet

For properties in the Neighborhood Commercial, Waterfront, and Waterfront Extension Subdistricts (described below), the location of residential dwelling units shall be prohibited on the ground floor, and retail and service uses are encouraged on the ground floor. Other ground floor uses (including parking) may be permitted when designed so as to be compatible with the pedestrian orientation of the development.

2. Building Development

Orientation to Pedestrian Street

For properties with frontage on the primary pedestrian street the following building setback requirements shall apply:

Street Setback: maximum of 5 feet; larger setbacks shall be allowed if arcades, street-side outdoor cafes, patios, parks, plazas, or other public spaces are provided along the street.

For properties with frontage on the primary pedestrian street, the primary ground floor building entrance should orient to either the street or public spaces such as plazas, arcades, and parks.

For development located on the primary pedestrian street, a minimum of 75% of the street shall be fronted by buildings at-grade. A minimum of 50% of the buildings on the street shall be fronted by retail or service uses.

Public pedestrian access to the waterfront located at the rear of buildings located on the primary pedestrian street shall be provided a minimum of every 300 feet of street frontage.

Street Facade Requirements

The building street facade of ground floor retail and service uses that front the primary pedestrian street shall include windows and overhead protection. The use of blank walls without facade ornamentation is not permitted along the primary pedestrian street.

Building materials such as concrete, brick, masonry, glass, tile, stone, metal, or wood are required on the building street facade. Sheer, uninterrupted glass curtain walls, all mirrored glass and cinderblocks are not permitted on the building street facade along the primary pedestrian street.

Height

Maximum heights shall be 92 feet in the northern and central portions of the mixed use development area. A 45-foot height limit shall apply to all development within 100 feet of the channelized edge of the Lake Washington shoreline. The boundary of the channelized edge shall extend to the inner harbor line. A 35-foot height limit shall apply to all development within the first 200 feet, and a 45-foot height limit to all development within the next 100 feet of the Sammamish River shoreline edge and the Lake Washington shoreline edge that is not channelized.

Street Frontage

The frontage of Lakepointe Drive shall be designed as to be attractive to passing road users and to screen surface parking adjacent to the roadway. For example, parking areas fronting on Lakepointe Drive should be screened either by bermed landscaping or buildings. Street trees shall be provided along Lakepointe Drive.

3. Parking

Amount and Location

At full build-out, off-street parking shall be no greater than one space for every 400 square feet of floor area in the waterfront, waterfront extension, and residential subdistricts; provided that during initial phases of development, off-street parking standards may be exceeded in anticipation of future development.

In the Neighborhood Commercial subdistrict, minimum parking requirements for office, retail and commercial uses shall be one space for every 300 square feet of public area.

Surface parking shall be located to the greatest degree possible in the rear of buildings that front the primary pedestrian street. Any parking which cannot be accommodated in the rear of the building may be provided on the side of the building.

At full build-out, on-site surface parking shall consume a maximum of 50% of the total site area in the Neighborhood Commercial subdistrict, and 25% of the total site area in the Waterfront, Waterfront Extension, and Residential subdistricts. The remaining off-street parking requirements shall be accommodated using one or a combination of the following:

- On-site parking structure
- On-street parking spaces
- Off-site common parking facility

At full build-out, 75% of the parking in the Waterfront, Waterfront Extension, and Residential subdistricts shall be provided in structures or on-street.

In the Neighborhood Commercial subdistrict of the Pre-Mix site, a maximum of 60 parking stalls are permitted in any one surface parking lot. At a minimum, parking lots must be separated by buildings, streets, or 12 feet of Type II landscaping.

Design

All parking areas that front sidewalks (except along Lakepointe Drive) shall be screened by a streetwall and landscaping.

Retail uses shall be provided on the first floor of the street side edges of parking structures.

4. Transit and Transportation Circulation

Mitigation for development of the Pre-Mix site should emphasize enhancement of transit and non-vehicular use and improvement of local access and circulation within the Kenmore area. Therefore, mitigating conditions (as specified in paragraph 14 below) include dedication and construction of Lakepointe Drive, signalization of the intersection of this road with 68th Avenue and with SR 522, dedication and improvement of a transit stop on SR-522, contribution to development of a pedestrian bridge crossing SR-522, construction of a pedestrian street, provision of commuter parking, the construction of Lakepointe Drive and improvements to a new intersection at 65th Avenue NE, and development and enforcement of a transportation management plan on site.

Fair share participation in applicable projects listed in the current Mitigation Payment System Program, as well as contribution towards other transportation projects identified through the Master Plan and development plan approval process.

