



CITY OF KIRKLAND
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MEMORANDUM

Date: June 24, 2015

To: Kurt Triplett, City Manager

From: Dorian Collins, AICP, Senior Planner
Paul Stewart, AICP, Deputy Planning Director
Eric Shields, AICP, Director

Subject: BRIEFING: UPDATE OF PLAN FOR TOTEM LAKE BUSINESS DISTRICT AND URBAN CENTER AND TOTEM LAKE CITIZEN AMENDMENT REQUESTS
CAM13-00465, SUB-FILE #9

I. RECOMMENDATION

Staff recommends that the City Council provide comments to staff on the Planning Commission's preliminary direction on the draft update to the plan for the Totem Lake Business District and Urban Center and the five Citizen Amendment Requests in Totem Lake. Please note that one major framework change is to rename the Totem Lake Neighborhood to the Totem Lake Business District throughout the document. For this briefing the following items will be discussed:

- Draft Totem Lake Business District and Urban Center Plan (and associated changes to the Zoning Code and Zoning Map)
- Totem Lake Citizen Amendment Requests (CARs)
 - Evergreen Healthcare
 - Totem Commercial Center
 - Morris
 - Rairdon
 - Astronics

II. BACKGROUND

This is the eighth briefing to the City Council on draft sections of the Comprehensive Plan Update. The goal of these briefings is to allow more time for Council revisions and for the Planning Commission to review the Council feedback. Ideally, they will expedite the adoption process this fall. A summary of the revisions to the Plan and the Planning Commission's preliminary direction on the Citizen Amendment Requests follows.

III. REVISIONS TO THE TOTEM LAKE BUSINESS DISTRICT PLAN CHAPTER INCLUDING CITIZEN AMENDMENT REQUESTS

A. Public Outreach

Outreach events for the update of the Plan for the Totem Lake Business District have included input from the larger community at meetings of the Kirkland Business Roundtable, Community Planning Days, the “Totem Lake Conversations” meetings of the Totem Lake business community, and at Neighborhood Plan Update meetings that included Totem Lake. In addition, a stakeholders meeting was convened in January 2014 on the topic of the industrial lands, and specifically, the Parmac area. Changes to the boundaries of the Totem Lake Urban Center under consideration by the Planning Commission were shared with the Juanita Neighborhood Association (November 10, 2014) and the North Rose Hill Neighborhood Association (November 17, 2014). The City has also maintained a webpage for the [Totem Lake Business District Update](#), which provides an opportunity for interested people to join a listserv to stay informed.

The Planning Commission held many study sessions on topics related to the Totem Lake Business District Plan update in 2014 and 2015. Materials from those meetings are available on the [Planning Commission Webpage](#). Revisions to the Plan were first reviewed by the Planning Commission on January 22, 2015 ([January Packet](#)), with edits and additional materials discussed in April ([April Packet](#)) and June ([June Packet](#)).

The Citizen Amendment Requests (CARs) in the Totem Lake Business District are being evaluated concurrently with the Plan update. The Planning Commission conducted study sessions on the Evergreen Health, Totem Commercial Center, Morris, Rairdon and Astronics Citizen Amendment Requests. A discussion of these requests and links to related materials are provided in Section III.C below.

The enclosed draft plan and preliminary Planning Commission recommendations on the CARs reflect the public involvement and initial Planning Commission direction. No decisions have been made and the recommendations may be modified based on additional public comment and deliberation at, and following, the public hearing on the Totem Lake Business District Plan and Totem Lake area CARs, scheduled for August 13, 2015.

B. Proposed Changes to Totem Lake Business District Plan, Zoning Code and Zoning Map

The draft update of the Plan for the Totem Lake Business District includes a number of changes to address:

- Requirements for Urban Centers
- Direction from the City Council following Totem Lake code amendments in 2012
- Public input
- Preliminary direction in response to Citizen Amendment Requests (CARs)
- Redundancies within the Comprehensive Plan
- Improvements to the Plan format and

- Incorporation of changes related to other City efforts, such as the Totem Lake Park Master Plan

The draft amendments to the Zoning Code and Zoning Map would implement the policy direction provided in the revised Plan, including preliminary direction on the CARs.

The existing Totem Lake Neighborhood Plan Chapter can be viewed [here](#). The enclosed attachments show the draft revised Plan (Attachment 1) with strikeout/underlined text and a clean version of the Plan (Attachment 2). The matrix in Attachment 3 presents the draft amendments to the Zoning Code, and map changes associated with these amendments and the preliminary direction on the CARs are shown in Attachment 4.

1. Key changes to Plan

Key changes to the Plan include:

- Changes to incorporate requirements from the PSRC checklist for Regional Growth Centers (including the inclusion of mode split goals) and the Growing Transit Communities Compact;
- Change in name from Totem Lake Neighborhood to Totem Lake Business District;
- Changes to boundaries:
 - Revision to neighborhood boundaries to add the Kingsgate Park and Ride (now part of the Juanita Neighborhood);
 - Changes to Urban Center boundary to include the Kingsgate Park and Ride and the Lake Washington Institute of Technology, and to remove the Heronfield wetlands and industrial areas east of 128th Lane NE from the Urban Center. The revised boundaries result in a slight reduction in the size of the Urban Center from 860 acres to 842 acres;
- Revised format of the Totem Lake Plan to identify five sub-districts, and to move policies from "topic" sections (such as Economic Development) to sub-district discussion where appropriate;
- Changes to Housing Incentive Area policies and geographic boundaries;
- New policies and text to provide for potential future implementation of a Transfer of Development Rights (TDR) program in Totem Lake;
- Expanded policies and text in support of Transit-Oriented-Development (TOD) at the Kingsgate Park & Ride site;
- Addition of policies in support of the Totem Lake Park Master Plan, PROS plan and the CKC;
- Changes to transportation policies to be consistent with changes to Transportation Master Plan (*Note: Significant changes are anticipated for the Transportation section to incorporate direction from the EIS Planned Action Ordinance and through additional coordination with the Transportation Element*);
- Changes to the Parmac area (south of NE 116th Street, west of I-405) to:
 - Remove limits on the development of new industrial uses and the expansion of structures for industrial use;

- Add provisions for a Master Plan for a mixed use community (min. 10 acres) adjacent to the Cross Kirkland Corridor;
- Limit residential use to the perimeter of the district, unless proposed under the Master Plan described above;
- Changes to policies for Eastern Industrial District (north of NE 124th Street, east of 124th Avenue NE) to incorporate direction from four CARs: Totem Commercial Center, Morris, Rairdon and Astronics which:
 - Change land use to allow mixed use (commercial on ground floor) in addition to commercial and light industrial uses north of NE 124th Street, west of 128th Lane NE, south of the CKC. This also results in change to the Land Use Map (Totem Commercial Center CAR);
 - Change land use from commercial/light industrial to multifamily residential for one parcel north of NE 126th Place, east of 132nd Avenue NE (Morris CAR);
 - Change land use for a parcel west of 132nd Avenue NE, north of NE 126th Place and directly south of single family to allow a retail establishment containing vehicle sales, service and/or storage (in addition to multifamily residential use), when development is coordinated and consolidated with parcel to the south. Policies address additional public review of non-residential proposals, mitigation plans where impacts to critical areas are proposed, an expanded buffer from adjacent single family area, and restrictions on lighting and noise (Rairdon CAR);
 - Support additional height in industrial area at City's easternmost border, at base of slope. Policies address mitigation plans where impacts to critical areas are proposed (Astronics CAR).

2. Changes to Zoning Code

- Changes to remove Floor Area Ratio (FAR) limits in TL 1A, TL 1B and TL 5 to eliminate this potential barrier to redevelopment;
- (Rairdon CAR) Changes to zoning to allow vehicle sales and service in TL 9A and TL 9B subject to standards related to consolidation and environmental considerations;
- (Totem Commercial Center CAR) Changes to zoning to allow an increase in building height and residential use in mixed use developments within TL 7 on NE 124th Street, south of the CKC and west of NE 128th Street. Creation of new subarea, "TL 7A" for this area, with remainder of TL 7 zone to be in new "TL7B";
- (Astronics CAR) Changes to zoning to allow additional height in a limited area on Willows Road within TL 7, east of the Eastside Rail Corridor and west of the Redmond Spur (Kirkland City limits);
- (Morris CAR) Changes to zoning to allow multifamily use within a limited area of TL 7, north of NE 126th Place;
- Limits on free-standing mini-storage use within the commercial areas of the Urban Center;

- New use listing and standards for “mixed use concept” in Parmac. Standards would require adjacency to the CKC, minimum acreage (ten acres), buffers and access to be directed away from industrial traffic;
- Limits on free-standing School and Day-Care Center uses in light industrial areas;
- Expansion of Restaurant or Tavern permitted use within the 405 Corporate Center (TL 10A);
- Expansion of “Vehicle or boat repair, services, washing or rental” and “Restaurant or Tavern” within TL 10B;
- Addition of special regulation in light industrial zones where residential use is allowed (TL 10D/10E), and in areas where land is rezoned to residential from industrial (RMA 3.6) to put future residents “on notice” of possible impacts from adjacency to industrial uses;
- Miscellaneous other changes to codify interpretations, etc.

3. Changes to Zoning Map

- Rezone one parcel from TL 2 to TL 1A to allow a parcel that is not included in the Totem Lake Mall development to be included in neighboring zone;
- (Evergreen Healthcare CAR) Rezone one parcel from TL 1A to TL 3D to include in the Evergreen Healthcare campus;
- (Totem Commercial Center CAR) Creation of subareas TL 7A and 7B;
- Change in land use color from orange (office) to purple (Transit-Oriented-Development) for Kingsgate Park & Ride;
- (Morris CAR) Rezone one parcel from TL 7 to RMA 3.6.

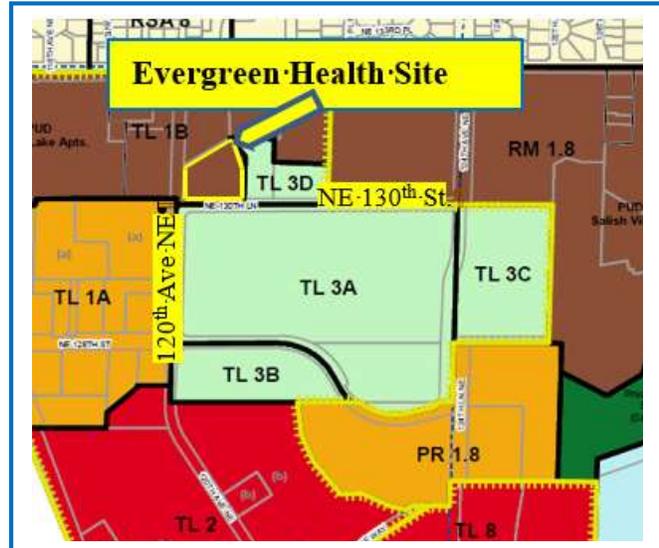
C. Totem Lake Citizen Amendment Requests

1. Evergreen Health (see Attachment 5)

Proposal

Ty Heim, representative for Evergreen Health, submitted an application for a Citizen Amendment Request for a parcel owned by Evergreen, and located adjacent to the campus, at 13014 120th Avenue NE. The parcel is located within the TL 1B zone. The parcel also lies within the core of the Totem Lake Urban Center.

The request is that the parcel be rezoned from TL 1B to TL 3D to have identical standards to those in place for the campus property located directly to the east (see Zoning Map at right). This change would allow the site to be added to the defined boundaries of the Evergreen Healthcare campus, and included in the campus Master Plan.



The subject property contains 74,858 square feet, and is developed with an office building containing approximately 19,100 square feet, used for administrative offices for Evergreen Health.

Planning Commission Recommendation

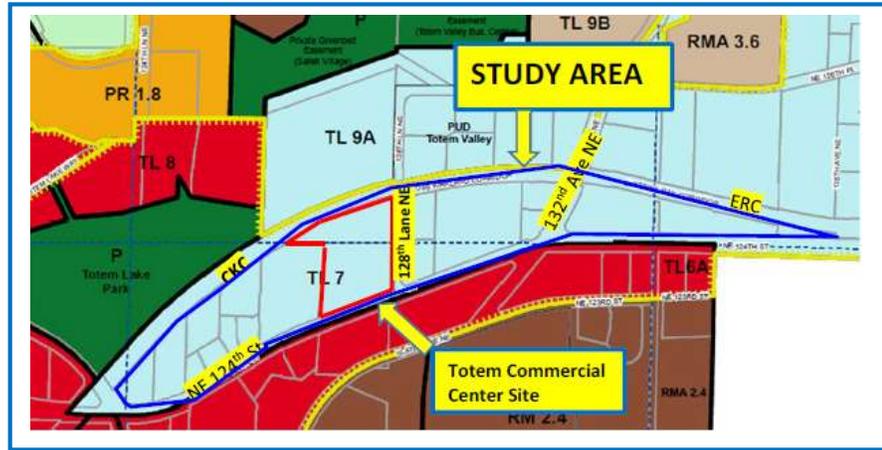
Pending the public hearing in August, **the Planning Commission has preliminarily supported the staff recommendation and recommended that the subject property be rezoned from TL 1B to TL 3D.** The Commission concurred with staff that the rezone would enable Evergreen Health to include the property in its planning for the future, allowing for more comprehensive planning by the applicant.

The complete analysis of the request and options provided to the Planning Commission for study can be found [here](#).

2. Totem Commercial Center(see Attachment 6)

Proposal

T.J. Woosley submitted an application for a Citizen Amendment Request for his property, the Totem Commercial Center. The property is located within the TL 7 zone (see Zoning Map at right), and included within the boundaries of the Totem Lake Urban Center. In his application, Mr. Woosley asks for an increase in height from 45 feet to 80 feet, "and perhaps as tall as those allowed in the zoning districts at or near Evergreen Healthcare."



(Maximum height limits for the hospital campus and mixed use area to the east are 150-160'). The application also requests that permitted uses be expanded to include residential use, and that all existing permitted uses continue to be allowed.

The applicant's request includes two parcels under his ownership, totaling 4.5 acres. The properties are developed together, in two large multi-tenant buildings, totaling approximately 83,000 square feet of space. Tenants are primarily "light industrial", and include a mix of wholesale, warehouse, manufacturing, office and retail uses.

As part of the scoping process, the Planning Commission and City Council expanded the study scope to include all properties within the TL 7 zone on the north side of NE 124th Street, south of the Cross Kirkland Corridor (see map on previous page).

Planning Commission Recommendation

The CAR study evaluated four options for the study area:

- a. No action
- b. West of 128th Lane NE only:
 - o Allow residential in mixed use development with a minimum lot size of 1.5 acres;
 - o Increase height to 65' for mixed use containing residential;
 - o Restrict industrial uses west of 128th Lane NE to existing structures, and provide limitations on expansion and improvement;
 - o Require development containing residential use to be designed to prevent conflicts with light industrial uses (traffic, noise and use impacts);
 - o Require development to address pedestrian connections to the CKC;
 - o Require affordability in residential development;
- c. West of 128th Lane NE only:

- Allow free-standing multifamily residential and mixed use with a minimum lot size of 1.5 acres;
 - Increase height to 65' for residential, mixed use and office;
 - Same standards noted above for limits on industrial use, design to prevent conflicts with industrial use, and affordability;
- d. West of 128th Lane NE only:
- Allow free-standing multifamily residential and mixed use with a minimum lot size of 1.5 acres;
 - Increase height to 80' for residential, mixed use and office;
 - Same standards noted above only for design to prevent conflicts with industrial use and affordability.

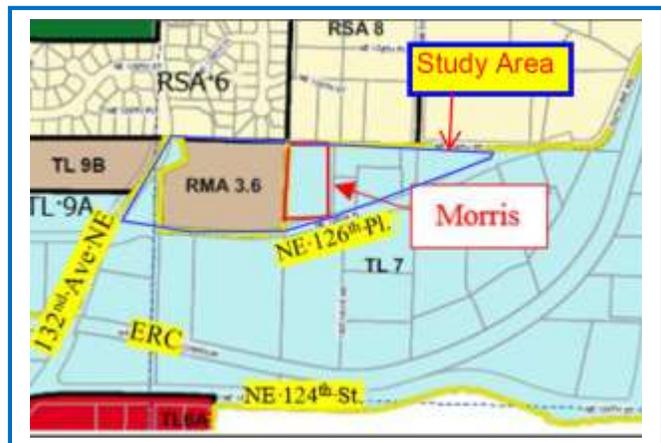
Pending the public hearing this August, **the Planning Commission has generally supported the staff recommendation and preliminarily recommended the second option (option b.) described above. The Planning Commission's recommendation varies slightly in that it does not support establishing limits on industrial uses and would establish a minimum depth for commercial uses.**

The complete analysis of the request and options provided to the Planning Commission for study can be found [here](#).

3. **Morris** (see Attachment 7)

Proposal

Brian and Susan Morris submitted an application for a Citizen Amendment Request for a vacant parcel under their ownership located on NE 126th Place, east of 132nd Avenue NE. The parcel contains 95,337 square feet and is located within the TL 7 zone (see Zoning Map at right). The request is that the parcel be rezoned from TL 7 to RMA 3.6 (12 units/acre) or higher. The applicants also ask that an increase in height to 40' be allowed on the site due to its steep topography.



As part of the scoping process, the Planning Commission and City Council expanded the study scope to include all properties within the TL 7 zone on the north side of NE 126th Place (see map above).

Planning Commission Recommendation

Pending the public hearing in August, **the Planning Commission preliminarily supported the staff recommendation for the Morris request, which would:**

- Rezone the Morris property to RMA 3.6;
- Allow the standard height limit for the RMA zone of 35 feet;
- Retain the TL 7 (industrial) zoning for the remainder of the study area;
- Add multifamily use as an option for the two parcels east of 132nd Avenue NE and west of the parcel currently zoned RMA 3.6, adjacent to the Morris site.

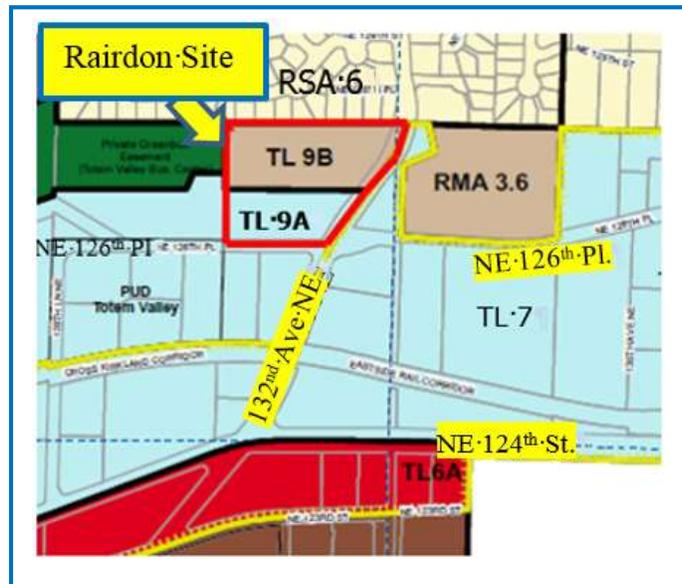
The complete analysis of the requests and options provided to the Planning Commission for study for the Morris, Rairdon and Astronics requests can be found [here \(Part 1\)](#) and [here \(Part 2\)](#).

4. Rairdon (see Attachment 8)

Proposal

Trisna Tanus submitted two applications for Citizen Amendment Requests for two parcels owned by Greg Rairdon (see Zoning Map, below). The Planning Commission recommended, and the City Council later agreed, that the two requests should be consolidated into one to enable more comprehensive review of the issues and approaches to be considered for the larger ownership. The Commission did not expand the study area beyond the property under Mr. Rairdon's ownership.

The Rairdon property totals about six acres, and is located within the TL 9A and TL 9B zones. The property is currently included within the boundaries of the Totem Lake Urban Center, although changes to this boundary proposed in the Planning Commission's draft update to the Totem Lake Business District Plan would place these properties outside of the Urban Center.



The request is for zoning changes for both properties to TL 7, which would allow a broader range of commercial uses. The property owner has indicated that he is interested in using the site for a vehicle business, which may include sales, service, storage, etc.

Planning Commission Recommendation

The CAR study evaluated three options for the study area:

- a. No action;
- b. This option would:
 - Retain existing zoning for both parcels;
 - Parcel zoned 9A: Add Vehicle Sales to permitted uses;
 - Parcel zoned 9B:
 - i. Add Vehicle Sales (and related uses) to permitted uses, but allow this use only if site development includes consolidation and coordination with development in TL 9A;
 - ii. Require development review through a public process;
 - iii. Include additional conditions to address environmental conditions and impacts of commercial use on residential area;
- c. Add Vehicle Sales to permitted uses in TL 9A. No change to TL 9B.

Pending the public hearing in August, **the Planning Commission preliminarily supported the staff recommendation (option b, described above).**

The complete analysis of the requests and options provided to the Planning Commission for study for the Morris, Rairdon and Astronics requests can be found [here \(Part 1\)](#) and [here \(Part 2\)](#).

5. Astronics (see Attachment 9)

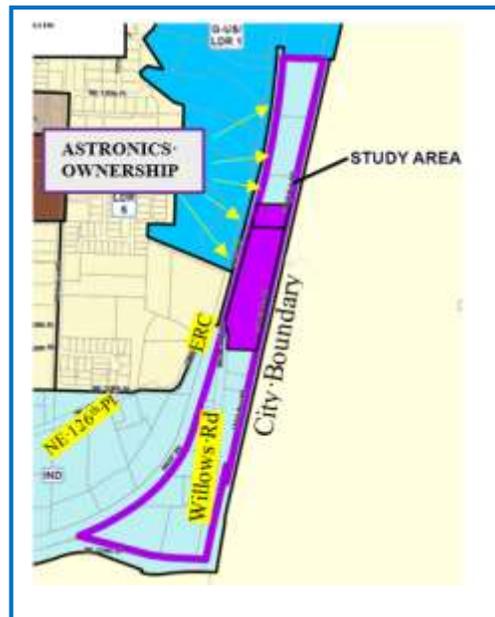
Diana Suzuki submitted an application for a Citizen Amendment Request for the property owned by the Astronics Corporation. Astronics owns five parcels, located on Willows Road at Kirkland's easternmost boundary with King County. The Astronics ownership contains about 13.5 acres within the TL 7 zone. The applicant is requesting that the height limit be increased from 45' to 75'. Astronics is interested in developing a building containing approximately 133,800 square feet.

As part of the scoping process, the Planning Commission and City Council expanded the study scope to include all properties within the TL 7 zone east of the Eastside Rail Corridor (see map).

Planning Commission Recommendation

Pending the public hearing in August, **the Planning Commission has preliminarily supported the staff recommendation. The Planning Commission recommendation would:**

- Allow an increase in height to 65' for the Astronics property



- Provide for additional height up to 75' to accommodate rooftop appurtenances
- Provide for new language in the Totem Lake Business District Plan to address environmental conditions.

The complete analysis of the requests and options provided to the Planning Commission for study for the Morris, Rairdon and Astronics requests can be found [here \(Part 1\)](#) and [here \(Part 2\)](#).

IV. COMPREHENSIVE PLAN UPDATE SCHEDULE

The Planning Commission will hold hearings on the Comprehensive Plan Element Chapters, Neighborhood Plans, Citizen Amendment Requests and the Environmental Impact Statement on several dates throughout the summer (see [Update Schedule](#)).

The tentative schedule for **future Council briefings** includes:

July 21	Capital Improvement Program (CIP)
Sept 15	Final briefing on Planning Commission recommendation
Oct 20	City Council Study Session

Attachments:

1. Draft Totem Lake Business District Plan - strikeouts and underlined text
2. Draft Totem Lake Business District Plan - clean version
3. Draft Zoning Code Amendments (matrix)
4. Draft Zoning Map Amendments
5. Evergreen Health CAR Map
6. Totem Commercial Center CAR Map
7. Morris CAR Map
8. Rairdon CAR Map
9. Astronics CAR Map

Totem Lake Business District Neighborhood

1. INTRODUCTION

Text changes made as a result of Planning Commission direction following initial review of this document in January, 2015 appear in blue, with the exception of revisions to the Transportation section which appear as new (red, underlined) text. New questions posed to the Commission appear in text boxes, shaded in blue.

The Totem Lake Business District~~Neighborhood~~ is located in the northeastern part of the city, south of the Kingsgate Neighborhood, east of Juanita, and north of North Rose Hill and Highlands. ~~—corner of Kirkland (see Figure TL-1).~~ The ~~district~~neighborhood encompasses ~~slightly more than~~about one square mile~~about 1.3 square miles~~, generally bounded by NE 132nd Street on the north, Slater Avenue and Willows Road~~I-405~~ on the east, and the boundary created by established single-family residential areas on the south and west. The boundaries of the business district and urban center are very closely aligned. The Totem Lake Urban Center boundaries incorporate the entire Totem Lake Business District with the exception of the light industrial area north of NE 124th Street and east of 132nd Avenue NE and the wetland areas along the center's western boundary, and the addition of land east of Slater and north of NE 116th Street that is included in the North Rose Hill Neighborhood (See Figure TL-1).

This chapter addresses goals and policies for both the business district and the designated urban center. The Urban Center designation was approved by King County in 2003, based on standards in the adopted Countywide Planning Policies, in recognition of the City's Comprehensive Plan policies directing the majority of the city's employment and housing growth to this area.

The Totem Lake Urban Center is also a designated Regional Growth Center within the Puget Sound Regional Council policy framework. Both the King County Countywide Planning Policies and the PSRC's VISION 2040 envision cities with designated regional centers as playing an important role in shaping future growth patterns through accommodating a significant portion of the region's employment and residential growth.

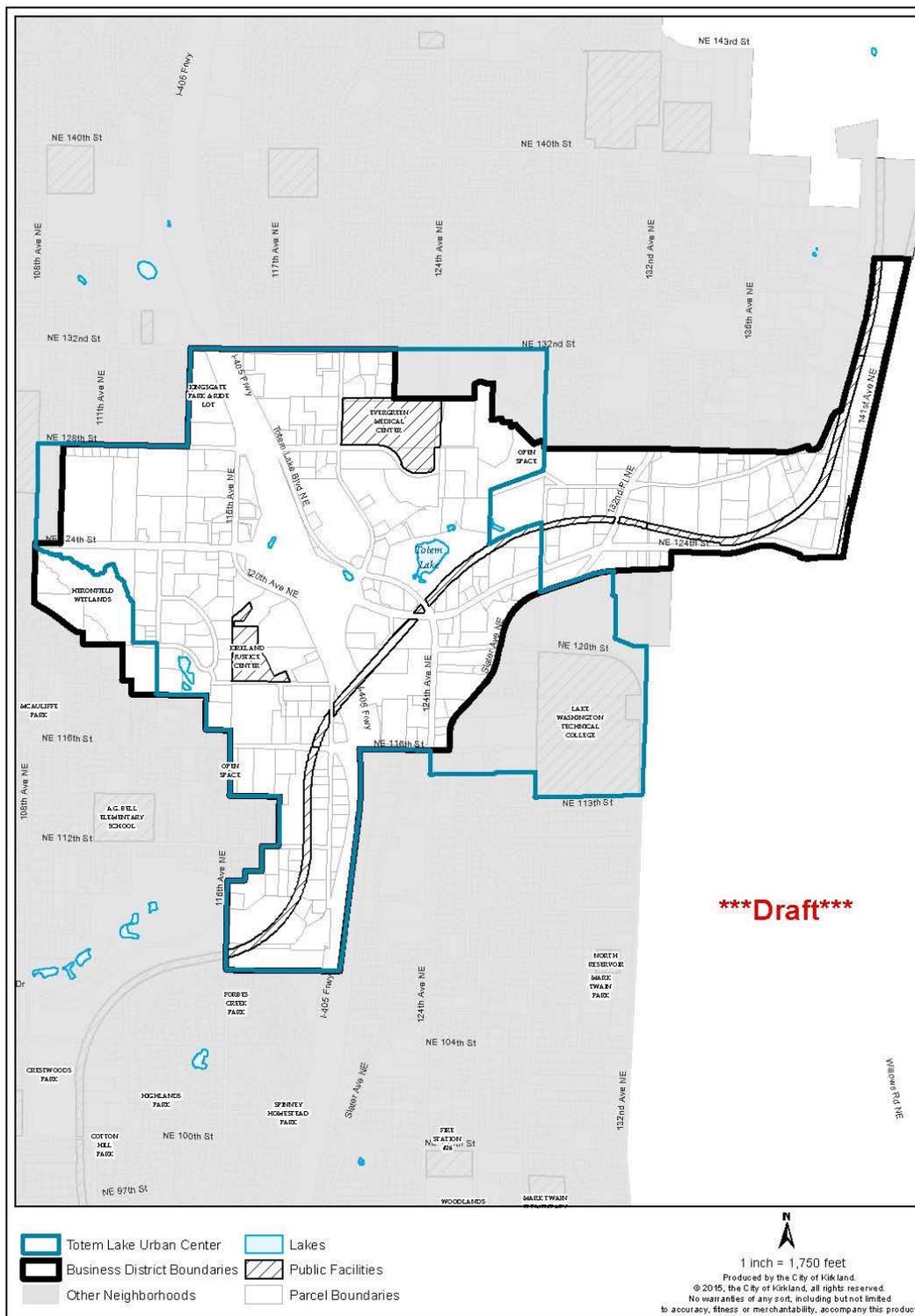


Figure TL-1: Totem Lake Business District and Urban Center Boundaries

Throughout the region, Centers designations are part of a growth management and transportation planning strategy to provide for greater intensity and density in areas of compact development where housing, employment, shopping and other activities are close together in proximity to transit. These centers form the backbone of the transportation network, linking communities to reduce the rate of growth in vehicle miles travelled and greenhouse gas emissions by expanding transportation options.

This Plan for the Totem Lake Business District will also serve as the plan for the Totem Lake Urban Center, and the general goals and policies contained in this Chapter apply to both geographic areas. Centers plans must conform to the requirements of the Puget Sound Regional Council. Many of those requirements are addressed in this Chapter, while other issues, such as those related to capital facilities, public services and the multi-modal transportation system are addressed in other Comprehensive Plan elements, as noted in Table TL-X.

Kirkland has also signed the Growing Transit Communities Compact, providing a commitment to work in partnership with other communities in the Central Puget Sound region to address the objectives of this effort through including strategies in our Comprehensive Plan. This Plan for Totem Lake includes policies aimed at achieving these goals of attracting more residential growth and employment to areas served by high capacity transit, providing affordable housing choices near transit, and increasing access to opportunity for existing and future residents of the community served by high capacity transit.

Consistent with the Comprehensive Plan ~~planning period~~, this ~~plan for the Totem Lake Business District neighborhood plan~~ addresses future land use through 2035~~42~~. Growth targets for Totem Lake, as required for Regional Growth Centers, are provided in this Chapter. Development capacity for the Totem Lake Urban Center is not time-bound, and therefore, allows levels of development above the growth targets.

~~Development in the neighborhood includes residential, office, retail, light industrial and institutional uses. The neighborhood is home to many residents and the City's largest employer, the Evergreen Hospital Medical Center. The center of the neighborhood also contains the Totem Lake Mall, a regional retail center. I-405 interchanges at NE 124th Street and NE 116th Street provide regional access to and through the neighborhood. Significant natural features include Totem Lake, Juanita Creek and associated wetlands, and the steep slopes that bound the neighborhood to the north and east. The purpose of this plan is to implement the vision of the Totem Lake Neighborhood as an attractive urban village that is welcoming to visitors and residents alike.~~

~~Consistent with the Comprehensive Plan, this neighborhood plan addresses future land use through 2012. However, the intensity of land uses that are planned for the neighborhood, particularly those expected to occur in the Totem Center area, are likely to come to pass over a much longer period. It is anticipated that this plan will be updated on an ongoing basis, to respond to changing conditions within the neighborhood and the City.~~

~~Framework goals that provide the basis for this plan include:~~

- ~~◆ Foster a diverse, vibrant economic environment, supplying broad commercial and employment opportunities.~~
- ~~◆ Promote the strength and vitality of Totem Center.~~
- ~~◆ Preserve, protect, and enhance the natural environment in the Totem Lake Neighborhood.~~
- ~~◆ Support new development and redevelopment with adequate public services.~~
- ~~◆ Provide a sense of neighborhood identity.~~

- ◆ ~~Protect and strengthen diverse residential areas.~~
- ◆ ~~Improve circulation within and through the neighborhood.~~

2. VISION STATEMENT

The Totem Lake ~~Business District~~Neighborhood is an thriving center of residential and commercial activity, attractive urban village that is welcoming to visitors and residents alike. The heart of the district is its core area, where the neighborhood includes the lively Totem Lake Mall, Evergreen Hospital Medical Center, regional transit facilities and Totem Lake Park are destinations for Kirkland residents as well as many others from the greater region. ~~and higher intensity residential, retail and office uses.~~ This central core includes a dense mix of medical, retail, office and housing uses in architecturally attractive buildings. Many people live and work here, drawn to the area by its shopping and employment opportunities, ~~formal and informal~~ public gatheringmeeting spaces, and extensive pedestrian amenities including the transformed Cross Kirkland Corridor, providing residents, visitors and employees with transportation options and an extensive urban green space. In addition, public investments in streets and stormwater infrastructure, landscaping, signage, public amenities including park improvements, street furniture and public art contribute to a safe and attractive pedestrian environment. Together, these public and private efforts have ~~created an~~ contributed to the inviting sense of community.

The Totem Lake business district plays a vital role in the overall Kirkland economy, providing more than a third of the City's jobs and revenue. It is a focus for jobs and economic activity. Growth in jobs and residential development over the past 20 years have brought new employees and residents who benefit from the district's access to services and connections to a network of trails, sidewalks and transit. Totem Lake serves as ~~at~~the community and sub-regional center for services, vehicle sales, major destination retail and health care.

Subareas within Totem Lake have their own identities. These areas provide a wide array of housing choices~~residential~~, retail activity and services, high tech, light industrial and office uses ~~surround this core.~~ The presence of the Lake Washington Technical Institute within the Urban Center adds both a population of students and the vibrancy of an institution of higher education to the diversity of activities in the area. Residential uses consist primarily of moderate-density and high-density multi-family development, providing an important source of ~~workforee~~ housing affordable to a range of income groups in a highly desirable locale. Employment opportunities run the gamut, from small start-up businesses, to traditional and flex ~~high~~ industrial uses to high tech medical uses, as well as ~~traditional~~retail, auto sales and office employment. Together, this rich mix of uses provides a strong and stable source of housing and employment opportunities for the City as a whole.

The ~~business district~~neighborhood is designed for people. Prioritization of public investments to Totem Lake have enhanced mobility choices, and it is now ~~in the district. Mobility is enhanced through the provision of a wide range of choices for movement to, through and within the neighborhood. Vehicular capacity is maximized without compromising community character.~~ High capacity transit service and facilities ~~at~~in the core of the business district~~neighborhood~~ provides strong regional access to the larger community. Local transit connections, an

extensive nonmotorized network and a local boulevard system all combine to complement and support the regional system.

~~The City has taken care to preserve and enhance natural open space areas in the neighborhood. Distinctive natural landmarks in the neighborhood include Totem Lake itself, natural greenbelts along Juanita Creek and its tributaries, and the preserved natural areas along steep slopes in the neighborhood.~~

~~The district's natural features have also been the source of catalytic changes for Totem Lake. The Cross Kirkland Corridor has been transformed to an urban green space and transit corridor. Totem Lake Park, in addition to providing A central neighborhood park provides an opportunity for informal and organized play and, as well as an inviting meeting place for local residents, has brought visitors to the area, providing a starting point for use of the Cross Kirkland Corridor, and connections to the transformed Totem Lake Mall, other businesses and residential areas and the Evergreen Healthcare campus.~~

In 2035+2, the Totem Lake ~~Business District~~Neighborhood has evolved into a lively Urban Centervillage with an appealing mix of residential, commercial, ~~medical-office,~~ high tech/light industrial and open space uses.

3. GENERAL BUSINESS DISTRICT/URBAN CENTER GOALS AND POLICIES

This plan for the Totem Lake Urban Center and Totem Lake Business District contains general goals and policies that apply throughout Totem Lake, with the overall goal to enhance the quality of life for all who live, work or spend leisure time in the district. Five distinct geographic areas exist within the Center however, with unique conditions and opportunities. Additional goals and policies that apply in these districts follow the general topic sections.

4. LAND USE

Totem Lake is Kirkland's primary center of activity, providing a third of the City's jobs and sales tax revenue. Over the next 20 years, the Totem Lake Urban Center is expected to continue to attract growth in housing and employment. The land use policies provided in this Plan will guide development to serve the needs and desires of existing and future residents and businesses, while ensuring that the change over

time enhances the character of the district. Specific land use designations for the Totem Lake Business District and Urban Center are illustrated in Figure TL-2. More information about considerations and

Goal TL-1: Plan to accommodate residential and employment growth in the Totem Lake Urban Center through the year 2035 as shown in Table TL-X:

	<u>Existing (2014)</u>	<u>Planned (2035)</u>
<u>Residents</u>		
<u>Dwelling Units</u>		
<u>Residential Density (units/gross acre)</u>		
<u>Employees</u>		
<u>Employee Density (jobs/gross acre)</u>		

PSRC Requires that Center plans establish residential and employment growth targets that accommodate a significant share of the jurisdiction's growth. These targets will be determined through the Comprehensive Plan EIS process, and will be added to this table prior to the public hearing in August.

Policy TL-1.1:

Ensure that new development meets minimum development intensity thresholds required within the Urban Center.

Minimum thresholds for development are established within the core of the business district, to ensure that employment and housing growth will help the center achieve the desired levels of jobs and housing units. The levels are set forth in the form of minimum Floor Area Ratios (FARs) for commercial development, and minimum densities for residential development. Generous height limits are provided, and no limits to residential densities or commercial FARs are imposed.

Policy TL-1.2:

Support the Urban Center as a primary location for added growth to foster a vibrant mixed use environment in the day and evening.

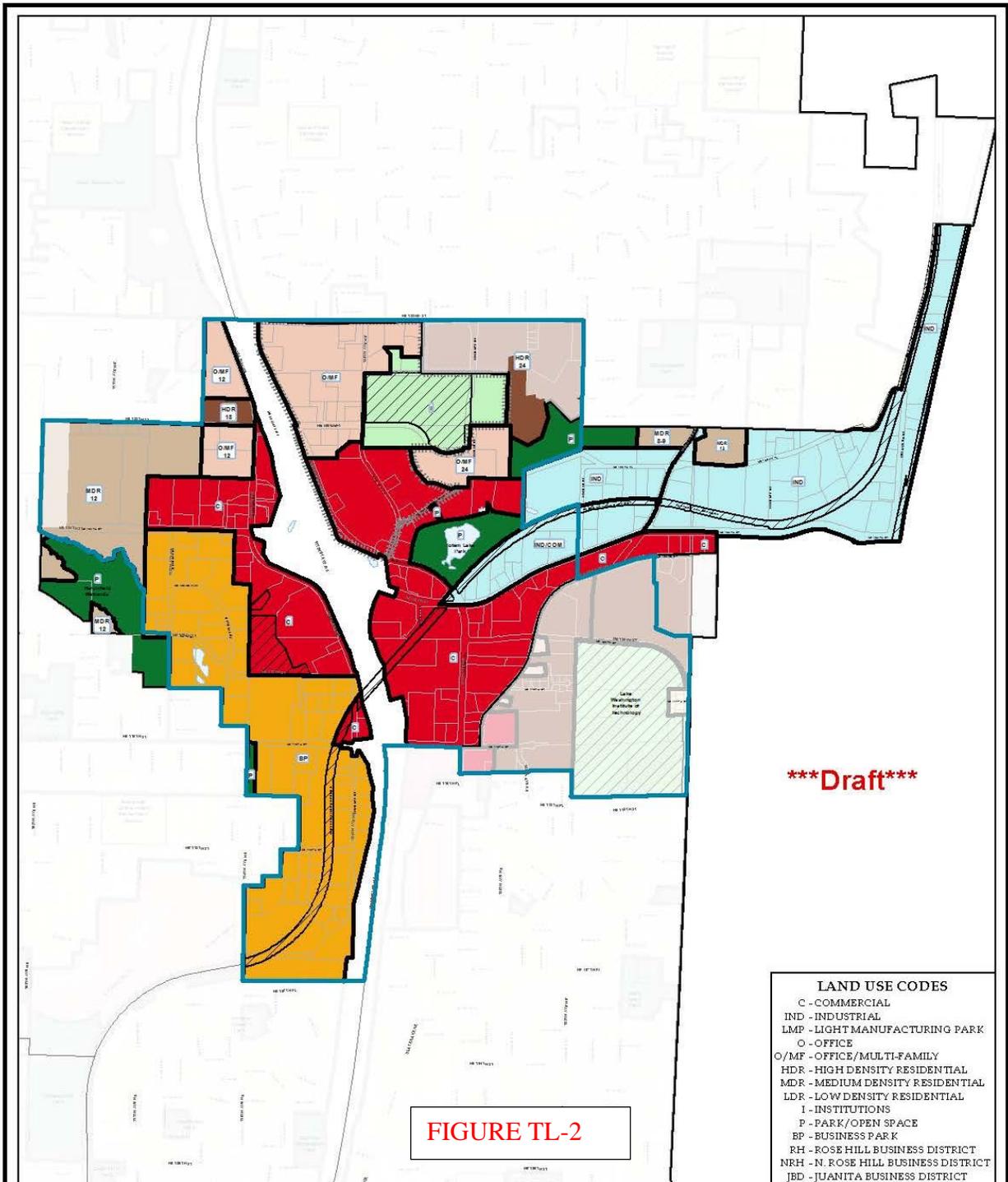
Policy TL-1.3:

The City should consider partnering with King County on a regional Transfer of Development Rights (TDR) effort.