Furthermore, the requirement that residential development occur throughout the various phases of development of the Pre-Mix site will ensure that transit and transportation linkages occur from the very beginning of development.

5. Pedestrian and Bicycle Circulation

Design of the Mixed-Use District shall emphasize public pedestrian access and linkages to the transit facilities and adjacent sites. This includes contribution to development of a pedestrian bridge across SR-522, as specified in Condition 14 below, if approved by King County and WSDOT. Required primary public pedestrian and bicycle routes are shown on Map B (Northshore Community Plan Update and Area Zoning, p. 256). Other, minor pedestrian routes shall be identified through the Master Planning and building permit review processes.

All pedestrian walkways and connections, including shoreline pedestrian routes, shall be accessible and open to the general public. Public vehicular access may be limited to the Residential area. Pedestrian access within the Residential area shall be limited to two public access corridors across the subdistrict.

Bicycle and pedestrian linkages to the Burke-Gilman Trail, and to the transit stop required as part of Condition 14 below, shall be provided. See Map B (Northshore Community Plan Update and Area Zoning, p. 256). Location of these linkages is subject to the review and approval of King County.

Bicycle parking facilities shall be provided at all major public destination points.

6. Landscaping and Public Amenities

All properties that front the pedestrian street must provide sidewalk landscaping and other amenities (street furniture, street trees, and special lighting).

20% of the entire mixed use development shall be designated as public open space for the general public. Major public activity nodes are identified on Map B (Northshore Community Plan Update and Area Zoning, p. 256). A public gathering place which accommodates a minimum of 50 people shall be provided on the site. See Map F and G (Northshore Community Plan Update and Area Zoning, pp. 260-1). These public open space areas shall be easily accessible to the pedestrian, and shall be considered in the pedestrian circulation plan. Waterfront access areas, public parks and sensitive area buffers may be utilized to calculate the 20% requirement. Internal pedestrian walkways, public streets, and private open space areas shall not be utilized to calculate the 20% requirement. Public access shall be provided around the entire waterfront edge of the site, See Map B (Northshore Community Plan Update and Area Zoning, p. 256).

Street trees shall be provided in all roads constructed with the development.

7. Vehicular Access and Circulation

Driveways on the primary pedestrian street shall be limited to an average of one for every two hundred lineal feet.

The on-site vehicular circulation system shall contribute to pedestrian movement and safety by including all of the following items that are feasible, considering the overall design of the development:

- Pedestrian crosswalks at key crossing areas
- Signage that clearly communicate the location of vehicular and pedestrian zones
- Designated passenger drop-off areas
- Parking on interior roads, to slow down vehicular traffic
- The primary pedestrian street shall be built in the Waterfront subdistrict. Location of this pedestrian route as shown in Map B is conceptual. Actual location may vary based on road and signalization design. The street shall be built to the general specifications of the illustrative street section in Map C and Map D (Northshore Community Plan Update and Area Zoning, p. 257-8)

8. Public Viewpoints

Public viewpoints, linked with the pedestrian routes, shall be provided. Public viewpoints shall provide views of the Sammamish River and Lake Washington. See Maps B, E, F and G (Northshore Community Plan Update and Area Zoning, p. 256-261). Public viewpoints shall be integrated into the pedestrian plan for the site and shall be easily accessible to the public. Development of the public viewpoint areas shall include pedestrian amenities such as seating and signage.

9. Shoreline Enhancement

The shoreline edge of the Sammamish River and Lake Washington shall be improved to enhance water quality and wildlife and marine habitat. A wetland and riparian enhancement plan subject to the review and approval of King County, shall be performed by a qualified wetland biologist. Setbacks shall be subject to the King County Sensitive Areas Ordinance and the Shoreline Master Program with a minimum 100-foot setback for structures from the river's edge. Buffer averaging may require off-site mitigation, to be determined in the Master Plan process. No disturbance of the Sensitive Areas Ordinance required buffers is permitted, except at minimum 300 foot intervals, wildlife viewing trails extending into the buffer may be allowed if no significant impact to the wildlife and marine habitat is anticipated to occur. The use of moorage developed in the barge channel shall be limited to private use.

Public moorage shall be provided, if feasible, on the Lake Washington frontage of the site, subject to approval under the King County Sensitive Areas Ordinance, the Shoreline Master program and other agencies with jurisdiction. Approval of all water moorage is subject to mitigation of marine/air conflicts. A special study shall be performed to determine if boat moorage will have a negative impact on salmon runs entering the Sammamish River or feeding at the River mouth. If it is found that moorage and associated boat traffic may have an impact, boat moorage shall not be provided.