In 2013, the City studied the feasibility of developing a Transfer of Development Rights (TDR) program within the Totem Lake Urban Center, as a possible additional technique to support the vision for higher levels and densities of population, housing employment and activity within the Center. Under a TDR program, landowners in “sending areas” (parcels from which development rights will be transferred) are paid a development value for their property, while retaining the resource uses (such as farming, open space, or forest). When the development rights are removed from the parcel, a conservation easement is placed on the land, permanently protecting it from development. Developers who purchase these rights or “credits” then receive bonuses, such as additional height, residential units or square footage, to use in “receiving areas” (sites to which development rights will be transferred) determined to be more suitable for growth.

Should the shaded text be moved to the Definitions section, as a new definition for TDR?

If the City determines that a TDR program would be an effective way to achieve desired growth in the Urban Center, the City should enter into an interlocal agreement (ILA) with King County. The ILA should require King County to provide the City with funding for public improvements in the Totem Lake Business District, as allowed through legislation enacted in 2011, if increased development capacity is allowed through TDR.



Totem Lake Business District & Urban Center Land Use Map

ORDINANCE NO. 4336
ADOPTED by the Kirkland City Council
December 12, 2011

LAND USE BOUNDARIES	PARCEL BOUNDARIES
SUBAREA BOUNDARY	PLANNED AREA NUMBER
TOTEM CENTER	LAND USE CODE
PUBLIC FACILITIES	DENSITY (UNITS/ACRE)
TOTEM LAKE URBAN CENTER	NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED
	* INDICATES CLUSTERED LOW DENSITY

Map produced January 3, 2012.
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Goal TL-2: Plan for a land use pattern that promotes a dense urban core in the business district and healthy commercial and residential areas in other parts of the Urban Center. Focus intensive growth within Totem Center (Districts TL 1, TL 2, and TL 3).

Policy TL-2.1:

~~Continue to p~~Provide for increased intensity of development in the core of the Business District.

Development standards should continue to direct the most intensive commercial development to the core of the business district. The area is home to Evergreen Health Medical Center, the city's largest employer, a regional transit center and the Totem Lake Mall. The greatest building height allowances in the Urban Center are established for the core to support its evolution to a compact, pedestrian-oriented hub with strong connections to transit, employment, housing and amenities. See also Business District Core sub-district policies.

Policy TL-3.12.2:

Strengthen existing and developing commercial areas outside of the core area ~~Protect and nurture existing retail and office areas.~~

Outside of ~~Totem Center~~ the district's core, established retail areas are located around the I-405/NE 124th Street interchange and extend to the east and west along NE 124th Street, to the north and south along 120th Avenue NE and along both sides of 124th Avenue NE (see Figure TL-23).

~~The greatest concentration of offices is located~~ Office uses are concentrated on the west side of I-405. ~~The primary office area is the I-405 Corporate Center, extending south from NE 124th Street. A smaller office area is located along the south side of NE 128th Street (see Figure TL-3).~~, although smaller office clusters also exist within retail and light industrial areas. Light industrial uses remain within areas designated for office, such as TL 10C, TL 10D and TL 10E. A mix of commercial and industrial uses are also located north of NE 124th Street and east of 124th Avenue NE.

These established retail and commercial areas provide a range of employment opportunities and services, and contribute to the City's retail sales tax revenue for a healthy economy. ~~These areas should be retained and strengthened. In some areas, housing is the preferred use on upper floors, as described in Policy TL-26.3. These uses should~~ can be strengthened through policies and regulations and incentives aimed at allowing for flexibility in expansion and redevelopment, as well as through efforts to reduce conflicts with incompatible uses.

Policy TL-2.3:

Support light industrial uses through preventing conflicts with residential uses by restricting housing to locations where access, noise and other potential impacts from industrial use would be limited.

Both light industrial and residential uses benefit from locations that allow these uses to flourish and protect them from impacts or needs of incompatible uses. Where residential uses are allowed in or adjacent to light industrial areas, these uses should be located or designed so that ~~restricted to the perimeter where~~ traffic and other impacts of the industrial uses do not conflict with the living environment.

In areas where land use objectives primarily support residential use, standards should protect these uses from the impacts of nearby light industrial uses. Where preservation or development of light industrial use is desired, these uses should be supported through measures aimed at reducing conflicts with residential uses. For example, efforts to provide notice to residential developers or future residents that they may experience impacts from light industrial uses prior to their decision to locate within the industrial area should be explored.

Policy TL-2.4:

Promote development that is compatible with and complementary to the Cross Kirkland Corridor and Eastside Rail Corridor.

The Cross Kirkland Corridor and Eastside Rail Corridor provide unique benefits to the Totem Lake Business District. The Cross Kirkland Corridor runs from the district's southernmost corner to connect with the Eastside Rail Corridor where it continues east to its northernmost corner along the city's eastern boundary. In addition to future transit and connectivity advantages the corridor brings to the district, it also provides opportunities for compatible land uses to take advantage of both the open space it provides and commercial activity it may help support. The types of uses and design of structures along the corridor should be sensitive to the corridor's use as pedestrian/bicycle trail, while allowing for adaptation for future transit oriented development in the longer term.

5. ECONOMIC DEVELOPMENT

~~Broad citywide economic development policies are located in the Economic Development Element. Those policies, while not repeated here, are applicable to the Totem Lake Business District.~~

This section provides policy direction regarding economic development in the Totem Lake Business District~~Neighborhood~~, and applies to land throughout the Business District and Urban Center~~neighborhood, including Totem Center~~. Broad citywide economic development policies are found in the Economic Development Element. Those policies, while not repeated here, are applicable to the Totem Lake Business District.

The Totem Lake Business District~~Neighborhood~~ is a vital employment, retail and service center that serves the City of Kirkland and surrounding region. The Totem Lake Business District~~Neighborhood~~ is the City's largest employment center and the City's leader in retail sales. The business district~~neighborhood~~ contains the City's only Urban Center, designated by the Growth Management Planning Council in 2003.

~~The “Urban Center” classification is described in the Countywide Planning Policies. It is characterized as having clearly defined boundaries, an intensity/density of land uses sufficient to support transit, a broad range of uses, an emphasis on the pedestrian, superior urban design, and limitations on the use of the single occupancy vehicle. The Totem Lake Neighborhood fits this description.~~

The policies in this section are intended to support and strengthen the economic environment in the Totem Lake ~~Business District~~Neighborhood. A healthy economy provides employment and helps pay for basic public services such as parks, transportation, police and fire protection and human services. The policies encourage a mix of retail, office, service, residential and industrial uses, calling for intensive development where supported by public services, and collaboration between the public and private sectors.

Goal TL-~~31~~: SNurture and strengthen the role of the Totem Lake Business DistrictNeighborhood as a community and regional center for retail, health care, vehicle sales, light industrial and office employment.

Policy TL-~~3.11.1~~:

Support the growth and retention of commercial activity in the business district~~neighborhood~~.

The Totem Lake Business District~~Neighborhood~~ is an economic engine for the City. The district~~neighborhood~~ has healthy retail and office areas as well as tremendous potential for growth. Public efforts should nurture and support existing uses as well as new growth. Public support can be provided through appropriate levels of public infrastructure (as defined in the Capital Facilities Element), a streamlined efficient regulatory review process, development standards that encourage high quality development, designation of sufficient land for commercial development and a variety of other mechanisms. All of these measures should be developed to support commercial activity in the business district~~neighborhood~~.

Policy TL-~~3.21.2~~:

Seek opportunities for partnerships between the public and private sectors to enhance the district'~~neighborhood~~'s economy.

Businesses~~Economic activities~~ provide jobs, goods and services and contribute to the City's economic health. Because of the importance of economic activity, the City should take an active role in supporting economic development. ~~Beyond the traditional regulatory and public services role, public/private partnerships may be beneficial to the neighborhood and city as a whole.~~ In cases where there is clear public benefit, the City should pursue public/private partnerships to stimulate economic development. These opportunities also may include collaboration with local businesses to identify and resolve issues, and/or technical assistance from the City's economic development manager.

Policy TL-3.3:

Plan for economic activity that creates new jobs and increases the diversity of employment ~~opportunity~~ in the ~~business district~~neighborhood.

Land dedicated to economic development activities is a valuable resource that should be preserved and used as efficiently as possible. A ~~complementary~~balanced supply of retail, office and light industrial land in the ~~business district~~neighborhood ensures diverse economic opportunities and will sustain future economic growth.

In addition, businesses that provide primary jobs (those that produce products or services sold outside of the community) should be encouraged. Primary jobs generally pay higher than average wages, stimulating consumer spending and increasing the opportunity for Kirkland's workers to live within the community. These "basic industries" provide positive multiplier effects on the economy, through the sale of goods outside the region and by bringing new capital into the local economy.

Policy TL-3.4:

~~Incorporate flexibility in regulations that to~~ encourages creative proposals consistent with Urban Center policies.

~~With the rate of innovation moving more and more quickly, it is important that policies not foreclose on opportunities that are not yet apparent. Many of the businesses in Totem Lake, particularly aerospace, medical device and interactive media, are part of regional business clusters that extend to neighboring communities. Consideration of the sustainability and growth of these larger business clusters or ecosystems should guide planning decisions in Totem Lake.~~

Policy TL-3.5:

~~Limit uses that do not contribute to a dense and vibrant urban environment~~ within the Urban Center.

~~Low density uses such as retail storage facilities occupy large amounts of land, provide very minimal employment and almost no sales tax revenue to the City. These uses, which often accompany high concentrations of multifamily housing, do not contribute to the dense, economically vibrant vision for Totem Lake and should be located outside of the Urban Center.~~



~~Goal TL-3: Preserve and intensify commercial areas outside of Totem Center.~~

Policy TL-3.6:

~~Strengthen the district's light industrial areas through supporting expansion of existing uses and welcoming redevelopment of these uses, while enabling them to evolve into innovative centers for commerce and employment.~~

Goal TL-4: Establish and support incentives to encourage automobile and other vehicle dealerships within appropriate areas of the business district neighborhood.

Does the Planning Commission want to make any changes to this goal?

Policy TL-4.1:

Provide flexibility in development standards while maintaining an inviting visual environment.

Vehicle sales uses seek to maximize visibility and efficiency in the display and storage of inventory. Flexible development standards that assist vehicle dealers in these goals without compromising the visual character of the area should be considered in are provided in development standards and design guidelines for these uses. ~~should be considered. For example, required landscape areas could be consolidated at site entries and building fronts to create a massed planting area. Consolidated landscaping could improve the overall appearance of the site while providing the vehicle dealer with greater flexibility in use of the balance of the site. Where parking areas for vehicle storage are located near gateways identified in this Plan, special attention to visual impacts is important. Parking areas should be appropriately landscaped so they do not detract from efforts to provide a welcoming and attractive entrance to the business district.~~

Deleted "for vehicle storage"

Policy TL-4.2:

~~Provide incentives for vehicle dealers to share storage, signs, and other features.~~

Deleted existing policy (and new proposed language), per PC direction.

~~Vehicle dealers located in close proximity to each other could benefit from more efficient use of space for storage, increased effectiveness in signage, and an improved identity as a retail destination. Where feasible, vehicle dealers should share storage areas, consolidate signs, or take other measures to strengthen the attractiveness of the area to shoppers. Regulatory measures that remove obstacles and encourage such efforts should be implemented. While important to vehicle dealers, the storage of vehicles within the Urban Center is not an efficient use of land in areas planned for high density and along transit routes. Outdoor storage of vehicles should be limited to vehicles associated with dealerships located within the Urban Center.~~

Policy TL-4.23:

Assist existing and prospective vehicle dealers through a variety of means, while encouraging new businesses to locate near existing dealerships to promote an industry cluster and consolidate land occupied by this low intensity use within the Urban Center.

Deleted concept of industry cluster/consolidation of dealerships.

Because vehicle sales and service uses typically have unique spatial and visibility needs, these uses may require special assistance to ensure their continued viability in the City. Zoning and regulatory measures should be considered to remove obstacles to development and increase flexibility in development standards. When warranted by a clear public interest and benefit, the City should ~~could also~~ provide technical assistance in identification of

Reinstated text previously proposed to be deleted.

sites or by facilitating business-to-business communication efforts. ~~These business retention and recruitment measures should be considered as a means to ensuring the continued economic viability of vehicle related retail sales in Kirkland.~~

~~**Goal TL-5: Monitor economic and employment needs in light of changing technology and make adjustments to land use where necessary.**~~

Goal and policy moved to Implementation Chapter.

Policy TL-5.1:

~~— Monitor conditions and trends affecting commercial uses in the Totem Lake Neighborhood.~~

~~Over the past decade or more, rapid changes in technology have changed the nature and function of many commercial uses. For example, areas designated for traditional light industrial uses, such as manufacturing or warehousing, are increasingly used by businesses that produce computer related hardware and software. Similarly, changes in communication have changed the way some retail activities take place. Because these changes impact the way that land is used, these changes should be monitored. As needed, changing economic needs should be addressed through adjustments in land use designations, definition of uses or other appropriate measures.~~

6. ENVIRONMENT, PARKS AND OPEN SPACE

This section provides policy direction regarding the natural environment in the Totem Lake ~~Business District~~Neighborhood. Broad Citywide policies and standards for development regarding environmental quality, natural amenity and function, environmental hazards and stormwater management are found in the ~~Natural~~ Environmental Element (Chapter V). These policies, while not repeated here, are applicable to the Totem Lake ~~Business District~~Neighborhood.

Goal TL-~~5~~14: Enhance the biological integrity of Juanita Creek and Forbes Creek.

Policy TL-514.1:

Enhance the habitat quality of the Juanita Creek corridor.

Juanita Creek and associated wetlands represent the largest continuous wildlife habitat area in the Totem Lake Business District~~Neighborhood~~ (see Figure TL-35). While a valuable public resource, Juanita Creek has been negatively affected over the years by surrounding development. Impacts include narrow and degraded buffers, habitat fragmentation, degraded water quality, and increased flooding.

The City should initiate and support efforts to enhance the biological integrity of Juanita Creek, such as requirements for improved/enhanced buffers and reduced impervious surface area, partnership with other agencies or interested parties for improvements, acquisition of key areas or other measures.

Policy TL-514.2:

Restore the natural Forbes Creek channel through the business district~~neighborhood~~.

The Planning Commission requested information about development standards that restrict development where it could preclude future stream restoration. See staff memo for discussion.

Within the Totem Lake Business District~~Neighborhood~~, the Forbes Creek channel is culverted, which eliminates opportunities for wildlife habitat. Outside of the business district~~neighborhood~~, open portions of Forbes Creek provide cutthroat trout and ~~Ce~~ooho salmon habitat. With restoration, it may be possible to re-introduce these species to the Totem Lake Business District~~Neighborhood~~ portion of the stream.

Rehabilitation of this stream corridor could restore biological health and diversity within the corridor, possibly re-establish a salmon run, and provide a visual amenity. City efforts should include a requirement that adjacent new development/redevelopment open and restore stream segments and/or direct public investment to restore the corridor. Development activity that restores the stream corridor should be allowed to retain development potential that would otherwise have been reduced by stream restoration.

Goal TL-615: Enhance the natural condition and function of Totem Lake.

Policy TL-615.1:

Work collaboratively with other agencies and groups to improve the habitat value and function of Totem Lake.

Totem Lake and wetlands include forest, shrub, and emergent communities, together with open water. This mix of communities creates a variety of habitat opportunities for wildlife in this headwater area of Juanita Creek. This area is bordered with little buffer area on the west, south and east sides by commercial development, roads and railroad tracks. Wooded slopes to the northeast provide upland area and wetland buffer features lacking along other sides.

Totem Lake is owned by the King Conservation District (KCD), a special purpose district that provides education and technical support on resource conservation issues. The management goals for Totem Lake are to enhance the wildlife habitat and maintain the area for passive recreation. Because the KCD has limited resources, management occurs on an incremental basis, as funds are available.

| In cooperation with the KCD and the ~~East Lake Washington Eastside~~ Audubon Society, the City of Kirkland
| conducts regular maintenance to remove trash and remove overgrown vegetation. Future collaboration between
| the City, the KCD and the ~~East Lake Washington Eastside~~ Audubon Society should enhance the overall habitat
| value and function of Totem Lake.

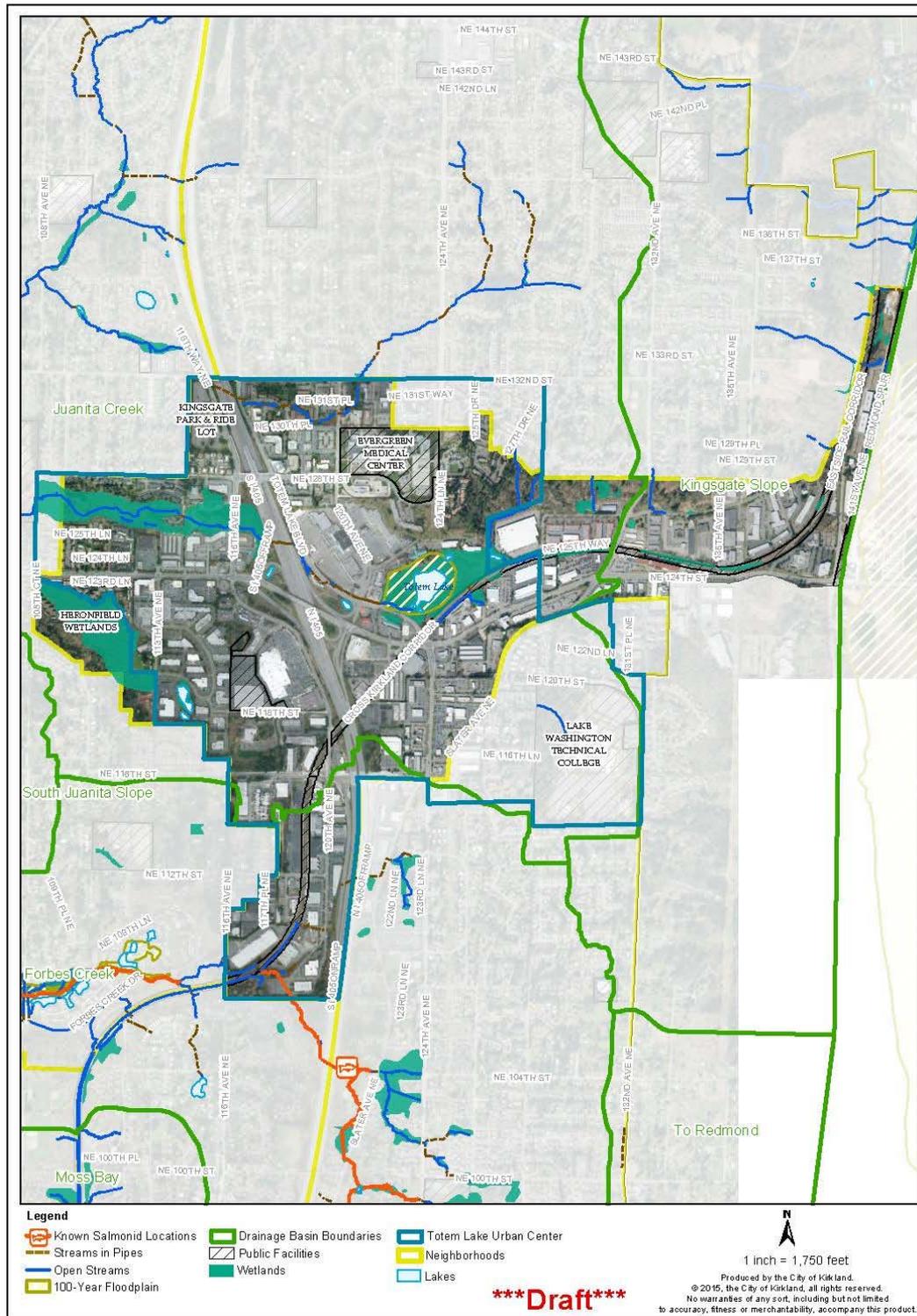


Figure TL-3 Totem Lake Wetlands, Streams, and Lakes

Policy TL-~~615~~.2:

Provide opportunities for people to observe and enjoy the wildlife habitat around Totem Lake.

Totem Lake provides valuable urban wildlife habitat, with a wide diversity of birds and other animals. Currently, there is a boardwalk trail through a portion of the wetland that allows visitors to observe a variety of wetland types and wildlife activity, particularly water birds, songbirds and woodpeckers. Increased opportunities for public education and wildlife interpretation at Totem Lake, while protecting the natural system, could increase public appreciation and stewardship of this valuable resource.

Policy TL-~~615~~.3:

The City should acquire Totem Lake and develop park improvements as identified in the Totem Lake Park Master Plan.

To ensure that the quality of Totem Lake and its buffers are preserved through regular maintenance, the City should seek to acquire and manage this resource. The 2013 Totem Lake Park Master Plan identifies improvements that can be made to enhance ecological function, increase opportunities for environmental education and interpretation, and better connect the park to the surrounding business and residential communities and to the adjacent Cross Kirkland Corridor. The City should implement the park master plan.

Goal TL-716: Establish a greenway extending in an east/west direction from the hillside northeast of Totem Lake and extending along the Juanita Creek corridor.

Policy TL-716.1:

Create a public greenway as shown in Figure TL-106.

Greenways offer a mechanism to link the community's cultural, historic, recreational and conservation needs. The term "greenway" combines the concepts of greenbelt and parkway: providing the separation and ecological functions of a greenbelt and the linear and connective orientation of a parkway. Greenways help to preserve natural areas, habitat, and stream corridors and provide open space within developed areas. With their emphasis on connectivity, greenways support wildlife by creating corridors and providing buffers from roadways and other incompatible uses.

In the Totem Lake Business District Neighborhood, a new public greenway should extend from the steep slope in the eastern portion of the district neighborhood, through Totem Lake and the Juanita Creek corridor to the western edge of the district neighborhood (see Figure TL-106). The greenway would encompass many of the Juanita Creek Basin wetlands on the north side of NE 124th Street (see Figure TL-35). These wetlands include both small isolated features and large wetlands, such as those along Juanita Creek. Currently, these features provide significant wildlife refuge opportunities, limited primarily by fragmentation. Their wildlife function would be greatly expanded with a greenway that provides a continuous travel route.

Public and private landscape improvements to the area between Totem Lake on the east side of I-405 and Juanita Creek on the west side of I-405, should be incorporated into the greenway to provide a continuous corridor through the business districtneighborhood.

Policy TL-~~716~~.2:

In landscaped areas of the greenbelt, greenway encourage landscape materials that complement adjoining natural areas.

Certain portions of the greenway, particularly extending west from Totem Lake and across I-405 to the Juanita Creek corridor, should be landscaped to provide a continuous green path through the business districtneighborhood. To the extent possible, these areas should be landscaped with materials that complement the natural areas of the greenway and continue the appearance of a natural greenway.

Policy TL-~~716~~.3:

In natural areas of the greenway, maintain the natural vegetation to the greatest extent possible.

Within the natural areas of the greenway, natural vegetation, wildlife habitat and stream corridors should be maintained to the greatest extent possible. This may include management to replace invasive non-native plants with native vegetation. This will enhance the overall habitat and stormwater control function of these areas.

Goal TL-~~187~~: Protect potentially hazardous areas, such as landslide, seismic and flood areas, through limitations on development and maintenance of existing vegetation.

High and moderate landslide areas are located throughout the Totem Lake Business DistrictNeighborhod. Primary areas at risk for landslide include the slope northeast of Totem Lake, the slope south and west of the Heronfield wetlands, Welcome Hill, and isolated areas in the South Industrial-Commercial DistrictPar Mae and along the north side of Juanita Creek (see Figure TL-~~45~~). Seismic soils are located primarily in low-lying soft soil areas around Totem Lake, along Juanita Creek and around the Heronfield wetlands. Currently, the only 100-year floodplain in the Totem Lake Business DistrictNeighborhod is located around Totem Lake. Policies in this section provide general guidance regarding these features.

Policy TL-~~817~~.1:

Maintain existing vegetation in high or moderate landslide areas.

In all landslide areas, most of the existing vegetation should be preserved in order to help stabilize the slopes as well as maintain natural drainage patterns. In particular, areas with significant existing vegetation, such as the wooded ridge along NE 116th Street (District TL 10B on Figure TL-~~411~~), and the hillside northeast of Totem Lake (District TL 9), should retain vegetative cover to the maximum extent possible.

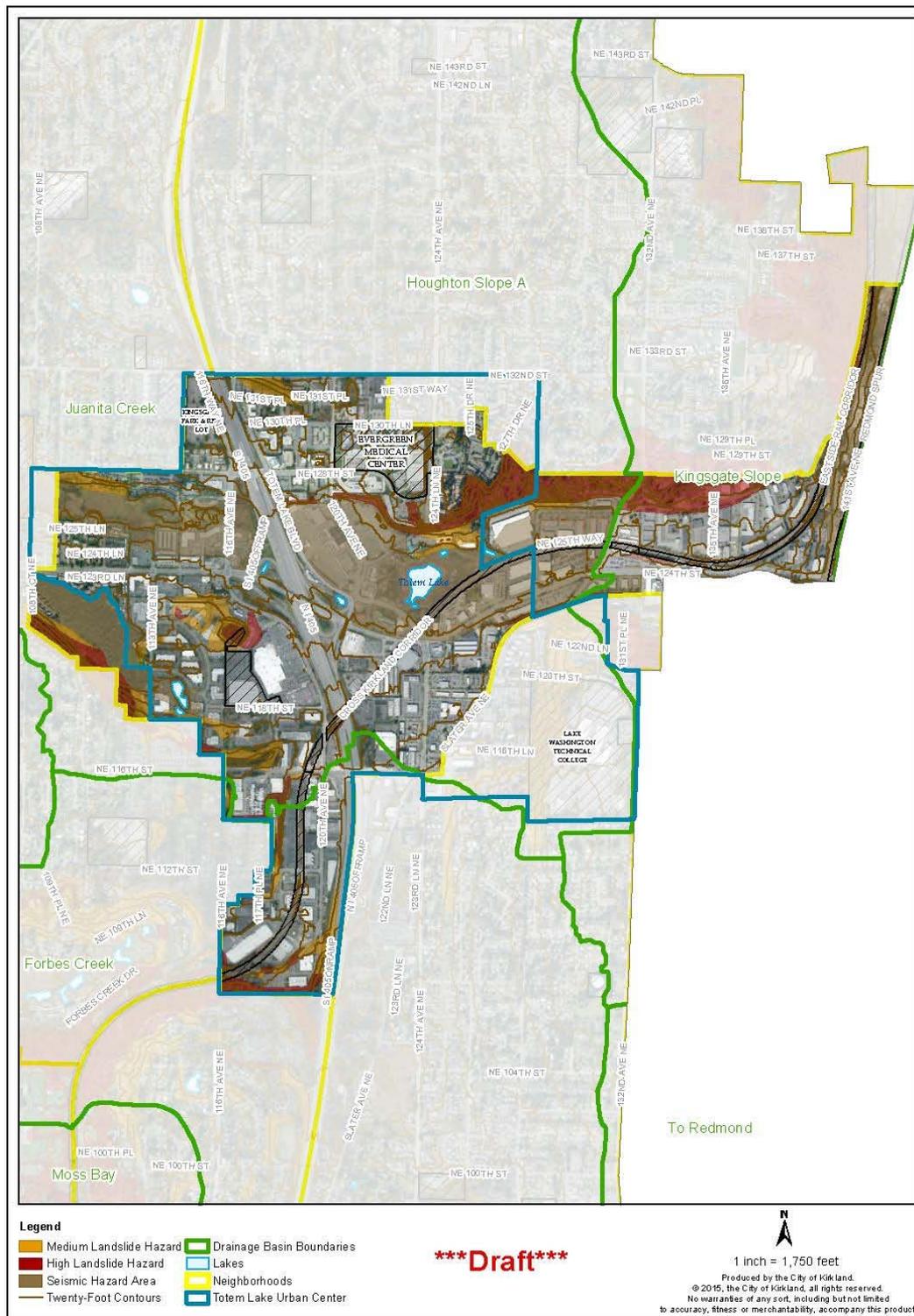


Figure TL-4 Totem Lake Geologically Hazardous Areas

Policy TL-17.2:

~~Require slope stability analyses in high or moderate landslide areas and regulate development to minimize damage to life and property.~~

This general objective is addressed in the Environment Chapter.

~~Construction on or adjacent to landslide hazard areas may cause or be subject to erosion, drainage or other related problems. Therefore, a slope stability analysis is required prior to development. Development should be regulated on these slopes to minimize damage to life and property.~~

Policy TL-8.217.3:

Restrict development in identified landslide hazard areas to ensure public safety and conformity with natural constraints.

High ground water with soft soil conditions in the low-lying parts of the neighborhood may limit or require special measures for development. The presence of loose saturated soils increases the risk for differential settlement and seismically induced soil liquefaction. In these areas, development must demonstrate methods to prevent the settlement of structures and utility systems and to withstand seismic events.

Policy TL-8.317.4:

Work with other agencies and the public to improve water quality.

The water bodies in the Totem Lake ~~Business District~~Neighborhood are generally rated as “fair” to “good.” All, however, have been routinely diagnosed with such water quality problems as high fecal coliform, low dissolved oxygen and high temperatures. Runoff from streets, parking lots and yards is a major contributor to water quality problems. The City should address water quality issues in accordance with the 2014 Surface Water Master Plan, associated with runoff from I-405, improve monitoring of privately owned detention facilities, and facilitate public education regarding use of lawn fertilizers and pesticides.

Policy TL-8.417.5:

Coordinate with the Federal Emergency Management Agency to update the floodplain map for the Totem Lake Business District~~Neighborhood~~.

Existing floodplain maps indicate that the only area that lies within the 100-year floodplain is Totem Lake. The Federal Emergency Management Agency (FEMA) originally developed these maps in the 1960s. Due to changes in local topography and stormwater patterns associated with development, these maps may not longer be accurate. The City should seek funding ~~must coordinate with FEMA~~ to review and update these maps as needed.

Goal TL-911: Acquire and develop community facilities, such as a neighborhood park and community center.

Policy TL-911.1:

Establish an open space network.

The network should include open space, a neighborhood park, and pedestrian corridors. Park and open space facilities should be sized and designed to meet the needs of shoppers and those who live and work in the area. The facilities should include at least one place to gather, rest, eat and engage in informal recreation. Trees and plants should be provided for shade and relief.

Policy TL-911.2:

Public/private partnerships should be encouraged to provide additional parks, open space and pedestrian corridors.

Future intensive residential, office and retail development particularly in the core of the business district~~Totem Center~~ will increase the demand for parks, open space and pedestrian corridors. New development will also provide increased opportunity for acquiring and integrating open space amenities into the development pattern. The City should seek opportunities to work in partnership with private development to create public open spaces in the business district~~Totem Center~~ that benefit public and private interests. The Park Recreation and Open Space Plan has identified the need for further improvements in Totem Lake (see the PROS Plan for further details).

Policy TL-911.3:

Support the creation of community centered functions and activities.

New community-oriented facilities in the Business District Core~~Totem Center~~ would provide recreation space that is highly in demand, increase activity levels in the area and provide a magnet for future private development. A new public facility, such as a community and recreation centers, or the provision of space for these functions through private development would be a significant contribution to the future of the core area~~Totem Center~~. Incentives for the development of community-oriented facilities through private development should be implemented.

Examples of program activities that might occur at a community center would include those that would support increased awareness and stewardship of the Totem Lake wetlands, individual and family health and fitness activities, and other community activities that complement plan goals for the Business District Core~~Totem Center~~ and the Totem Lake Business District Neighborhood as a whole.

Goal TL-10; Maximize opportunities for public open space provided by the Cross Kirkland Corridor.***Policy TL-10.1:***

Ensure when new development, redevelopment or exterior remodeling occurs adjacent to the Cross Kirkland Corridor that the building and site features integrate with the corridor to create active and engaging spaces for corridor users.

The former rail corridor, now known as the Cross Kirkland Corridor (CKC) where it is under Kirkland ownership to 132nd Avenue NE, and as the Eastside Rail Corridor to points east, runs diagonally through the Totem Lake Business District. Opportunities for recreation and connection presented by this swath of open space should be

maximized by neighboring properties, consistent with the objectives established in the PROS Plan and 2014 CKC Master Plan.

7. PUBLIC SERVICES AND FACILITIES

The City of Kirkland and other agencies provide a wide range of public services and facilities to serve residents and workers in the Totem Lake ~~Business District~~ Neighborhood. Policy direction for these services is provided in three functional elements of Comprehensive Plan: Public Services/Facilities, Capital Facilities and Utilities. These policies, while not repeated here, are applicable to the Totem Lake ~~Business District~~ Neighborhood. The goals and policies provided below address specific public service issues unique to the Totem Lake Business District ~~Neighborhood~~.

Goal TL-11: Prioritize available infrastructure funding to projects within Totem Lake to support its development at Urban Center densities.

Policy TL-11.1:

Coordinate with developers to provide required flow control and water quality treatment in the most efficient and cost-effective manner. Provide flow control and water quality treatment facilities to serve the Totem Lake Business District.

This change is recommended by Public Works staff to acknowledge that since stormwater facilities are already required, a policy is not needed to state that they should be provided. The revised language provides additional direction.

Policy TL-11.2:

Provide stormwater management facilities to serve untreated and uncontrolled run off from already-developed impervious surfaces.

Recommended change from Public Works staff.

Policy TL-11.3:

Evaluate opportunities for regional approaches to provide stormwater management facilities and provide incentives to property owners to partner with the City to site these facilities.-

Policy TL-11.420.2:

Reduce the overall rate and volume of stormwater runoff during peak storm periods.

Much of the development in the Totem Lake Business District Neighborhood is almost fully developed and much of the development contains extensive impervious surface area. This style of development has contributed to unusually high rates of runoff to streams and wetlands during peak storm periods. As the rate and volume of stormwater runoff increases, water quality decreases, the potential for severe floods increases and flood peaks are extended.

Public and private measures, such as provision of public funds for improved stormwater detention facilities to handle existing development levels, and revised development standards to reduce impervious surface area, expand buffers/vegetated areas, and increase detention standards, ~~would~~ will contribute to the reduction of stormwater flows.

Public Works staff recommends this change.

~~**Goal TL-18: Coordinate with service providers to meet the needs of new development and redevelopment in the Totem Lake Neighborhood.**~~

This objective is already addressed in the Parks, Recreation and Open Space and Capital Facilities Chapters.

~~**Policy TL-18.1:**~~

~~— Update police and fire functional plans to reflect the planned density and intensity of development in the Totem Lake Neighborhood.~~

~~Police and fire functional plans provide direction for how services are to be provided and ensure that adopted levels of service can be met. These plans are updated in response to changes to the City's Comprehensive Plan. The current plan for the Totem Lake Neighborhood establishes development densities greater than previously anticipated in the plan. Therefore, the police and fire functional plans must be updated to plan for these increased development levels.~~

~~**Policy TL-18.2:**~~

~~— Coordinate with regional service providers and special districts to meet the needs of the Totem Lake Neighborhood.~~

~~The Lake Washington School District, King County Library System, King County Solid Waste Division, Northshore Utility District, Puget Sound Energy, King Conservation District, King County Metro, King County Public Hospital District #2 and Sound Transit provide services to the Totem Lake Neighborhood. In most cases, these service providers do not maintain facilities within the business district neighborhood itself, but their services significantly contribute to the quality of life in the neighborhood. The City should coordinate with the service providers to ensure that their plans reflect the City's current plan for the Totem Lake Neighborhood.~~

~~**Goal TL-19: Provide parks, open space and trails that serve both the needs of residents and employees in the neighborhood.**~~

~~**Policy TL-19.1:**~~

~~— Strive to achieve adopted levels of service for parks in the Totem Lake Neighborhood.~~

~~Currently, the City's Park Plan establishes a goal of providing neighborhood parks within walking distance of every Kirkland resident and of developing a balanced mix of active and passive park types. The Totem Lake~~

~~Neighborhood currently contains one natural park (Totem Lake) and no neighborhood/community parks. Parks located near the neighborhood include the North Kirkland Community Center and Park, McAuliffe Park and the 132nd Square Park. While these parks serve Totem Lake residents, they are not within easy walking distance of many residents. Future planning for the neighborhood should include a neighborhood/community park within the Totem Lake Neighborhood. Please refer to the Totem Center policies for discussion of possible neighborhood park facilities.~~

~~Policy TL-19.2:~~

~~—Update the level of service for parks to include the needs of employees in the Totem Lake Neighborhood.~~

~~Current levels of service are based on a measure of park area per 1,000 residents. This measure may not recognize the true park needs of neighborhoods, such as the Totem Lake Neighborhood, with high numbers of employees. In high employment areas, the need for facilities that can be used during the workday, such as walking trails or picnic areas may be under estimated. A level of service that incorporates these needs should be considered for the Totem Lake Neighborhood.~~

~~Where employment is concentrated in the neighborhood, the provision of public park space by employers may be advisable. Opportunities to meet the park and recreational needs of employees on private property should be considered when new development occurs in these areas of dense employment.~~

~~Goal TL-20: Create a stormwater collection and transmission system that decreases peak flows and improves water quality.~~

~~Policy TL-20.1:~~

~~—Incorporate current Best Management Practices into stormwater management standards.~~

~~Best Management Practices are preventative programs that provide methods and activities to reduce pollution prior to its entry into stormwater. Technologies in this field are advancing rapidly. Kirkland should work with new technologies where feasible and review the progress of experimental techniques with other jurisdictions and agencies.~~

8. TRANSPORTATION

This section has been revised since the Planning Commission's review in January. It will continue to be revised as staff coordinates text with that of the Transportation Element.

The Transportation Element of this Comprehensive Plan provides a transportation concept for the city of Kirkland that supports a system which promotes all viable forms of transportation, ensures consistency between land use and transportation planning, ensures sustainability in the system, and emphasizes the development and maintenance of partnerships locally, regionally and nationally to further transportation goals. The Transportation Element provides specific goals and policies that support the development of a multimodal transportation system in Totem Lake.

The concentration of economic activity in the Totem Lake Business District and Urban Center Neighborhood requires an efficient transportation system. As the Urban Center transitions from a largely auto-oriented district to one that relies on a range of modes to support increased density, this transportation system should emphasize multiple modes of transportation, with improved access to transit hubs by walking and bicycling access throughout among the priorities for the district.

Goal TL-12: Strive to achieve, by 2035, a non-single occupancy vehicle mode split of 55% for peak period trips in the Totem Lake Urban Center by increasing the proportion of trips made by transportation modes that are alternatives to driving alone.

An ambitious mode split may be achieved within the Urban Center through a number of measures supported by this Plan. These include the creation of a transit- and pedestrian-supportive environment, development of supportive land uses, the provision of expanded transit options and enhanced transportation demand strategies, incentives for travel by HOV, and the implementation of a parking management strategy. The table below provides goals for the mode split to be achieved.

Totem Lake Mode Split						
Mode	Daily Home-Based Work Trips			Peak Hour - All Trip Types		
	2010 PSRC	2035 Estimate	2035 Aspirational Target	2012 BKR	2035 Estimate	2035 Aspirational Target
SOV	81%	74%	64%	55%	45%	40%
HOV	9%	13%	15%	38%	39%	40%
Transit	7%	9%	15%	4%	7%	10%
Walk & Bike	3%	4%	6%	3%	9%	10%
	<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>

The ~~district~~neighborhood has an established network of streets that serve vehicular needs. I-405 provides regional access to the neighborhood. Principal arterials (NE 124th Street, 124th Avenue NE) connect Totem Lake with other regional locations such as Bellevue and Redmond. Minor arterials (NE 116th Street, Totem Lake Boulevard, 132nd Avenue NE, NE 132nd Street, NE 120th Street) provide connections between principal arterials and serve as key circulation routes within the neighborhood. Collector streets distribute traffic from the arterials to local streets, giving access to individual properties ([see Figure TL-5](#)).

The nonmotorized system is less well established. In many areas, the pedestrian and bicycle facilities are missing, inconvenient or confusing to use. Sidewalk segments are missing and bicycle facilities are not developed in much of the neighborhood.

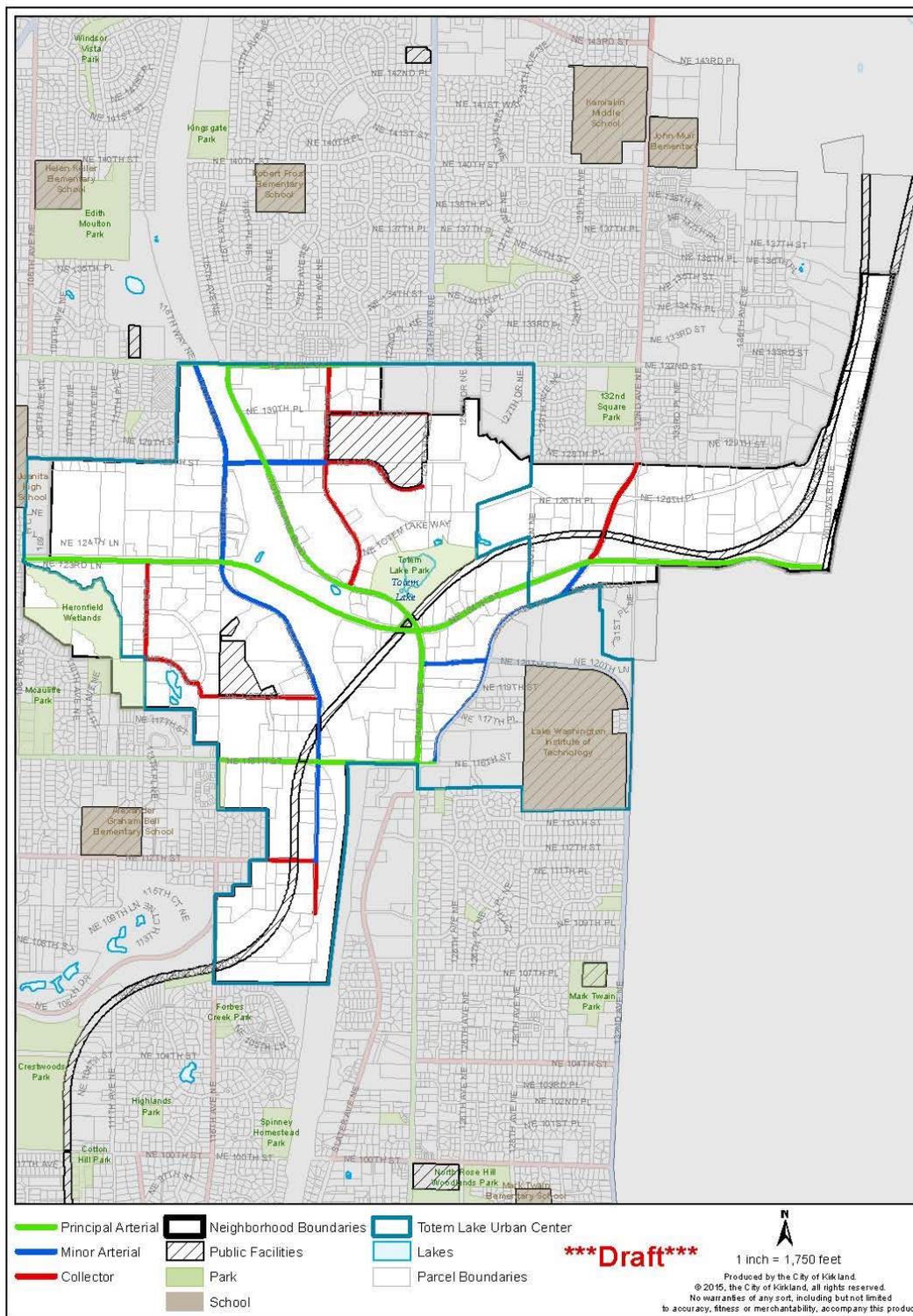


Figure TL-5 Totem Lake Street Classifications

~~Citywide transportation policies are found in the Transportation Element. These policies, while not repeated here, are applicable to the Totem Lake Neighborhood.~~

The transportation policies below are intended to provide mobility options for residents, workers, and visitors to the Totem Lake ~~Business District~~Neighborhood. While recognizing the need for some new general-purpose improvements, these options emphasize alternatives to the single-occupant vehicle as a cost-effective means to maintain mobility while minimizing the need for widened streets. Increased use of transit, ridesharing, van pools and nonmotorized facilities can help break the cycle of congestion and street widening while maintaining mobility within the neighborhood.

Goal TL-1329: Provide mobility within the neighborhood through: (1) efficient use of existing rights-of-way as the highest priority; and (2) expansion of arterials where the additional capacity is needed.

Highlighted text may be revised pending further staff coordination with Transportation Element text revisions.

Over the past decade, the Totem Lake Neighborhood has experienced one of the highest rates of traffic growth in the city. Road improvements have not kept pace with this growth, contributing to significant peak hour traffic congestion. This increased congestion is partially due to growth in the neighborhood, but also due to expanding growth in travel passing through Totem Lake from other areas. In order to maintain mobility within the neighborhood, efficient use of existing rights-of-way and improvements to certain arterials are both necessary.

Policy TL-1329.1:

Maximize efficiency of the existing transportation network.

Many low-cost traffic management strategies can be employed to maximize the efficiency, and improve safety of the existing transportation network. Intelligent Transportation Systems (ITS), for example, maximize the efficiency of the existing transportation system and can improve mobility through techniques such as transit priority signalization. Other measures to increase the efficiency of existing streets include intersection improvements, on-street parking restrictions, signal timing optimization and left turn channelization.

Policy TL-1329.2:

Provide a range of transit, road, bicycle and pedestrian arterial improvements to maintain mobility and meet other transportation goals~~the city's Level of Service (LOS) standard.~~

Level of service (LOS) is used to denote roadway and intersection operating conditions. The City has established an LOS standard for Totem Lake intersections during the PM peak hour. Please refer to the Transportation Element for a discussion of the LOS standard for Totem Lake.

To maintain the adopted LOS, improvements to the street network, such as widening roads, limiting access on arterials, improvements to I-405, and adding roadways to complete street network connections, are needed.

A complete list of transportation projects is listed below and shown in Figure TL-8:

Arterial Improvements		
Right-of-Way	Location	Description
NE 132nd Street	100th Ave. NE to 124th Ave. NE	Add one lane in each direction
120th Avenue NE	North of Totem Lake Mall to NE 132nd St	Realign, add one lane each direction with center turn lane
120th Avenue NE	Totem Lake Blvd to north of Totem Lake Mall	Traffic calming
124th Avenue NE	NE 116th St to NE 124th St	Add one lane in each direction
New Construction		
NE 128th Street	116th Ave. NE to Totem Lake Blvd	General purpose/HOV bridge. Add one lane in each direction, between Totem Lake Blvd and 120th Ave. NE
NE 120th Street	Slater Ave. NE to 124th Ave. NE	New two-lane road
Intersection Improvements		
100th Avenue NE	NE 132nd Street	One westbound right lane and restripe through lane to share right and through lane for dual westbound right turn lane
120th Avenue NE	NE 132nd Street	Add one northbound left turn lane for dual left turns
Totem Lake Blvd	NE 132nd Street	Add one northbound left turn lane for dual left turns
116th Way NE	NE 132nd Street	Add one additional northbound left turn lane

116th Avenue NE	NE 124th Street	Restripe southbound shared left/through lane to southbound through lane. One additional southbound left turn lane
Totem Lake Boulevard	NE 124th Street	Add a second northbound left turn lane, one northbound right lane and one southbound through lane
NE 116th Street	124th Avenue NE	Restripe southbound right turn lane to share through and right turn lane, add one westbound right turn lane
High Occupancy Vehicle Improvements		
NE 116th Street	118th Ave. NE to 120th Ave. NE	HOV treatment
NE 124th Street	I-405	HOV treatment
NE 124th Street	I-405 to 132nd Ave. NE	HOV treatment

The following projects are regional in nature and/or under the control of other jurisdictions, and are also important as parts of the Totem Lake transportation system.

Facility	Location	Description
124th Avenue NE	NE 132nd Street	Add southbound left turn lane and add westbound right turn lane (short-term). Add one southbound right turn lane and a second eastbound left turn lane (long-term)
I-405	North/south through neighborhood	Add one general purpose lane in each direction
NE 132nd Street	I-405	New interchange
Willows Road	NE 145th Street	New construction

Policy TL-29.3:

~~Actively explore a wide range of funding options to achieve the adopted road network and maintain an acceptable LOS.~~

~~The Growth Management Act requires local jurisdictions to identify and fund transportation improvements sufficient to achieve the adopted LOS. For the Totem Lake Neighborhood, the road network needed to achieve the adopted LOS requires an ambitious funding effort that must include public and private collaboration.~~

~~The City should ensure that private growth pays for its share of needed transportation improvements. The City has adopted an impact fee system to allow the collection of funds to pay for a portion of needed improvements caused by additional traffic from new development. The City should ensure that the impact fee schedule is updated to include necessary transportation facilities in the Totem Lake area. The City should also seek interlocal agreements with adjacent jurisdictions to mitigate the traffic impacts of new growth occurring outside of the city limits.~~

This text is covered in the TMP/Transportation Element.

~~The City must also work with State and federal agencies to seek all available funding sources to support the adopted transportation network. The City should also consider the following revenue sources to finance needed improvements:~~

- ~~◆ General revenue~~
- ~~◆ Impact fees~~
- ~~◆ Local option gas taxes (if authorized)~~
- ~~◆ Surface water fees (based on new stormwater requirements)~~
- ~~◆ Special purpose taxing district~~

~~The Urban Center designation within the Totem Lake Neighborhood is particularly helpful to the City, when grants for funding of transportation improvements are sought. Urban Centers are often given a higher priority in review for funding.~~

Goal TL-1430: Expand transportation demand management (TDM) measures and improve transit facilities and services.

The use of public transportation as an alternative for people who work, live and shop in the Totem Lake **Business District** ~~Neighborhood~~ should be encouraged. Increased use of this mode of transportation would help to reduce traffic congestion and parking problems in the neighborhood.

Policy TL-1430.1:

Implement an expanded transportation demand management (TDM) program to reduce trip demand in the **business district** ~~neighborhood~~.

TDM seeks to modify travel behavior and encourage economical alternatives to the single-occupant vehicle. The City has an ongoing TDM program that works with employers, including those in the Totem Lake Neighborhood, to reduce single-occupancy vehicle use and vehicle miles traveled. Because traffic congestion is expected to continue to increase in the neighborhood, an expanded TDM program should be implemented. Program options

may include TDM goals for retail uses, reduced parking standards, parking pricing, and/or coordination with King County programs to encourage high occupancy vehicle use.

Many components of a successful TDM program could include costs to the City. Financial subsidies to encourage employers to provide vanpools for their employees, or other incentives to reduce the costs of participation for employees are examples of costs the City might incur. The City should explore funding sources available to enable full support of an aggressive TDM program.

Policy TL-1430.2:

Strive to meet the goals established for ~~Consider implementation of~~ the Totem Lake Urban Center ~~as a~~ Growth and Transportation Efficiency Center (GTEC).

The GTEC designation is a voluntary Commute Trip Reduction (CTR) strategy that encourages reduction of Single Occupancy Vehicle (SOV), ~~and/or~~ Vehicle Miles Traveled (VMT) and reductions in greenhouse gas emissions through efficient use of transportation infrastructure and travel demand management strategies discussed above. The purpose of the GTEC is to increase access to the neighborhood while reducing the number of drive alone trips. ~~The GTEC goals to reduce SOV and/or VMT must be more aggressive than those in the Kirkland CTR Plan.~~

The ~~Transportation Management Plan and the City's CTR Plan provide further details on CTR and TDM plans. City of Kirkland can focus on employers and residents that can efficiently use CTR strategies. These strategies are addressed in the draft GTEC Plan.~~ The goals established for Totem Lake GTEC include a non-SOV rate of 55%, and reductions in greenhouse gas emissions and vehicle miles traveled of 28% each.

~~To qualify for state funding, the City is obligated to provide 100 percent matching funds towards the implementation of the program. Implementation of this program will require adequate funding.~~

Policy TL-1430.3:

Work with regional transit agencies to provide a full range of transit service to and within the ~~Encourage improved Metro and Sound Transit service to and from the~~ Totem Lake ~~Urban Center. Neighborhood.~~ Provide transit shelters and other amenities that support these services in locations that conveniently serve the Urban Center.

Transit service to the Totem Lake ~~Urban Center~~Neighborhood ~~has will~~ improved in recent years, with the completion ~~as a result of of~~ the ~~planned~~ direct access HOV lanes at I-405/NE 128th Street and ~~nearby~~ transit ~~center on the Evergreen Health campus facility.~~ These projects ~~have are intended to~~ improved the speed, reliability and use of regional express transit service in Kirkland, and have been~~These improvements are also~~ an integral part of the plan and vision for the Totem Lake Urban Center. ~~Please refer to the Totem Center policies for additional policies regarding these facilities.~~

Due to the size of the Totem Lake Urban Center, it is important that regional transit effectively serves the entire area. Throughout the Totem Lake ~~Business District~~Neighborhood, expanded transit service to connect to other Eastside communities, to provide more frequent service during peak hours, and to expand service from the Kingsgate P~~park-and-R~~ride lots should be provided. Additional transit shelters and stops should be encouraged. Intensive promotion should be sought for implementation of local transit services to Totem Lake residents and businesses.

In order to promote improved regional service for Totem Lake’s residents and employees, the City should support efforts to ~~explore opportunities for~~incorporate High Capacity Transit (HCT) on I-405 and consider appropriate transit on the Cross Kirkland Corridor.

Policy TL-30.4:

~~— Consider preferential treatment for transit vehicles and carpools on arterials.~~

General policy – staff recommends it be deleted.

~~One way the City can encourage alternative modes of transportation is by improving mobility for transit or carpools. HOV priority treatments on arterial streets, including business access transit (BAT) lanes, intersection queue jump lanes, and traffic signal priority, could facilitate efficient movement of transit and carpools. Before these treatments are built, factors that should be evaluated include the relative benefit of the treatment on HOV mobility, physical feasibility, safety and impacts to community character.~~

Goal TL-1531: ImproveSimplify local circulation for businesses and residents in the Totem Lake Business DistrictNeighborhood.

The Totem Lake Business District~~Neighborhood~~ has barriers to local circulation including I-405, the Cross Kirkland Corridor, steep slopes and wetlands. Because of these features, the pattern of local streets can feel circuitous, confusing and inconvenient. The improvements described below would simplify and improve local circulation, but are not needed to maintain overall level of service in the district~~neighborhood~~.

Policy TL-1531.1:

Create a landscaped boulevard that connects the four quadrants of the neighborhood.

Although primarily for urban design purposes, the landscaped boulevard would not only connect visually the four quadrants of the neighborhood around the I-405 interchange at NE 124th Street, but could also help local circulation. Creation of the boulevard uses existing rights-of-way such as Totem Lake Boulevard, 120th Avenue NE and 116th Avenue NE to the greatest extent possible. In other areas, particularly at the crossing of I-405 at both the north and south ends of the boulevard, dedication and development of new rights-of-way may be needed. Please refer to the Urban Design policies and Figure TL-106 for the preferred alignment of the boulevard.

Policy TL-1531.2:

Provide local access roads.

The Totem Lake Neighborhood currently has a limited local street system, particularly to the south of NE 124th Street. Development of a complete network of local access roads would facilitate vehicular, pedestrian and bicycle access to properties and reduce reliance on major arterial routes. Several potential new vehicular connections~~roads~~ are identified in Figure TL-6.

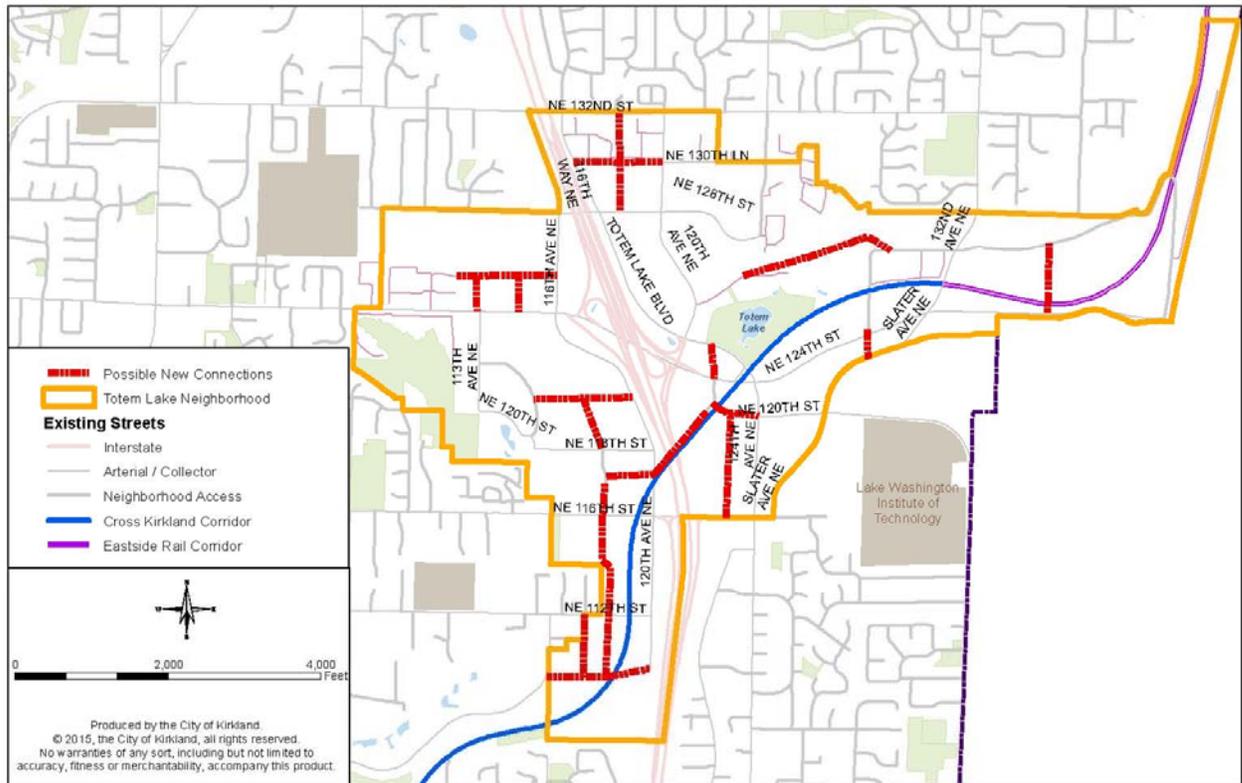


Figure TL-6
**Possible New Road Connections
 in the Totem Lake Neighborhood**

***Goal TL-1632: Improve circulation and access
 for nonmotorized modes of transportation.***

To provide transportation alternatives to the automobile, safe and convenient paths should be developed for pedestrians, bicycles, scooters, skates and other nonmotorized modes of travel. The Active Transportation Plan (ATP) indicates that nonmotorized routes are deficient in the Totem Lake Neighborhood (Figures TL-79 and TL-840). Of particular note are inadequacies in the available east-west crossings of I-405.

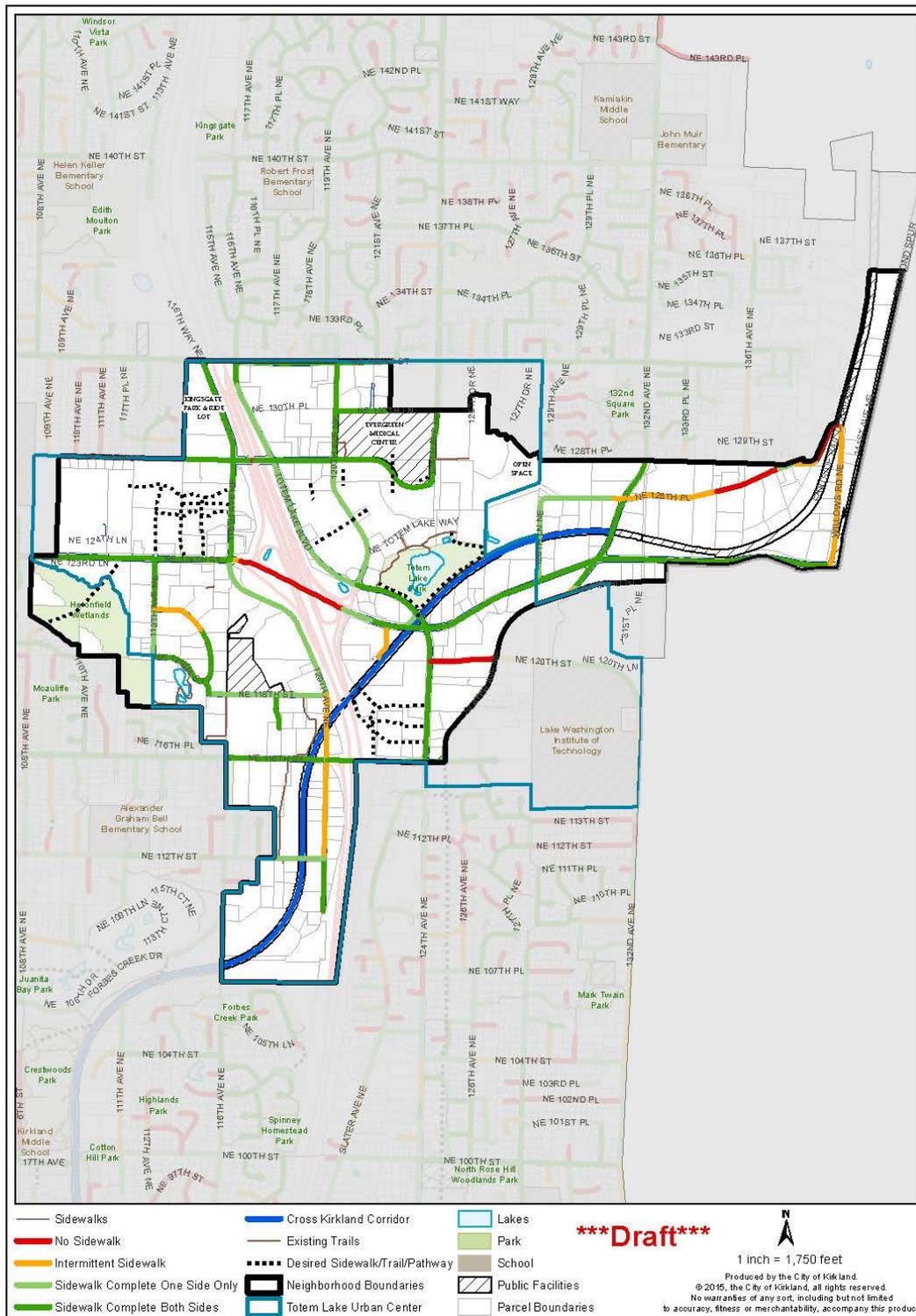


Figure TL-7

Totem Lake Pedestrian System

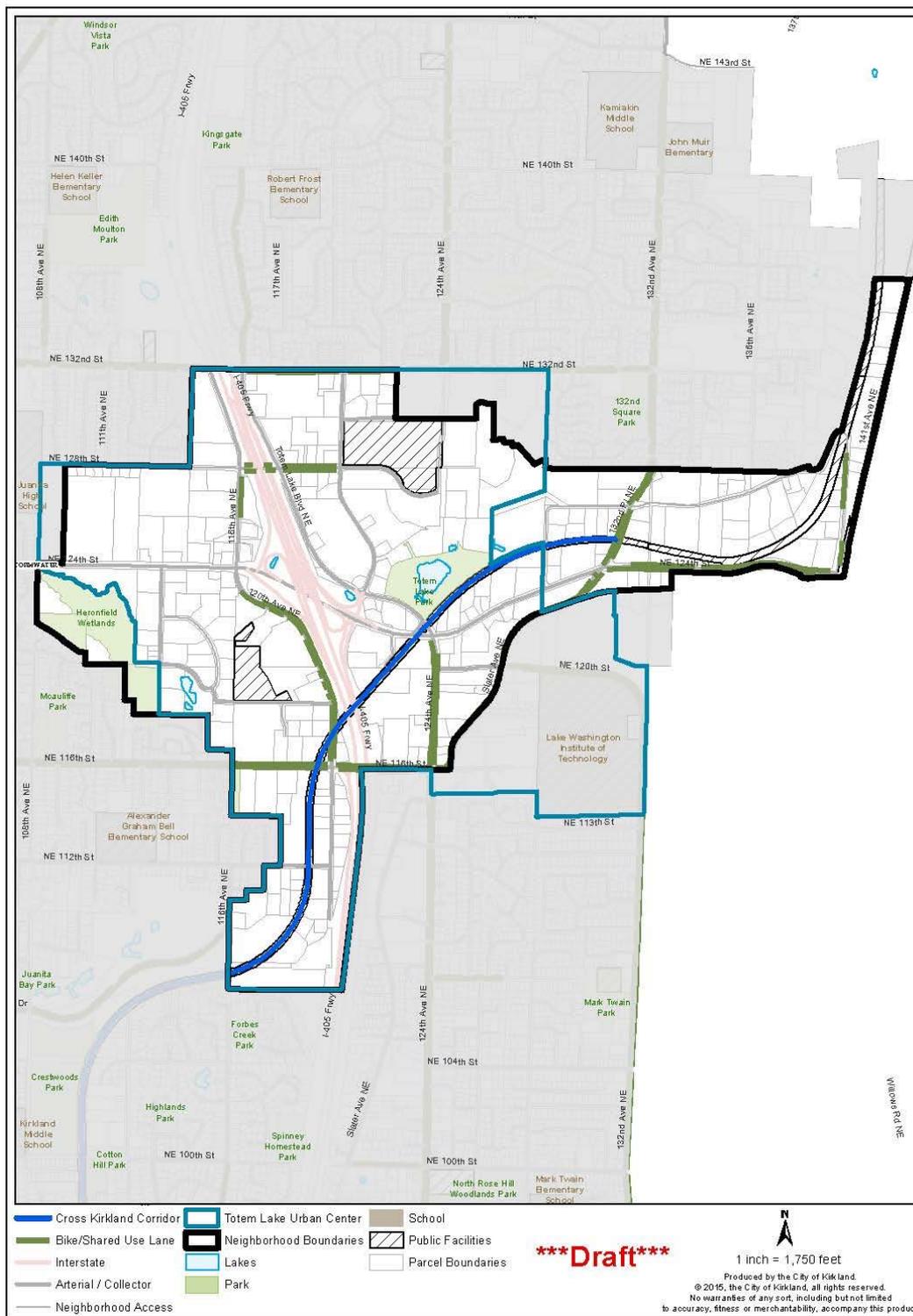


Figure TL-8 Totem Lake Bicycle System

Policy TL-~~1632.1~~:

Develop a safe, integrated on- and off-street nonmotorized system emphasizing connections to schools, parks, transit, the Cross Kirkland Corridor and other parts of Kirkland.

The Totem Lake Neighborhood needs many nonmotorized improvements, as identified in the City's Active Transportation Plan. These include safe and appropriately scaled nonmotorized access to connect neighborhoods, and activity and urban centers, with services, transit, and recreation areas. The relationship of the Totem Lake Neighborhood to other neighborhoods, as well as to Lake Washington Technical College, Juanita Beach, and the Forbes Creek Trail, should be considered in developing regional connections.

The Cross Kirkland Corridor, ~~if it is developed~~, will provide an important recreational opportunity, as well as a north-south bicycle and pedestrian route, ~~within the Burlington Northern right of way~~ through much of the Totem Lake Neighborhood. The trail could also be a precursor of a regional facility traveling through the hearts of many Eastside cities.

~~Policy TL-32.2:~~

~~Coordinate with regional transportation agencies to ensure that a complete pedestrian network serves new transit facilities.~~

This project has been completed.

~~Sound Transit's 10-year Regional Transit System Plan includes funding for a new Transit Center and HOV access project at NE 128th Street on I-405. As plans are finalized for these improvements, the City should ensure that complete pedestrian facilities and transit service connections to Totem Lake residents and businesses are provided. Please refer to the Totem Center policies for additional discussion of pedestrian/transit circulation in the vicinity of the Transit Center.~~

Goal TL-~~1733~~: Encourage coordination with regional transportation systems.

The Totem Lake Neighborhood needs to be connected with larger transportation systems on the Eastside and in the region. Totem Lake businesses and residents should have a seamless and effective integration with mobility systems that serve both the neighborhood and external destinations.

Policy TL-~~1733.1~~:

Improve access to the Totem Lake Business District from I-405~~Encourage multimodal transportation improvements in the I-405 Corridor.~~

During peak hours, much of the traffic congestion on city arterials such as 124th Avenue NE is partially caused by traffic spillover from I-405. Efforts to reduce the impacts of this spillover include providing additional through capacity on I-405, study of a new interchange at NE 132nd Street with I-405 and I-405 corridor improvements for transit access and expanded transit service. Improvements to the configuration of the

This section to be revised.

interchange at NE 124th Street should also be explored and implemented. The City should support these efforts, and continue to work with the Department of Transportation in the study of the I-405 corridor.

~~The City should support efforts to add capacity on I-405 by adding at least one general purpose lane on both northbound and southbound traffic and to reconfigure the interchange at NE 132nd Street. These capacity improvements are necessary to ensure a balanced network and to support the land uses envisioned by the plan.~~

9. HOUSING

The Totem Lake Business District~~Neighborhood~~ is ~~a focus for~~an employment, retail and health services ~~center~~ that contains significant existing residential areas and offers opportunities to expand the housing supply. A central housing goal for the City is to increase housing opportunities while preserving neighborhood quality. Strong residential areas contribute to a sense of community, support retail and service activity, make the business district~~neighborhood~~ a more desirable business location and fulfill ~~c~~Citywide housing objectives.

This section provides policy direction regarding residential land uses in the Totem Lake Business District~~Neighborhood~~. Broad citywide housing policies are found in the Housing Element (Chapter VII). These policies, while not repeated here, are applicable to the Totem Lake Business District~~Neighborhood~~.

Goal TL-1826: Preserve existing multi-family residential areas and continue to expand housing opportunities in the Business District~~neighborhood~~.

Policy TL-1826.1:

Preserve existing residential areas, while allowing greater densities where appropriate within the Urban Center.

West of I-405, established residential areas are primarily located ~~on the~~ north and south ~~sides~~ of NE 124th Street. East of I-405, residential areas are located in the vicinity of the Evergreen Health hospital campus~~Medical Center~~Hospital, extending east to the eastern boundary of the Business District~~neighborhood~~ (see Figure TL-23). These established residential areas, with allowable densities ranging from 12 to 24 units per acre, should be retained and strengthened. ~~Outside of Totem Center residentially designated areas establish densities of 12 to 24 units per acre. Increases in residential densities in these areas may be appropriate since they are well-served by transit, if these changes can occur without creating impacts to residential areas outside of the business district.~~

Policy TL-1826.2:

Protect multifamily areas outside of the district's core from potentially adverse impacts of light industrial non-residential commercial and office uses.

The Commission asked for clarification and consistency regarding conflicts between uses. Staff inserted "outside of the district's core" to clarify this policy relates to lower density multifamily areas within the Urban Center: those zoned RM 1.8 and RM 2.4. This policy addresses multifamily areas rather than mixed use or light industrial areas.

Some Totem Lake residential areas abut commercial or office uses and may be adversely impacted by these uses. Existing city regulations provide for protection of low-density residential areas from incompatible uses through landscape buffers, building height and location and other measures. To protect the multifamily areas in the Totem Lake Business District~~Neighborhood~~, similar measures should be provided for moderate and high-density residential areas.

~~Nonresidential uses adjoining multifamily areas should be subject to design measures. These standards would be intended to preserve and strengthen multi family residential areas, and could include standards that address height limits, building bulk and placement, landscape measures, driveway location or other similar measures.~~

Addressed in design guidelines.

Policy TL-1826.3:

~~Seek~~ Expand housing opportunities to expand housing in the Totem Lake Business District~~Neighborhood~~.

In the Totem Lake Business District~~Neighborhood~~, expanded housing opportunities are provided through high residential densities, including a minimum density of 50 units per acre within the district's core. ~~and support for mixed-use development is also encouraged within the core area~~~~Totem Center~~. These measures provide for a significant amount of additional housing while preserving existing multi and single-family areas in and adjacent to the Totem Lake Business District~~Neighborhood~~.

~~Housing is Significant opportunities also exist to allowed, and in some cases encouraged housing within~~ within some of the general commercial areas of the district~~neighborhood~~. ~~Since housing development may be less financially profitable than office development where both uses are allowed, relatively high densities must be permitted to ensure that this use is on an equal footing with the development of an office use.~~ To further encourage developers to choose to provide housing, an increase in height ~~should be is~~ allowed in many~~some~~ commercial areas when upper story residential use is provided. This incentive ~~would enable~~ s residential use to be included either in mixed-use projects, or in stand-alone developments where commercial~~retail~~ use is not mandated as a ground floor use.

~~This incentive for greater height for residential development would be appropriate for~~ The areas listed below, and shown in Figure TL-97 are "Housing Incentive Areas", where residential use is allowed within the perimeter of an otherwise non-residential area, or a greater building height is allowed for structures containing residential use:

1. Totem Lake West, north of NE 124th Street, west of 116th Avenue NE,
2. Properties east of 124th Avenue NE, north of NE 116th Street and west of Slater Avenue,

These text changes reflect the direction to eliminate the office/high tech/residential mixed use development in the Parmac area. This change will also reduce the potential for conflicts between use types here. The boundaries of HIA 4 are also changed as recommended.

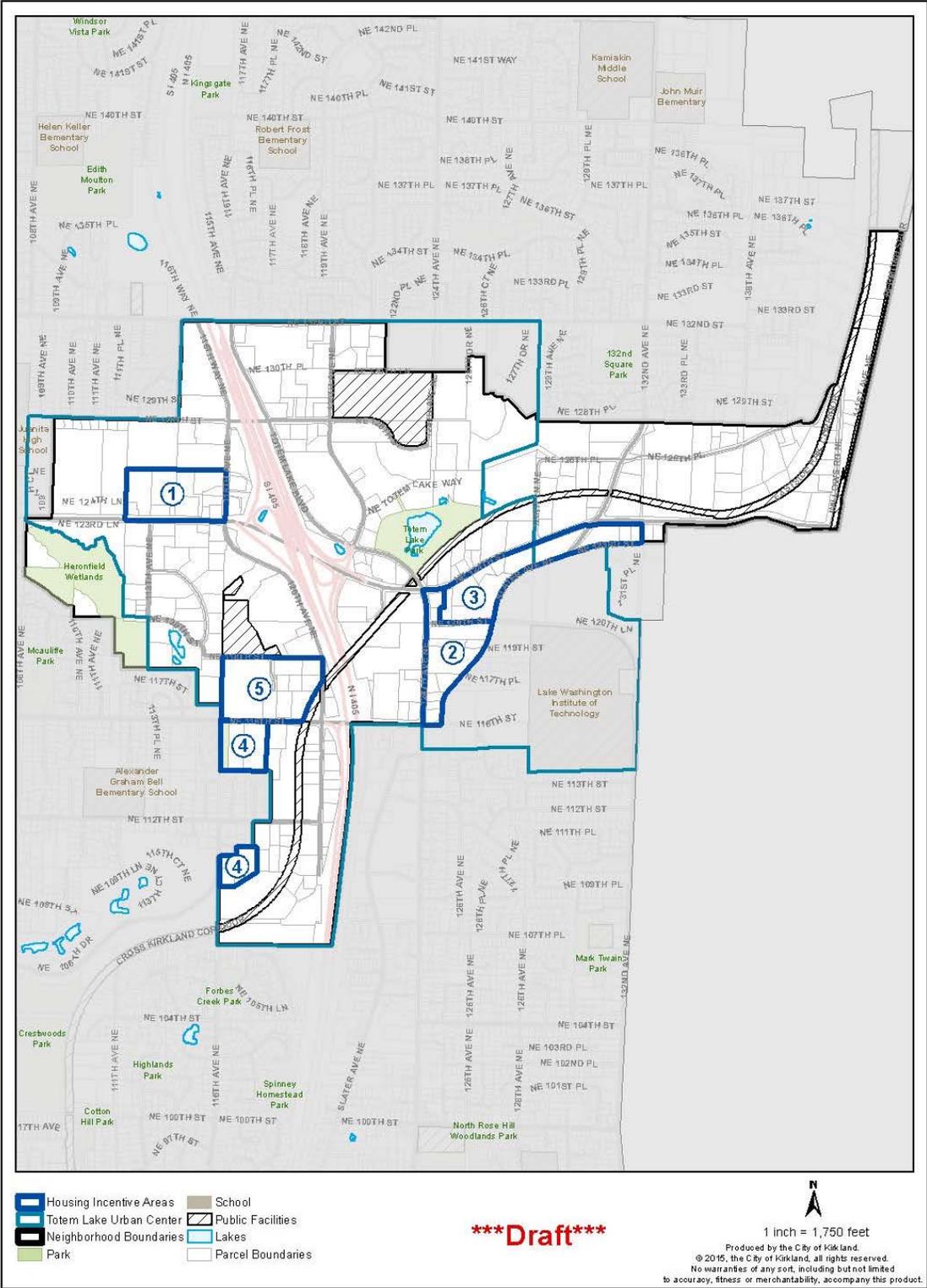


Figure TL-9: Totem Lake Housing Incentive Areas

3. Properties east of 124th Avenue NE, south of NE 124th Street,
4. Properties south of NE 116th Street, west of the Cross Kirkland Corridor, and
5. Property north of NE 116th Street, south of NE 118th Street, and west of the Cross Kirkland Corridor.

Within these areas, properties north and south of NE 116th Street and west of I-405 (districts TL 10B and TL 10C in Figure TL-~~944~~), should be allowed additional height only if residential uses are provided. As these areas are located near residential uses to the west, and are situated at the southeast gateway to the Totem Lake Neighborhood, residential use in this area will provide an appropriate transition to the commercial areas to the east.

Another possible opportunity for expanded housing supply is through transit-oriented-development (TOD) at the ~~located at the~~ Kingsgate Park and Ride, located in the northwest corner of the Totem Lake Business District, immediately northwest of the Totem Lake Neighborhood, in the North Juanita Neighborhood. At this location, development of housing in conjunction with transit services, retail and commercial uses would provide additional housing supply, support transit usage, increase the possibility for greater affordability and contribute to activity in the vitality of the neighborhood. The site, is owned by the Washington State Department of Transportation (WSDOT), which has indicated that it has no long-term plans for the site that might preclude its use for TOD, and has expressed interest in beginning discussions with the City regarding the concept. Because the Kingsgate Park and Ride is in the North Juanita Neighborhood, land use at this location is not considered in this plan. The potential for redevelopment of this site, however, should be considered at the future appropriate time. The City should pursue discussions with WSDOT regarding the potential for TOD at this site.

Kirkland representatives are meeting with WSDOT in June. This text may be revised following these discussions.

Goal TL-1927: Encourage housing that is affordable to the local workforce and meets diverse housing needs.

Policy TL-1927.1:

Seek ways to expand development ~~Develop a variety of~~ incentives, requirements and other measures to encourage development of affordable housing.

The Totem Lake Business District~~Neighborhood~~ provides an important source of housing that is affordable to local service and office employees. Existing ~~z~~ zoning and regulatory incentives ~~can~~ help make housing more affordable to low to moderate income households. Additional incentives, such as bonus densities, public funding programs, public land donations, and development fee waivers, may also be needed to develop affordable housing projects. Similarly, partnerships with other public agencies and the private sector can introduce more diverse resources, which can help fund affordable housing. The ~~A~~ assortment of affordability measures should be expanded~~developed~~ to help support housing projects in the Totem Lake Business District~~Neighborhood~~.

Policy TL-1927.2:

Provide incentives that encourage variety in housing style, size and services.

The Totem Lake ~~Business District~~~~Neighborhood~~ provides a range of housing types, including ownership and rental multi-family housing, and senior and assisted housing. ~~Regulations encourage~~~~Incentives should be developed to encourage~~ continued variety in housing types, such as housing in mixed-use developments and housing oriented to use of transit facilities. ~~Additional height is granted for residential use in many areas of Totem Lake.~~ Incentives ~~including could include~~ reduced parking requirements ~~for housing and~~, increases in the floor area allowed for housing, ~~and additional height should also be provided~~ where appropriate.

Mixed-use housing is another housing option that can increase housing opportunity and add vitality to the neighborhood. Incentives for mixed-use housing are provided in ~~the core of the business district and in defined Housing Incentive Areas~~~~Totem Center~~.

Policy TL-27.3:

Included in Implementation Chapter.

~~Monitor the effectiveness of regulations and incentives in achieving affordability and diversity objectives, and adjust techniques where necessary to obtain success.~~

~~The city should regularly monitor the effectiveness of its regulations and incentives in achieving its housing objectives. If needed, regulations and strategies should be changed, or new strategies developed, if the desired number of housing units are not built or if there is insufficient choice in the style, size or cost of housing.~~

~~**Goal TL-28: Provide for sufficient residential density to support and benefit from transit opportunities and to increase the likelihood of greater affordability.**~~

Addressed in the Land Use and Business District Core sections.

~~In the Totem Lake Neighborhood, highest residential densities are focused in Totem Center. In this District, minimum residential densities of 50 units per acre help satisfy housing demand generated by growing employment areas, reduce dependency on the automobile through improved access to transit, shopping and employment, and increase the potential for improved affordability by increasing overall supply. Please refer to the Totem Center policies for a more specific discussion of Totem Center residential policies.~~

10. URBAN DESIGN

The Totem Lake Business District~~Neighborhood~~ is comprised of distinct areas separated by built features, such as I-405, NE 124th Street and other major corridors. Urban design policies seek to establish visual connections between these areas, create effective transitions within and around the district~~neighborhood~~, and provide a collective identity for Totem Lake~~the neighborhood~~.

The urban design policies provide the broad rationale and vision for the future design character of the Totem Lake Business District~~Neighborhood~~. More specific considerations are provided in the sub-district sections, and sSpecific implementing direction based on these policies is provided in the Design Guidelines for Totem Lake. Future development will be reviewed by the City to ensure compliance with the Design Guidelines.

Goal TL-2021: Ensure that public and private development contributes to a coherent and attractive neighborhood—identity for the business district.

Policy TL-2021.1:

Ensure that public improvements contribute to a clear neighborhood-identity for the business district.