10. Affordable Housing.

Affordable housing units amounting to 10% of the total number of units in the development shall be provided. Compliance with this requirement shall be required (a) upon occupancy of the first 400 units at the Pre-Mix site, and (b) thereafter, upon the completion of each additional 260 residential units at the site. Compliance may be achieved through construction of affordable units or provision of adequate security to the County to ensure their future development. The affordable units need not be provided within the development, but must be provided within the Northshore planning area. Units may be either rented or sold. Affordable housing shall be calculated as follows: Rented units shall be provided only to households earning less than 50% of the median income. Monthly rents shall be no greater than 30% of the monthly income from households earning 50% of the median income. Sold units shall be sold to first-time buyers (i.e. person not having owned a home in the past three years) earning less than 80% of the median income. Home prices shall be Affordable based on FHA lending standards. Covenants shall be established which guarantee the fulfillment of this obligation.

11. Residential Density.

Residential density at full build-out shall be calculated at the following levels per acre for the gross land area of each subdistrict in the development:

	<u>Minimum</u>	<u>Maximum</u>
Neighborhood Commercial	12 du/ac	48 du/ac
Waterfront & Waterfront Extension	12 du/ac	24 du/ac
Residential	24 du/ac	48 du/ac

Residential uses in the mixed use area shall not exceed 75% and shall not fall below 50% of the total built floor area of the development at full build-out. Where feasible, buildings with non-residential uses (in particular, large buildings), shall include residential uses as well. A minimum of 25% of total floor area of each phase of development shall be residential.

12. Hazardous Waste Removal

Prior to any development, the applicant shall conduct additional environmental assessment as specified by King County and, if contamination is found, shall prepare a remediation plan and schedule acceptable to the King County Executive Branch. Prior to development of any phase of the project, contamination (if any) on the portion of the site to be developed in that phase shall be remediated in accordance with the remediation plan and all legal requirements. The remainder of the site shall be cleaned up on accordance with the remediation schedule.

13. Fair Share Mitigation.

In applying the above conditions on individual properties, mitigation shall be at a reasonable level related to each proposed development.

14. Phasing Requirements

The approved Master Site Plan for and all approvals for development of phases of the Pre-Mix site, shall satisfy the following requirements for phasing, provision of mitigation, and development by subdistrict.

- a. **Subdistrict Development.** The Pre-Mix site shall be divided into four subdistricts, as shown on Map A. The location of the subdistrict boundaries may vary somewhat from Map A; the final boundaries for each subdistrict will be determined in the master plan process. Development in each subdistrict is subject to all P-Suffix conditions of the zone set forth above, as well as the subdistrict-specific conditions described below and any mitigations identified through the Master Site Plan approval process. The Residential Subdistrict may overlap with the adjacent subdistricts for the purpose of distributing density across the site, as set forth under the approved Master Plan. This plan contemplates that ultimate development of the outright RB-zoned portion of the Pre-Mix site (not including the Waterfront Extension Subdistrict) will include approximately 1000 units of residential development and approximately 500,000 square feet of commercial (including approximately 250,000 square feet of office/professional service, and 250,000 square feet of retail and entertainment) development.
- (1) **Neighborhood Commercial** (approximately 12-18 acres). This area will serve as the focus of neighborhood-scale retail and commercial development, because of its proximity to road and transportation infrastructure. It may also include entertainment uses, and will incorporate residential development, though at a lower density than the remainder of the Mixed-Use District. Where feasible, residential uses will be included in the same structure as retail and office uses. Some vertical integration of residential and retail/office uses shall occur in this area.
 - (2) **Waterfront** (approximately 10-14 acres). This subdistrict will emphasize pedestrian-scale access and development, both at and near the channelized edge of the inner harbor. Development will be mixed-use, with a higher density of residential than in the Neighborhood Commercial Subdistrict. Enjoyment of the urban shoreline environment and pedestrian connections throughout the site will be stressed.
 - (3) **Residential** (approximately 10-14 acres). The residential subdistrict will be the center of residential development on the site. This area will be linked to the neighboring commercial and waterfront subdistricts, as well as to the transit stop, by pedestrian corridors, bridges, and other linkages. Residential development will respect the natural shoreline of the Sammamish River, where public access will be provided.
 - (4) **Waterfront Extension** (approximately 4-8 acres). This future phase (potentially-zoned RB-P) will develop after the discontinuation of the existing industrial use.
- b. **Phasing.** There are no restrictions on when or where development may occur within the Pre-Mix site, so long as it is in accordance with the approved master plan.
- c. **Mitigation Phasing Requirements.** The purpose of identifying mitigation phasing requirements in the area zoning is to insure that adequate mitigation is in place for development of each portion of the mixed-use development site. These requirements are designed to insure that most of the capital-project roadway mitigations for the entire Pre-Mix site shall occur at the

beginning of development. Thus most of the roadway related capital infrastructure and amenities will be in place in connection with initial development to support full development of the Pre-Mix site. Certificates of occupancy shall not be issued for a particular subdistrict until the mitigation requirements of that subdistrict have been satisfied or adequate security to ensure their satisfaction has been provided King County (unless these p-suffix conditions or the approved Master Plan set forth a different timetable for completion of the mitigation).