Public infrastructure, consisting primarily of public rights-of-way, is a significant land use in the Totem Lake Business District~~Neighborhood~~. Public improvements such as streets, trails, community facilities, parks and public facilities should be designed and constructed in a manner that makes a positive contribution to the character of the district~~neighborhood~~. High quality materials, the use of public art, and other measures to reflect and enhance the identity of the Totem Lake Business District~~Neighborhood~~ should be incorporated in public infrastructure design and construction.

Policy TL-2021.2:

Encourage private development to help build the overall character of the Totem Lake Business District~~Neighborhood~~.

Private development in the Totem Lake Business District~~Neighborhood~~ should promote a sense of community identity and continuity. Design measures to achieve this goal should address important elements of design, such as human and architectural scale, breaking up of building mass, attention to building details and pedestrian connections and orientation.

Design measures should also recognize the differing needs and character of the various areas of the district~~neighborhood~~. For example, design standards in the business district's core~~Totem Center~~, which support intensive development and a high level of transit and pedestrian activity, are somewhat different from~~than~~ those in

the balance of the neighborhood. Please refer to the Business District Core~~Totem Center~~ goals and policies for design measures that address this area.

Policy TL-~~2021~~.3:

Minimize the appearance of parking areas through location and shared facilities.

Parking lots are typically unsightly, break the links between buildings and destroy the continuity of the streetfront. Whenever possible, parking lots should be located at the rear of buildings. When this is not possible, landscaping should be used to break up and screen parking lots.

To minimize the area needed for parking, efforts should be made to share parking between facilities. Uses that have parking requirements at different times of the day should pool resources and develop plans for joint use. Adjoining parking lots shall not have unnecessary obstructions to through access, such as curbs or small changes in grade.

Policy TL-~~2021~~.4:

Establish standards to ensure that signs communicate effectively and complement the character of the area.

Signs should be an integral part of a building's façade. The location, architectural style, and mounting of signs should conform with a building's architecture and should not cover up or conflict with prominent architectural features. A sign's design and mounting should be appropriate for the setting and allow the sign to be easily read.

Goal TL-~~2122~~: Develop gateway features that strengthen the character and identity of the Business District~~neighborhood~~.

Policy TL-~~2122~~.1:

Identify and create gateways that are integrated with the transportation system, including the Cross Kirkland Corridor and other bicycle and pedestrian connections. Use public and private efforts to establish gateway features such as artwork, signage, landscape features and structures at the locations identified in Figure TL-10-

Gateways to the business district~~neighborhood~~ provide an important first impression of the area's character and quality. An existing gateway sign is located on NE 124th Street near the center of the neighborhood near 124th Avenue NE. Other locations for ~~neighborhood~~-gateways to the business district are shown in Figure TL-10.

At some locations, private development should install gateway features as part of future development. In other instances, public investment in such features is necessary. ~~Depending on the location, improvements could include landscaping, signs, structures or other features that identify the neighborhood.~~

New gateways to be identified at the Kingsgate Park and Ride and at the City's eastern boundary along NE 124th Street.

Goal TL-2223: *Develop a new landscaped boulevard, or “Circulator” that provides a green visual connection between the ~~four~~ subareas of the business districtneighborhood through enhanced landscape and public amenities.*

Policy TL-2223.1:

Create a landscaped boulevard that generally follows the alignment shown in Figure TL-106.

The purpose of the landscaped boulevard is to provide a softened landscaped border around the I-405 interchange at NE 124th Street and to visually connect the five sub-districts~~four quadrants~~ of the business districtneighborhood. Creation of the boulevard uses existing rights-of-way, such as Totem Lake Boulevard, 120th Avenue NE and 116th Avenue NE to the greatest extent possible. In other areas, particularly at the crossing of I-405 at both the north and south ends of the boulevard, dedication and development of new rights-of-way may be needed.

The alignment shown in Figure TL-106 is the preferred, but not the only possible alignment. Future opportunities to achieve the purpose of the boulevard on slightly different alignments should be considered and developed as appropriate.

Policy TL-2223.2:

Develop standards for the ~~Enhance the~~ landscaped boulevard to include~~with~~ wide sidewalks, extensive greenery and other public amenities.

A well-designed landscape plan will create a hospitable environment for both the pedestrian and driver by reducing scale, providing shade and seasonal variety and reducing noise levels. Elements that should be included in the landscaped boulevard include a widened and meandering planting area, continuous and clustered tree plantings, and clustered shrubbery and seasonal color in a variety of texture, color and shape. Other features, such as lighting, directional signs, benches, varying pavement textures and public art would further enhance the route.

Where Totem Lake Boulevard abuts the lake, the Master Plan for Totem Lake Park calls for a boulevard, designed to leverage the existing street edge with Totem Lake, a new median, and integrating the storm water wetland to the west of the street into one experience. In addition to the improved parkway like character, the redesign of the street is intended to improve bicycle and pedestrian facilities including a new wider sidewalks along the street's eastern edge overlooking Totem Lake Park.

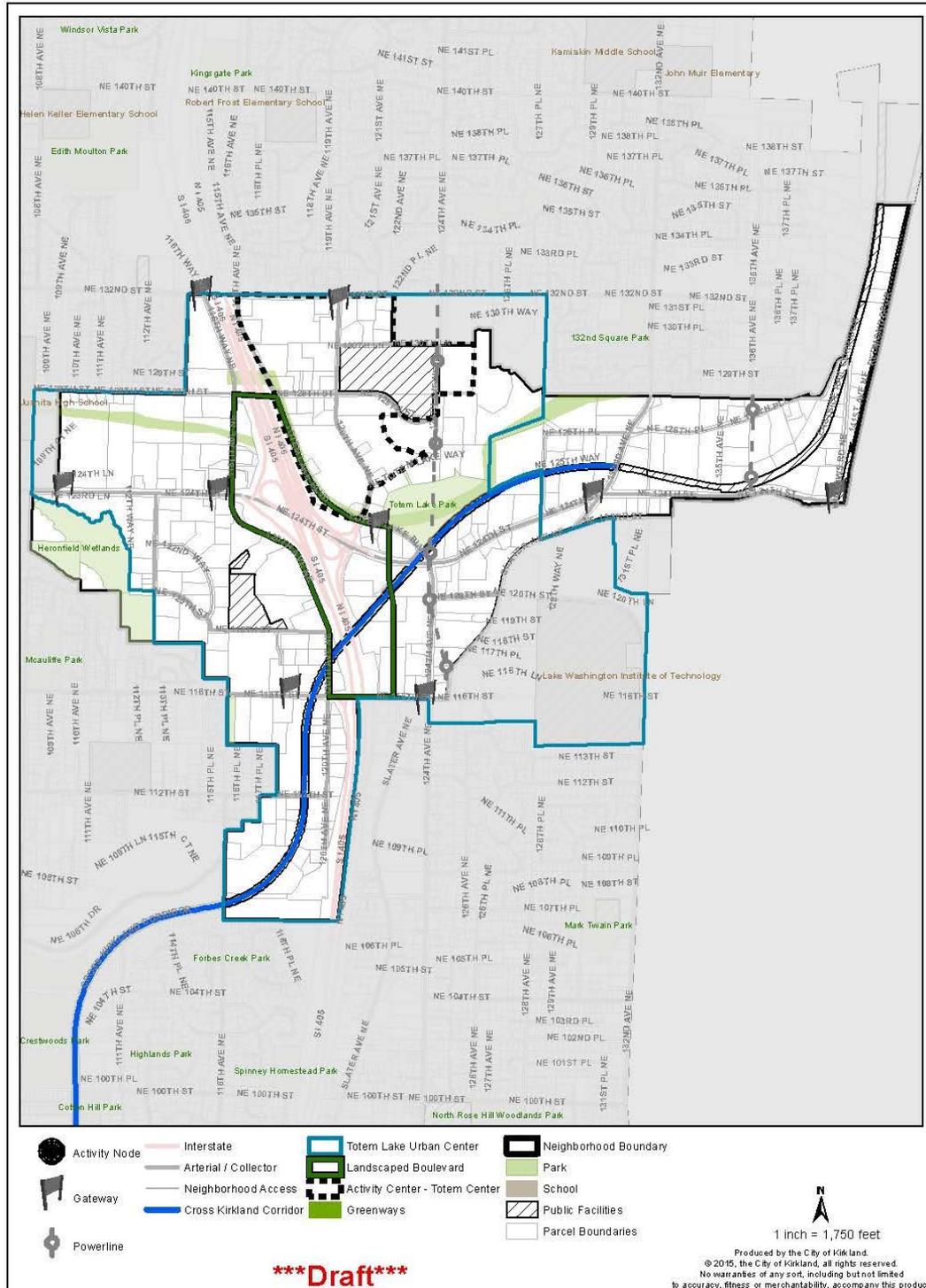


Figure TL-10 Totem Lake Urban Design

Goal TL-2324: *Provide interconnected streetscape improvements throughout the business districtneighborhood that contribute to a sense of neighborhood identity and enhance visual quality.*

Policy TL-2324.1:

Establish a street tree plan for the business districtneighborhood.

The repetition of trees bordering streets can unify a neighborhood's landscape. Trees add color, texture, and form to the urban environment. A strong street tree-planting scheme should establish community identity and provide a respite from the weather and the built environment.

neighborhood, particularly on major entry arterials, such as NE 124th Street, NE 132nd Street, NE 116th Street, 124th Avenue NE, Totem Lake Boulevard and 120th Avenue NE. Many of these streets are currently fully or partially planted with street trees.

Policy TL-2324.2:

~~Identify standards for and promote the development of public amenities, such as benches, planters, lighting, public art and directional signs on all arterials.~~ Develop an Urban Design and Amenities Plan for the Totem Lake Business District that provides guidance to create an identity for the business district and includes the following:

- Specific standards to contribute to placemaking for both public and private development
- A plan for locations and types of amenities desired in the district, to include at a minimum:
 - Street and park lights
 - Benches
 - Planters
 - Waste receptacles
 - Public art
 - Directional signs
- A plan for a system for linkages, such as paths and wayfinding elements, integrated with parks, plazas, community centers, recreation, and open spaces to create an interconnected system of public spaces
- Concepts for improved intersections and streetscapes, including specific improvements to be installed within the Circulator.
- Locations for and techniques to highlight connections to the Cross Kirkland Corridor, consistent with the 2014 CKC Master Plan.

The quality and character of public improvements ~~such as street and park lights, benches, planters, waste receptacles, pavement materials and public signs~~ are critical components of the neighborhood's image. Standards

for public improvements will assist in the development of a coordinated streetscape that will unify the business districtneighborhood.

Currently, the gateway signs on NE 124th Street are the primary public amenity in the districtneighborhood. Expansion of these features, through both public and private measures, will help knit the neighborhood together visually and functionally.

Policy TL-23.3:

Encourage place-making and a dynamic public realm by integrating publicly accessible plazas, open spaces and other gathering places with development in public and private projects.

Policy TL-23.424.3:

Establish a lighting plan for the business districtneighborhood.

A coordinated plan for lighting throughout the districtneighborhood can contribute to the area's identity. Fixtures which create a signature in style and placement throughout the streetscape and in public spaces can help to unify and upgrade the visual character of the neighborhood. Careful attention to lighting in pedestrian-oriented districts can also improve the perception of safety for pedestrians. A lighting plan should also include techniques to address impacts between dissimilar uses, such as instances in which vehicle dealerships abut residential uses.

Goal TL-2425: Provide effective transitions between the industrial, commercial and higher density multi-family uses in the business districtneighborhood and single-family residential areas surrounding the districtneighborhood.

Policy TL-2425.1:

Provide for site and building development requirements and other regulations that address transition areas to protect nearby residential neighborhoods.

Where commercial development adjoins established residential areas, the commercial use should incorporate site and building design features to soften its visual and physical impact and ensure that it is a positive element to the nearby residential neighborhood.

Techniques used could include limits on height, building bulk and placement, and lighting; setbacks of taller buildings away from residential neighborhoods; requirements for landscaping; noise control and other appropriate measures. Transitional regulations should include provisions for greenbelts, buffers or other site and building design features that will ensure a compatible relationship between commercial and residential development.

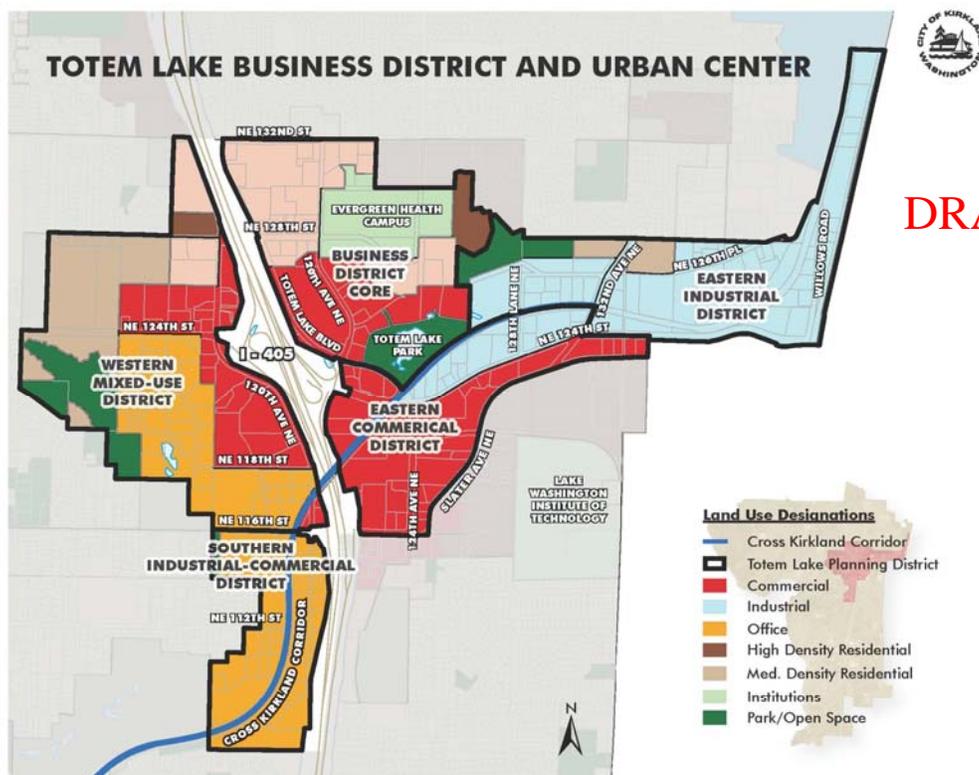
The City should ensure that policies for residential development contained in the plans for neighborhoods that abut the Totem Lake Business District ~~Neighborhood~~ include measures to address potential conflicts between these residential uses and the commercial development in Totem Lake.

Policy TL-24.2:

Where new residential development occurs near or within existing industrial areas, provide architectural techniques and vegetative buffers to minimize future conflicts between uses.

11. SUB-DISTRICT GOALS AND POLICIES.

The general goals and policies in Section 3 of this plan also apply to the Totem Lake sub-districts, identified in Figure TL-11. The goals and policies described below are additional efforts to address unique conditions and opportunities in these areas.

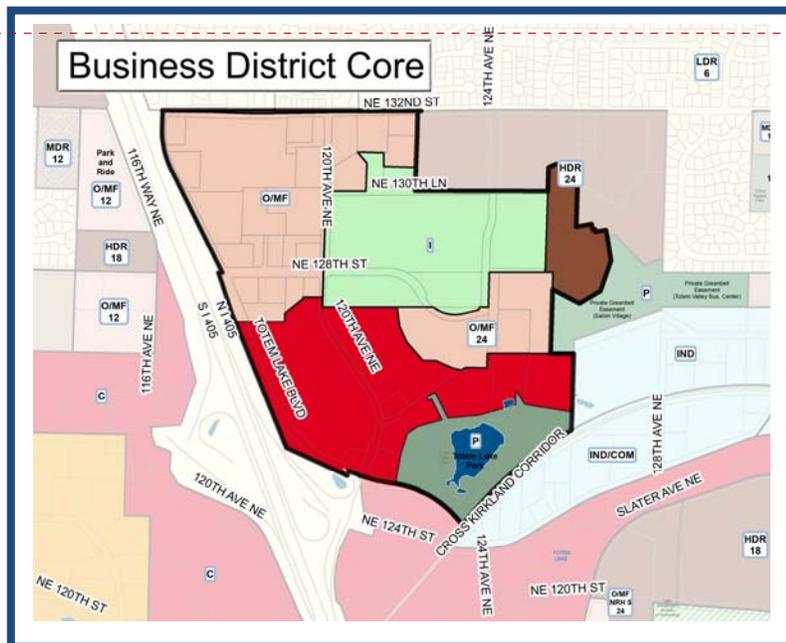


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Figure TL-11

Business District Core

~~The Business District Core Totem Center~~ is home to the Evergreen ~~Health Hospital~~ hospital campus ~~Medical Center~~, the Totem Lake Mall retail center, a variety of office/commercial uses, ~~and a regional transit center and Totem Lake Park planned transit station that will connect to the regional transit system.~~ Currently, ~~the core Totem Center~~ is characterized by development of low to moderate intensity. While thriving in many ways, this district has significant potential for increased activity and vitality. Policies in this plan are intended to strengthen the role of ~~the Business District Core Totem Center~~ as the ~~heartcore~~ of the Totem Lake Urban Center, providing a thriving employment, housing, ~~and commercial~~, service ~~and recreation~~ center for the city and the region.



The location of a compact mix of land uses and employment opportunities within the ~~core area Center~~ can provide the environment for increased use of transit, and a decreased need for vehicle travel outside of the district. The policies for ~~the Business District Core Totem Center~~ capitalize on the synergy created by existing and planned uses to create an attractive and vital community center. Ultimately, planned development in ~~the core Totem Center~~ will contribute to the sense of community and identity for the entire Totem Lake ~~Business District Neighborhood~~, as described in the ~~Neighborhood Vision Statement~~.

Goal TL-252: Focus intensive growth within the core of the Business District Totem Center (Districts TL1, TL2 and TL 3.

Policy TL-25,12-1:

Provide for increased intensity of development ~~within the core of the Business District in Totem Center.~~

In the Totem Lake ~~Business District Neighborhood~~, the most intensive commercial development is focused in ~~the Business District Core Totem Center~~ (see ~~inset Figure TL-2~~). The Evergreen ~~Health hospital campus Hospital and Medical Center~~ and the Totem Lake Mall play ~~a key roles~~ in the overall health and vitality of the ~~D~~district, attracting a cluster of complementary and collaborative businesses.

To ensure ~~the core is developed to urban densities, intensive economic development activity,~~ a minimum development threshold is required ~~for new development and redevelopment~~ within the ~~D~~district. ~~Please refer to the Totem Center policies for a more specific discussion of Totem Center economic development policies.~~

Goal TL-6: Strengthen the role of Totem Center for employment in the city and region.

The Totem Center district contains the Evergreen Hospital Medical Center, the City's largest employer, the Totem Lake Mall, and a variety of office uses. The area has significant potential for future employment.

Policy TL-6.1:

— Establish and actively support standards to ensure intensive redevelopment within Totem Center. —

Totem Center contains the most intensive land uses within the neighborhood. Designated land uses in Totem Center include mixed-use, the Evergreen Hospital Medical Center, and the Totem Lake Mall (see Figure TL-2). In all of these areas, new development and redevelopment should be intense enough to create a sense of vitality and activity within the designated center. Minimum development thresholds should be established for new development and re-development.

Policy TL-6.2:

— Ensure that regulations support and facilitate re-development and re-investment.

Done - amendments in 2012 provided additional flexibility and simplified review processes.

Regulatory flexibility can encourage redevelopment and encourage reinvestment that will support the long-term viability of Totem Center. To identify and eliminate barriers to development, the City should conduct a regulatory audit to determine whether zoning code provisions unintentionally discourage development activity in Totem Center. The regulatory audit could consider complexity of applicable review processes, organization and accessibility of applicable regulations, and flexibility in the review process. New zoning classifications and/or overlay zones that offer simplified standards and/or a flexible mix of uses should also be considered.

Policy TL-6.3:

— Support complementary development throughout Totem Center.

Uses that are complementary to the primary medical and retail uses within Totem Center should be encouraged. For example, new development could include medical offices in the Totem Lake Mall, workforce housing, or special purpose housing for populations served by the medical center. Retail uses to serve employees and businesses should be encouraged. To encourage and support residential development, service uses that support residential needs should also be encouraged.

Goal TL-267: Provide a variety of high-density residential uses.

Residential development in the Business District Core~~Totem Center~~ is provided for in the mixed-use area. Mixed-use occurs when more than one land use is within a single building or when different uses are located in separate buildings close to each other. An important characteristic of mixed-use is that uses are in close proximity and have

a good walking connection. Redevelopment in the mixed-use area could include both single use and mixed-use buildings within close proximity. Redevelopment should meet the density and intensity standards for the core area~~Totem Center~~ and make the mixed-use area generally more functional and attractive.

Policy TL-267.1:

Encourage high density residential development within mixed-use areas, including the Totem Lake Mall.

~~Housing has long been allowed in the mixed use area. History indicates, however, that if left to market forces alone, significant levels of housing are not likely to result in this area. In order to ensure a viable residential community in the Business District Core~~~~Totem Center~~, the City ~~should~~ provides a range of regulatory incentives that support residential development, including unrestricted density, no maximum density, increased building height and flexible parking requirements to be determined on a case-by-case basis. Additional incentives should be explored to encourage residential development, and Improvements to public spaces and streetscapes should be considered as ways to make the district a more attractive and appealing place for residents. Examples of possible incentives include increased height, bonus densities for affordable housing and decreased parking requirements for residential units.

Policy TL-267.2:

Encourage residential development that is affordable to the local workforce and meets diverse housing needs.

Measures to promote housing affordability, such as zoning and regulatory incentives, fee reductions/waivers or other measures, should be utilized as means to promote housing affordability. In addition, incentives should be provided to ensure a variety of housing types to address the needs of employees, seniors, or others who would benefit from housing near the employment center and health services in ~~Totem Center~~ the Business District Core.

Goal TL-278: *Ensure that public and private development contribute to a lively and inviting character in the Business District Core*~~Totem Center~~.

The fundamental goal for the Business District Core~~Totem Center~~ is to create a pedestrian-oriented urban center with a safe, lively and attractive 24-hour environment.

To achieve this goal, ~~key~~ design principles for the core ~~Totem Center include:~~ strive to ensure that development will enhance the appearance of the built environment through superior design and the use of high quality building materials, identify and create attractive and effective public spaces, and encourage pedestrian activity through both building design and improvements along the streetscape. Key principles address:

- **Mix of Uses** – Over time, the Business District Core~~Totem Center~~ should evolve into a diverse mix of uses, including office, retail, medical and hospital uses, and high-density residential. This mix of uses can be provided in mixed-use buildings or in single-use buildings located in close proximity and with good pedestrian connections.

- **Pedestrian Orientation** – Building entrances should face the street. Building mass should be broken up by offsets, step-backs or similar measures. Where compatible with the use, generous windows should be provided and oriented toward the street. Parking should not be the predominant use next to streets.
- **Public Spaces** – Development and redevelopment projects should provide publicly accessible open spaces that are focal points for the community. The City should identify park and recreation trail locations that encourage pedestrian activity throughout the core, Totem Center incorporating the improvements and trails identified for Totem Lake Park in the 2013 Totem Lake Park Master Plan.

Policy TL-8.1:

~~— Implement design principles for Totem Center.~~

~~Design regulations established for the Totem Center district are contained in the City’s Municipal Code. The principles include policies and concepts for pedestrian-oriented elements, public improvements and site features, parking lot location and design, building scale, building material, color and detail, signs, natural features, and other design elements. In addition to these standards, key design principles for all public and private development in Totem Center include:~~

- ~~— Reinforce the character of Totem Center through public investments, including street improvements, street lighting, gateway features, landscaping, ample sidewalks with street trees and bikeways.~~
- ~~— Produce buildings that exhibit high quality design, materials and details, incorporate pedestrian features and amenities and display elements of both continuity and individuality and that help build the overall character of the Totem Center area.~~
- ~~— Provide public spaces in all new larger development and redevelopment projects.~~
- ~~— Provide visual and functional connections between adjacent developments by incorporating areas of vegetation, public spaces and pedestrian connections. Impacts of parking and service areas should be minimized.~~
- ~~— Encourage commercial signs that are oriented to the pedestrian, complementary to buildings, communicate the availability of goods and services in a lively and sophisticated manner and contribute to the character of the area.~~

Policy TL-27.18.2:

Address unique conditions through~~Implement~~ design principles for the mixed-use area west of Evergreen ~~Health~~Hospital Medical Center.

The area west of the hospital campus has the potential for significant redevelopment. Specific design principles are included for this area to ensure that the mass of larger buildings is minimized, distinctive roof forms contribute to a visually interesting skyline, and appropriate transitions from lower density uses north of the Business District Core are incorporated.~~In addition to the design principles contained in the Municipal Code and the Totem Center concepts described in this chapter, the following principles should apply specifically to the mixed-use area:~~

- ~~— Urban residential development should be varied in building form, incorporate pitched or terraced roof forms, and include features such as bay windows, offsets, projecting decks and upper level step-backs. Rooflines should be varied.~~

~~■ Additional density should be allowed in buildings that include a significant amount of floor area in residential use.~~

~~■ The architectural mass of new development adjacent to NE 132nd Street should be centered toward the middle of these sites and provide a residentially scaled façade adjoining the low density residences to the north.~~

Policy TL-27.28.3:

~~Emphasize~~Encourage development that will bring vitality and activity during evenings and weekends.

Redevelopment should emphasize compatible retail, residential, ~~and~~ service and recreational uses that attract activity and bring vitality during evenings and weekends. In addition, redevelopment in the Business District Core/Totem Center should provide exterior and interior public spaces appropriate for festivals, fairs, public gatherings, open-air events, seasonal events, exhibitions, and other activities throughout the year.

Goal TL-289: Support and strengthen the role of Evergreen HealthHospital Medical Center as an important part of the Kirkland community (district TL 3).

As the City's largest employer, the Evergreen HealthHospital Medical Center provides significant economic value to the community. The hospital campus also helps to provide a focus for the core of the business/Totem Center district, with its larger buildings and substantial areas of open space. As the hospital continues to grow within the core area/Totem Center, these attributes should be maintained and strengthened.

Policy TL-289.1:

Support the continued vitality of the Evergreen Hospital Medical Center and supporting uses.

Through its health care services, community programs, and employment/economic role, the Evergreen HealthHospital Medical Center significantly benefits the quality of life in the City and region. Public policy direction should nurture and support the continued health and vitality of the Medical Center. Public measures include:

- a streamlined regulatory process;
- provision of ancillary development capacity for supporting uses;
- development standards to ensure high quality development.

The regulatory process and designation to ensure sufficient development capacity are addressed within the Economic Development section of this element.

Policy TL-289.2:

Implement design principles for the Evergreen Hospital Medical Center.

Future development on the Evergreen Hospital Medical Center campus should be consistent with a master plan, reviewed by the City, which includes all known future development plans for the facility. Design principles contained in the Municipal Code address a broad range of issues related to campus development, including directing taller buildings toward the center of the site, ensuring that campus edges are compatible with neighboring uses, and enhancing and improving pedestrian access within the campus and to neighboring uses, particularly the transit center and Totem Lake Mall.

~~and the Totem Center principles described above should apply to future development of this site. Additionally, the following principles should apply specifically to Evergreen Hospital and Medical Center:~~

- ~~■ Building heights in excess of those allowed under the current Master Plan should be considered. Prior to approval of increased building heights, an analysis of shadowing and transition to surrounding residential areas must demonstrate that the impacts of greater heights on the surrounding residential area can be effectively mitigated. Taller buildings should be located toward the center of the site, away from residential uses.~~
- ~~■ The value of public access to usable green spaces on the hospital campus should be considered when evaluating the need for taller buildings on the site.~~
- ~~■ Campus edges should remain compatible with neighboring uses. Extensive landscaping or building elements at the edges that are of a similar scale as neighboring uses should be used.~~
- ~~■ Pedestrian access within and through the Hospital campus should continue to be improved. The Hospital should coordinate with the Totem Lake Mall to provide a pedestrian connection that allows access between the Hospital, Transit Center and retail area in a safe and attractive environment. This feature may be an open space amenity or incorporated into buildings located near the slope.~~

Goal TL-2910: Expand and strengthen the retail focus at the Totem Lake Mall (district TL 2).

The Totem Lake Mall has the potential to be a vibrant, intensive retail center for the Kirkland community and surrounding region. As redevelopment of the mall property occurs, there is an opportunity to provide residents and visitors with an exciting place to shop, congregate and relax. Careful redevelopment of the mall property will be critical to its success as a retail center and community gathering place.

Policy TL-2910.1:

Strengthen the role of Totem Lake Mall as a retail center and community gathering place.

Currently, Totem Lake Mall is successful in many ways. It provides retail services and employment opportunities, is a significant contributor of retail sales tax income to the City and serves as the site for some community activities. The policies in this element are intended to support efforts by the Totem Lake Mall to increase its role in all of these areas and realize its potential as a vibrant retail and community focal point. Policies within the

Economic Development section address public actions, such as a regulatory flexibility and increased development potential, to encourage future growth and strength development at the Totem Lake Mall.

Policy TL-2910.2:

Emphasize high quality urban and architectural design in redevelopment of the Totem Lake Mall.

The redevelopment of the Totem Lake Mall should occur within the context of an overall site development master plan for the upper and lower mall. ~~Should phased development be preferred to address market demand at the site, a more traditional master plan approach may be appropriate to ensure the integrity of design over time.~~ Key principles for development of the mall include the creation of a pedestrian-oriented environment, through the use of public spaces, screening and the appropriate siting of parking facilities, the siting of buildings to a pedestrian network and the orientation of ground floor spaces to encourage pedestrian activity and visual interest. Visual and functional connections to Totem Lake Park, as well as the provision of pedestrian connections to the Evergreen Health campus, transit center and mixed use area north of the lower part of the mall are also important. ~~are noted below.~~

In addition to the design principles contained in the Municipal Code ~~and the Totem Center concepts described elsewhere in this chapter~~, the following specific principles should apply ~~specifically~~ to the Totem Lake Mall:

- ~~Coordinate with the Evergreen Hospital to provide a pedestrian connection that allows access between the Hospital, Transit Center, and retail area in a safe and attractive environment. This feature may be an open space amenity or incorporated into buildings located near the slope.~~
- ~~Additional density should be allowed in buildings that include a significant amount of floor area in residential use.~~
- ~~Provide a visual and functional connection between the upper and lower malls.~~
- ~~Allow for future visual and functional connections to the Totem Lake wetlands and planned greenway extending along Totem Lake Boulevard.~~
- ~~Provide for a pedestrian-oriented environment, with appropriately scaled signs and architecture. Public spaces should be provided for gathering and relaxation.~~
- Provide extensive landscaping, including substantial use of trees, within parking areas to soften the visual impacts of cars and pavement.

Goal TL-12: ~~Integrate local transit service, including a planned transit center, with surrounding development.~~

The transit center has been developed since the existing Totem Lake Plan was adopted.

Policy TL-12.1:

~~Locate the planned transit station in Totem Center near employment, residential and retail centers.~~

~~In general, the accepted walking distance standard for transit stations is one quarter mile, or a five to 10 minute walk. This distance may be shorter in areas with hills or where weather conditions are not conducive to walking. In order to promote pedestrian use of the planned transit station in Totem Center, it should be located as close to the employment and residential areas as possible.~~

~~The preferred location for the transit center is in close vicinity of the intersection of 120th Avenue NE and NE 128th Street. This location would provide the greatest access for employees at Evergreen Hospital as well as future residential and employment populations in the mixed-use area. Careful attention to design of the transit center will be important, to ensure that it is integrated with existing uses, and provides necessary amenities to encourage transit ridership. If possible, depending on the location selected for the transit center, the center should participate in a pedestrian connection between the Totem Lake Mall and Evergreen Hospital Medical Center.~~

Policy TL-12.2:

~~— Provide safe and convenient pedestrian access between commercial and residential development and the transit center.~~

~~Two key factors that influence how far people will walk to a transit station are whether (1) the walkway system is direct and complete and (2) the walk environment is enjoyable and safe. Once the transit station location is finalized, the walk routes to the station should be identified and improved to encourage pedestrian access.~~

***Goal TL-3013:* Establish a transportation network that emphasizes pedestrian and transit use and is consistent with the regional transit plan.**

Policies in this section may be revised following completion of the TMP and Transportation Element.

Policy TL-2313.1:

~~— Support the list of sidewalks, bikeways and trails as established for the Business District Core ~~Totem Center~~ in the Active Transportation Plan.~~

Covered in Transportation section.

~~Sidewalks, bikeways and trails provide important transportation benefits. Safe and attractive pedestrian routes allow residents and workers to reach transit and retail and service businesses without using their car. Bikeways allow safe bicycle commuting and short convenience trips. In addition, these facilities contribute to the overall visual character of the area. The city should continually identify sidewalk, bikeway and trail needs and solutions.~~

Policy TL-3013.12:

Increase transportation options throughout the Business District Core ~~Totem Center~~.

The core area ~~Totem Center~~ has limited options for local vehicular circulation. Development of a complete network of local access streets as shown in Figure TL-6 would allow for choices in through movement and local access. Improved connectivity in this area would encourage walking between medical and commercial uses and new residential areas. It would also encourage the use of transit through reducing distances between activities and the

~~transit facilities along NE 128th Street. The finer street grid would also and contribute to the character and identity of the district's core Totem Center. Key potential new street connections include mid-block connections along 120th Avenue NE and between NE 128th Street and NE 130th Street, east of 120th Avenue as shown in Figure TL-4.~~

~~The proposed NE 128th Street overpass would also provide important east/west connection across I 405. This design of this connection will be important, particularly where the roadway meets existing residential uses west of NE 116th Street, and established assisted living and commercial uses east of Totem Lake Boulevard. Design techniques should be incorporated to minimize impacts on these adjacent uses.~~

Construction of the NE 128th Street overpass is complete.

Policy TL-3013.23:

Calm traffic on 120th Avenue NE.

120th Avenue NE runs between the upper and lower Totem Lake Mall, provides access to ~~the Evergreen Health Medical Center campus Hospital~~ and is the more heavily used of the two major north/south arterials through ~~the Business District Core Totem Center~~. Traffic calming measures on 120th Avenue NE would improve pedestrian comfort and safety, increase the potential for a stronger connection between the upper and lower mall, and improve visual quality in the heart of ~~the business district Totem Center~~. Traffic calming measures could include a traffic roundabout, narrowing of the street, addition of on-street parking, ~~and a mid-block crossing with mall redevelopment~~ or other measures. Specific traffic calming measures should be developed in collaboration with emergency service providers to ensure adequate emergency access to ~~the Evergreen Health campus Hospital~~ and other uses in the area.

Policy TL-30.3:

~~Provide new pedestrian connections to Totem Lake Park from businesses, residential areas, transit and Evergreen Health.~~

~~The 2013 Totem Lake Park Master Plan calls for improved pedestrian connections to the park. In addition to the park being a starting point and a destination for visitors along the Cross Kirkland Corridor, opportunities to connect to more distant parts of the business district also exist. Possible connections include the Evergreen terrace climb, from the north side of the lake along the Seattle City Light right of way, connections to the Totem Lake Mall, hospital and transit center, and the spiral ramp and overpass from the park's southwestern edge over NE 124th Street.~~

Eastern Commercial District

The Eastern Commercial District contains much of the Totem Lake Business District's commercial land. This area is planned for mixed use, including high density residential, particularly in the designated Housing Incentive Areas west of 124th Avenue NE. Auto dealerships are also a prominent land use in the area, both north and south of NE 124th Street, east of 124th Avenue NE. While the industrial/commercial area in this district provides a range of services, over 90% of the jobs located here are tied to either

Shaded text above is relocated to the discussion of the "Eastern Industrial District" (applies more to the land east and north of this sub-district).

industrial (aerospace/high tech) or auto dealerships.

Policy TL-3.3:

~~Expand opportunities for retail development in the area south of NE 124th Street, east of I-405 (districts TL 5 and TL 6).~~

Much of this area is established as a retail area, with a mix of retail uses. In the past, a small portion of this area was designated for light industrial use, and is currently developed with an office park containing a mix of office, light industrial and service uses. Because this area is isolated from other industrial areas and entirely surrounded by an established retail area, it should be allowed to develop as part of the larger retail center.

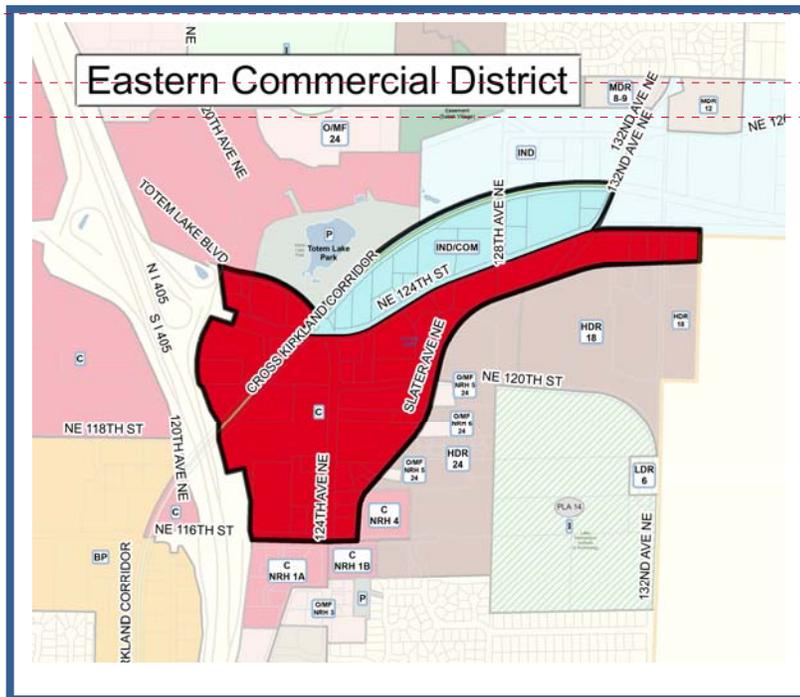
Regulations have already been adopted.

Goal TL-31: Strengthen existing uses and support redevelopment consistent with Urban Center objectives.

Policy TL-31.13.4:

Promote redevelopment of ~~Enable expanded development opportunities for~~ the commercial district located on the west side of 124th Avenue NE and south of NE 124th Street under a ~~Master Plans specific plan~~ for the entire area (district TL 5).

The retail ~~and industrial~~ area located east of I-405, west of 124th Avenue NE, south of NE 124th Street and north of NE 116th Street (~~District TL 5 on Figure TL-11~~), presents a unique opportunity for the development of a planned, mixed-use district within the southern portion of the Totem Lake ~~Business District~~ **Neighborhood**. Assembly of land may be feasible in this area, as much of the area is contained in several large property ownerships, the largest



being slightly over 9 acres. The western portion of the district is located adjacent to the freeway, and at a lower elevation that may enable greater building height with minimal impact.

~~The vision for this area is as a pedestrian-oriented mixed-use district, with a network of local access roads reducing the scale of the district for pedestrians, vehicles and bicycles. The network would be the foundation for an attractive grid of streets, wide sidewalks, and a supporting combination of commercial, office and residential uses. New access to the Cross-Kirkland-Corridor would connect users of the site and visitors to the Totem Lake Business District to this open space and transportation corridor and to areas west of I-405. Development standards and design guidelines provide flexibility to consider creative proposals for redevelopment of this important opportunity site and emphasize: The specific plan should evaluate the feasibility of a more intense commercial and residential district in this area, and consider options to:~~

- ◆ ~~Strengthened~~ retail development, ~~including opportunities for vehicle dealerships,~~
- ◆ ~~Consider Greater~~ building heights ~~in excess of than~~ those allowed in other commercial districts,
- ◆ ~~Creation of e-~~a more pedestrian-oriented district through:
 - ◆ The siting of buildings and public spaces to be oriented to the pedestrian and Cross Kirkland Corridor,
 - ◆ The creation of a street grid through development of a north-south right-of-way, and the consideration of development bonuses where the set-aside of land and improvement of this right-of-way is provided through private development.
- ◆ ~~Provide for I-~~increased housing capacity, and affordable housing in particular,
- ◆ ~~Ensure e-~~Complementary design in the development of the site, through:
 - ◆ _____ Coordination of individual increments of development with overall design plan,
 - ◆ _____ Shared vehicular access and parking areas, and
 - ◆ _____ Coordinated sign systems.

Staff recommends that this reference to vehicle dealerships be deleted. While the use would continue to be allowed, this use is not particularly consistent with the vision for a pedestrian-oriented district, so perhaps should not be specifically highlighted in the text.

Policy TL-24.2:

~~Encourage the creation of an “Auto Dealership District”.~~

This proposed policy would be deleted, per PC direction.

~~Auto dealerships are an established land use along 124th Avenue NE and NE 124th Street within the Eastern Commercial District. While these businesses provide important benefits to the City, as discussed in the Economic Development section of this Plan, they do not contribute to the density and pedestrian orientation desired in an Urban Center. Standards to encourage consolidation of land devoted to sales and storage of automobiles, coordination of signage, shared parking, unique lighting, design elements, streetscape and landscaping to provide and identity for~~

~~the district could be useful in minimizing the impacts of this low density land use while strengthening the industry's presence within Totem Lake.~~

Policy TL-31.2:

Ensure compatibility in building design along the Cross Kirkland Corridor and Totem Lake Park.

Where commercial and light industrial uses exist between NE 124th Street and the CKC, next to Totem Lake Park, the relationship of these land uses to the corridor and lake should be considered. Building openings and connections should be consistent with the objectives of the 2013 Totem Lake Park Master Plan and 2014 CKC Master Plan.

Policy TL-31.3

Allow multifamily use in mixed-use development where industrial/commercial land north of NE 124th Street lies within the Urban Center (TL 7A).

New policy incorporates preliminary PC recommendation for the Totem Commercial Center CAR.

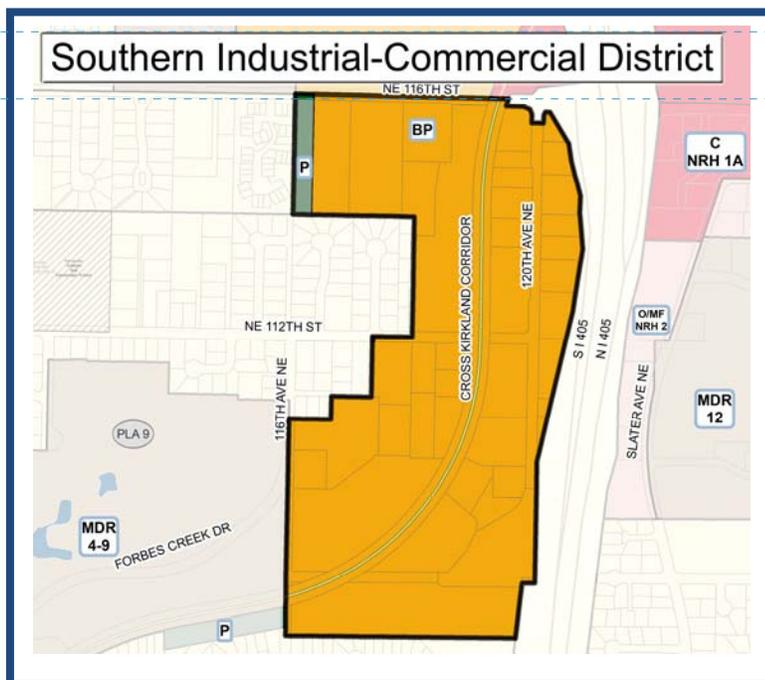
Residential use within this transitioning area is appropriate where proximity to Totem Lake Park serves as an amenity for the living environment. As the transition between new mixed use and residential developments and existing light industrial uses presents a compatibility challenge, the siting and design of new buildings should be accomplished in a manner that minimizes conflicts with existing light industrial uses. Development standards such as minimum acreage requirements and ground floor commercial use will help to create a successful mixed-use environment while industrial uses remain.

South Industrial-Commercial District

The area south of NE 116th Street, historically known as Par Mac, is currently developed with a mix of light industrial, office, retail, auto and service uses. Historically, this area was planned for and developed with manufacturing and light industrial uses that may have benefited from proximity to the BNSF right of way, now known as the Cross Kirkland Corridor. Prior to 2010, train service in this corridor was discontinued, and in 2012 the right-of-way was acquired by the City of Kirkland for a nonmotorized multi-use trail and/or transit route through Kirkland.

Over the past decade, many of these traditional light industrial and manufacturing uses have been converted to office, retail trade businesses, such as contractors and suppliers, recreational facilities and other service uses, and ~~the~~ existing space no longer meets the needs of many industrial tenants. At the same

time, the demand for office space in Kirkland and the Eastside as a whole has been increasing.



When the plan for the Totem Lake Business District was last updated in 2002, in recognition of this ongoing trend toward office use, the South Industrial-Commercial districtPar Mac area was should be designatedwas designated for office use with the goal of encouraging a transition to office and high tech uses, as ~~Office spaces designed for uses in the high technology sector should be specifically encouraged. These types of firms tend to provide high-wage jobs and other benefits to the area's economy. Development incentives including aAdditional building height were providedestablished to encourage these uses in redevelopment of the areashould be considered for future development in this area. Due to the topographic characteristics of the land, situated at a lower elevation than the freeway to the east and from many areas of residential development to the west, greater height in this area would have limited impacts on views or the character of the area. Additional height would also encourage greater redevelopment of the area than might occur at the existing permitted intensity. Development trends across the Eastside indicate that most new office development has occurred outside of Kirkland, as the City is a secondary office location to other locations on the Eastside.~~

References to "light industrial" may be revised to be consistent with new term for light industrial ("commercial flex", "flex industrial" or similar) selected for this use in Land Use Element. Land Use Element is revised to "Light Industry/Office" – shall this change be made in this Plan also?

Kirkland's industrial areas are functioning well with generally good vacancy rates for industrial space. Despite deficiencies in the existing space in the Southern Industrial-Commercial District in meeting the needs of industrial tenants, the area continues to provide over one third of the City's light industrial space. Flexibility in regulations

to allow expansion and redevelopment for industrial uses would provide support to strengthen this sector within the district.

Goal TL-32.3: Preserve and intensify commercial uses areas outside of Totem Center.

Policy TL-32.13.2:

Support and promote expanded ~~Expand~~ opportunities for office development south of NE 116th Street (districts TL 10D and TL 10E) through development incentives and flexibility, while continuing to allow for existing light industrial uses to expand and new light industrial/industrial flex businesses to locate in this area.

Generous development standards are in place to attract and accommodate new commercial development in this area. Flexibility in regulations to allow modifications and expansions of existing structures for modern industrial uses will enable the existing building stock to address changing needs.

Goal TL-33: Accommodate residential use where appropriate within the district

Policy TL-33.1:

Accommodate ~~Provide incentives for~~ residential use within the Housing Incentive Area located in this district.

Residential use is appropriate along the perimeter of this area, as shown in Figure TL-9, where conflicts with light industrial uses are less likely to occur.

Revised policy and new text acknowledges shift to restrict residential use to the perimeter of TL 10C and TL 10D. Housing Incentive Areas Map will be revised to indicate the reduced area for residential and mixed-use development.

Policy TL-33.2:

Allow for flexibility in regulations that encourage creative proposals for residential development along the CKC when included in a planned, mixed use development.

Growth in employment in businesses located along the CKC, south of this district, has expanded the City's housing needs. An opportunity exists to address this need through providing residential development along the corridor, where residents could enjoy direct access to employment along the bike or future transit corridor. Standards for development should include land aggregation of at least ten acres, to ensure a substantial property size is included to accommodate a mix of uses and range of amenities for residents and businesses. Vehicle and pedestrian access to the development should also be designed to minimize conflicts with traffic for light industrial uses. Flexibility in regulations is important, to enable consideration of the complex issues of siting this type of development in the Southern Industrial-Commercial district.

Specific acreage size was supported by the PC at study session in April.

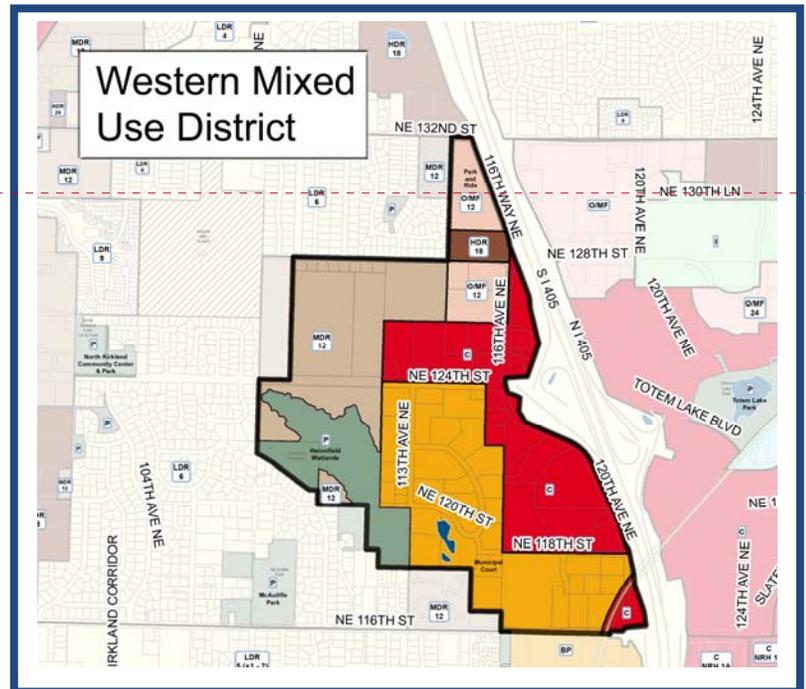
Design considerations associated with additional height will include views from the freeway, and the need to preserve some openness across the area. Existing industrial tenants in this area should continue to be supported through development standards that allow these uses to remain and expand.

Western Mixed-Use District

The Western Mixed-Use District contains a wide range of uses and activities. The Kirkland Justice Center, providing police and court services is located here, just west of the general retail area along 120th Avenue NE, and just east of the large 405 Corporate Center, where much of the district's office and some flex industrial space is located. A mix of community recreational/cultural uses are clustered in the TL 10B zone at the southern end of the sub-district. North of NE 124th Street, lies the Totem Lake West shopping center and the Kingsgate Park and Ride lot. Medium density multifamily residential development remains at the sub-district's western boundary.

Within the southern upland portion of the Heronfield Wetlands, community members built and operate Jasper's Dog Park, a two-acre, fenced site that provides an opportunity for dogs to play and socialize off-leash, and for citizens to visit and enjoy the natural setting.

Planning Commission requested that a reference to Jasper's Dog Park be included here.



The wooded hillside located at the south end of the Western Mixed-Use District is designated as a medium landslide hazard area (see Figure TL-4). on the north side of NE 116th Street, west of I 405, is designated as a moderate landslide hazard area (see Figure TL X5). Development in this area should be subject to the following conditions:

- (1) Lot coverage for development should be limited to ensure maximum preservation of existing vegetation.
- (2) Heavily vegetated visual and noise buffering should be maintained or developed where buffers are needed either for residential use of this site, or from nonresidential use of this site to residential use on neighboring properties.
- (3) Access to NE 116th Street should be limited due to the terrain and the desire to retain existing trees within the southern portion of the site.

A desired new road connection would link NE 116th Street and NE 118th Street through this part of the sub-district (see Figure TL-6), providing more direct access to the Kirkland Justice Center, the office park, and points to the north and west.

North of NE 124th Street and west of 116th Avenue NE lies the Totem Lake West shopping center, located north of NE 124th Street and west of 116th Avenue NE. This retail center has the potential for redevelopment to include more intensive commercial development as well as upper story residential use. Design guidelines establish

redevelopment of the center as a pedestrian-oriented village, with a centralized plaza surrounded by storefronts oriented to internal private or public streets. ~~R~~with residential and/or office uses would be located on upper floors, with residential uses clustered at the north end of the site overlooking the natural greenbelt area.

The Kingsgate Park and Ride site, located at the sub-district's northwest corner, is owned by the Washington State Department of Transportation (WSDOT), and currently developed as a park and ride with 500 parking stalls. The Park and Ride is served by Sound Transit and Metro, and linked to the I-405 direct access ramps and transit center via a pedestrian walkway. The site's location within the Totem Lake Urban Center, close to employment, shops and services is ideal for transit-oriented-development. If the site is redeveloped with TOD, the principles discussed below should be used to guide development at the park and ride:

Goal TL-34: Support transit-oriented-development (TOD) at the Kingsgate Park and Ride.

Partnerships between the City of Kirkland, WSDOT, King County Metro, ARCH (A Regional Coalition for Housing) and non-profit and private developers should be encouraged to create a mixed-use community within walking distance of the Totem Lake transit center.

The City and State and/or King County Metro should also work closely with the community to establish design guidelines and development standards for the site. Standards should address appropriate building scale and massing for the site and adjacent residential uses, and mitigate traffic, visual, noise and other impacts of the development to the surrounding streets and residential areas. Vehicular access points should be minimized to avoid congestion and safety problems, and pedestrian and bicycle access should be enhanced

New text is suggested to mirror approach considered for updated Bridle Trails Neighborhood Plan for the Houghton Park and Ride.

Policy TL-34.1: Encourage new transit-oriented development that:

- Provides a mix of housing, offices, shops and services at the Park and Ride site.
- Provides for affordable housing.
- Establishes standards for high-quality site and building design.
- Maximizes the effectiveness of transit-oriented-development through supporting necessary densities, expanding opportunities for retail and other uses, reduces the need for parking, and mitigates traffic, visual, noise and other impacts.
- Ensures that transit operations remain efficient and are enhanced as appropriate.

Revisions to the text incorporate the preliminary recommendations of the Planning Commission for the Morris, Rairdon and Astronics CARs.

Eastern Industrial District

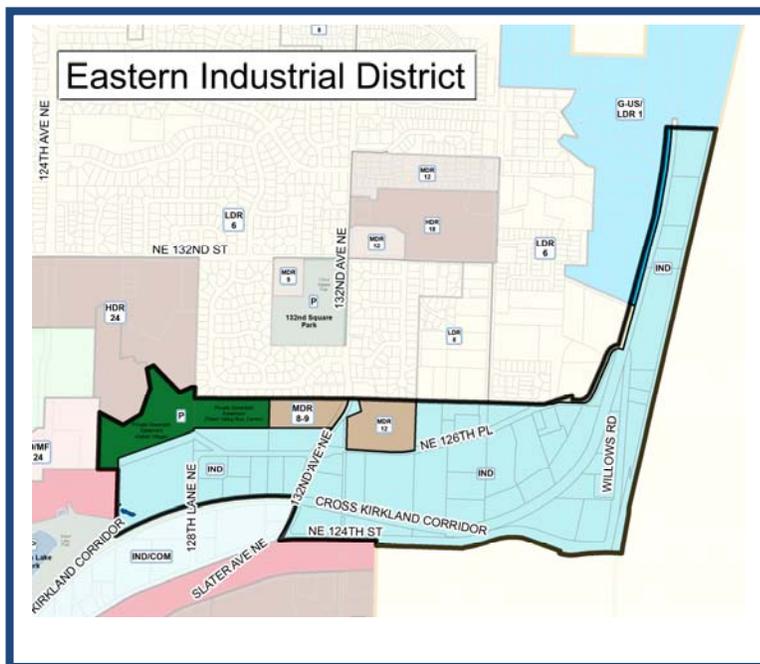
The Totem Lake Business District Neighborhood contains a large light industrial/office area generally located east of 124th Avenue NE, and in the vicinity north of NE 124th Street and generally north of the Cross Kirkland Corridor. (District TL-9 on Figure TL-X11).

Land east of the Eastside Rail Corridor at Kirkland's easternmost boundary with King County is included in this area. This area is developed with a variety of industrial and service uses and is one of the few remaining light industrial areas in the City. While the industrial/commercial area in this district provides a range of services, over 90% of the jobs located here are tied to either industrial

Text moved from Eastern Commercial District discussion.

(aerospace/high tech) or auto dealerships.

Goal TL-35: Support the retention and expansion of light industrial uses while allowing flexibility in uses for unique conditions.



The Eastern Industrial District provides a close-in location for many businesses that are either industrial in nature or they provide good and services such as auto repair, plumbing or contracting. These uses should be supported through regulations that allow them to expand, while minimizing conflicts with non-industrial uses within the area.

Environmental features present in some areas of the Eastern Industrial District make development with traditional light industrial structures challenging. Flexibility for a variety of uses is appropriate in these areas.

Policy TL-35.13.5:

Support the continued existence of industrial uses in the eastern portion of the business district neighborhood (district TL 9).

Industrial uses in this area should be supported through development standards and incentives that encourage existing businesses to remain and expand, and future industrial tenants to choose to locate here.

Policy TL-35.2

Development of the land north of NE 126th Place should be subject to standards to protect critical areas.

The parcel of land located within this area, on the north side of NE 126th Place, just east of the Private Open Space area, may be appropriate for multifamily residential use, as well as limited retail, industrial or small office uses. The site contains a steep, heavily vegetated hillside that may constrain development. The Natural Environment policies contained in this Neighborhood Plan set forth conditions for development of this hillside property. The abutting parcel directly to the north of this site is a steep, heavily vegetated hillside in the northeastern portion of the business district neighborhood and lies within an identified high landslide area (see Figures TL-45 and inset map TL-11, District TL-9). Although a range of office, industrial or multifamily retail uses are permitted in the southern portion of this area if it is developed alone, development that includes consolidation with the northern parcel development within the northern parcel, hillside north of NE 126th Place, this development and all development on the hillside is are subject to the following conditions that apply to any development of the northern parcel:

Revisions incorporate preliminary direction on Rairdon CAR.

- (1) **Proposals to develop Development the northern parcel (TL 9B) alone with residential development should be subject to public review and discretionary approval through the City's Process IIA process. Proposals that include consolidation and coordination with development of the southern parcel in TL 9A in retail (vehicle) use should be reviewed through a Planned Unit Development proposal (Process IIB).**
- (2) **For residential development on the northern parcel (TL 9B):**
 - a. The base density for residential development on the slope should be eight dwelling units per acre.
 - b. Lot coverage for development should be lower than that allowed for the less environmentally sensitive properties to the south, to enable the preservation of vegetation and watercourses on the site.
 - c. Vegetative cover should be maintained to the maximum extent possible. Clustering of structures may be required to preserve significant groupings of trees.
 - d. Watercourses should be retained in a natural state.
 - e. Development should only be permitted if an analysis is presented that concludes that the slope will be stable. The analysis should indicate the ability of the slope and adjacent areas to withstand development, the best locations for development, and specific structural designs and construction techniques necessary to ensure long-term stability.
 - f. The hillside with the steepest slopes should be left undisturbed in a natural condition and retained as permanent natural open space through the creation of a greenbelt easement or the dedication of air rights. In order to provide property owners with reasonable development potential, some development may be permitted on the southern, lower portion of the hillside. In no case should such development or associated land surface modification extend closer than 100 feet to existing single-family residential development north of the slope.
 - g. Any part of the hillside which is retained as permanent natural open space, but which has been previously altered from its natural state, or which is so altered as a result of soils testing or watercourse rehabilitation, should be returned to its natural condition.

Should this text be retained in the Plan, or rather summarized in the Plan, with the detailed standards moved to the Zoning Code?

- h. Surface water runoff should be maintained at predevelopment levels.
 - i. Vehicular access should be from south of the slope. If necessary, access may be from 132nd Avenue NE; provided, that such access is limited to one point and meets other City standards.
 - j. Where residential uses are allowed, a total of five stories measured above an average building elevation is allowed if at least 10 percent of the units provided are affordable units.
- (3) For non-residential development that includes consolidation and coordination of both parcels (TL 9A and TL 9B):
- a. Impacts to critical areas should be avoided. Where this is not practicable, impacts should be minimized. Mitigation plans may be proposed, based on a complete evaluation incorporating best available science, which result in an equal or greater level of function and value compared to the existing condition. Mitigation plans which provided a greater level of function and value are preferred.
 - b. Vehicle access to development must be from NE 126th Place NE.
 - c. An expanded buffer, greater than 100' from the northern property line must be provided.
 - d. Lighting and noise must be limited to prevent impacts to neighboring residential uses.

Policy TL-35.3:

Support development of multifamily residential use east of 132nd Avenue NE and north of NE 126th Place, where topography and critical areas make development with industrial use challenging.

This new text incorporates preliminary direction for the Morris CAR.

Steep slopes within High Landslide Hazard Areas, dense vegetation and wetlands exist within some areas east of 132nd Avenue NE. On these parcels, development with multifamily residential use may provide opportunities to avoid potential wetlands, buffers and steeper areas through the siting of units in several smaller structures that follow existing topography. Since these properties lie within a successful light industrial area, residential development should include substantial buffers and other elements to minimize conflicts with existing and future industrial neighbors.

Policy TL-35.4:

Additional building height is appropriate in the eastern portion of the sub-district, east of Willows Road, where development may occur at the base of the hillside.

This text incorporates preliminary direction for the Astronics CAR.

Along the eastern edge of the sub-district, a significant grade change from the residential area at the top of the hill to the light industrial area at its base provides an opportunity to accommodate additional development in taller buildings without impacts to neighboring uses. Critical areas present on these properties provide a challenge to development, and the opportunity to provide space in taller structures may also help to minimize the need to disturb these features.

Impacts to critical areas should be avoided. Where this is not practicable, impacts should be minimized. Mitigation plans may be proposed, based on a complete evaluation incorporating best available science, which result in an equal or greater level of function and value compared to the existing condition. Mitigation plans which provided a greater level of function and value are preferred.

Totem Lake Neighborhood Land Use Matrix

	Districts														
	TL-1	TL-2	TL-3	TL-4	TL-5	TL-6	TL-7	TL-8	TL-9	TL-10A	TL-10B	TL-10C	TL-10D	TL-10E	TL-11
Residential (>24 d.u./acre)	◆ a	◆ c		◆	◆ c	◆ e		◆			◆	◆	◆		
Medium Density Residential									◆ i						◆
Office	◆ a	◆	◆ f	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
Retail		◆ g		◆	◆	◆	◆ h	◆ g				◆ k			
Industrial							◆		◆ j	◆	◆	◆	◆	◆	
Housing Incentive (b)	◆					◆					◆	◆	◆		
Master/Specific Plan			◆		◆										
Design Review	◆	◆	◆	◆	◆	◆	◆	◆ l		◆	◆	◆	◆	◆	◆
Building Height Considerations (e)	◆	◆	◆		◆	◆				◆	◆	◆	◆	◆	

Notes:

- ◆ Denotes districts in which land uses are allowed and/or where consideration noted below applies.
- a. Minimum density of 50 dwelling units per acre required. High nonresidential FAR encouraged (minimum 1.0)
- b. Housing incentive may include additional height for upper story residential.
- c. Upper story housing encouraged to be combined with lower level commercial uses.
- d. Area of office to be subordinate to retail use.
- e. See Neighborhood Plan text for discussion of building height.
- f. Medical and general office uses to support Evergreen Hospital Medical Center will be subject to City approval based on consistency with the campus Master Plan.
- g. Ground floor uses may be limited to retail in certain areas within the zone.
- h. Types of retail uses may be limited within the zone.
- i. Medium density residential uses allowed in northwest portion of subarea, north of NE 126th Place, subject to standards (see Neighborhood plan text).
- j. Industrial uses to be encouraged to remain and locate in this area through special incentives.
- k. Vehicle sales/repair allowed only with direct vehicle access to NE 116th Street. Other retail uses must be accessory to a primary use.

I. ~~Design guidelines for the Totem Lake Neighborhood apply to development in TL 7, in lieu of design regulations in Chapter 92 KZC.~~

Totem Lake Business District

1. INTRODUCTION

The Totem Lake Business District is located in the northeastern part of the city, south of the Kingsgate Neighborhood, east of Juanita, and north of North Rose Hill and Highlands. The district encompasses about 1.3 square miles, generally bounded by NE 132nd Street on the north, Slater Avenue and Willows Road on the east, and the boundary created by established single-family residential areas on the south and west. The boundaries of the business district and urban center are very closely aligned. The Totem Lake Urban Center boundaries incorporate the entire Totem Lake Business District with the exception of the light industrial area north of NE 124th Street and east of 132nd Avenue NE and the wetland areas along the center's western boundary, and the addition of land east of Slater and north of NE 116th Street that is included in the North Rose Hill Neighborhood (See Figure TL-1).

This chapter addresses goals and policies for both the business district and the designated urban center. The Urban Center designation was approved by King County in 2003, based on standards in the adopted Countywide Planning Policies, in recognition of the City's Comprehensive Plan policies directing the majority of the city's employment and housing growth to this area.

The Totem Lake Urban Center is also a designated Regional Growth Center within the Puget Sound Regional Council policy framework. Both the King County Countywide Planning Policies and the PSRC's VISION 2040 envision cities with designated regional centers as playing an important role in shaping future growth patterns through accommodating a significant portion of the region's employment and residential growth.

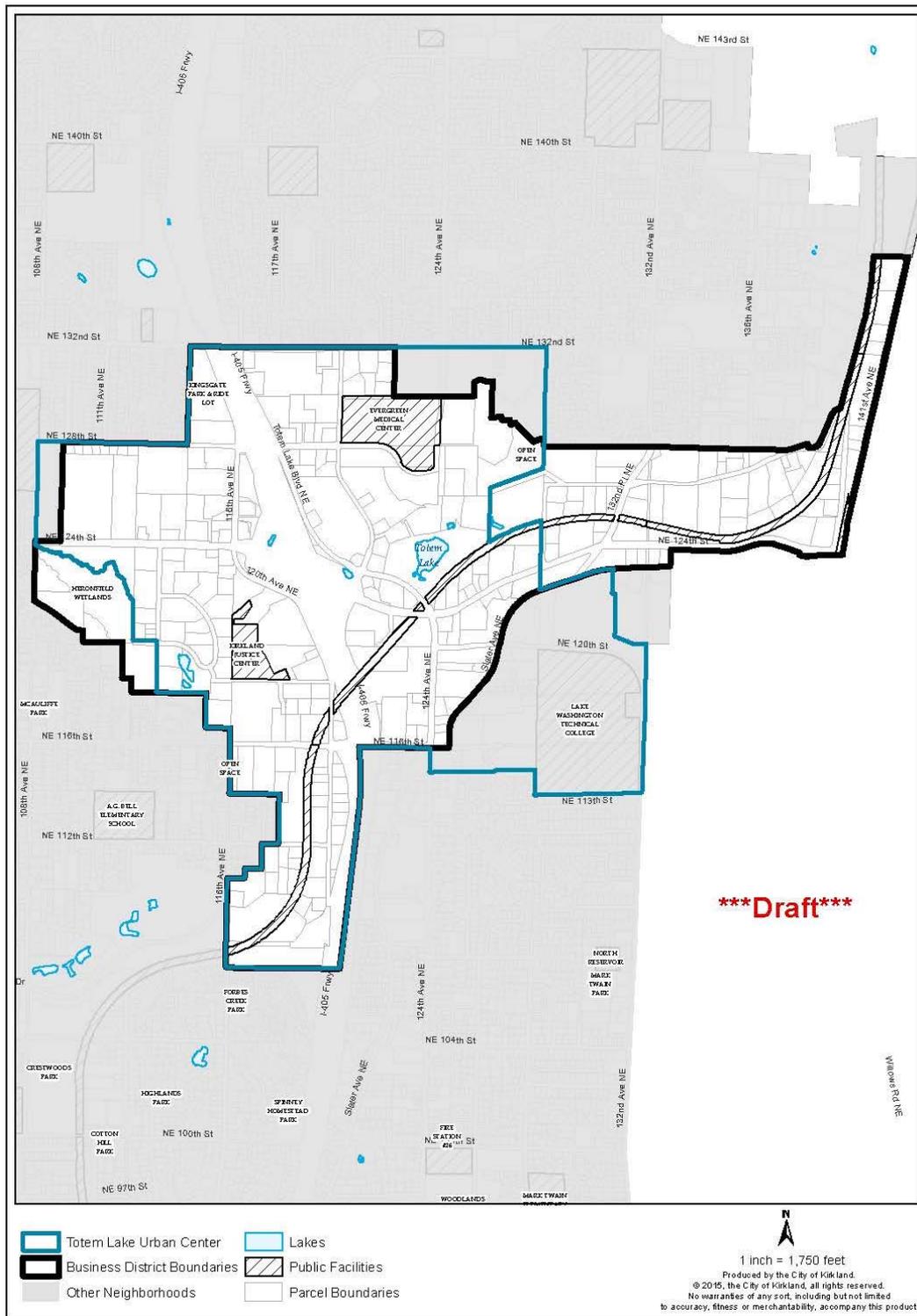


Figure TL-1: Totem Lake Business District and Urban Center Boundaries

Throughout the region, Centers designations are part of a growth management and transportation planning strategy to provide for greater intensity and density in areas of compact development where housing, employment, shopping and other activities are close together in proximity to transit. These centers form the backbone of the transportation network, linking communities to reduce the rate of growth in vehicle miles travelled and greenhouse gas emissions by expanding transportation options.

This Plan for the Totem Lake Business District will also serve as the plan for the Totem Lake Urban Center, and the general goals and policies contained in this Chapter apply to both geographic areas. Centers plans must conform to the requirements of the Puget Sound Regional Council. Many of those requirements are addressed in this Chapter, while other issues, such as those related to capital facilities, public services and the multi-modal transportation system are addressed in other Comprehensive Plan elements, as noted in Table TL-X.

Kirkland has also signed the Growing Transit Communities Compact, providing a commitment to work in partnership with other communities in the Central Puget Sound region to address the objectives of this effort through including strategies in our Comprehensive Plan. This Plan for Totem Lake includes policies aimed at achieving these goals of attracting more residential growth and employment to areas served by high capacity transit, providing affordable housing choices near transit, and increasing access to opportunity for existing and future residents of the community served by high capacity transit.

Consistent with the Comprehensive Plan planning period this plan for the Totem Lake Business District addresses future land use through 2035. Growth targets for Totem Lake, as required for Regional Growth Centers, are provided in this Chapter. Development capacity for the Totem Lake Urban Center is not time-bound, and therefore, allows levels of development above the growth targets.

2. VISION STATEMENT

The Totem Lake Business District is a thriving center of residential and commercial activity. The heart of the district is its core area, where the lively Totem Lake Mall, Evergreen Hospital Medical Center regional transit facilities and Totem Lake Park are destinations for Kirkland residents as well as many others from the greater region. This central core includes a dense mix of medical, retail, office and housing uses in architecturally attractive buildings. Many people live and work here, drawn to the area by its shopping and employment opportunities public gathering spaces, and extensive pedestrian amenities including the transformed Cross Kirkland Corridor, providing residents, visitors and employees with transportation options and an extensive urban green space. In addition, public investments in streets and stormwater infrastructure, landscaping, signage, public amenities including park improvements, street furniture and public art contribute to a safe and attractive pedestrian environment. Together, these public and private efforts have contributed to the inviting sense of community.

The Totem Lake business district plays a vital role in the overall Kirkland economy, providing more than a third of the City's jobs and revenue Growth in jobs and residential development over the past 20 years have brought new employees and residents who benefit from the district's access to services and connections to a network of trails,

sidewalks and transit. Totem Lake serves as a community and sub-regional center for services, vehicle sales, major destination retail and health care.

Subareas within Totem Lake have their own identities. These areas provide a wide array of housing choices, retail activity and services, high tech, light industrial and office uses. The presence of the Lake Washington Technical Institute within the Urban Center adds both a population of students and the vibrancy of an institution of higher education to the diversity of activities in the area. Residential uses consist primarily of moderate-density and high-density multi-family development, providing an important source of housing affordable to a range of income groups in a highly desirable locale. Employment opportunities run the gamut, from small start-up businesses, to traditional and flex industrial uses to high tech medical uses, as well as retail, auto sales and office employment. Together, this rich mix of uses provides a strong and stable source of housing and employment opportunities for the City as a whole.

The business district is designed for people. Prioritization of public investments to Totem Lake have enhanced mobility choices in the district. High capacity transit service and facilities in the core of the business district provides strong regional access to the larger community. Local transit connections, an extensive nonmotorized network and a local boulevard system all combine to complement and support the regional system.

The district's natural features have also been the source of catalytic changes for Totem Lake. The Cross Kirkland Corridor has been transformed to an urban green space and transit corridor. Totem Lake Park, in addition to providing an opportunity for informal and organized play and an inviting meeting place for local residents, has brought visitors to the area, providing a starting point for use of the Cross Kirkland Corridor, and connections to the transformed Totem Lake Mall, other businesses and residential areas and the Evergreen Healthcare campus.

In 2035, the Totem Lake Business District has evolved into a lively Urban Center with an appealing mix of residential, commercial, office, high tech and open space uses.

3. GENERAL BUSINESS DISTRICT/URBAN CENTER GOALS AND POLICIES

This plan for the Totem Lake Urban Center and Totem Lake Business District contains general goals and policies that apply throughout Totem Lake, with the overall goal to enhance the quality of life for all who live, work or spend leisure time in the district. Five distinct geographic areas exist within the Center however, with unique conditions and opportunities. Additional goals and policies that apply in these districts follow the general topic sections.

4. LAND USE

Totem Lake is Kirkland’s primary center of activity, providing a third of the City’s jobs and sales tax revenue. Over the next 20 years, the Totem Lake Urban Center is expected to continue to attract growth in housing and employment. The land use policies provided in this Plan will guide development to serve the needs and desires of existing and future residents and businesses, while ensuring that the change over time enhances the character of the district. Specific land use designations for the Totem Lake Business District and Urban Center are illustrated in Figure TL-2. More information about considerations and

Goal TL-1: Plan to accommodate residential and employment growth in the Totem Lake Urban Center through the year 2035 as shown in Table TL-X:

	Existing (2014)	Planned (2035)
Residents		
Dwelling Units		
Residential Density (units/gross acre)		
Employees		
Employee Density (jobs/gross acre)		

Policy TL-1.1:

Ensure that new development meets minimum development intensity thresholds required within the Urban Center.

Minimum thresholds for development are established within the core of the business district, to ensure that employment and housing growth will help the center achieve the desired levels of jobs and housing units. The levels are set forth in the form of minimum Floor Area Ratios (FARs) for commercial development, and minimum densities for residential development. Generous height limits are provided, and no limits to residential densities or commercial FARs are imposed.

Policy TL-1.2:

Support the Urban Center as a primary location for added growth to foster a vibrant mixed use environment in the day and evening.

Policy TL-1.3:

The City should consider partnering with King County on a regional Transfer of Development Rights (TDR) effort.

In 2013, the City studied the feasibility of developing a Transfer of Development Rights (TDR) program within the Totem Lake Urban Center, as a possible additional technique to support the vision for higher levels and densities of population, housing employment and activity within the Center. Under a TDR program, landowners in “sending areas” (parcels from which development rights will be transferred) are paid a development value for their property, while retaining the resource uses (such as farming, open space, or forest). When the development rights are removed from the parcel, a conservation easement is placed on the land, permanently protecting it from development. Developers who purchase these rights or “credits” then receive bonuses, such as additional height, residential units or square footage, to use in “receiving areas” (sites to which development rights will be transferred) determined to be more suitable for growth.

If the City determines that a TDR program would be an effective way to achieve desired growth in the Urban Center, the City should enter into an interlocal agreement (ILA) with King County. The ILA should require King County to provide the City with funding for public improvements in the Totem Lake Business District, as allowed through legislation enacted in 2011, if increased development capacity is allowed through TDR.

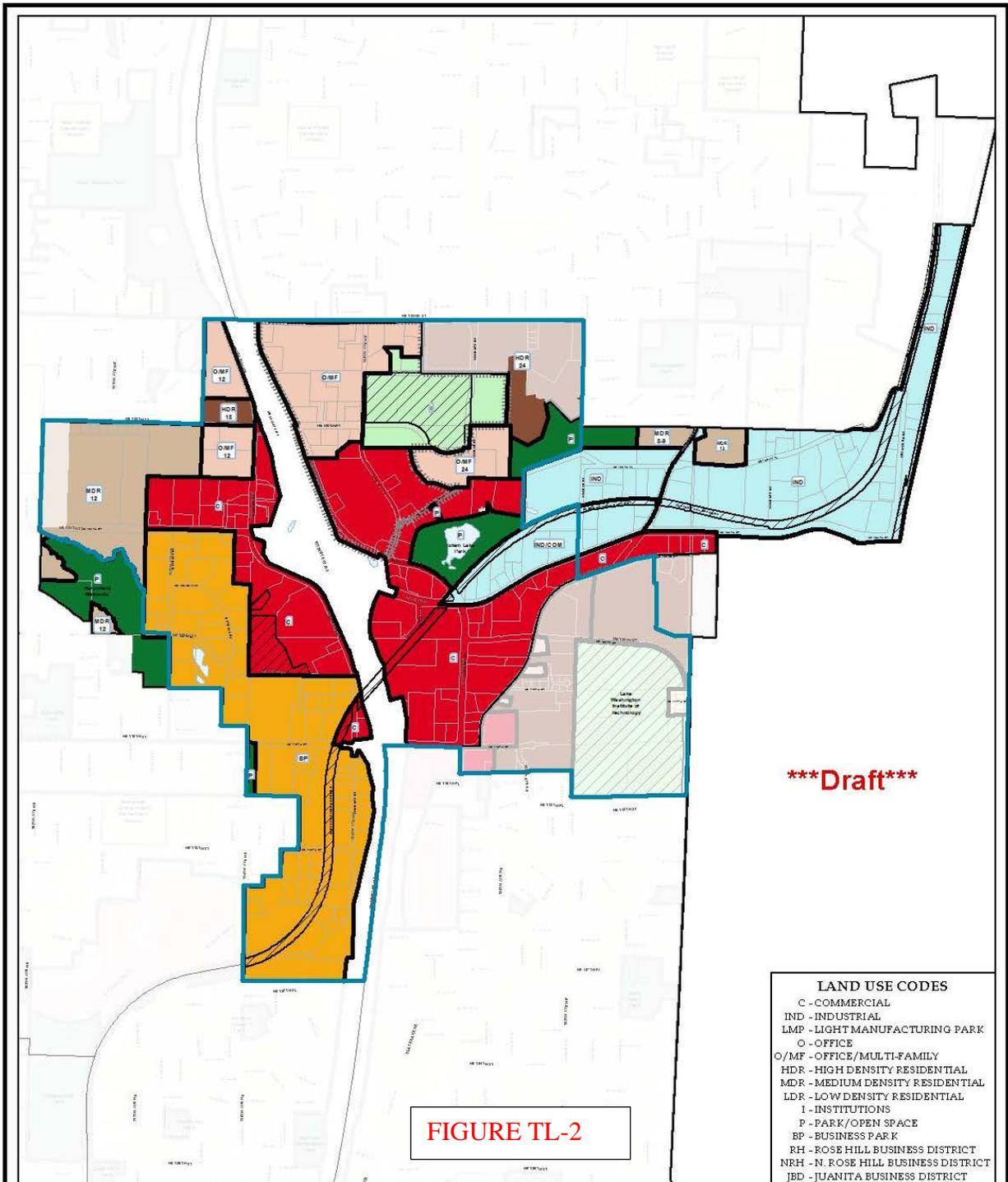


FIGURE TL-2

LAND USE CODES	
C	- COMMERCIAL
IND	- INDUSTRIAL
LMP	- LIGHT MANUFACTURING PARK
O	- OFFICE
O/MF	- OFFICE/MULTI-FAMILY
HDR	- HIGH DENSITY RESIDENTIAL
MDR	- MEDIUM DENSITY RESIDENTIAL
LDR	- LOW DENSITY RESIDENTIAL
I	- INSTITUTIONS
P	- PARK/OPEN SPACE
BP	- BUSINESS PARK
RH	- ROSE HILL BUSINESS DISTRICT
NRH	- N. ROSE HILL BUSINESS DISTRICT
JBD	- JUANITA BUSINESS DISTRICT

Totem Lake Business District & Urban Center Land Use Map

ORDINANCE NO. 4336
ADOPTED by the Kirkland City Council
December 12, 2011

	LAND USE BOUNDARIES		PARCEL BOUNDARIES
	SUBAREA BOUNDARY		PLANNED AREA NUMBER
	TOTEM CENTER		LAND USE CODE
	PUBLIC FACILITIES		DENSITY (UNITS/ACRE)
	TOTEM LAKE URBAN CENTER	NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED * INDICATES CLUSTERED LOW DENSITY	

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Goal TL-2: Plan for a land use pattern that promotes a dense urban core in the business district and healthy commercial and residential areas in other parts of the Urban Center.

Policy TL-2.1:

Provide for increased intensity of development in the core of the Business District.

Development standards should continue to direct the most intensive commercial development to the core of the business district. The area is home to Evergreen Health Medical Center, the city's largest employer, a regional transit center and the Totem Lake Mall. The greatest building height allowances in the Urban Center are established for the core to support its evolution to a compact, pedestrian-oriented hub with strong connections to transit, employment, housing and amenities. See also Business District Core sub-district policies.

Policy TL-2.2:

Strengthen existing and developing commercial areas outside of the core area.

Outside of the district's core, established retail areas are located around the I-405/NE 124th Street interchange and extend to the east and west along NE 124th Street, to the north and south along 120th Avenue NE and along both sides of 124th Avenue NE (see Figure TL-2).

Office uses are concentrated on the west side of I-405, although smaller office clusters also exist within retail and light industrial areas. Light industrial uses remain within areas designated for office, such as TL 10C, TL 10D and TL 10E. A mix of commercial and industrial uses are also located north of NE 124th Street and east of 124th Avenue NE.

These established retail and commercial areas provide a range of employment opportunities and services, and contribute to the City's retail sales tax revenue for a healthy economy. These uses should be strengthened through regulations and incentives aimed at allowing for flexibility in expansion and redevelopment, as well as through efforts to reduce conflicts with incompatible uses.

Policy TL-2.3:

Support light industrial uses through preventing conflicts with residential uses by restricting housing to locations where access, noise and other potential impacts from industrial use would be limited.

Both light industrial and residential uses benefit from locations that allow these uses to flourish and protect them from impacts or needs of incompatible uses. Where residential uses are allowed in or adjacent to light industrial areas, these uses should be located or designed so that traffic and other impacts of the industrial uses do not conflict with the living environment.

In areas where land use objectives primarily support residential use, standards should protect these uses from the impacts of nearby light industrial uses. Where preservation or development of light industrial use is desired, these uses should be supported through measures aimed at reducing conflicts with residential uses. For example, efforts to provide notice to residential developers or future residents that they may experience impacts from light industrial uses prior to their decision to locate within the industrial area should be explored.

Policy TL-2.4:

Promote development that is compatible with and complementary to the Cross Kirkland Corridor and Eastside Rail Corridor.