Mitigation provided under these conditions shall be credited where appropriate against mitigation requirements otherwise applicable to the project through the SEPA process or under County codes. The property owner may fund mitigation improvements based upon agreements for reimbursement of portions of such costs by public agencies or other benefited private parties.

The intersection of SR-522 and 68th Avenue currently operates at LOS F. Significant mitigation of this intersection is not possible, and therefore mitigation for the development of the Pre-Mix site must be directed to improving access and circulation in other ways. Satisfaction of the linkage requirements set forth below shall be construed as satisfying the County's concurrence and intersection standards for the overall project.

- (1) **Overall Project Mitigation.** The following items shall be provided in connection with initial development of the Pre-Mix site. Certificates of occupancy shall not be issued for development on the Pre-Mix site until the following mitigation requirements have been satisfied or adequate security to ensure their satisfaction has been provided King County.
 - (a) Full signalization of the intersection of 68th Avenue and Lakepointe Drive (listed in the CIP), and intersection improvements to include a northbound left-turn and left-turn/pass-through lanes on 68th Avenue but not including improvements to the 68th Avenue Bridge over the Sammamish River;
 - (b) Dedication of right-of-way adequate for a five lane principal arterial on-site for Lakepointe Drive, connecting 68th Avenue to SR 522 at the northwest corner of the Pre-Mix site;
 - (c) Construction of Lakepointe Drive on-site in a five-lane cross-section with landscaped median within the dedicated right-of-way, connecting 68th Avenue to SR 522;
 - (d) Provide for signalization and reconfiguration of the intersection of SR 522 and Lakepointe Drive (listed in the CIP), once signal installation authority has been obtained from the State of Washington by King County;
 - (e) Provide for realignment of existing 175th Street with a grade-separated crossing under Lakepointe Drive (listed in the CIP), as set forth in Map B(Northshore Community Plan p 256);
 - (f) Construction of two enhanced transit stops (to be listed in the CIP), which shall be located on the north and south side of SR-522 and north of the Burke-Gilman Trail and shall include seating areas, weather protection, and specially-designed landscaping and walkway surfaces. The transit stop may be

in-lane or pull-out, and King County shall be responsible for land acquisition and for obtaining approvals for the transit stops;

- (g) The developer shall be responsible for achieving SOV trip reduction for the project by providing 50 commuter parking stalls in a location accessible to the southern enhanced transit stop or by contributing its fair share to the construction of a new park and ride facility in the Kenmore area, as determined in the approved Transportation Management Plan.
- (h) Payment of fair share mitigation fees, including those for a fair share contribution to the transit lane improvements planned on SR 522 with credit, if applicable, for the system improvements (e.g., Lakepointe Drive) constructed for the project;
- (i) Pedestrian access from the developed area to the transit stop and the 68th Avenue/SR 522 intersection;
- (j) Provision of other minor roadway improvements identified by the Master Plan, such as signal phasing, lane realignment, etc.;
- (k) Provide a touchdown location on-site for the proposed pedestrian bridge crossing SR-522;
- (l) Provide for a grade-separated connection for the Burke-Gilman Trail under the to-be constructed Lakepointe Drive, that is compatible with the design of the Burke-Gilman Trail undercrossing at 68th Avenue. The Trail shall have a 12-foot clear height and project design shall seek to enhance linkages between the Trail and pedestrian routes in the project and reasonably to minimize grade change along the Trail. A curb-cut shall be provided on SR-522 east of 65th Avenue N.E. for access to a parking structure, and the Trail-level portion of the parking structure shall include retail or pedestrian services or open space oriented to the Trail (subject to WSDOT approval);
- (m) The developer shall provide cash incentives, such as transit subsidies, parking fees, or rent abatement for transit use, in residential leases, if called for under the approved transportation management plan;
- (n) The developer shall maintain access on the existing 175th Street for the off-site lots adjacent to the northeast corner of the project site, as long as the design and function of such access is acceptable to the owners of the off-site lots and will not result in adverse impacts to the use of these lots;
- (o) Development of shoreline enhancement, including public recreation and access areas on the Sammamish River shoreline of the Mixed-Use District. Development in the initial phase shall include parking, public restrooms, trailhead facilities, vehicle turnaround, public viewpoint, construction of shoreline interpretive trail, enhancement of the riparian edge of the Sammamish River, and provision of a public viewpoint;

(p) Prior to any development, the applicant shall conduct additional environmental assessment as specified by King County and, if contamination is found, shall prepare a remediation plan and schedule acceptable to the King County Executive Branch. Prior to development of any phase of the project, contamination (if any) on the portion of the site to be developed in that phase shall be remediated in accordance with the remediation plan and all legal requirements. The remainder of the site shall be cleaned up on accordance with the remediation schedule.

(q) The developer shall appoint an on-site transportation coordinator, and provide cash incentives, such as transit subsidies, parking fees, or rent abatement for transit use, in residential leases in the residential subdistrict, if called for under the approved TMP. If alternative p-suffix conditions are utilized (see P-suffix condition 16.i.) the application shall include a mitigation plan which identifies both the actual cost and fair share cost of project mitigation;

(2) **Neighborhood Commercial Subdistrict Mitigation.** The requirements for the Neighborhood Commercial Subdistrict are satisfied with the initial phase development. Therefore, additional mitigation requirements are not set forth for further development in the neighborhood commercial subdistrict. Although single-use commercial buildings are not prohibited in this subdistrict, residential and commercial uses in various structures should be integrated to the greatest degree possible, through the use of walkways and other functional connections between buildings. Further, the prohibition on ground floor residential units will encourage the inclusion of mixed uses in residential structures.

(3) **Waterfront Subdistrict Mitigation.** Additional mitigation requirements for the Waterfront Subdistrict, identified below, are focused on enhancing open space opportunities in this portion of the mixed-use district and on emphasizing pedestrian connections within the development. Development shall satisfy the following criteria, in addition to the standards of the underlying zoning:

(a) The pedestrian street shall be constructed. See Maps C and D (Northshore Community Plan Update and Area Zoning, p. 257-8). Construction of the street shall be phased so that the street is constructed in conjunction with development of adjacent buildings. The pedestrian street shall be developed to County road standards as a business access street including two traffic lanes, two 8-foot parallel parking strips, and two 10-foot sidewalk areas.

(b) The harborside promenade shall be constructed. See Map E (Northshore Community Plan Update and Area Zoning, p. 259). Like the pedestrian street, the construction of the harborside promenade shall be phased to occur in conjunction with development of adjoining buildings. The harborside promenade shall be constructed as a 20-foot wide hard-surfaced pedestrian walkway, beginning at the channelized edge, and shall include pedestrian features such as seating, landscaping, sidewalk cafes, and pedestrian amenities.

(c) Upon completion of the pedestrian street, a public parking area shall be developed at the southern end of the pedestrian street. The parking area shall provide parking for approximately 20 vehicles.

- (d) A harborside viewpoint shall be constructed in conjunction with the harborside promenade, at a location identified in the approved master plan. See Map E (Northshore Community Plan Update and Area Zoning, p. 256).
- (e) A lakeside viewpoint shall be developed at the southern end of the site, at a location identified in the approved master plan. Development of the lakeside view point shall occur upon completion of the pedestrian street. See Map B and F. (Northshore Community Plan Update and Area Zoning, p. 256 and 260)
- (f) A public gathering place shall be developed at the southern end of the pedestrian street, adjacent to the lakeside viewpoint and in a location identified in the approved master plan. See Map F (Northshore Community Plan Update and Area Zoning, p. 260). The major public gathering place shall provide area for gathering of at least fifty people. It shall be developed upon completion of the pedestrian street.

4. **Residential Subdistrict Mitigation.** Additional mitigation/linkage requirements for the residential subdistrict are geared toward enhancing pedestrian connections within the site, reducing reliance on single-occupancy vehicles, and enhancing transit use. Development shall satisfy the following criteria, in addition to the standards of the underlying zoning:
- (a) Internal pedestrian connections from the residential subdistrict to the transit stop shall be provided;
 - (b) A pedestrian bridge over SR 522 shall be provided (subject to WSDOT approval) when fair-share funding for construction is available from sources other than the developer. The developer shall be required to pay its fair share toward the cost of the bridge;
 - (c) At build-out of the Residential District, the developer shall provide a shuttle service to connect the development with the transit stop, if called for under the approved TMP;
5. **Waterfront Extension Stage Mitigation.** Mitigation requirements for the waterfront extension stage are provided in connection with development of the other subdistricts. Therefore, additional mitigation requirements are not set forth for development in the Waterfront Extension Subdistrict. Development in this subdistrict may not proceed until mitigation for the overall development and Waterfront subdistrict have been provided.