The Cross Kirkland Corridor and Eastside Rail Corridor provide unique benefits to the Totem Lake Business District. The Cross Kirkland Corridor runs from the district's southernmost corner to connect with the Eastside Rail Corridor where it continues east to its northernmost corner along the city's eastern boundary. In addition to future transit and connectivity advantages the corridor brings to the district, it also provides opportunities for compatible land uses to take advantage of both the open space it provides and commercial activity it may help support. The types of uses and design of structures along the corridor should be sensitive to the corridor's use as pedestrian/bicycle trail, while allowing for adaptation for future transit oriented development in the longer term.

5. ECONOMIC DEVELOPMENT

This section provides policy direction regarding economic development in the Totem Lake Business District, and applies to land throughout the Business District and Urban Center. Broad citywide economic development policies are found in the Economic Development Element. Those policies, while not repeated here, are applicable to the Totem Lake Business District.

The Totem Lake Business District is a vital employment, retail and service center that serves the City of Kirkland and surrounding region. The Totem Lake Business District is the City's largest employment center and the City's leader in retail sales. The business district contains the City's only Urban Center, designated by the Growth Management Planning Council in 2003.

The policies in this section are intended to support and strengthen the economic environment in the Totem Lake Business District. A healthy economy provides employment and helps pay for basic public services such as parks, transportation, police and fire protection and human services. The policies encourage a mix of retail, office, service, residential and industrial uses, calling for intensive development where supported by public services, and collaboration between the public and private sectors.

Goal TL-3: Strengthen the role of the Totem Lake Business District as a community and regional center for retail, health care, vehicle sales, light industrial and office employment.

Policy TL-3.1:

Support the growth and retention of commercial activity in the business district.

The Totem Lake Business District is an economic engine for the City. The district has healthy retail and office areas as well as tremendous potential for growth. Public efforts should nurture and support existing uses as well as new growth. Public support can be provided through appropriate levels of public infrastructure (as defined in the Capital Facilities Element), a streamlined efficient regulatory review process, development standards that encourage high quality development, designation of sufficient land for commercial development and a variety of other mechanisms. All of these measures should be developed to support commercial activity in the business district.

Policy TL-3.2:

Seek opportunities for partnerships between the public and private sectors to enhance the district's economy.

Businesses provide jobs, goods and services and contribute to the City's economic health. Because of the importance of economic activity, the City should take an active role in supporting economic development. . In cases where there is clear public benefit, the City should pursue public/private partnerships to stimulate economic development. These opportunities also may include collaboration with local businesses to identify and resolve issues, and/or technical assistance from the City's economic development manager.

Policy TL-3.3:

Plan for economic activity that creates new jobs and increases the diversity of employment in the business district.

Land dedicated to economic development activities is a valuable resource that should be preserved and used as efficiently as possible. A complementary supply of retail, office and light industrial land in the business district ensures diverse economic opportunities and will sustain future economic growth.

In addition, businesses that provide primary jobs (those that produce products or services sold outside of the community) should be encouraged. Primary jobs generally pay higher than average wages, stimulating consumer spending and increasing the opportunity for Kirkland's workers to live within the community. These "basic industries" provide positive multiplier effects on the economy, through the sale of goods outside the region and by bringing new capital into the local economy.

Policy TL-3.4:

Incorporate flexibility in regulations ~~that~~ to encourages creative proposals consistent with Urban Center policies.

With the rate of innovation moving more and more quickly, it is important that policies not foreclose on opportunities that are not yet apparent. Many of the businesses in Totem Lake, particularly aerospace, medical device and interactive media, are part of regional business clusters that extend to neighboring communities. Consideration of the sustainability and growth of these larger business clusters should guide planning decisions in Totem Lake.

Policy TL-3.5:

Limit uses that do not contribute to a dense and vibrant urban environment within the Urban Center.

Low density uses such as retail storage facilities occupy large amounts of land. These uses do not contribute to the dense, economically vibrant vision for Totem Lake and should be located outside of the Urban Center.

Policy TL-3.6:

Strengthen the district's light industrial areas through supporting expansion of existing uses and welcoming redevelopment of these uses, while enabling them to evolve into innovative centers for commerce and employment.

Goal TL-4: Establish and support incentives to encourage automobile and other vehicle dealerships within appropriate areas of the business district.

Policy TL-4.1:

Provide flexibility in development standards while maintaining an inviting visual environment.

Vehicle sales uses seek to maximize visibility and efficiency in the display and storage of inventory. Flexible development standards that assist vehicle dealers in these goals without compromising the visual character of the area should be considered in development standards and design guidelines for these uses. Where parking are located near gateways identified in this Plan, special attention to visual impacts is important. Parking areas should be appropriately landscaped so they do not detract from efforts to provide a welcoming and attractive entrance to the business district.

Policy TL-4.2:

Assist existing and prospective vehicle dealers through a variety of means.

Because vehicle sales and service uses typically have unique spatial and visibility needs, these uses may require special assistance to ensure their continued viability in the City. Zoning and regulatory measures should be considered to remove obstacles to development and increase flexibility in development standards. When warranted

by a clear public interest and benefit, the City should provide technical assistance in identification of sites or by facilitating business-to-business communication efforts.

6. ENVIRONMENT, PARKS AND OPEN SPACE

This section provides policy direction regarding the natural environment in the Totem Lake Business District. Broad Citywide policies and standards for development regarding environmental quality, natural amenity and function, environmental hazards and stormwater management are found in the Environmental Element (Chapter V). These policies, while not repeated here, are applicable to the Totem Lake Business District.

Goal TL-5: Enhance the biological integrity of Juanita Creek and Forbes Creek.

Policy TL-5.1:

Enhance the habitat quality of the Juanita Creek corridor.

Juanita Creek and associated wetlands represent the largest continuous wildlife habitat area in the Totem Lake Business District (see Figure TL-3). While a valuable public resource, Juanita Creek has been negatively affected over the years by surrounding development. Impacts include narrow and degraded buffers, habitat fragmentation, degraded water quality, and increased flooding.

The City should initiate and support efforts to enhance the biological integrity of Juanita Creek, such as requirements for improved/enhanced buffers and reduced impervious surface area, partnership with other agencies or interested parties for improvements, acquisition of key areas or other measures.

Policy TL-5.2:

Restore the natural Forbes Creek channel through the business district.

Within the Totem Lake Business District, the Forbes Creek channel is culverted, which eliminates opportunities for wildlife habitat. Outside of the business district, open portions of Forbes Creek provide cutthroat trout and Coho salmon habitat. With restoration, it may be possible to re-introduce these species to the Totem Lake Business District portion of the stream.

Rehabilitation of this stream corridor could restore biological health and diversity within the corridor, possibly re-establish a salmon run, and provide a visual amenity. City efforts should include a requirement that adjacent new development/redevelopment open and restore stream segments and/or direct public investment to restore the

corridor. Development activity that restores the stream corridor should be allowed to retain development potential that would otherwise have been reduced by stream restoration.

Goal TL-6: Enhance the natural condition and function of Totem Lake.

Policy TL-6.1:

Work collaboratively with other agencies and groups to improve the habitat value and function of Totem Lake.

Totem Lake and wetlands include forest, shrub, and emergent communities, together with open water. This mix of communities creates a variety of habitat opportunities for wildlife in this headwater area of Juanita Creek. This area is bordered with little buffer area on the west, south and east sides by commercial development, roads and railroad tracks. Wooded slopes to the northeast provide upland area and wetland buffer features lacking along other sides.

Totem Lake is owned by the King Conservation District (KCD), a special purpose district that provides education and technical support on resource conservation issues. The management goals for Totem Lake are to enhance the wildlife habitat and maintain the area for passive recreation. Because the KCD has limited resources, management occurs on an incremental basis, as funds are available.

In cooperation with the KCD and the Eastside Audubon Society, the City of Kirkland conducts regular maintenance to remove trash and remove overgrown vegetation. Future collaboration between the City, the KCD and the Eastside Audubon Society should enhance the overall habitat value and function of Totem Lake.

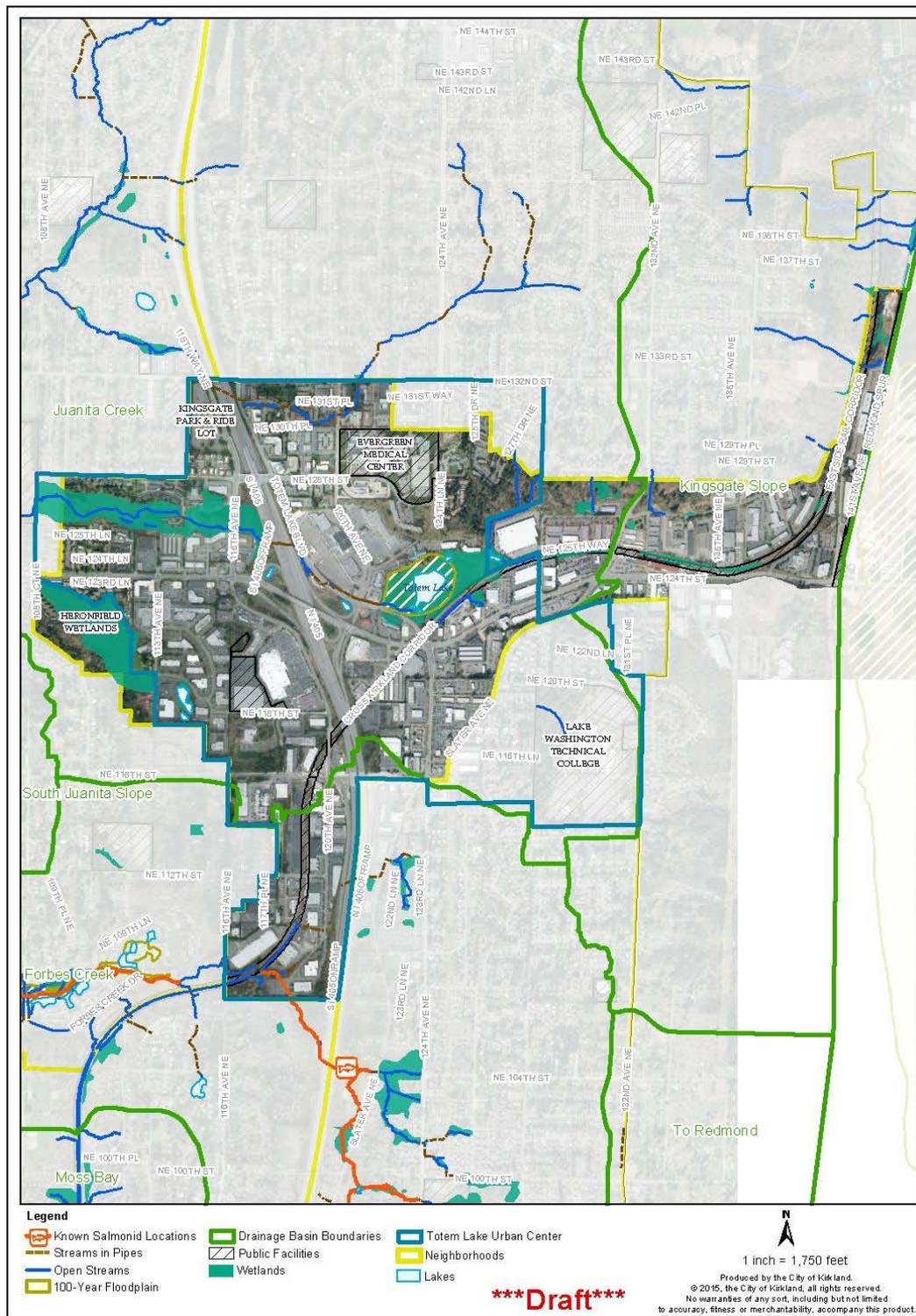


Figure TL-3 Totem Lake Wetlands, Streams, and Lakes

Policy TL-6.2:

Provide opportunities for people to observe and enjoy the wildlife habitat around Totem Lake.

Totem Lake provides valuable urban wildlife habitat, with a wide diversity of birds and other animals. Currently, there is a boardwalk trail through a portion of the wetland that allows visitors to observe a variety of wetland types and wildlife activity, particularly water birds, songbirds and woodpeckers. Increased opportunities for public education and wildlife interpretation at Totem Lake, while protecting the natural system, could increase public appreciation and stewardship of this valuable resource.

Policy TL-6.3:

The City should acquire Totem Lake and develop park improvements as identified in the Totem Lake Park Master Plan.

To ensure that the quality of Totem Lake and its buffers are preserved through regular maintenance, the City should seek to acquire and manage this resource. The 2013 Totem Lake Park Master Plan identifies improvements that can be made to enhance ecological function, increase opportunities for environmental education and interpretation, and better connect the park to the surrounding business and residential communities and to the adjacent Cross Kirkland Corridor. The City should implement the park master plan.

Goal TL-7: Establish a greenway extending in an east/west direction from the hillside northeast of Totem Lake and extending along the Juanita Creek corridor.

Policy TL-7.1:

Create a public greenway as shown in Figure TL-10.

Greenways offer a mechanism to link the community's cultural, historic, recreational and conservation needs. The term "greenway" combines the concepts of greenbelt and parkway: providing the separation and ecological functions of a greenbelt and the linear and connective orientation of a parkway. Greenways help to preserve natural areas, habitat, and stream corridors and provide open space within developed areas. With their emphasis on connectivity, greenways support wildlife by creating corridors and providing buffers from roadways and other incompatible uses.

In the Totem Lake Business District, a new public greenway should extend from the steep slope in the eastern portion of the district, through Totem Lake and the Juanita Creek corridor to the western edge of the district (see Figure TL-10). The greenway would encompass many of the Juanita Creek Basin wetlands on the north side of NE 124th Street (see Figure TL-3). These wetlands include both small isolated features and large wetlands, such as those along Juanita Creek. Currently, these features provide significant wildlife refuge opportunities, limited primarily by fragmentation. Their wildlife function would be greatly expanded with a greenway that provides a continuous travel route.

Public and private landscape improvements to the area between Totem Lake on the east side of I-405 and Juanita Creek on the west side of I-405, should be incorporated into the greenway to provide a continuous corridor through the business district.

Policy TL-7.2:

In landscaped areas of the greenway encourage landscape materials that complement adjoining natural areas.

Certain portions of the greenway, particularly extending west from Totem Lake and across I-405 to the Juanita Creek corridor, should be landscaped to provide a continuous green path through the business district. To the extent possible, these areas should be landscaped with materials that complement the natural areas of the greenway and continue the appearance of a natural greenway.

Policy TL-7.3:

In natural areas of the greenway, maintain the natural vegetation to the greatest extent possible.

Within the natural areas of the greenway, natural vegetation, wildlife habitat and stream corridors should be maintained to the greatest extent possible. This may include management to replace invasive non-native plants with native vegetation. This will enhance the overall habitat and stormwater control function of these areas.

Goal TL-8: Protect potentially hazardous areas, such as landslide, seismic and flood areas, through limitations on development and maintenance of existing vegetation.

High and moderate landslide areas are located throughout the Totem Lake Business District. Primary areas at risk for landslide include the slope northeast of Totem Lake, the slope south and west of the Heronfield wetlands, Welcome Hill, and isolated areas in the South Industrial-Commercial District and along the north side of Juanita Creek (see Figure TL-4). Seismic soils are located primarily in low-lying soft soil areas around Totem Lake, along Juanita Creek and around the Heronfield wetlands. Currently, the only 100-year floodplain in the Totem Lake Business District is located around Totem Lake. Policies in this section provide general guidance regarding these features.

Policy TL-8.1:

Maintain existing vegetation in high or moderate landslide areas.

In all landslide areas, most of the existing vegetation should be preserved in order to help stabilize the slopes as well as maintain natural drainage patterns. In particular, areas with significant existing vegetation, such as the wooded ridge along NE 116th Street (District TL 10B on Figure TL-4), and the hillside northeast of Totem Lake (District TL 9), should retain vegetative cover to the maximum extent possible.

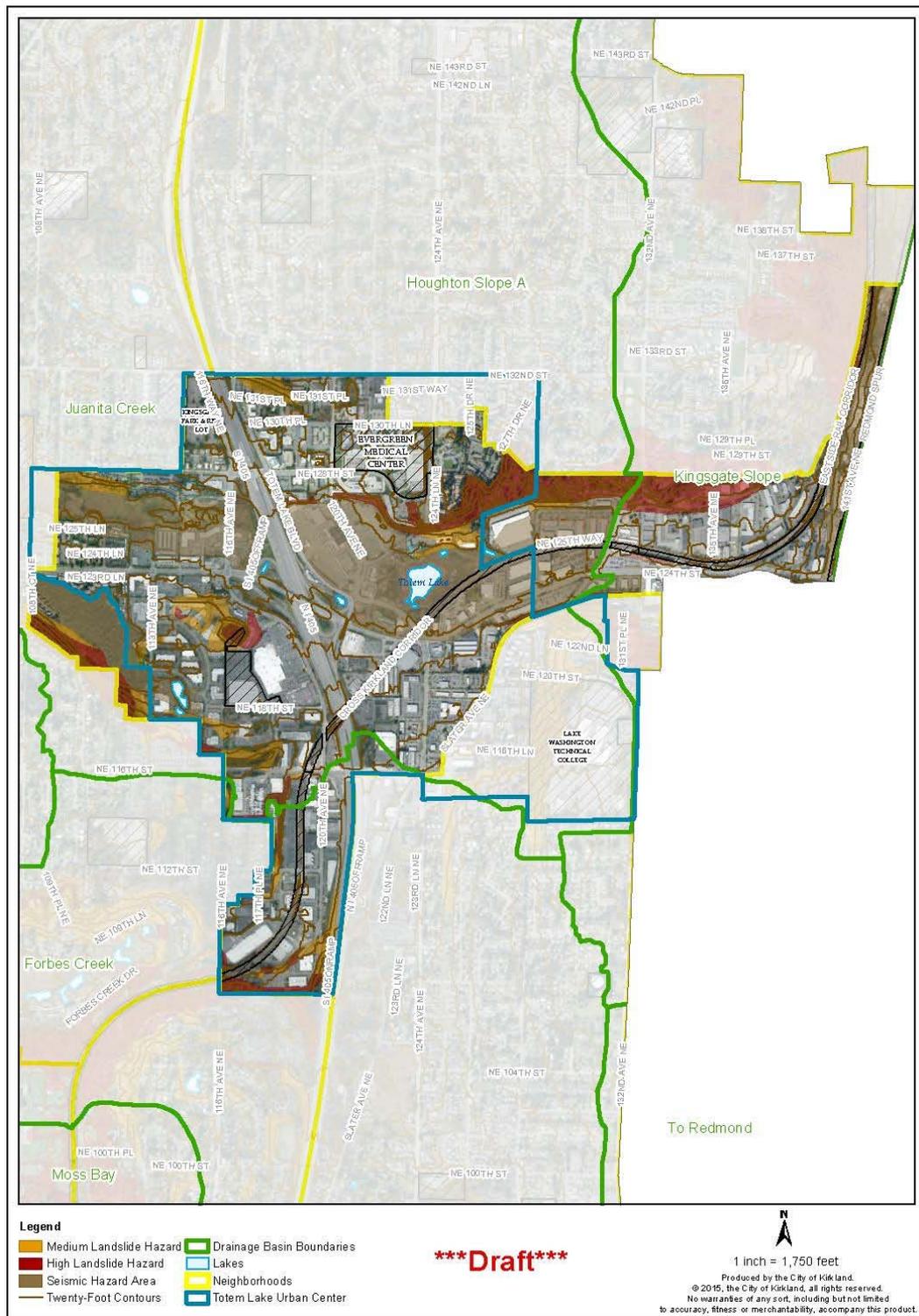


Figure TL-4 Totem Lake Geologically Hazardous Areas

Policy TL-8.2:

Restrict development in identified landslide hazard areas to ensure public safety and conformity with natural constraints.

High ground water with soft soil conditions in the low-lying parts of the neighborhood may limit or require special measures for development. The presence of loose saturated soils increases the risk for differential settlement and seismically induced soil liquefaction. In these areas, development must demonstrate methods to prevent the settlement of structures and utility systems and to withstand seismic events

Policy TL-8.3:

Work with other agencies and the public to improve water quality.

The water bodies in the Totem Lake Business District are generally rated as “fair” to “good.” All, however, have been routinely diagnosed with such water quality problems as high fecal coliform, low dissolved oxygen and high temperatures. Runoff from streets, parking lots and yards is a major contributor to water quality problems. The City should address water quality issues in accordance with the 2014 Surface Water Master Plan.

Policy TL-8.4:

Coordinate with the Federal Emergency Management Agency to update the floodplain map for the Totem Lake Business District.

Existing floodplain maps indicate that the only area that lies within the 100-year floodplain is Totem Lake. The Federal Emergency Management Agency (FEMA) originally developed these maps in the 1960s. Due to changes in local topography and stormwater patterns associated with development, these maps may no longer be accurate. The City should seek funding to review and update these maps as needed.

Goal TL-9: Acquire and develop community facilities, such as a neighborhood park and community center.

Policy TL-9.1:

Establish an open space network.

The network should include open space, a neighborhood park, and pedestrian corridors. Park and open space facilities should be sized and designed to meet the needs of shoppers and those who live and work in the area. The facilities should include at least one place to gather, rest, eat and engage in informal recreation. Trees and plants should be provided for shade and relief.

Policy TL-9.2:

Public/private partnerships should be encouraged to provide additional parks, open space and pedestrian corridors.

Future intensive residential, office and retail development particularly in the core of the business district will increase the demand for parks, open space and pedestrian corridors. New development will also provide increased opportunity for acquiring and integrating open space amenities into the development pattern. The City should seek opportunities to work in partnership with private development to create public open spaces in the business district that benefit public and private interests. The Park Recreation and Open Space Plan has identified the need for further improvements in Totem Lake (see the PROS Plan for further details).

Policy TL-9.3:

Support the creation of community centered functions and activities.

New community-oriented facilities in the Business District Core would provide recreation space that is highly in demand, increase activity levels in the area and provide a magnet for future private development. A new public facility, such as a community and recreation center, or the provision of space for these functions through private development would be a significant contribution to the future of the core area. Incentives for the development of community-oriented facilities through private development should be implemented.

Examples of program activities that might occur at a community center would include those that would support increased awareness and stewardship of the Totem Lake wetlands, individual and family health and fitness activities, and other community activities that complement plan goals for the Business District Core and the Totem Lake Business District as a whole.

Goal TL-10: Maximize opportunities for public open space provided by the Cross Kirkland Corridor.

Policy TL-10.1:

Ensure when new development, redevelopment or exterior remodeling occurs adjacent to the Cross Kirkland Corridor that the building and site features integrate with the corridor to create active and engaging spaces for corridor users.

The former rail corridor, now known as the Cross Kirkland Corridor (CKC) where it is under Kirkland ownership to 132nd Avenue NE, and as the Eastside Rail Corridor to points east, runs diagonally through the Totem Lake Business District. Opportunities for recreation and connection presented by this swath of open space should be maximized by neighboring properties, consistent with the objectives established in the PROS Plan and 2014 CKC Master Plan.

7. PUBLIC SERVICES AND FACILITIES

The City of Kirkland and other agencies provide a wide range of public services and facilities to serve residents and workers in the Totem Lake Business District. Policy direction for these services is provided in three functional elements of Comprehensive Plan: Public Services/Facilities, Capital Facilities and Utilities. These policies, while

not repeated here, are applicable to the Totem Lake Business District. The goals and policies provided below address specific public service issues unique to the Totem Lake Business District.

Goal TL-11: Prioritize available infrastructure funding to projects within Totem Lake to support its development at Urban Center densities.

Policy TL-11.1:

Coordinate with developers to provide required flow control and water quality treatment in the most efficient and cost-effective manner.

Policy TL-11.2:

Provide stormwater management facilities to serve untreated and uncontrolled run off from already-developed impervious surfaces.

Policy TL-11.3:

Evaluate opportunities for regional approaches to provide stormwater management facilities and provide incentives to property owners to partner with the City to site these facilities.

Policy TL-11.4:

Reduce the overall rate and volume of stormwater runoff during peak storm periods.

Much of the development in the Totem Lake Business District contains extensive impervious surface area. This style of development has contributed to unusually high rates of runoff to streams and wetlands during peak storm periods. As the rate and volume of stormwater runoff increases, water quality decreases, the potential for severe floods increases and flood peaks are extended.

Public and private measures, such as provision of public funds for improved stormwater detention facilities to handle existing development levels, and revised development standards to reduce impervious surface area, expand buffers/vegetated areas, and increase detention standards, will contribute to the reduction of stormwater flows.

8. TRANSPORTATION

The Transportation Element of this Comprehensive Plan provides a transportation concept for the city of Kirkland that supports a system which promotes all viable forms of transportation, ensures consistency between land use and transportation planning, ensures sustainability in the system, and emphasizes the development and maintenance of partnerships locally, regionally and nationally to further transportation goals. The Transportation Element provides specific goals and policies that support the development of a multimodal transportation system in Totem Lake.

The concentration of economic activity in the Totem Lake Business District and Urban Center requires an efficient transportation system. As the Urban Center transitions from a largely auto-oriented district to one that relies on a range of modes to support increased density, this transportation system should emphasize multiple modes of transportation, with improved access to transit hubs by walking and bicycling access.

Goal TL-12: Strive to achieve, by 2035, a non-single occupancy vehicle mode split of 55% for peak period trips in the Totem Lake Urban Center by increasing the proportion of trips made by transportation modes that are alternatives to driving alone.

An ambitious mode split may be achieved within the Urban Center through a number of measures supported by this Plan. These include the creation of a transit- and pedestrian-supportive environment, development of supportive land uses, the provision of expanded transit options and enhanced transportation demand strategies, incentives for travel by HOV, and the implementation of a parking management strategy. The table below provides goals for the mode split to be achieved.

Totem Lake Mode Split						
Mode	Daily Home-Based Work Trips			Peak Hour - All Trip Types		
	2010 PSRC	2035 Estimate	2035 Aspirational Target	2012 BKR	2035 Estimate	2035 Aspirational Target
SOV	81%	74%	64%	55%	45%	40%
HOV	9%	13%	15%	38%	39%	40%
Transit	7%	9%	15%	4%	7%	10%
Walk & Bike	3%	4%	6%	3%	9%	10%
	<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>

The district has an established network of streets that serve vehicular needs. I-405 provides regional access to the district. Principal arterials (NE 124th Street, 124th Avenue NE) connect Totem Lake with other regional locations

such as Bellevue and Redmond. Minor arterials (NE 116th Street, Totem Lake Boulevard, 132nd Avenue NE, NE 132nd Street, NE 120th Street) provide connections between principal arterials and serve as key circulation routes within the neighborhood. Collector streets distribute traffic from the arterials to local streets, giving access to individual properties (see Figure TL-5).

The nonmotorized system is less well established. In many areas, the pedestrian and bicycle facilities are missing, inconvenient or confusing to use. Sidewalk segments are missing and bicycle facilities are not developed in much of the neighborhood.

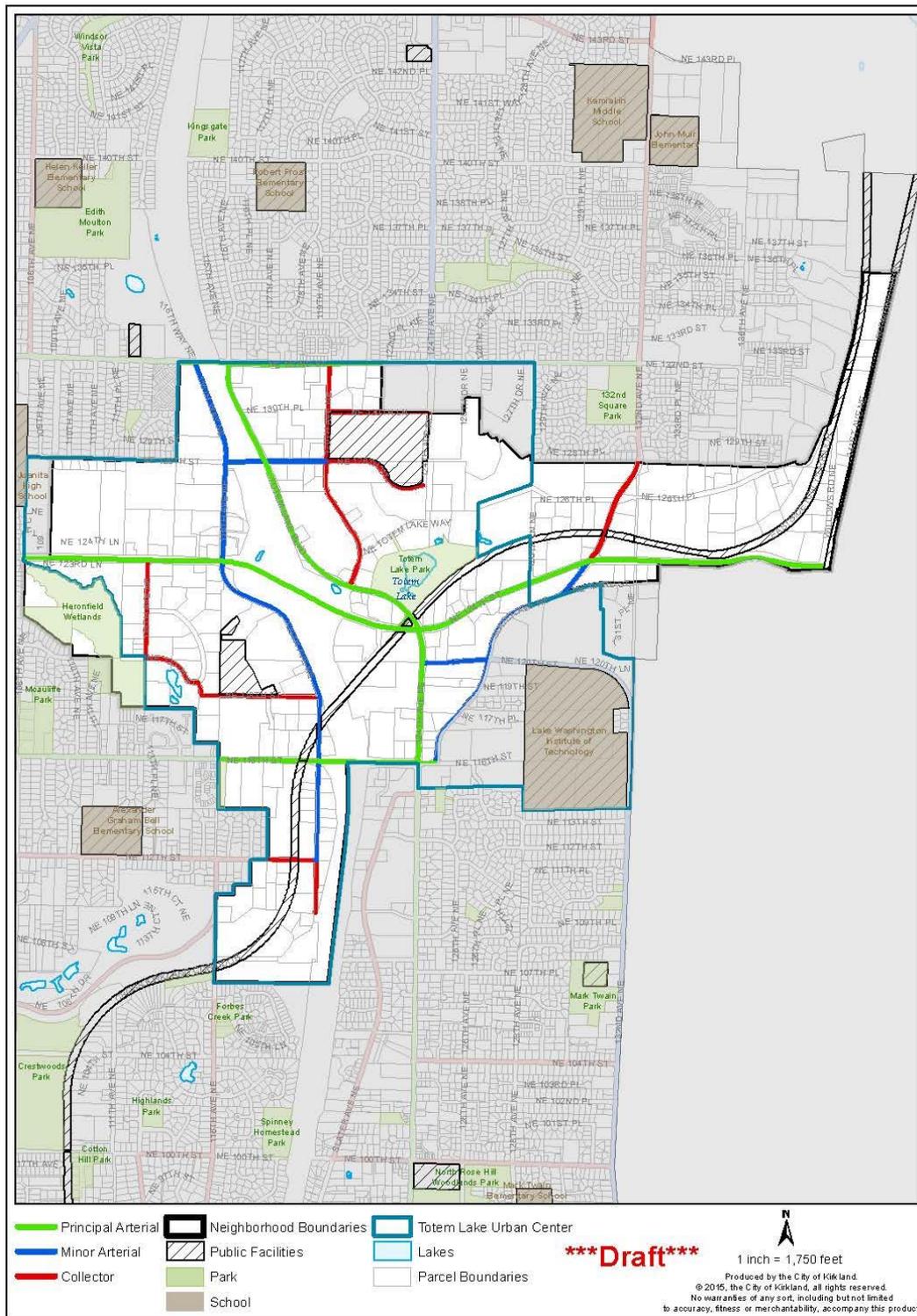


Figure TL-5 Totem Lake Street Classifications

The transportation policies below are intended to provide mobility options for residents, workers, and visitors to the Totem Lake Business District. While recognizing the need for some new general-purpose improvements, these options emphasize alternatives to the single-occupant vehicle as a cost-effective means to maintain mobility while minimizing the need for widened streets. Increased use of transit, ridesharing, van pools and nonmotorized facilities can help break the cycle of congestion and street widening while maintaining mobility within the neighborhood.

Goal TL-13: Provide mobility within the neighborhood through: (1) efficient use of existing rights-of-way as the highest priority; and (2) expansion of arterials where the additional capacity is needed.

Over the past decade, the Totem Lake Neighborhood has experienced one of the highest rates of traffic growth in the city. Road improvements have not kept pace with this growth, contributing to significant peak hour traffic congestion. This increased congestion is partially due to growth in the neighborhood, but also due to expanding growth in travel passing through Totem Lake from other areas. In order to maintain mobility within the neighborhood, efficient use of existing rights-of-way and improvements to certain arterials are both necessary.

Policy TL-13.1:

Maximize efficiency of the existing transportation network.

Many low-cost traffic management strategies can be employed to maximize the efficiency, and improve safety of the existing transportation network. Intelligent Transportation Systems (ITS), for example, maximize the efficiency of the existing transportation system and can improve mobility through techniques such as transit priority signalization. Other measures to increase the efficiency of existing streets include intersection improvements, on-street parking restrictions, signal timing optimization and left turn channelization.

Policy TL-13.2:

Provide a range of transit, road, bicycle and pedestrian improvements to maintain mobility and meet other transportation goals.

Level of service (LOS) is used to denote roadway and intersection operating conditions. The City has established an LOS standard for Totem Lake intersections during the PM peak hour. Please refer to the Transportation Element for a discussion of the LOS standard for Totem Lake.

To maintain the adopted LOS, improvements to the street network, such as widening roads, limiting access on arterials, improvements to I-405, and adding roadways to complete street network connections, are needed.

The Urban Center designation within the Totem Lake Neighborhood is particularly helpful to the City, when grants for funding of transportation improvements are sought. Urban Centers are often given a higher priority in review for funding.

Goal TL-14: Expand transportation demand management (TDM) measures and improve transit facilities and services.

The use of public transportation as an alternative for people who work, live and shop in the Totem Lake Business District should be encouraged. Increased use of this mode of transportation would help to reduce traffic congestion and parking problems in the neighborhood.

Policy TL-14.1:

Implement an expanded transportation demand management (TDM) program to reduce trip demand in the business district.

TDM seeks to modify travel behavior and encourage economical alternatives to the single-occupant vehicle. The City has an ongoing TDM program that works with employers, including those in the Totem Lake Neighborhood, to reduce single-occupancy vehicle use and vehicle miles traveled. Because traffic congestion is expected to continue to increase in the neighborhood, an expanded TDM program should be implemented. Program options may include TDM goals for retail uses, reduced parking standards, parking pricing, and/or coordination with King County programs to encourage high occupancy vehicle use.

Many components of a successful TDM program could include costs to the City. Financial subsidies to encourage employers to provide vanpools for their employees, or other incentives to reduce the costs of participation for employees are examples of costs the City might incur. The City should explore funding sources available to enable full support of an aggressive TDM program.

Policy TL-14.2:

Strive to meet the goals established for the Totem Lake Urban Center Growth and Transportation Efficiency Center (GTEC).

The GTEC designation is a voluntary Commute Trip Reduction (CTR) strategy that encourages reduction of Single Occupancy Vehicle (SOV), Vehicle Miles Traveled (VMT) and reductions in greenhouse gas emissions through efficient use of transportation infrastructure and travel demand management strategies discussed above. The purpose of the GTEC is to increase access to the neighborhood while reducing the number of drive alone trips.

The Transportation Management Plan and the City's CTR Plan provide further details on CTR and TDM plans. The goals established for Totem Lake GTEC include a non-SOV rate of 55%, and reductions in greenhouse gas emissions and vehicle miles traveled of 28% each.

Policy TL-14.3:

Work with regional transit agencies to provide a full range of transit service to and within the Totem Lake Urban Center. Provide transit shelters and other amenities that support these services in locations that conveniently serve the Urban Center.

Transit service to the Totem Lake Urban Center has improved in recent years, with the completion of the direct access HOV lanes at I-405/NE 128th Street and transit center on the Evergreen Health campus. These projects have improved the speed, reliability and use of regional express transit service in Kirkland, and have been an integral part of the plan and vision for the Totem Lake Urban Center.

Due to the size of the Totem Lake Urban Center, it is important that regional transit effectively serves the entire area. Throughout the Totem Lake Business District, expanded transit service to connect to other Eastside communities, to provide more frequent service during peak hours, and to expand service from the Kingsgate Park-and-Ride lots should be provided. Additional transit shelters and stops should be encouraged. Intensive promotion should be sought for implementation of local transit services to Totem Lake residents and businesses.

In order to promote improved regional service for Totem Lake's residents and employees, the City should support efforts to incorporate High Capacity Transit (HCT) on I-405 and consider appropriate transit on the Cross Kirkland Corridor.

Goal TL-15: Improve local circulation for businesses and residents in the Totem Lake Business District.

The Totem Lake Business District has barriers to local circulation including I-405, the Cross Kirkland Corridor, steep slopes and wetlands. Because of these features, the pattern of local streets can feel circuitous, confusing and inconvenient. The improvements described below would simplify and improve local circulation, but are not needed to maintain overall level of service in the district.

Policy TL-15.1:

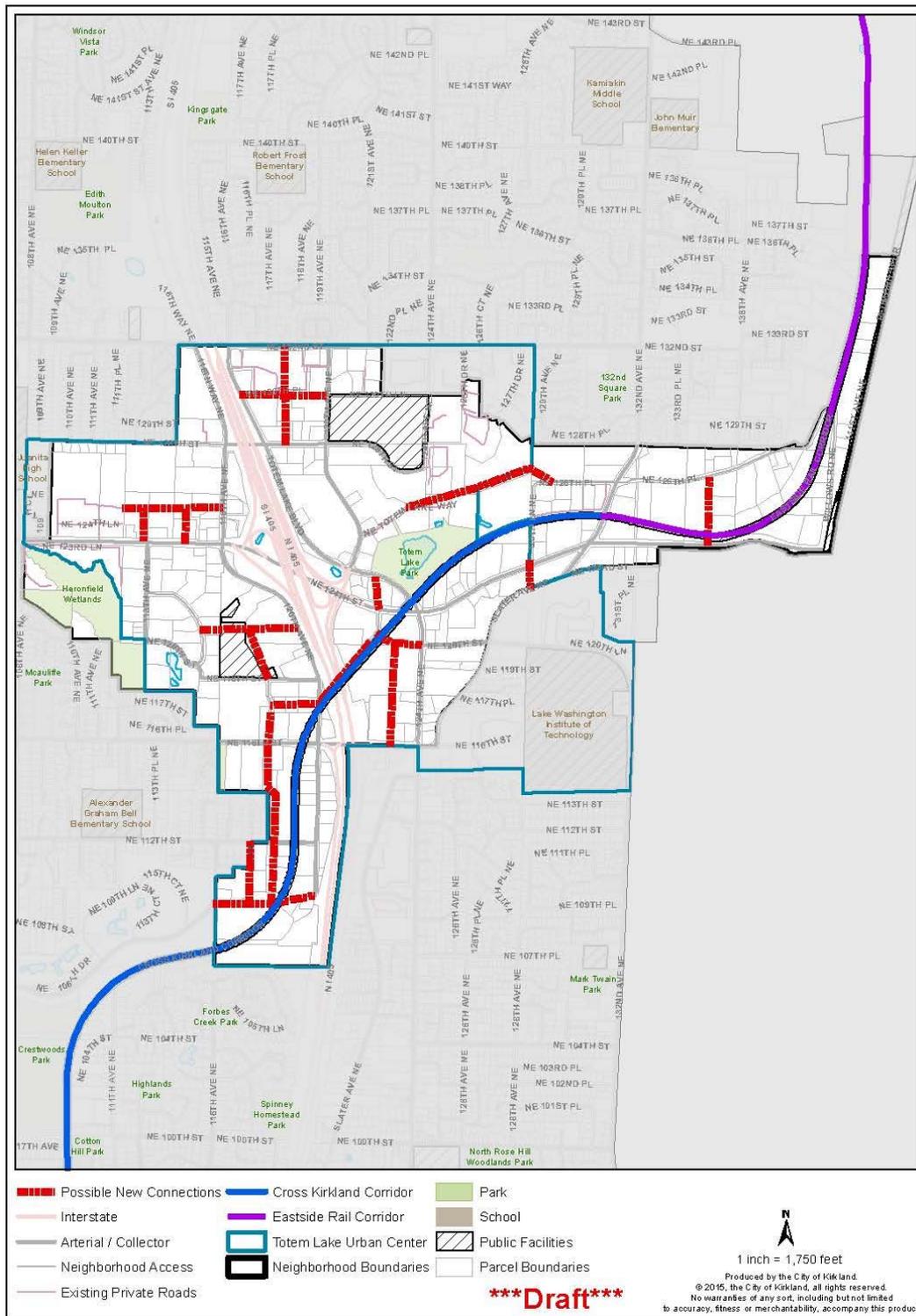
Create a landscaped boulevard that connects the four quadrants of the neighborhood.

Although primarily for urban design purposes, the landscaped boulevard would not only connect visually the four quadrants of the neighborhood around the I-405 interchange at NE 124th Street, but could also help local circulation. Creation of the boulevard uses existing rights-of-way such as Totem Lake Boulevard, 120th Avenue NE and 116th Avenue NE to the greatest extent possible. In other areas, particularly at the crossing of I-405 at both the north and south ends of the boulevard, dedication and development of new rights-of-way may be needed. Please refer to the Urban Design policies and Figure TL-10 for the preferred alignment of the boulevard.

Policy TL-15.2:

Provide local access roads.

The Totem Lake Neighborhood currently has a limited local street system, particularly to the south of NE 124th Street. Development of a complete network of local access roads would facilitate vehicular, pedestrian and bicycle access to properties and reduce reliance on major arterial routes. Several potential new vehicular connections are identified in Figure TL-6.



**Figure TL-6: Totem Lake
Possible New Road Connections**

Goal TL-16: Improve circulation and access for nonmotorized modes of transportation.

To provide transportation alternatives to the automobile, safe and convenient paths should be developed for pedestrians, bicycles, scooters, skates and other nonmotorized modes of travel. The Active Transportation Plan (ATP) indicates that nonmotorized routes are deficient in the Totem Lake Neighborhood (Figures TL-7 and TL-8). Of particular note are inadequacies in the available east-west crossings of I-405.

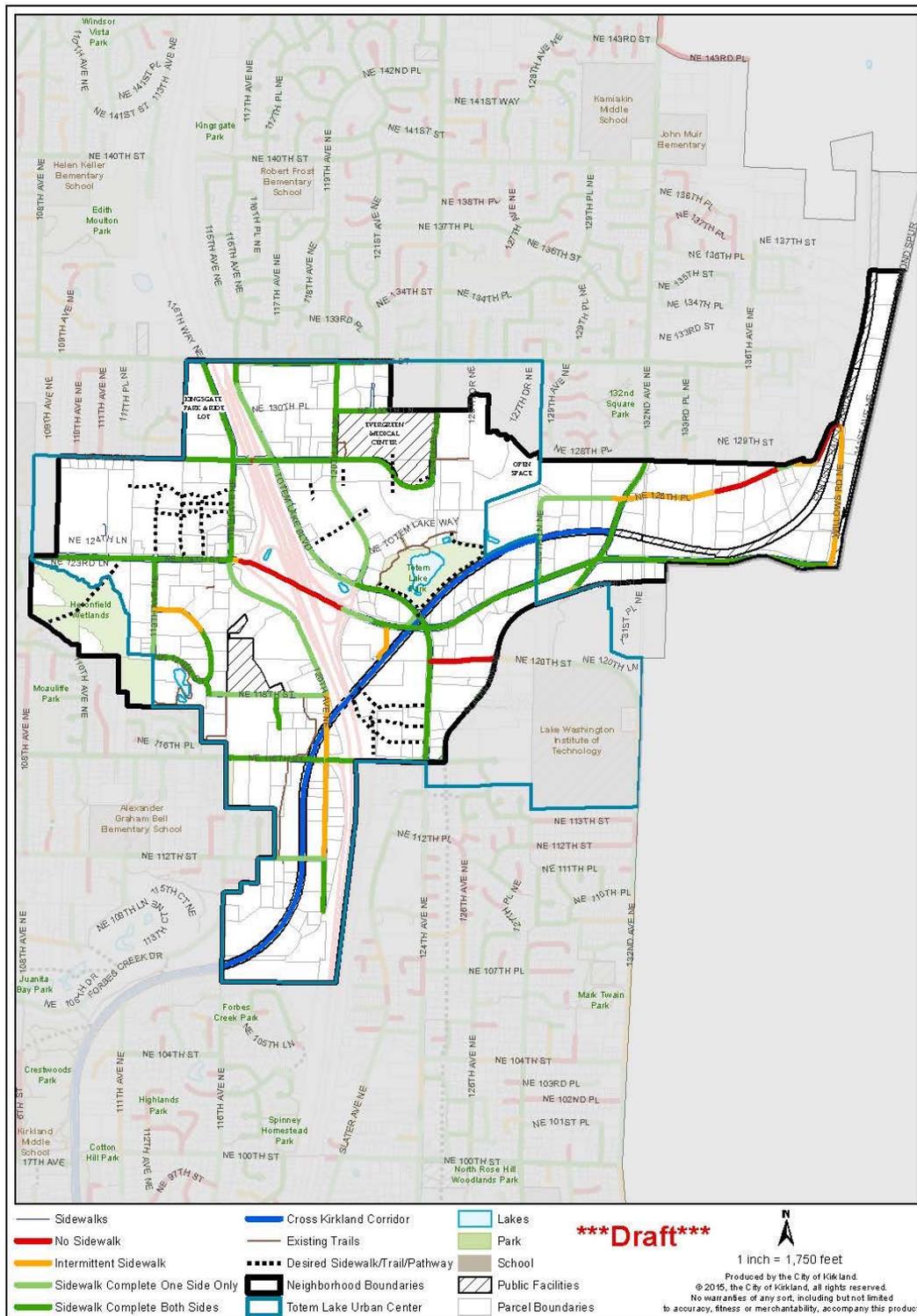


Figure TL-7

Totem Lake Pedestrian System

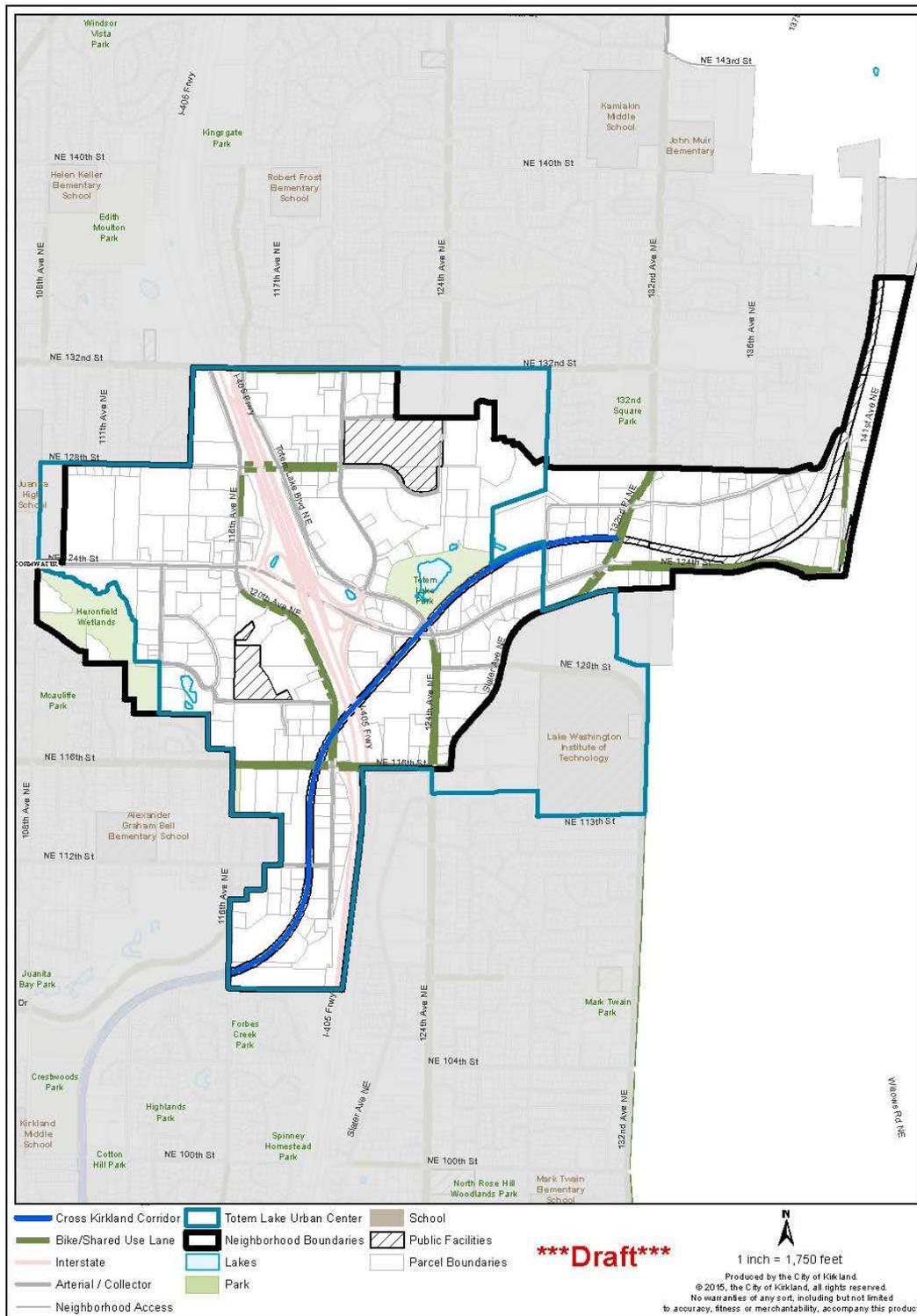


Figure TL-8 Totem Lake Bicycle System

Policy TL-16.1:

Develop a safe, integrated on- and off-street nonmotorized system emphasizing connections to schools, parks, transit, the Cross Kirkland Corridor and other parts of Kirkland.

The Totem Lake Neighborhood needs many nonmotorized improvements, as identified in the City's Active Transportation Plan. These include safe and appropriately scaled nonmotorized access to connect neighborhoods, and activity and urban centers, with services, transit, and recreation areas. The relationship of the Totem Lake Neighborhood to other neighborhoods, as well as to Lake Washington Technical College, Juanita Beach, and the Forbes Creek Trail, should be considered in developing regional connections.

The Cross Kirkland Corridor will provide an important recreational opportunity, as well as a north-south bicycle and pedestrian route through much of the Totem Lake Neighborhood. The trail could also be a precursor of a regional facility traveling through the hearts of many Eastside cities.

Goal TL-17: Encourage coordination with regional transportation systems.

The Totem Lake Neighborhood needs to be connected with larger transportation systems on the Eastside and in the region. Totem Lake businesses and residents should have a seamless and effective integration with mobility systems that serve both the neighborhood and external destinations.

Policy TL-17.1:

Improve access to the Totem Lake Business District from I-405.

During peak hours, much of the traffic congestion on city arterials such as 124th Avenue NE is partially caused by traffic spillover from I-405. Efforts to reduce the impacts of this spillover include providing additional through capacity on I-405, study of a new interchange at NE 132nd Street with I-405 and I-405 corridor improvements for transit access and expanded transit service. Improvements to the configuration of the interchange at NE 124th Street should also be explored and implemented. The City should support these efforts, and continue to work with the Department of Transportation in the study of the I-405 corridor.

9. HOUSING

The Totem Lake Business District is a focus for employment, retail and health services that contains significant existing residential areas and offers opportunities to expand the housing supply. A central housing goal for the City is to increase housing opportunities while preserving neighborhood quality. Strong residential areas

contribute to a sense of community, support retail and service activity, make the business district a more desirable business location and fulfill citywide housing objectives.

This section provides policy direction regarding residential land uses in the Totem Lake Business District. Broad citywide housing policies are found in the Housing Element (Chapter VII). These policies, while not repeated here, are applicable to the Totem Lake Business District.

Goal TL-18: Preserve existing multi-family residential areas and continue to expand housing opportunities in the Business District.

Policy TL-18.1:

Preserve existing residential areas, while allowing greater densities where appropriate within the Urban Center.

West of I-405, established residential areas are primarily located north and south of NE 124th Street. East of I-405, residential areas are located in the vicinity of the Evergreen Health hospital campus, extending east to the eastern boundary of the Business District (see Figure TL-2). These established residential areas, with allowable densities ranging from 12 to 24 units per acre, should be retained and strengthened. Increases in residential densities in these areas may be appropriate since they are well-served by transit, if these changes can occur without creating impacts to residential areas outside of the business district.

Policy TL-18.2:

Protect multifamily areas outside of the district's core from potentially adverse impacts of non-residential commercial and office uses.

Some Totem Lake residential areas abut commercial or office uses and may be adversely impacted by these uses. Existing city regulations provide for protection of low-density residential areas from incompatible uses through landscape buffers, building height and location and other measures. To protect the multifamily areas in the Totem Lake Business District, similar measures should be provided for moderate and high-density residential areas.

Policy TL-18.3:

Seek opportunities to expand housing in the Totem Lake Business District.

In the Totem Lake Business District, expanded housing opportunities are provided through high residential densities, including a minimum density of 50 units per acre within the district's core. Mixed-use development is also encouraged within the core area. These measures provide for a significant amount of additional housing while preserving existing multi and single-family areas in and adjacent to the Totem Lake Business District.

Housing is also allowed, and in some cases encouraged within some of the general commercial areas of the district. To encourage developers to choose to provide housing, an increase in height is allowed in some commercial areas when upper story residential use is provided. This incentive enables residential use to be included either in mixed-use projects, or in stand-alone developments where commercial use is not mandated as a ground floor use.

The areas listed below, and shown in Figure TL-9 are “Housing Incentive Areas”, where residential use is allowed within the perimeter of an otherwise non-residential area, or a greater building height is allowed for structures containing residential use:

1. Totem Lake West, north of NE 124th Street, west of 116th Avenue NE,
2. Properties east of 124th Avenue NE, north of NE 116th Street and west of Slater Avenue,

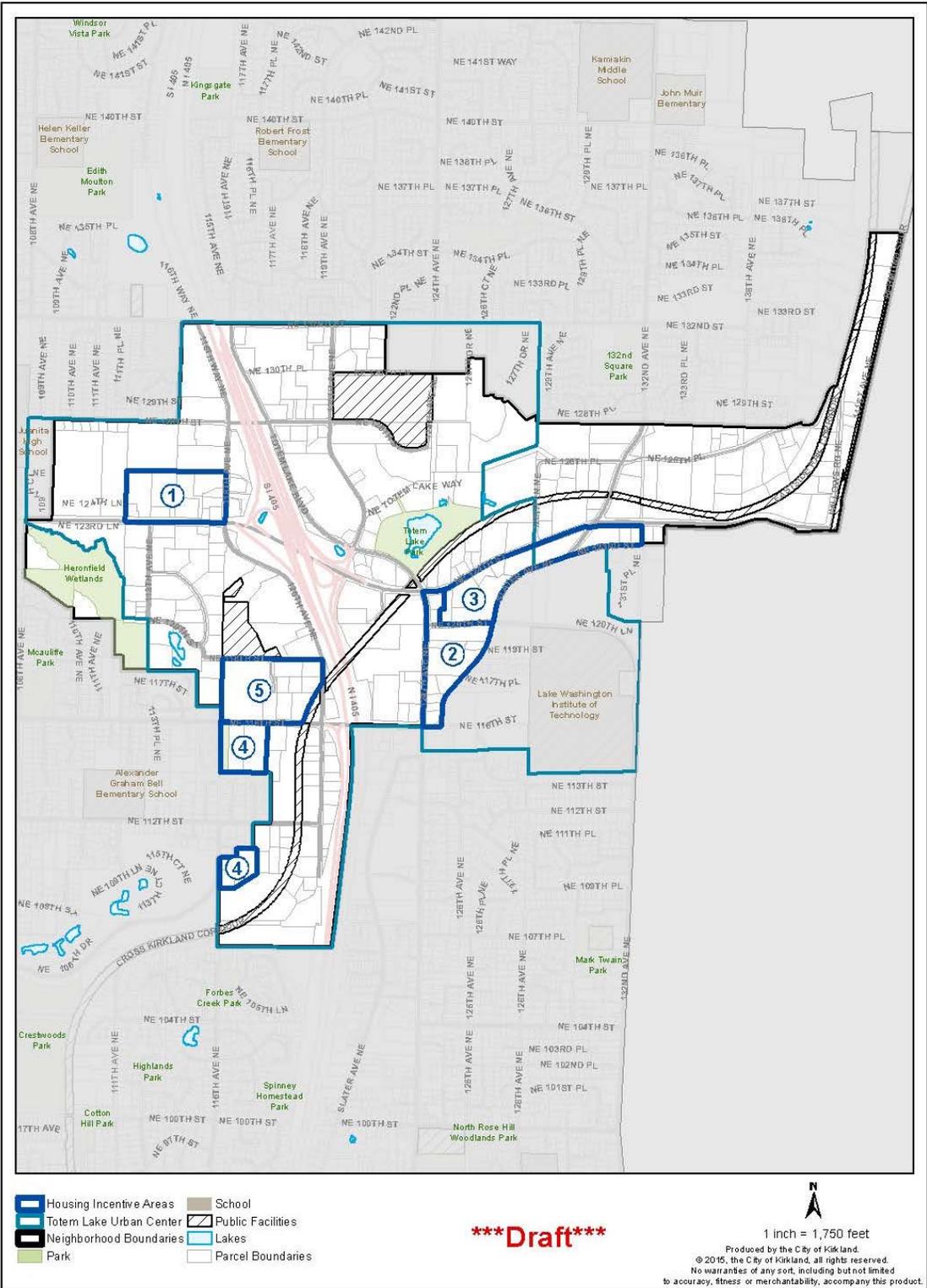


Figure TL-9: Totem Lake Housing Incentive Areas

3. Properties east of 124th Avenue NE, south of NE 124th Street,
4. Properties south of NE 116th Street, west of the Cross Kirkland Corridor, and
5. Property north of NE 116th Street, south of NE 118th Street, and west of the Cross Kirkland Corridor.

Within these areas, properties north and south of NE 116th Street and west of I-405 (districts TL 10B and TL 10C in Figure TL-9), should be allowed additional height only if residential uses are provided. As these areas are located near residential uses to the west, and are situated at the southeast gateway to the Totem Lake Neighborhood, residential use in this area will provide an appropriate transition to the commercial areas to the east.

Another possible opportunity for expanded housing supply is through transit-oriented-development (TOD) at the Kingsgate Park and Ride, located in the northwest corner of the Totem Lake Business District. At this location, development of housing in conjunction with transit services, retail and commercial uses would provide additional housing supply, support transit usage, increase the possibility for greater affordability and contribute to activity in the neighborhood. The site, owned by the Washington State Department of Transportation (WSDOT), has indicated that it has no long-term plans for the site that might preclude its use for TOD, and has expressed interest in beginning discussions with the City regarding the concept. The City should pursue discussions with WSDOT regarding the potential for TOD at this site.

Goal TL-19: Encourage housing that is affordable to the local workforce and meets diverse housing needs.

Policy TL-19.1:

Seek ways to expand development incentives, requirements and other measures to encourage development of affordable housing.

The Totem Lake Business District provides an important source of housing that is affordable to local service and office employees. Zoning and regulatory incentives help make housing more affordable to low to moderate income households. Additional incentives, such as bonus densities, public funding programs, public land donations, and development fee waivers, may also be needed to develop affordable housing projects. Similarly, partnerships with other public agencies and the private sector can introduce more diverse resources, which can help fund affordable housing. The assortment of affordability measures should be expanded to help support housing projects in the Totem Lake Business District.

Policy TL-19.2:

Provide incentives that encourage variety in housing style, size and services.

The Totem Lake Business District provides a range of housing types, including ownership and rental multi-family housing, and senior and assisted housing. Regulations encourage continued variety in housing types, such as

housing in mixed-use developments and housing oriented to use of transit facilities. Additional height is granted for residential use in many areas of Totem Lake. Incentives including reduced parking requirements and increases in the floor area allowed for housing should also be provided where appropriate.

Mixed-use housing is another housing option that can increase housing opportunity and add vitality to the neighborhood. Incentives for mixed-use housing are provided in the core of the business district and in defined Housing Incentive Areas.

10. URBAN DESIGN

The Totem Lake Business District is comprised of distinct areas separated by built features, such as I-405, NE 124th Street and other major corridors. Urban design policies seek to establish visual connections between these areas, create effective transitions within and around the district, and provide a collective identity for Totem Lake.

The urban design policies provide the broad rationale and vision for the future design character of the Totem Lake Business District. More specific considerations are provided in the sub-district sections, and specific implementing direction based on these policies is provided in the Design Guidelines for Totem Lake. Future development will be reviewed by the City to ensure compliance with the Design Guidelines.

Goal TL-20: Ensure that public and private development contributes to a coherent and attractive identity for the business district.

Policy TL-20.1:

Ensure that public improvements contribute to a clear identity for the business district.

Public infrastructure, consisting primarily of public rights-of-way, is a significant land use in the Totem Lake Business District. Public improvements such as streets, trails, community facilities, parks and public facilities should be designed and constructed in a manner that makes a positive contribution to the character of the district. High quality materials, the use of public art, and other measures to reflect and enhance the identity of the Totem Lake Business District should be incorporated in public infrastructure design and construction.

Policy TL-20.2:

Encourage private development to help build the overall character of the Totem Lake Business District.

Private development in the Totem Lake Business District should promote a sense of community identity and continuity. Design measures to achieve this goal should address important elements of design, such as human and architectural scale, breaking up of building mass, attention to building details and pedestrian connections and orientation.

Design measures should also recognize the differing needs and character of the various areas of the district. For example, design standards in the business district's core, which support intensive development and a high level of transit and pedestrian activity, are somewhat different from those in the balance of the neighborhood. Please refer to the Business District Core goals and policies for design measures that address this area.

Policy TL-20.3:

Minimize the appearance of parking areas through location and shared facilities.

Parking lots are typically unsightly, break the links between buildings and destroy the continuity of the streetfront. Whenever possible, parking lots should be located at the rear of buildings. When this is not possible, landscaping should be used to break up and screen parking lots.

To minimize the area needed for parking, efforts should be made to share parking between facilities. Uses that have parking requirements at different times of the day should pool resources and develop plans for joint use. Adjoining parking lots shall not have unnecessary obstructions to through access, such as curbs or small changes in grade.

Policy TL-20.4:

Establish standards to ensure that signs communicate effectively and complement the character of the area.

Signs should be an integral part of a building's façade. The location, architectural style, and mounting of signs should conform with a building's architecture and should not cover up or conflict with prominent architectural features. A sign's design and mounting should be appropriate for the setting and allow the sign to be easily read.

Goal TL-21: Develop gateway features that strengthen the character and identity of the Business District.

Policy TL-21.1:

Identify and create gateways that are integrated with the transportation system, including the Cross Kirkland Corridor and other bicycle and pedestrian connections. Use public and private efforts to establish gateway features such as artwork, signage, landscape features and structures at the locations identified in Figure TL-10

Gateways to the business district provide an important first impression of the area's character and quality. An existing gateway sign is located on NE 124th Street near the center of the neighborhood near 124th Avenue NE. Other locations for gateways to the business district are shown in Figure TL-10. At some locations, private development should install gateway features as part of future development. In other instances, public investment in such features is necessary.

Goal TL-22: Develop a new landscaped boulevard, or “Circulator” that provides a green visual connection between the subareas of the business district through enhanced landscape and public amenities.

Policy TL-22.1:

Create a landscaped boulevard that generally follows the alignment shown in Figure TL-10.

The purpose of the landscaped boulevard is to provide a softened landscaped border around the I-405 interchange at NE 124th Street and to visually connect the five sub-districts of the business district. Creation of the boulevard uses existing rights-of-way, such as Totem Lake Boulevard, 120th Avenue NE and 116th Avenue NE to the greatest extent possible. In other areas, particularly at the crossing of I-405 at both the north and south ends of the boulevard, dedication and development of new rights-of-way may be needed.

The alignment shown in Figure TL-10 is the preferred, but not the only possible alignment. Future opportunities to achieve the purpose of the boulevard on slightly different alignments should be considered and developed as appropriate.

Policy TL-22.2:

Develop standards for the landscaped boulevard to include wide sidewalks, extensive greenery and other public amenities.

A well-designed landscape plan will create a hospitable environment for both the pedestrian and driver by reducing scale, providing shade and seasonal variety and reducing noise levels. Elements that should be included in the landscaped boulevard include a widened and meandering planting area, continuous and clustered tree plantings, and clustered shrubbery and seasonal color in a variety of texture, color and shape. Other features, such as lighting, directional signs, benches, varying pavement textures and public art would further enhance the route.

Where Totem Lake Boulevard abuts the lake, the Master Plan for Totem Lake Park calls for a boulevard, designed to leverage the existing street edge with Totem Lake, a new median, and integrating the storm water wetland to the west of the street into one experience. In addition to the improved parkway like character, the redesign of the street is intended to improve bicycle and pedestrian facilities including a new wider sidewalks.

Goal TL-23: Provide interconnected streetscape improvements throughout the business district that contribute to a sense of neighborhood identity and enhance visual quality.

Policy TL-23.1:

Establish a street tree plan for the business district.

The repetition of trees bordering streets can unify a neighborhood's landscape. Trees add color, texture, and form to the urban environment. A strong street tree-planting scheme should establish community identity and provide a respite from the weather and the built environment.

Large, deciduous trees planted on each side of the street should bring visual continuity to the district, particularly on major entry arterials, such as NE 124th Street, NE 132nd Street, NE 116th Street, 124th Avenue NE, Totem Lake Boulevard and 120th Avenue NE. Many of these streets are currently fully or partially planted with street trees.

Policy TL-23.2:

Develop an Urban Design and Amenities Plan for the Totem Lake Business District that provides guidance to create an identity for the business district and includes the following:

- Specific standards to contribute to placemaking for both public and private development
- A plan for locations and types of amenities desired in the district, to include at a minimum:
 - Street and park lights
 - Benches
 - Planters
 - Waste receptacles
 - Public art
 - Directional signs
- A plan for a system for linkages, such as paths and wayfinding elements, integrated with parks, plazas, community centers, recreation, and open spaces to create an interconnected system of public spaces
- Concepts for improved intersections and streetscapes, including specific improvements to be installed within the Circulator.
- Locations for and techniques to highlight connections to the Cross Kirkland Corridor, consistent with the 2014 CKC Master Plan.

The quality and character of public improvements are critical components of the neighborhood's image. Standards for public improvements will assist in the development of a coordinated streetscape that will unify the business district.

Currently, the gateway signs on NE 124th Street are the primary public amenity in the district. Expansion of these features, through both public and private measures, will help knit the neighborhood together visually and functionally.

Policy TL-23.3:

Encourage place-making and a dynamic public realm by integrating publicly accessible plazas, open spaces and other gathering places with development in public and private projects.

Policy TL-23.4:

Establish a lighting plan for the business district.

A coordinated plan for lighting throughout the district can contribute to the area's identity. Fixtures which create a signature in style and placement throughout the streetscape and in public spaces can help to unify and upgrade the visual character of the neighborhood. Careful attention to lighting in pedestrian-oriented districts can also improve the perception of safety for pedestrians. A lighting plan should also include techniques to address impacts between dissimilar uses, such as instances in which vehicle dealerships abut residential uses.

Goal TL-24: Provide effective transitions between the industrial, commercial and higher density multi-family uses in the business district and single-family residential areas surrounding the district.

Policy TL-24.1:

Provide for site and building development requirements and other regulations that address transition areas to protect nearby residential neighborhoods.

Where commercial development adjoins established residential areas, the commercial use should incorporate site and building design features to soften its visual and physical impact and ensure that it is a positive element to the nearby residential neighborhood.

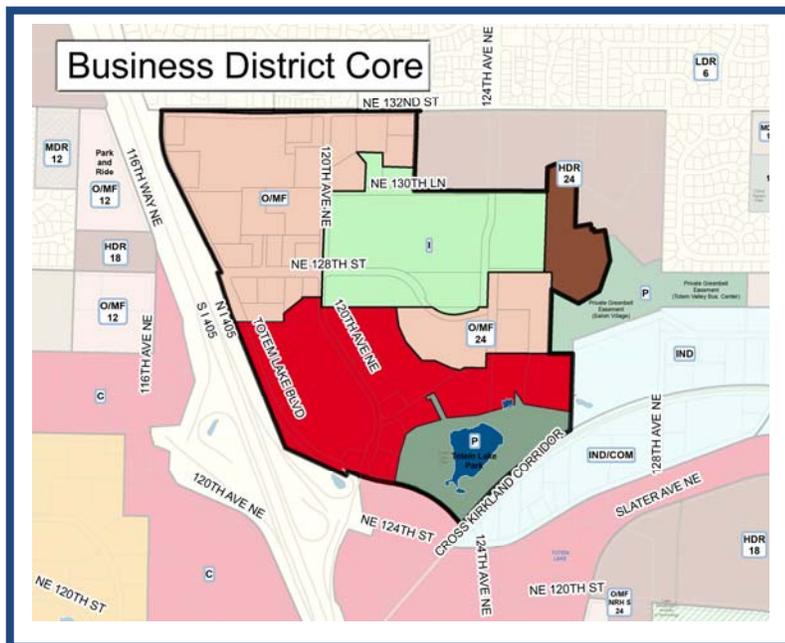
Techniques used could include limits on height, building bulk and placement, and lighting; setbacks of taller buildings away from residential neighborhoods; requirements for landscaping; noise control and other appropriate measures. Transitional regulations should include provisions for greenbelts, buffers or other site and building design features that will ensure a compatible relationship between commercial and residential development.

The City should ensure that policies for residential development contained in the plans for neighborhoods that abut the Totem Lake Business District include measures to address potential conflicts between these residential uses and the commercial development in Totem Lake.

Business District Core

The Business District Core is home to the Evergreen Health hospital campus, the Totem Lake Mall retail center, a variety of office/commercial uses, a regional transit center and Totem Lake Park. Currently, the core is characterized by development of low to moderate intensity. While thriving in many ways, this district has significant potential for increased activity and vitality. Policies in this plan are intended to strengthen the role of the Business District Core as the heart of the Totem Lake Urban Center, providing a thriving employment, housing, commercial, service and recreation center for the city and the region.

The location of a compact mix of land uses and employment opportunities within the core area can provide the environment for increased use of transit, and a decreased need for vehicle travel outside of the district. The policies for the Business District Core capitalize on the synergy created by existing and planned uses to create an attractive and vital community center. Ultimately, planned development in the core will contribute to the sense of community and identity for the entire Totem Lake Business District, as described in the Vision Statement.



Goal TL-25: Focus intensive growth within the core of the Business District (Districts TLL, TL2 and TL 3.

Policy TL-25.1:

Provide for increased intensity of development within the core of the Business District.

In the Totem Lake Business District, the most intensive commercial development is focused in the Business District Core (see inset). The Evergreen Health hospital campus and the Totem Lake Mall play key roles in the overall health and vitality of the district, attracting a cluster of complementary and collaborative businesses.

To ensure the core is developed to urban densities, a minimum development threshold is required for new development and redevelopment within the district.

Goal TL-26: Provide a variety of high-density residential uses.

Residential development in the Business District Core is provided for in the mixed-use area. Mixed-use occurs when more than one land use is within a single building or when different uses are located in separate buildings close to each other. An important characteristic of mixed-use is that uses are in close proximity and have a good walking connection. Redevelopment in the mixed-use area could include both single use and mixed-use buildings within close proximity. Redevelopment should meet the density and intensity standards for the core area and make the mixed-use area generally more functional and attractive.

Policy TL-26.1:

Encourage high density residential development within mixed-use areas, including the Totem Lake Mall.

In order to ensure a viable residential community in the Business District Core, the City provides a range of regulatory incentives that support residential development, including no maximum density, increased building height and flexible parking requirements to be determined on a case-by-case basis. Additional incentives should be explored to encourage residential development. Improvements to public spaces and streetscapes should be considered as ways to make the district a more attractive and appealing place for residents. .

Policy TL-26.2:

Encourage residential development that is affordable to the local workforce and meets diverse housing needs.

Measures to promote housing affordability, such as zoning and regulatory incentives, fee reductions/waivers or other measures, should be utilized as means to promote housing affordability. In addition, incentives should be provided to ensure a variety of housing types to address the needs of employees, seniors, or others who would benefit from housing near the employment center and health services in the Business District Core.

Goal TL-27: Ensure that public and private development contribute to a lively and inviting character in the Business District Core.

The fundamental goal for the Business District Core is to create a pedestrian-oriented urban center with a safe, lively and attractive 24-hour environment. To achieve this goal, design principles for the core strive to ensure that development will enhance the appearance of the built environment through superior design and the use of high quality building materials, identify and create attractive and effective public spaces, and encourage pedestrian activity through both building design and improvements along the streetscape. Key principles address:

- **Mix of Uses** – Over time, the Business District Core should evolve into a diverse mix of uses, including office, retail, medical and hospital uses, and high-density residential. This mix of uses can be provided in mixed-use buildings or in single-use buildings located in close proximity and with good pedestrian connections.
- **Pedestrian Orientation** – Building entrances should face the street. Building mass should be broken up by offsets, step-backs or similar measures. Where compatible with the use, generous windows should be provided and oriented toward the street. Parking should not be the predominant use next to streets.

- **Public Spaces** – Development and redevelopment projects should provide publicly accessible open spaces that are focal points for the community. The City should identify park and recreation trail locations that encourage pedestrian activity throughout the core, incorporating the improvements and trails identified for Totem Lake Park in the 2013 Totem Lake Park Master Plan.

Policy TL-27.1:

Address unique conditions through design principles for the mixed-use area west of Evergreen Health Medical Center.

The area west of the hospital campus has the potential for significant redevelopment. Specific design principles are included for this area to ensure that the mass of larger buildings is minimized, distinctive roof forms contribute to a visually interesting skyline, and appropriate transitions from lower density uses north of the Business District Core are incorporated.

Policy TL-27.2:

Encourage development that will bring vitality and activity during evenings and weekends.

Redevelopment should emphasize compatible retail, residential, service and recreational uses that attract activity and bring vitality during evenings and weekends. In addition, redevelopment in the Business District Core should provide exterior and interior public spaces appropriate for festivals, fairs, public gatherings, open-air events, seasonal events, exhibitions, and other activities throughout the year.

Goal TL-28: Support and strengthen the role of Evergreen Health Medical Center as an important part of the Kirkland community (district TL 3).

As the City's largest employer, the Evergreen Health Medical Center provides significant economic value to the community. The hospital campus also helps to provide a focus for the core of the business district, with its larger buildings and substantial areas of open space. As the hospital continues to grow within the core area, these attributes should be maintained and strengthened.

Policy TL-28.1:

Support the continued vitality of the Evergreen Hospital Medical Center and supporting uses.

Through its health care services, community programs, and employment/economic role, the Evergreen Health Medical Center significantly benefits the quality of life in the City and region. Public policy direction should nurture and support the continued health and vitality of the Medical Center. Public measures include:

- a streamlined regulatory process;

- provision of ancillary development capacity for supporting uses;
- development standards to ensure high quality development.

The regulatory process and designation to ensure sufficient development capacity are addressed within the Economic Development section of this element.

Policy TL-28.2:

Implement design principles for the Evergreen Hospital Medical Center.

Future development on the Evergreen Hospital Medical Center campus should be consistent with a master plan, reviewed by the City, which includes all known future development plans for the facility. Design principles contained in the Municipal Code address a broad range of issues related to campus development, including directing taller buildings toward the center of the site, ensuring that campus edges are compatible with neighboring uses, and enhancing and improving pedestrian access within the campus and to neighboring uses, particularly the transit center and Totem Lake Mall.

Goal TL-29: Expand and strengthen the retail focus at the Totem Lake Mall (district TL 2).

The Totem Lake Mall has the potential to be a vibrant, intensive retail center for the Kirkland community and surrounding region. As redevelopment of the mall property occurs, there is an opportunity to provide residents and visitors with an exciting place to shop, congregate and relax. Careful redevelopment of the mall property will be critical to its success as a retail center and community gathering place.

Policy TL-29.1:

Strengthen the role of Totem Lake Mall as a retail center and community gathering place.

Currently, Totem Lake Mall is successful in many ways. It provides retail services and employment opportunities, is a significant contributor of retail sales tax income to the City and serves as the site for some community activities. The policies in this element are intended to support efforts by the Totem Lake Mall to increase its role in all of these areas and realize its potential as a vibrant retail and community focal point. Policies within the Economic Development section address public actions, such as a regulatory flexibility and increased development potential, to encourage future development at the Totem Lake Mall.

Policy TL-29.2:

Emphasize high quality urban and architectural design in redevelopment of the Totem Lake Mall.

The redevelopment of the Totem Lake Mall should occur within the context of an overall site development master plan for the upper and lower mall. Key principles for development of the mall include the creation of a pedestrian-oriented environment, through the use of public spaces, screening and the appropriate siting of parking facilities, the siting of buildings to a pedestrian network and the orientation of ground floor spaces to encourage pedestrian

activity and visual interest. Visual and functional connections to Totem Lake Park, as well as the provision of pedestrian connections to the Evergreen Health campus, transit center and mixed use area north of the lower part of the mall are also important. In addition to the design principles contained in the Municipal Code, the following specific principles should apply to the Totem Lake Mall:

- Coordinate with the Evergreen Hospital to provide a pedestrian connection that allows access between the Hospital, Transit Center, and retail area in a safe and attractive environment. This feature may be an open space amenity or incorporated into buildings located near the slope.
- Provide a visual and functional connection between the upper and lower malls.
- Allow for future visual and functional connections to the Totem Lake wetlands and planned greenway extending along Totem Lake Boulevard.
- Provide for a pedestrian-oriented environment, with appropriately scaled signs and architecture. Public spaces should be provided for gathering and relaxation.
- Provide extensive landscaping, including substantial use of trees, within parking areas to soften the visual impacts of cars and pavement.

Goal TL-30: Establish a transportation network that emphasizes pedestrian and transit use and is consistent with the regional transit plan.

Policy TL-30.1:

Increase transportation options throughout the Business District Core.

The core area has limited options for local vehicular circulation. Development of a complete network of local access streets as shown in Figure TL-6 would allow for choices in through movement and local access. Improved connectivity in this area would encourage walking between medical and commercial uses and new residential areas. It would also encourage the use of transit through reducing distances between activities and the transit facilities along NE 128th Street. The finer street grid would also contribute to the character and identity of the district's core. Key potential new street connections include mid-block connections between NE 128th Street and NE 130th Street, east of 120th Avenue.

Policy TL-30.2:

Calm traffic on 120th Avenue NE.

120th Avenue NE runs between the upper and lower Totem Lake Mall, provides access to the Evergreen Health Medical Center campus and is the more heavily used of the two major north/south arterials through the Business District Core. Traffic calming measures on 120th Avenue NE would improve pedestrian comfort and safety, increase the potential for a stronger connection between the upper and lower mall, and improve visual quality in the heart of the business district. Traffic calming measures could include a traffic roundabout, narrowing of the street, addition of on-street parking, and a mid-block crossing with mall redevelopment or other measures. Specific traffic calming measures should be developed in collaboration with emergency service providers to ensure adequate emergency access to the Evergreen Health campus and other uses in the area.

Policy TL-30.3:

Provide new pedestrian connections to Totem Lake Park from businesses, residential areas, transit and Evergreen Health.

The 2013 Totem Lake Park Master Plan calls for improved pedestrian connections to the park. In addition to the park being a starting point and a destination for visitors along the Cross Kirkland Corridor, opportunities to connect to more distant parts of the business district also exist. Possible connections include the Evergreen terrace climb, from the north side of the lake along the Seattle City Light right of way, connections to the Totem Lake Mall, hospital and transit center, and the spiral ramp and overpass from the park's southwestern edge over NE 124th Street.

- ◆ Creation of a more pedestrian-oriented district through:
- ◆ The siting of buildings and public spaces to be oriented to the pedestrian and Cross Kirkland Corridor,
- The creation of a street grid through development of a north-south right-of-way, and the consideration of development bonuses where the set-aside of land and improvement of this right-of-way is provided through private development.
- ◆ Increased housing capacity, and affordable housing in particular,
- ◆ Complementary design in the development of the site, through:
- ◆ Coordination of individual increments of development with overall design plan,
- ◆ Shared vehicular access and parking areas, and
- ◆ Coordinated sign systems

Policy TL-31.2:

Ensure compatibility in building design along the Cross Kirkland Corridor and Totem Lake Park.

Where commercial and light industrial uses exist between NE 124th Street and the CKC, next to Totem Lake Park, the relationship of these land uses to the corridor and lake should be considered. Building openings and connections should be consistent with the objectives of the 2013 Totem Lake Park Master Plan and 2014 CKC Master Plan.

Policy TL-31.3

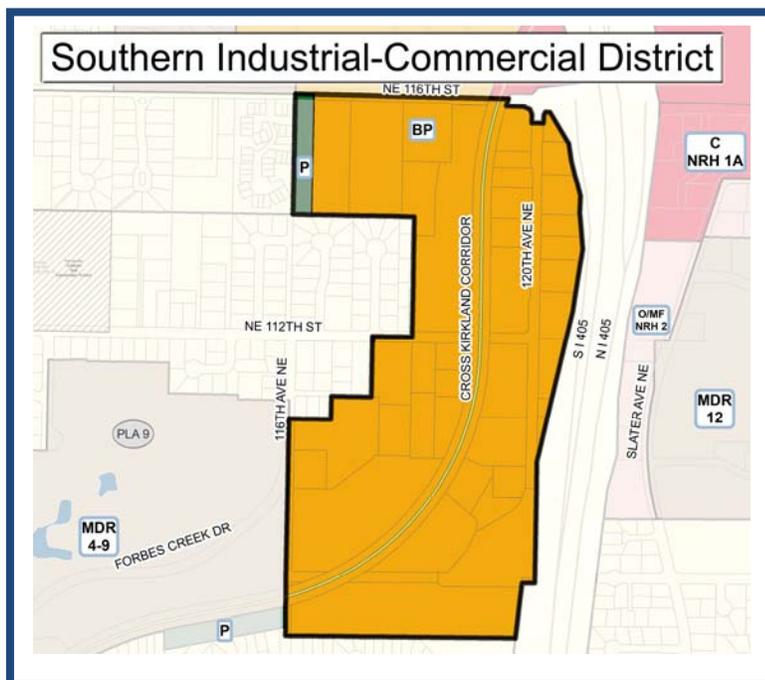
Allow multifamily use in mixed-use development where industrial/commercial land north of NE 124th Street lies within the Urban Center (TL 7A).

Residential use within this transitioning area is appropriate where proximity to Totem Lake Park serves as an amenity for the living environment. As the transition between new mixed use and residential developments and existing light industrial uses presents a compatibility challenge, the siting and design of new buildings should be accomplished in a manner that minimizes conflicts with existing light industrial uses. Development standards such as minimum acreage requirements and ground floor commercial use will help to create a successful mixed-use environment while industrial uses remain.

South Industrial-Commercial District

The area south of NE 116th Street, historically known as Par Mac, is currently developed with a mix of light industrial, office, retail, auto and service uses. Historically, this area was planned for and developed with manufacturing and light industrial uses that may have benefited from proximity to the Cross Kirkland Corridor. Prior to 2010, train service in this corridor was discontinued, and in 2012 the right-of-way was acquired by the City of Kirkland for a nonmotorized multi-use trail and/or transit route through Kirkland.

Over the past decade, many of these traditional light industrial and manufacturing uses have been converted to office, retail trade businesses, such as contractors and suppliers, recreational facilities and other service uses. The existing space no longer meets the needs of many industrial tenants.