15. **Mixed Use Master Plan Submittal Requirements.**

Before development can occur, a Master Plan shall be completed and approved. The following requirements apply to the process for obtaining Master Plan approval for development of the Pre-Mix site. The Master Plan application shall be subject to review and approval by DDES. The Master Plan application shall establish vehicular, pedestrian and open space connections within the entire development. These vehicular, pedestrian and open space connections and transportation mitigations shall be binding. Approval of the Master Plan shall assure:

- a. the Mixed Use development area in its entirety meets the goals, policies and criteria of the Northshore Community Plan;
- b. that there is adequate environmental review of the cumulative impacts of all mixed use development in Kenmore;
- c. that there is detailed project level review of environmental impacts of the phase or phases that comprise the development application;
- d. that there is adequate mitigation developed for the project level review;
- e. that specific criteria of the Northshore Area Zoning and these p-suffix conditions are met;
- f. that each phase of development will adequately meet the expressed goals for the mixed use area, and adequately mitigate for its impacts at the time of development.

16. Required Elements for Master Plan and Final Development Applications:

The following elements are required of the Master Plan applications in the mixed use development area. This application may include development approval for one or more phases of the entire mixed use area. The discussion of the following elements should be conceptual in nature in the preliminary master plan application, except for phases for which final development approval is sought.

- a. Environmental documents assessing project level impacts of the development. Appropriate mitigation necessary for site-specific impacts should be identified.
- b. Housing units for all phases shall be identified by number and type for each phase including affordable housing requirements of item 10 of the area zoning. Any phase included in a final development application shall also identify location and value of housing units in that phase, if applicable.
- c. Retail/Commercial uses for all phases shall be identified by square footage per phase. Any phase included in a final development application shall also identify major tenant types and building locations in that phase.
- d. Office uses for all phases shall be identified by square footage. Any phase included in a final development application shall include building footprints and employment data for that phase.
- e. Public and private facility improvements shall be identified for the entire mixed use development area. Appropriate size or capacity, location, operational characteristics and relationship should be estimated or defined in further detail as defined in other sections of the mixed use requirements.
- f. Open space shall be identified for all phases and broken down by the amount per phase and type of facility. Specific improvements should be identified for the phase of a final development application.

- g. **Vehicular circulation and access shall be identified for all phases. Any phase included in a final development application shall include locations of driveways and parking and a plan for internal circulation.**
- h. **A map and text identifying pedestrian and bicycle circulation through the entire Mixed Use Development Area is required. Major routes are identified on Map B (Northshore Community Plan p.256). Major pedestrian and bicycle connections identified by King County through the staff report shall be binding for subsequent building permits, unless revised. Detailed design of facilities within any phase applying for final development approval shall be included for that phase.**
- i. **P-suffix conditions for the Pre-Mix site are intended to be flexible to facilitate development of a pedestrian-oriented place. Alternative P-suffix conditions may be utilized where the Department deems such alternatives to be warranted based upon: 1) changed conditions relating to proposed project plans or capital improvements, including but not limited to transit plans, road alignments, or pedestrian connections; or 2) modified P-suffix conditions which would result in a development which has equal or greater overall environmental benefits. Alternative conditions may be approved by the Department only where the alternatives meet the goals and intent to both the P-suffix condition and the Northshore Plan.**

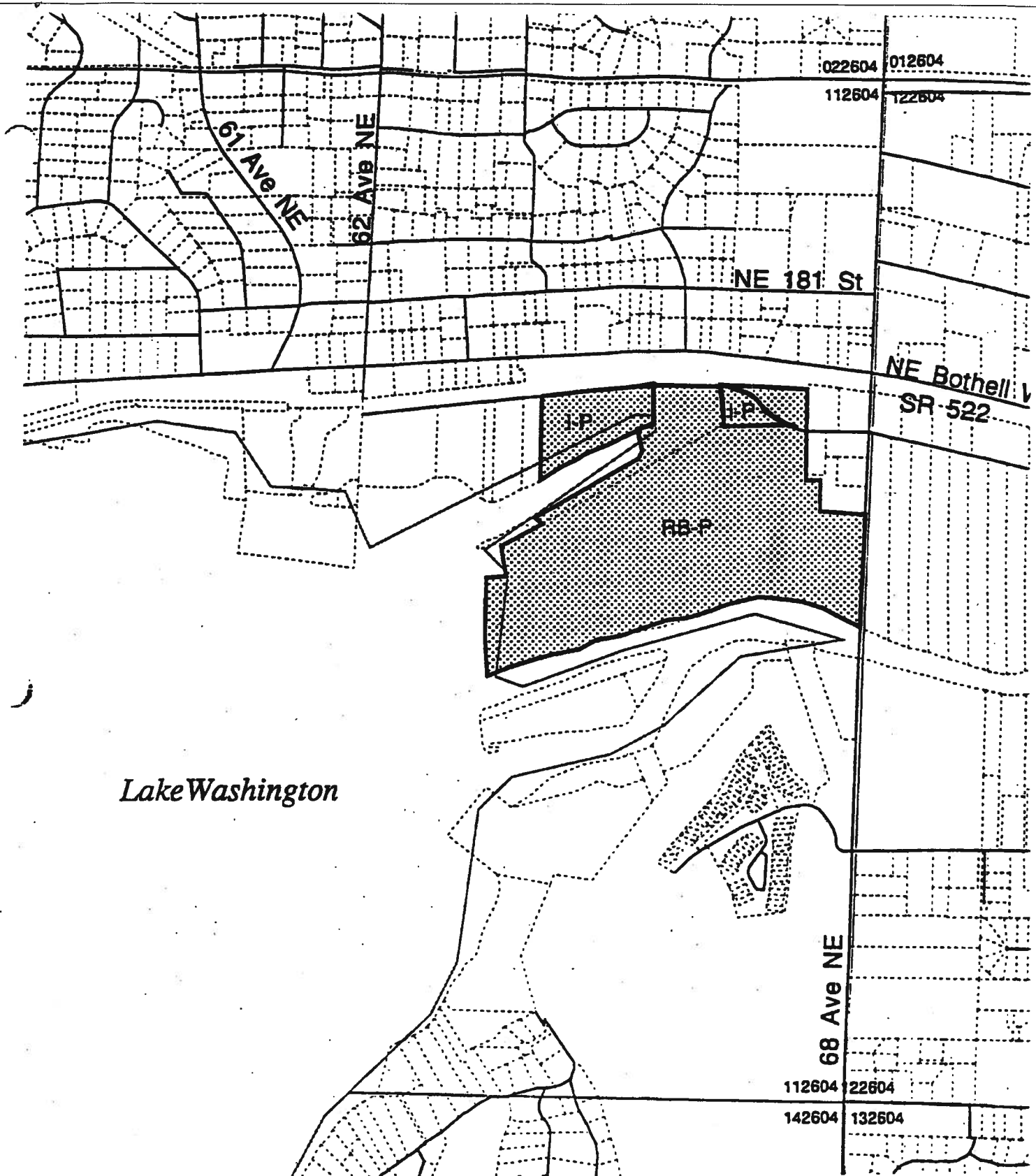
The application shall include a description of how the project conforms to the requirements of the P-suffix conditions, or if any alternative conditions are proposed, a description of how such alternative conditions are warranted under criteria set forth above.

- j. **An agreement identifying timing and funding of public and private funding commitments for identified capital and transit improvements shall be prepared by King County. This agreement shall also include funding commitments necessary to mitigate impacts for the phase or phases proposed in the development application. The plan shall be consistent with the p-suffix conditions. If the agreement proposes that the developer funds construction of improvements in excess of the developer's fair share, the agreement shall also include a plan that describes how such excess contributions can be recaptured from public or private sources and/or credited against mitigation required for development of future phases, including the waterfront extension district.**
- k. **A transportation management plan shall be created for the entire site to reduce single occupancy vehicle trips related to the project. Strategies to be considered shall include transit subsidies, parking fees, and rent abatement. Mitigations should not be required in excess of the project's overall fair share.**
- l. **King County shall be required to conduct SEPA review of the Master Plan. King County and the applicant have completed the transportation analysis for the project, and the transportation-related p-suffix conditions are based on this analysis and are intended to mitigate the impacts of the development. This transportation study will be incorporated in the SEPA review for this area zoning. Future SEPA review for the Master Plan and more specific elements of the project should rely on previously-conducted analysis where appropriate and should be scoped so as to focus review on impact areas not previously reviewed.**

17. Subsequent Applications

The following elements are required of subsequent development applications within the mixed use development area:

- a. Developer shall make application to DDES for final development approval of portions of the site prior to actual construction. The application shall include the information identified in Section 16 above for final development plans and shall also include building elevations for review of mixed-use and pedestrian-oriented requirements of these p-suffix conditions. The final development plan shall be approved if it is consistent with the Master Plan.**
- b. Revisions to the Master Plan may be approved by King County in connection with future development of the site, as long as the revisions to the Master Plan conform to the goals and intent of the P-suffix conditions and the Northshore Plan.**



Lake Washington

0 800 1600 Feet

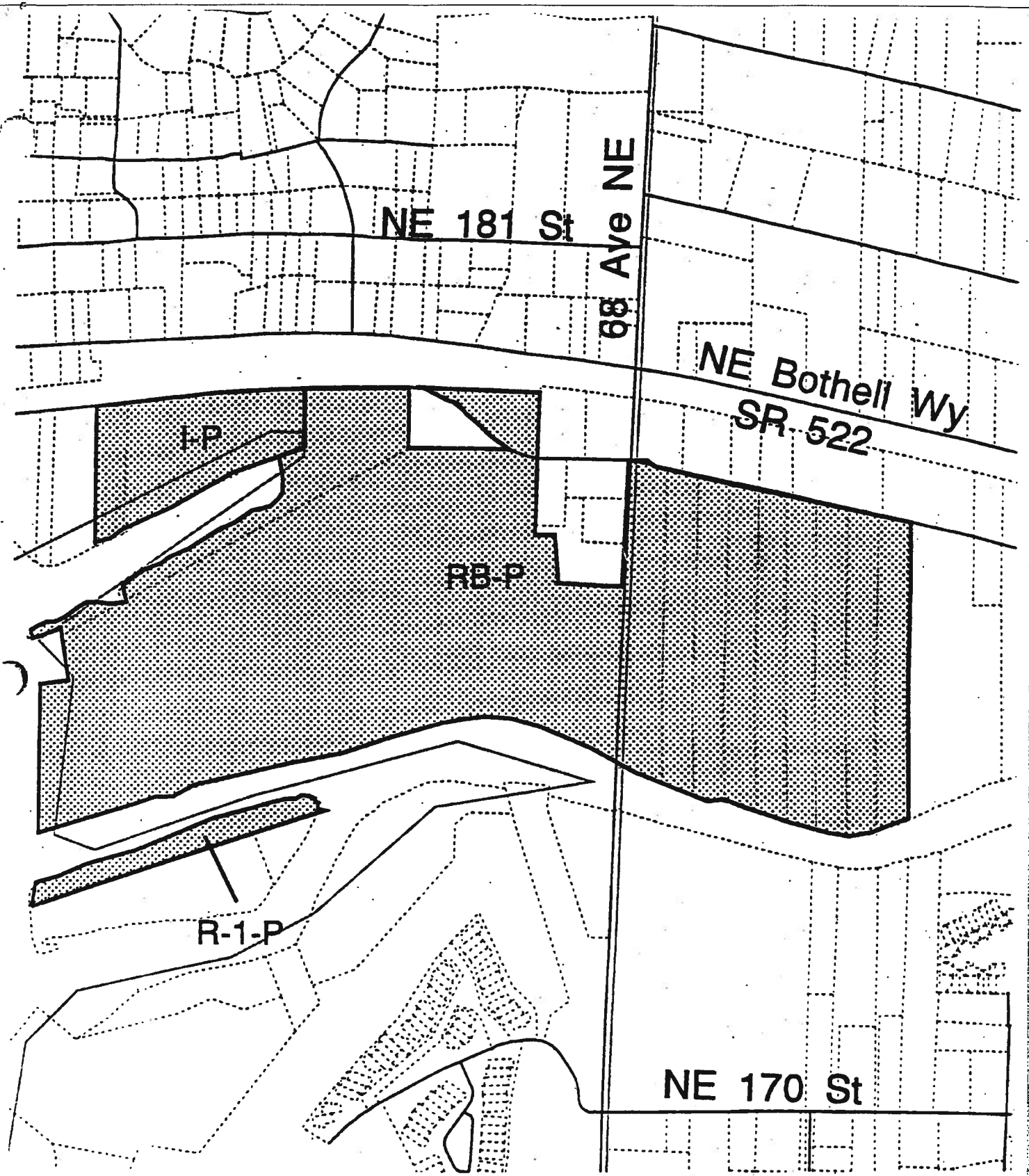
 P-Suffix Area

12824


**Zoning Code
Conversion
Phase Two**

NS-P4. Mixed-Use Pedestrian-Oriented Area
Northshore Community Planning Area





0 510 1020 Feet

 P-Suffix Area



12824

**Zoning Code
Conversion
Phase Two**

NS-P10. STR 11-26-4 and STR 12-26-4
Northshore Community Planning Area