When the plan for the Totem Lake Business District was updated in 2002, the South Industrial-Commercial district was designated for office use with the goal of encouraging a transition to office and high tech uses, as these types of firms tend to provide high-wage jobs and other benefits to the area's economy. Development incentives including additional building height were established to encourage these uses in redevelopment of the area. Development trends across the Eastside indicate that most new office development has occurred outside of Kirkland, as the City is a secondary office location to other locations on the Eastside.

Kirkland's industrial areas are functioning well with generally good vacancy rates for industrial space. Despite deficiencies in the existing space in the Southern Industrial-Commercial District in meeting the needs of industrial tenants, the area continues to provide over one third of the City's light industrial space. Flexibility in regulations to allow expansion and redevelopment for industrial uses would provide support to strengthen this sector within the district.

Goal TL-32: Preserve and intensify commercial uses.

Policy TL-32.1:

Support and promote expanded opportunities for office development south of NE 116th Street (districts TL 10D and TL 10E) through development incentives and flexibility, while continuing to allow for existing light industrial uses to expand and new light industrial/industrial flex businesses to locate in this area.

Generous development standards are in place to attract and accommodate new commercial development in this area. Flexibility in regulations to allow modifications and expansions of existing structures for modern industrial uses will enable the existing building stock to address changing needs.

Goal TL-33: Accommodate residential use where appropriate within the district***Policy TL-33.1:***

Accommodate residential use within the Housing Incentive Area located in this district.

Residential use is appropriate along the perimeter of this area, as shown in Figure TL-9, where conflicts with light industrial uses are less likely to occur.

Policy TL-33.2:

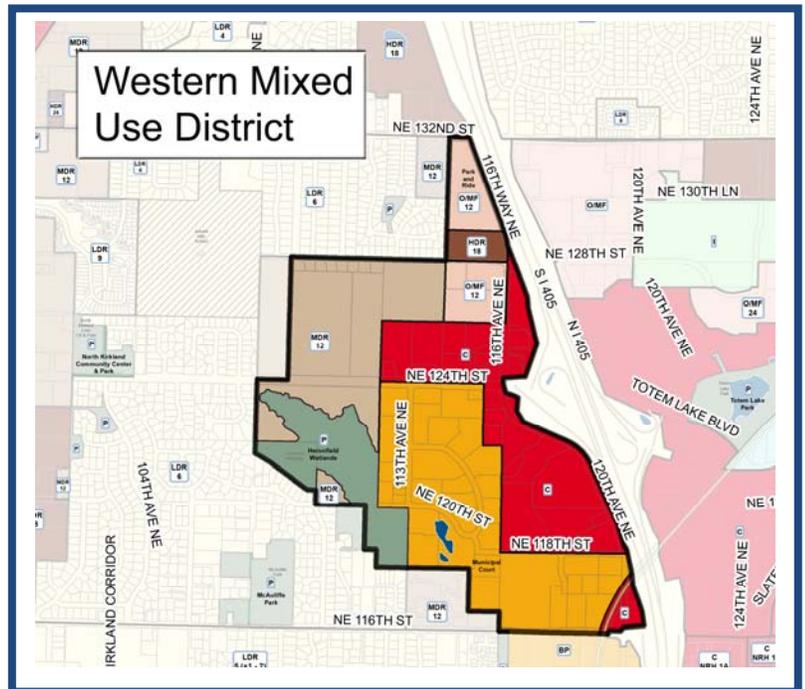
Allow for flexibility in regulations that encourage creative proposals for residential development along the CKC when included in a planned, mixed use development.

Growth in employment in businesses located along the CKC, south of this district, has expanded the City's housing needs. An opportunity exists to address this need through providing residential development along the corridor, where residents could enjoy direct access to employment along the bike or future transit corridor. Standards for development should include land aggregation of at least ten acres, to ensure a substantial property size is included to accommodate a mix of uses and range of amenities for residents and businesses. Vehicle and pedestrian access to the development should also be designed to minimize conflicts with traffic for light industrial uses. Flexibility in regulations is important, to enable consideration of the complex issues of siting this type of development in the Southern Industrial-Commercial district.

Western Mixed-Use District

The Western Mixed-Use District contains a wide range of uses and activities. The Kirkland Justice Center, providing police and court services is located here, just west of the general retail area along 120th Avenue NE, and just east of the large 405 Corporate Center, where much of the district's office and some flex industrial space is located. A mix of community recreational/cultural uses are clustered in the TL 10B zone at the southern end of the sub-district. North of NE 124th Street, lies the Totem Lake West shopping center and the Kingsgate Park and Ride lot. Medium density multifamily residential development remains at the sub-district's western boundary.

Within the southern upland portion of the Heronfield Wetlands, community members built and operate Jasper's Dog Park, a two-acre, fenced site that provides an opportunity for dogs to play and socialize off-leash, and for citizens to visit and enjoy the natural setting.



The wooded hillside located at the south end of the Western Mixed-Use District is designated as a medium landslide hazard area (see Figure TL-4). Development in this area should be subject to the following conditions:

- (1) Lot coverage for development should be limited to ensure maximum preservation of existing vegetation.
- (2) Heavily vegetated visual and noise buffering should be maintained or developed where buffers are needed either for residential use of this site, or from nonresidential use of this site to residential use on neighboring properties.
- (3) Access to NE 116th Street should be limited due to the terrain and the desire to retain existing trees within the southern portion of the site.

A desired new road connection would link NE 116th Street and NE 118th Street through this part of the sub-district (see Figure TL-6), providing more direct access to the Kirkland Justice Center, the office park, and points to the north and west.

North of NE 124th Street and west of 116th Avenue NE lies the Totem Lake West shopping center. This retail center has the potential for redevelopment to include more intensive commercial development as well as upper story residential use. Design guidelines establish redevelopment of the center as a pedestrian-oriented village, with a centralized plaza surrounded by storefronts oriented to internal private or public streets. Residential and/or office uses would be located on upper floors, with residential uses clustered at the north end of the site overlooking the natural greenbelt area.

The Kingsgate Park and Ride site, located at the sub-district's northwest corner, is owned by the Washington State Department of Transportation (WSDOT), and currently developed as a park and ride with 500 parking stalls. The Park and Ride is served by Sound Transit and Metro, and linked to the I-405 direct access ramps and transit center via a pedestrian walkway. The site's location within the Totem Lake Urban Center, close to employment, shops and services is ideal for transit-oriented-development. If the site is redeveloped with TOD, the principles discussed below should be used to guide development at the park and ride:

Goal TL-34: Support transit-oriented-development (TOD) at the Kingsgate Park and Ride.

Partnerships between the City of Kirkland, WSDOT, King County Metro, ARCH (A Regional Coalition for Housing) and non-profit and private developers should be encouraged to create a mixed-use community within walking distance of the Totem Lake transit center.

The City and State and/or King County Metro should also work closely with the community to establish design guidelines and development standards for the site. Standards should address appropriate building scale and massing for the site and adjacent residential uses, and mitigate traffic, visual, noise and other impacts of the development to the surrounding streets and residential areas. Vehicular access points should be minimized to avoid congestion and safety problems, and pedestrian and bicycle access should be enhanced

Policy TL-34.1: Encourage new transit-oriented development that:

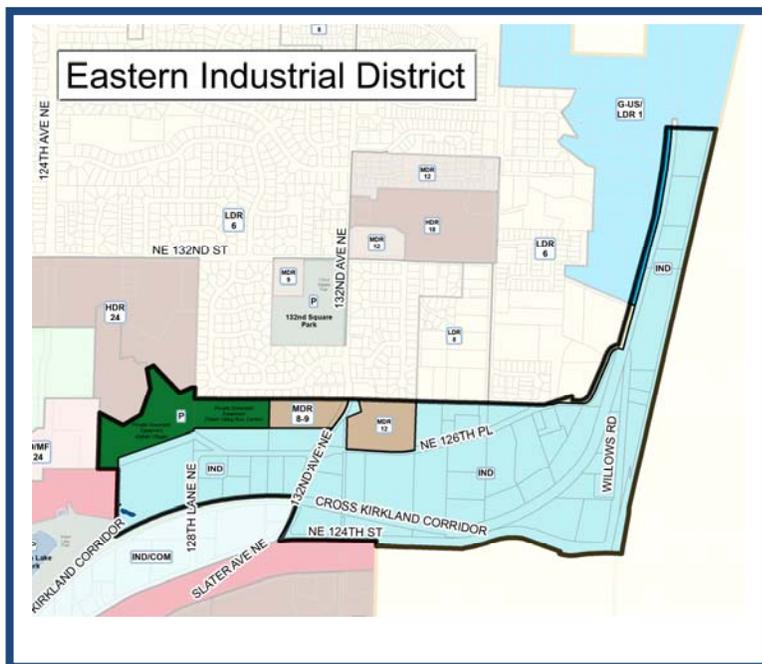
- Provides a mix of housing, offices, shops and services at the Park and Ride site.
- Provides for affordable housing.
- Establishes standards for high-quality site and building design
- Maximizes the effectiveness of transit-oriented-development through supporting necessary densities, expanding opportunities for retail and other uses, reduces the need for parking, and mitigates traffic, visual, noise and other impacts
- Ensures that transit operations remain efficient and are enhanced as appropriate.

Eastern Industrial District

The Totem Lake Business District contains a large light industrial/office area generally located east of 124th Avenue NE, north of NE 124th Street and generally north of the Cross Kirkland Corridor. Land east of the Eastside Rail Corridor at Kirkland's easternmost boundary with King County is included in this area. This area is developed with a variety of industrial and service uses and is one of the few remaining light industrial areas in the City. While the industrial/commercial area in this district provides a range of services, over 90% of the jobs located here are tied to either industrial (aerospace/high tech) or auto dealerships.

Goal TL-35: Support the retention and expansion of light industrial uses while allowing flexibility in uses for unique conditions.

The Eastern Industrial District provides a close-in location for many businesses that are either industrial in nature or they provide good and services such as auto repair, plumbing or contracting. These uses should be supported through regulations that allow them to expand, while minimizing conflicts with non-industrial uses within the area.



Environmental features present in some areas of the Eastern Industrial District make development with traditional light industrial structures challenging. Flexibility for a variety of uses is appropriate in these areas.

Policy TL-35.1:

Support the continued existence of industrial uses in the eastern portion of the business district (district TL 9).

Industrial uses in this area should be supported through development standards and incentives that encourage existing businesses to remain and expand, and future industrial tenants to choose to locate here.

Policy TL-35.2

Development of the land north of NE 126th Place should be subject to standards to protect critical areas.

The parcel of land located within this area, on the north side of NE 126th Place, may be appropriate for limited retail, industrial or small office uses. The abutting parcel directly to the north of this site is a steep, heavily vegetated hillside and lies within an identified high landslide area (see Figures TL-4 and inset map). Although a range of office, industrial or retail uses are permitted in the southern portion of this area if it is developed alone, development that includes consolidation with the northern parcel is subject to the following conditions that apply to any development of the northern parcel:

- (1) Proposals to develop the northern parcel (TL 9B) alone with residential development should be subject to public review and discretionary approval through the City's Process IIA process. Proposals that include consolidation and coordination with development of the southern parcel in TL 9A in retail (vehicle) use should be reviewed through a Planned Unit Development proposal (Process IIB).
- (2) For residential development on the northern parcel (TL 9B):
 - a. The base density for residential development on the slope should be eight dwelling units per acre.
 - b. Lot coverage for development should be lower than that allowed for the less environmentally sensitive properties to the south, to enable the preservation of vegetation and watercourses on the site.
 - c. Vegetative cover should be maintained to the maximum extent possible. Clustering of structures may be required to preserve significant groupings of trees.
 - d. Watercourses should be retained in a natural state.
 - e. Development should only be permitted if an analysis is presented that concludes that the slope will be stable. The analysis should indicate the ability of the slope and adjacent areas to withstand development, the best locations for development, and specific structural designs and construction techniques necessary to ensure long-term stability.
 - f. The hillside with the steepest slopes should be left undisturbed in a natural condition and retained as permanent natural open space through the creation of a greenbelt easement or the dedication of air rights. In order to provide property owners with reasonable development potential, some development may be permitted on the southern, lower portion of the hillside. In no case should such development or associated land surface modification extend closer than 100 feet to existing single-family residential development north of the slope.
 - g. Any part of the hillside which is retained as permanent natural open space, but which has been previously altered from its natural state, or which is so altered as a result of soils testing or watercourse rehabilitation, should be returned to its natural condition.
 - h. Surface water runoff should be maintained at predevelopment levels.
 - i. Vehicular access should be from south of the slope. If necessary, access may be from 132nd Avenue NE; provided, that such access is limited to one point and meets other City standards.
 - j. Where residential uses are allowed, a total of five stories measured above an average building elevation is allowed if at least 10 percent of the units provided are affordable units.
- (3) For non-residential development that includes consolidation and coordination of both parcels (TL 9A and TL 9B):
 - a. Impacts to critical areas should be avoided. Where this is not practicable, impacts should be minimized. Mitigation plans may be proposed, based on a complete evaluation incorporating best available science, which result in an equal or greater level of function and value compared to the existing condition. Mitigation plans which provided a greater level of function and value are preferred.

- b. Vehicle access to development must be from NE 126th Place NE.
- c. An expanded buffer, greater than 100' from the northern property line must be provided.
- d. Lighting and noise must be limited to prevent impacts to neighboring residential uses.

Policy TL-35.3:

Support development of multifamily residential use east of 132nd Avenue NE and north of NE 126th Place, where topography and critical areas make development with industrial use challenging.

Steep slopes within High Landslide Hazard Areas, dense vegetation and wetlands exist within some areas east of 132nd Avenue NE. On these parcels, development with multifamily residential use may provide opportunities to avoid potential wetlands, buffers and steeper areas through the siting of units in several smaller structures that follow existing topography. Since these properties lie within a successful light industrial area, residential development should include substantial buffers and other elements to minimize conflicts with existing and future industrial neighbors.

Policy TL-35.4:

Additional building height is appropriate in the eastern portion of the sub-district, east of Willows Road, where development may occur at the base of the hillside.

Along the eastern edge of the sub-district, a significant grade change from the residential area at the top of the hill to the light industrial area at its base provides an opportunity to accommodate additional development in taller buildings without impacts to neighboring uses. Critical areas present on these properties provide a challenge to development, and the opportunity to provide space in taller structures may also help to minimize the need to disturb these features.

Impacts to critical areas should be avoided. Where this is not practicable, impacts should be minimized. Mitigation plans may be proposed, based on a complete evaluation incorporating best available science, which result in an equal or greater level of function and value compared to the existing condition. Mitigation plans which provided a greater level of function and value are preferred.

REVISED - May 28, 2015

TOTEM LAKE ZONING CODE AND ZONING MAP AMENDMENTS			
ZONE	DESCRIPTION OF TEXT AMENDMENT	MAP CHANGE	PURPOSE
TL 1A	<ul style="list-style-type: none"> ▪ Eliminate FAR caps <p>(Memo Issue: #5)</p>	None	FAR caps were used to limit traffic impacts based on a planned street network. Changes to the approach to assessing impacts and determining appropriate transportation projects renders the use of FAR caps in this way invalid. In addition, much of the City's growth is to be directed to the Totem Lake Urban Center, and FAR caps could be a potential barrier to redevelopment.
	<ul style="list-style-type: none"> ▪ Add special reg/placekeeper for future TDR program (Additional FAR may be available as a bonus when development participates in TDR program) <p>(Memo Issue: #10.a)</p>	None	Where additional capacity is granted, this new special regulation would serve as a place keeper to allow for the implementation of requirements related to a future Transfer of Development Rights (TDR) program.
	<ul style="list-style-type: none"> ▪ Add special regulations for parcel added to zone: <ul style="list-style-type: none"> ▪ Access for development over 30' in height must be to the north or west ▪ Building height may not exceed 65 <p>(Memo Issue: #7)</p>	YES Rezone Parcel 692840-0025 from TL 2 to TL 1A (Attachment 2, Map 1)	(See TL 2 below) Parcel to be rezoned from TL 2 to TL 1A is not under the mall ownership, and not planned to be developed with the mall. Standards would address issues related to the site's location at the base of the hill along 120 th Ave. NE.

TOTEM LAKE ZONING CODE AND ZONING MAP AMENDMENTS			
ZONE	DESCRIPTION OF TEXT AMENDMENT	MAP CHANGE	PURPOSE
TL 1B	<ul style="list-style-type: none"> Eliminate FAR caps <p>(Memo Issue: 5)</p>	None	FAR caps were used to limit traffic impacts based on a planned street network. Changes to the approach to assessing impacts and determining appropriate transportation projects renders the use of FAR caps in this way invalid. In addition, much of the City's growth is to be directed to the Totem Lake Urban Center, and FAR caps could be a potential barrier to redevelopment.
	<ul style="list-style-type: none"> Add special reg/placekeeper for future TDR program (Additional FAR may be available as a bonus when development participates in TDR program) <p>(Memo Issue: #10.a)</p>	None	Where additional capacity is granted, this new special regulation would serve as a place keeper to allow for the implementation of requirements related to a future Transfer of Development Rights (TDR) program.
	<ul style="list-style-type: none"> Evergreen Health CAR – No text amendments proposed <p>(Memo Issue: #1)</p>	YES Rezone Parcel 282605-9206 from TL 1B to TL 3D (Attachment 2, Map 2)	(See TL 3A-D below) Evergreen Health CAR requests rezone of additional parcel under their ownership so it can be added to the campus Master Plan.
TL 2	None proposed. (Memo Issue: #7)	YES Rezone Parcel 692840-0025 from TL 2 to TL 1A (Attachment 2, Map 1)	(see TL 1A above) Parcel to be rezoned from TL 2 to TL 1A is not under the mall ownership, and not planned to be developed with the mall.

TOTEM LAKE ZONING CODE AND ZONING MAP AMENDMENTS			
ZONE	DESCRIPTION OF TEXT AMENDMENT	MAP CHANGE	PURPOSE
TL 3A-D	<ul style="list-style-type: none"> Evergreen Health CAR – No text amendments proposed <p>(Memo Issue: #1)</p>	<p>YES</p> <p>Rezone Parcel 282605-9206 from TL 1B to TL 3D</p> <p>(Attachment 2, Map 2)</p>	<p>(See TL 1B above) Evergreen Health CAR requests rezone of additional parcel under their ownership so it can be added to the campus Master Plan.</p>
TL 4A,B,C	<ul style="list-style-type: none"> Eliminate use listing, “Retail establishment providing storage services” (and add special regulation to “Any retail establishment . . . “ use listing to prohibit retail storage use unless accessory to another permitted use) <p>(Memo Issue: #10.b)</p>	None	Intended to prevent use of commercial land in the Urban Center for this use which does not provide employment, tax revenue or vitality.
TL 5	<ul style="list-style-type: none"> Eliminate FAR cap <p>(Memo Issue: #5)</p>	None	<p>FAR caps were used to limit traffic impacts based on a planned street network. Changes to the approach to assessing impacts and determining appropriate transportation projects renders the use of FAR caps in this way invalid. In addition, much of the City’s growth is to be directed to the Totem Lake Urban Center, and FAR caps could be a potential barrier to redevelopment.</p>
	<ul style="list-style-type: none"> Add special reg/placekeeper for future TDR program (Additional FAR may be available as a bonus when development participates in TDR program) <p>(Memo Issue: #10.a)</p>		Where additional capacity is granted, this new special regulation would serve as a place keeper to allow for the implementation of requirements related to a future Transfer of Development Rights (TDR) program.

TOTEM LAKE ZONING CODE AND ZONING MAP AMENDMENTS			
ZONE	DESCRIPTION OF TEXT AMENDMENT	MAP CHANGE	PURPOSE
	<ul style="list-style-type: none"> Eliminate use listing, "Retail establishment providing storage services" (and add special regulation to "Any retail establishment . . ." use listing to prohibit retail storage use unless accessory to another permitted use) <p>(Memo Issue: #10.b)</p>		Intended to prevent use of commercial land in the Urban Center for this use which does not provide employment, tax revenue or vitality.
TL 6A,B	<ul style="list-style-type: none"> Eliminate use listing, "Retail establishment providing storage services" (and add special regulation to "Any retail establishment . . ." use listing to prohibit retail storage use unless accessory to another permitted use) <p>(Memo Issue: #10.b)</p>	None	Intended to prevent use of commercial land in the Urban Center for this use which does not provide employment, tax revenue or vitality.
TL 7	<ul style="list-style-type: none"> (Totem Commercial Center CAR): Add new subarea – 7A (west of 128th Lane NE) (Memo Issue #1) <ul style="list-style-type: none"> Allow residential use in mixed-use development according to standards: <ul style="list-style-type: none"> Minimum lot size: 1.5 acres Maximum height limit: 65' May be located on the ground floor of a structure only if there is a commercial use extending a minimum of XXX feet of the building depth between this use and NE 124th Street (<i>Staff is continuing to research the appropriate depth for this commercial use</i>) (Memo Issue #12.a.) <p>Options for this issue include:</p> <ul style="list-style-type: none"> Establishing a minimum depth requirement (such as 30', used in downtown Kirkland) or 	<p>YES</p> <p>Rezone parcels west of 128th Lane NE from TL 7 to TL 7A, and parcels east of 128th Lane NE to TL 7B.</p> <p>TL 7A: Change to land use color from blue (industrial) to red (commercial)</p> <p>(Attachment 2, Map 3)</p>	<p>Totem Commercial Center CAR requests residential use and height increase. Standards are included to:</p> <ul style="list-style-type: none"> Ensure development of a size significant enough to create a mixed-use community Minimize impacts and reduce conflicts between industrial and residential uses. <p>The requirement for commercial use on the ground floor in this area is intended to: 1) preclude ground floor</p>

TOTEM LAKE ZONING CODE AND ZONING MAP AMENDMENTS			
ZONE	DESCRIPTION OF TEXT AMENDMENT	MAP CHANGE	PURPOSE
	<ul style="list-style-type: none"> ▪ Requiring that a percentage of the ground floor be in commercial use (such as 20%, together with a requirement that ground floor spaces be designed in a way that does not compromise the pedestrian character/orientation of the development, as used in TL 5 – Totem Square) RECOMMENDED ▪ The ground floor of all structures containing residential use on the subject property with frontage on NE 124th Street shall be a minimum of 13 feet in height. ▪ Parking shall not be located in the front yard (must be located behind or to the side) ▪ Substantial buffers along all parcel boundaries (Buffering Standard 1, per Section 95.42.1: 15' wide landscaped strip with a 6' high solid screening fence or wall) adjacent to property in TL 7 or TL 9A. However, where an existing residential use abuts the parcel boundaries, Buffering Standard 2 (5' wide landscaped strip with a 6' high solid screening fence or wall) would apply. ▪ Design must accommodate future pedestrian connections to the CKC. 		<p>residential use that may experience impacts from industrial use on abutting properties and 2) provide activity and interest to contribute to the residential/mixed use environment.</p> <ul style="list-style-type: none"> ▪ Staff recommends the second approach as it will provide greater flexibility and address both objectives noted above. ▪ A minimum of 13' for the ground floor is necessary to accommodate and provide for future commercial space. ▪ This requirement may be located in design guidelines. Will provide better pedestrian environment.

TOTEM LAKE ZONING CODE AND ZONING MAP AMENDMENTS			
ZONE	DESCRIPTION OF TEXT AMENDMENT	MAP CHANGE	PURPOSE
	<ul style="list-style-type: none"> ▪ Affordability must be provided (according to standards in Chapter 112) ▪ Statement/special regulation to put those proposing residential development on notice that the site lies within a district containing and allowing future development of light industrial development, and that noise, odor and other impacts typically associated with these uses may be experienced by residents. (Memo Issue: #10.d) ▪ Design Review: change to General Regulation 3. Mixed use developments shall be reviewed through DRB review, rather than Administrative Design Review. 		DRB review is more appropriate for a mixed use development in this zone.
	<ul style="list-style-type: none"> ▪ Increase in maximum height limit to 65'. <p>(Memo Issue #1)</p>		Commission direction is to allow increased height for all uses in TL 7A
	<ul style="list-style-type: none"> ▪ TL 7A: Eliminate use listing, "Retail establishment providing storage services" (and add special regulation to "Any retail establishment . . ." use listing to prohibit retail storage use unless accessory to another permitted use) <p>(Memo Issue: #10.b)</p>		Intended to prevent use of commercial land in the Urban Center for this use which does not provide employment, tax revenue or vitality

TOTEM LAKE ZONING CODE AND ZONING MAP AMENDMENTS			
ZONE	DESCRIPTION OF TEXT AMENDMENT	MAP CHANGE	PURPOSE
	<ul style="list-style-type: none"> ▪ (Morris CAR): Add multifamily (3,600 s.f./unit) as permitted use within the TL 7B zone, for parcels abutting 132nd Ave NE, north of NE 126th Place (Memo Issue #1) <ul style="list-style-type: none"> ▪ Statement/special regulation to put those proposing residential development on notice that the site lies within a district containing and allowing future development of light industrial development, and that noise, odor and other impacts typically associated with these uses may be experienced by residents ▪ Substantial buffers along all parcel boundaries (Buffering Standard 1, per Section 95.42.1: 15' wide landscaped strip with a 6' high solid screening fence or wall) adjacent to property in TL 7. However, where an existing residential use abuts the parcel boundaries, Buffering Standard 2 (5' wide landscaped strip with a 6' high solid screening fence or wall) would apply. 		<p>Morris CAR requests rezone for multifamily use.</p> <p>Expanding the permitted uses to include residential for these parcels within the TL 7B zone would provide options for property owners, should they choose to develop with existing permitted uses (commercial/light industrial), or multifamily residential, if the adjacent properties to the east develop in residential use. Standards are included to minimize impacts and reduce conflicts between industrial and residential uses. (See also RMA 3.6 below for map change discussion).</p>
	<ul style="list-style-type: none"> ▪ TL 7A: Add special reg/placekeeper for future TDR program (Additional height in TL 7A may be available as a bonus when development participates in TDR program) <p>(Memo Issue #10.a)</p>		<p>Where additional capacity is granted, this new special regulation would serve as a place keeper to allow for the implementation of requirements related to a future Transfer of Development Rights (TDR) program.</p>
	<ul style="list-style-type: none"> ▪ (Astronics CAR): For property located east of the Eastside Rail Corridor, northeast of the terminus of Willows Road NE, and west of the Kirkland City 		<p>Astronics CAR requests additional building height. Standards are provided to</p>

TOTEM LAKE ZONING CODE AND ZONING MAP AMENDMENTS			
ZONE	DESCRIPTION OF TEXT AMENDMENT	MAP CHANGE	PURPOSE
	<p>limits: (Memo Issue #1) New special regulations to:</p> <ul style="list-style-type: none"> ▪ Increase maximum building height to 65' ▪ Allow for an additional increase in height of up to 10' for elevator overrides and other rooftop appurtenances (with screening requirements of 115.120.3: link to regs) ▪ Refer to Comp Plan policies which address impacts to critical areas ▪ <i>(Provide language such as):</i> Impacts to critical areas should be avoided, and where this is not possible, impacts should be minimized. Mitigation plans may be proposed, based on a complete evaluation incorporating best available science, which result in an equal or greater level of function and value compared to the existing condition. Mitigation plans which provide a greater level of function and value are preferred. ▪ Add special reg/placekeeper for future TDR program (Building height above 45' may be available as a bonus when development participates in TDR program) (Memo Issue #10.a) 		<p>acknowledge presence of critical areas on site.</p> <p>Where additional capacity is granted, this new special regulation would serve as a place keeper to allow for the implementation of requirements related to a future Transfer of Development Rights (TDR) program.</p>

TOTEM LAKE ZONING CODE AND ZONING MAP AMENDMENTS			
ZONE	DESCRIPTION OF TEXT AMENDMENT	MAP CHANGE	PURPOSE
	<ul style="list-style-type: none"> ▪ TL 7B zone: Eliminate “School or Day-Care Center” use. Allow these uses only when accessory to another permitted use, with standards similar to those for School, Day-Care Center, Mini-School or Mini Day-Care Center use listing in TL 10C¹. <p>(Memo Issue #10.c)</p>		Change to allow use as accessory only is intended to prevent conflicts between industrial and school uses.
TL 8	<ul style="list-style-type: none"> ▪ Add special regulation to “Any retail establishment . . . “use listing to prohibit retail storage unless accessory to another permitted use). <p>(Memo Issue #10.b)</p>	None	Intended to prevent use of commercial land in the Urban Center for this use which does not provide employment, tax revenue or vitality.
TL 9A	<ul style="list-style-type: none"> ▪ Rairdon: Add “Vehicle Sales” to permitted uses adjacent to 132nd Ave NE <ul style="list-style-type: none"> ▪ Special regulations for this use listing to include limitations on lighting and noise: <ul style="list-style-type: none"> ○ Outdoor loudspeaker systems are prohibited ○ Lighting: <ul style="list-style-type: none"> ○ Exterior lighting requirements of Section 115.85.2 shall apply: link to regs ○ No internal illumination of wall surfaces shall be allowed. 	None	Rairdon CAR requests expanded commercial use to allow vehicle sales. Special regulations include measures to address noise and lighting impacts on single family uses to the north.

¹ Standards for School, Day-Care Center, Mini-School or Mini Day-Care Center use could include standards such as:

1. This use is permitted if accessory to a primary use, and:
 - a. It will not exceed 20 percent of the gross floor area of the building;
 - b. The use is integrated into the design of the building.
2. A six-foot-high fence is required along the property lines adjacent to the outside play areas.
3. Hours of operation may be limited to reduce impacts on nearby residential uses.
4. An on-site passenger loading area may be provided. The City shall determine the appropriate size of the loading areas on a case-by case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on any nearby residential uses.

TOTEM LAKE ZONING CODE AND ZONING MAP AMENDMENTS			
ZONE	DESCRIPTION OF TEXT AMENDMENT	MAP CHANGE	PURPOSE
	(Memo Issue #1)		
TL 9B	<ul style="list-style-type: none"> ▪ Rairdon: Add new use listing, “A retail establishment providing vehicle or boat sales, repair, services, storage or washing” if development includes consolidation and coordination with development in TL 9A. ▪ Special regulations for this use listing to include: <ul style="list-style-type: none"> ○ Development must be reviewed through a Planned Unit Development proposal (Process IIB) ○ Access to this use must be from NE 126th Place NE ○ An expanded buffer, greater than 100’, from the parcel’s north property line must be provided. The buffer must be placed in a recorded protective easement. ○ <i>(Language such as):</i> Impacts to critical areas should be avoided, and where this is not possible, impacts should be minimized. Mitigation plans may be proposed, based on a complete evaluation incorporating best available science, which result in an equal or greater level of function and value compared to the existing condition. Mitigation plans which provide a greater level of function and value are preferred. ○ Limitations on lighting and noise: <ul style="list-style-type: none"> ▪ Outdoor loudspeaker systems are prohibited 	None	Rairdon CAR requests that commercial use be allowed, to enable development of a vehicle dealership/service business with commonly owned adjacent parcel in TL 9A. Standards would allow for this use in addition to existing permitted use (medium density residential), and include measures to address critical areas in redevelopment.

TOTEM LAKE ZONING CODE AND ZONING MAP AMENDMENTS			
ZONE	DESCRIPTION OF TEXT AMENDMENT	MAP CHANGE	PURPOSE
	<ul style="list-style-type: none"> ▪ Lighting: <ul style="list-style-type: none"> ○ Exterior lighting requirements of Section 115.85.2 shall apply: link to regs ○ No internal illumination of wall surfaces shall be allowed. <p>(Memo Issue #1)</p>		
TL 10A	<ul style="list-style-type: none"> ▪ Codify Interpretation 15-1 regarding the Entertainment, Cultural and/or Recreational Facility” use listing <p>(Memo Issue #11.a)</p>	None	Amendment would codify interpretation and allow the interpretation to be repealed.
	<ul style="list-style-type: none"> ▪ Allow restaurants and taverns as permitted uses throughout zone. Special regulations to address: <ul style="list-style-type: none"> ▪ Size limitation on parcels without frontage on NE 124th St. of 4,000 s.f. ▪ Parking: 1/100 s.f. ▪ Drive-in and drive-through restaurants and taverns prohibited on sites without frontage on NE 124th St. <p>(Memo Issue #8)</p>		Expansion of this use listing would allow small cafes or taverns throughout the business park. These uses are currently restricted to properties with frontage on NE 124 th Street.
TL 10B	<ul style="list-style-type: none"> ▪ Codify Interpretation 15-1 regarding the Entertainment, Cultural and/or Recreational Facility” use listing <p>(Memo Issue #11.a)</p>	None	Amendment will codify this regulation and allow the interpretation to be repealed.
	<ul style="list-style-type: none"> ▪ Allow “Vehicle or boat repair, services, washing or rental” and “Restaurant or Tavern” on all parcels abutting NE 118th Street, east of 118th Avenue NE. (Memo Issue #9) 		Uses are currently limited to parcels abutting 120 th Ave NE or within 150’ of CKC. Expansion is consistent with adjacent properties to the north.
	<ul style="list-style-type: none"> ▪ Eliminate reference to Plate 37 		Proposal is to delete this Plate, since Standalone

TOTEM LAKE ZONING CODE AND ZONING MAP AMENDMENTS			
ZONE	DESCRIPTION OF TEXT AMENDMENT	MAP CHANGE	PURPOSE
	<ul style="list-style-type: none"> Eliminate reference to Plate 36 		<p>Housing Areas will no longer exist in Parmac, and text reference is clear for the area in TL 10B.</p> <p>The reference to this plate was previously added in error.</p>
TL 10C	<ul style="list-style-type: none"> Remove special regulations that restrict development, expansion and modification of structures designed for light industrial types of uses. (Memo Issue #2) 	None	Amendment will implement direction to support existing and new light industrial development.
	<ul style="list-style-type: none"> Revise use listing for "Attached or Stacked Dwelling Units" to allow this use only along perimeter, in revised Housing Incentive Area 4. Also eliminate reference to Plate 37. 		Amendment will "uncouple" mixed use (office/high tech with residential), as recommended in the Heartland Industrial study and supported by the PC. Will reduce opportunities for conflicts between these uses within this area.
TL 10D	<ul style="list-style-type: none"> Remove special regulations that restrict development, expansion and modification of structures designed for light industrial types of uses. (Memo Issue #2) 	None	Amendment will implement direction to support existing and new light industrial development.
	<ul style="list-style-type: none"> Revise use listing for "Attached or Stacked Dwelling Units" to allow this use only along perimeter, in revised Housing Incentive Area 4. Also eliminate reference to Plate 37. 		Amendment will "uncouple" mixed use (office/high tech with residential), as recommended in the Heartland Industrial study and supported by the PC. Will reduce opportunities for conflicts between these uses within this area.
	<ul style="list-style-type: none"> Add new use listing for mixed-use concept, such as, "Development containing Stacked or Attached 		(See also TL 10E): Amendment will allow mixed use concept in

TOTEM LAKE ZONING CODE AND ZONING MAP AMENDMENTS			
ZONE	DESCRIPTION OF TEXT AMENDMENT	MAP CHANGE	PURPOSE
	<p>dwelling units and one or more of the following uses" (Memo Issue #3) :</p> <ul style="list-style-type: none"> ○ Retail establishments, including restaurants and taverns and/or ○ Office uses" <p>Special regulations for this use would require:</p> <ul style="list-style-type: none"> ▪ Adjacency to the CKC, with preference for development that straddles the corridor ▪ Land aggregation of at least 10 acres ▪ Vehicular and pedestrian access oriented away from primary access routes for industrial traffic ▪ Substantial buffers along all parcel boundaries (Buffering Standard 1, per Section 95.42.1: 15' wide landscaped strip with a 6' high solid screening fence or wall) adjacent to property in TL 10D. However, where an existing residential use abuts the parcel boundaries, Buffering Standard 2 (5' wide landscaped strip with a 6' high solid screening fence or wall) would apply. ▪ Statement/special regulation to put those proposing residential development on notice that the site lies within a district containing and allowing future development of light industrial development, and that noise, odor and other impacts typically associated with these 		<p>Parmac area. Concept was discussed as approach to accommodate increased housing needs from expanded employment growth from development along the CKC to the south. Standards are included to:</p> <ul style="list-style-type: none"> ▪ Ensure development of a size significant enough to create a mixed-use community ▪ Minimize impacts and reduce conflicts between industrial and residential uses.

TOTEM LAKE ZONING CODE AND ZONING MAP AMENDMENTS			
ZONE	DESCRIPTION OF TEXT AMENDMENT	MAP CHANGE	PURPOSE
	uses may be experienced by residents. (Memo Issue #10.d)		
TL 10E	<ul style="list-style-type: none"> ▪ Remove special regulations that restrict development, expansion and modification of structures designed for light industrial types of uses. <p>(Memo Issue #2)</p>	None	Amendment will implement direction to support existing and new light industrial development.
	<ul style="list-style-type: none"> ▪ Add new use listing for mixed-use concept, such as, "Development containing Stacked or Attached dwelling units and one or more of the following uses (Memo Issue #3): <ul style="list-style-type: none"> ○ Retail establishments, including restaurants and taverns and/or ○ Office uses" Special regulations for this use would be added: <ul style="list-style-type: none"> ▪ Require adjacency to the CKC, with preference for development that straddles the corridor ▪ Require land aggregation of at least 10 acres ▪ Require that vehicular and pedestrian access oriented away from primary access routes for industrial traffic ▪ Require substantial buffers along all parcel boundaries (Buffering Standard 1, per Section 95.42.1: 15' wide landscaped strip with a 6' high solid screening fence or wall). Where an existing residential use abuts the parcel boundaries, Buffering Standard 2 (5' wide landscaped strip with a 6' high 		(See also TL 10D): Amendment will allow mixed use concept in Parmac area. Concept was discussed as approach to accommodate increased housing needs from expanded employment growth from development along the CKC to the south. Standards are included to minimize impacts and reduce conflicts between industrial and residential uses.

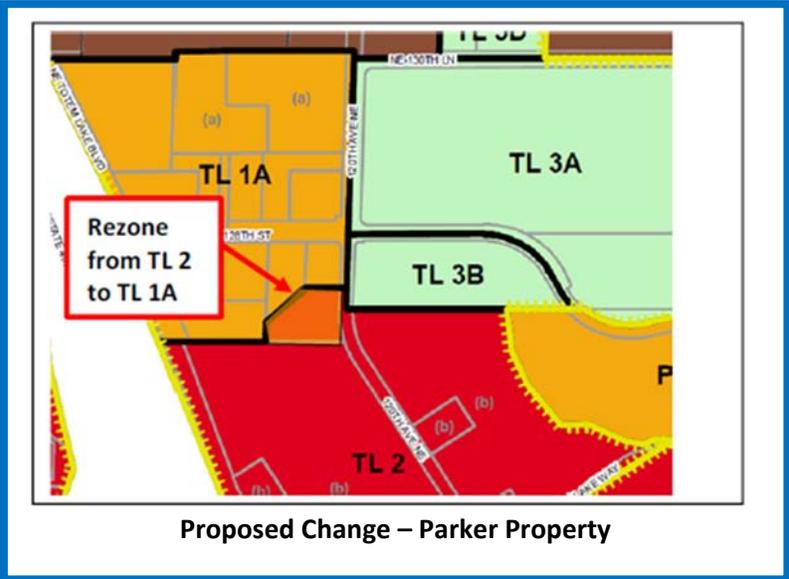
TOTEM LAKE ZONING CODE AND ZONING MAP AMENDMENTS			
ZONE	DESCRIPTION OF TEXT AMENDMENT	MAP CHANGE	PURPOSE
	<p>solid screening fence or wall) would apply.</p> <ul style="list-style-type: none"> ▪ Statement/special regulation to put those proposing residential development on notice that the site lies within a district containing and allowing future development of light industrial development, and that noise, odor and other impacts typically associated with these uses may be experienced by residents (Memo Issue #10.d). 		
TL 11	None proposed.		
PR 1.8 – Kingsgate P&R	<p>None – Standards to allow transit-oriented-development to be developed following adoption of the updated Comprehensive Plan.</p> <p>(Memo Issue #6)</p>	<p>YES</p> <p>Change land use color to purple</p> <p>(Attachment 2, Map 4)</p>	Map change will implement new policies in TLBD calling for TOD at this site.
RMA 3.6 (Morris parcel)	<ul style="list-style-type: none"> ▪ New special regulations for residential development on properties adjacent to the TL 7 zone would be added (Memo Issue #1): <ul style="list-style-type: none"> ○ Substantial buffers along all parcel boundaries (Buffering Standard 1, per Section 95.42.1: 15' wide landscaped strip with a 6' high solid screening fence or wall) adjacent to property in TL 7. However, where an existing residential use abuts the parcel boundaries, Buffering Standard 2 (5' wide landscaped strip with a 6' high solid screening fence or wall) would apply. ○ To the greatest extent possible, vehicular and pedestrian access should be oriented away from 	<p>YES</p> <p>Rezone Parcel 272605-9007 from TL 7 to RMA 3.6</p> <p>(Attachment 2, Map 5)</p>	Morris CAR requests a rezone to multifamily use. This change would support the rezone, and provide standards to minimize impacts and reduce conflicts between industrial and residential uses.

TOTEM LAKE ZONING CODE AND ZONING MAP AMENDMENTS			
ZONE	DESCRIPTION OF TEXT AMENDMENT	MAP CHANGE	PURPOSE
	<p>primary access routes for industrial traffic</p> <ul style="list-style-type: none"> ○ Statement/special regulation to put those proposing residential development on notice that the site lies within a district containing and allowing future development of light industrial development, and that noise, odor and other impacts typically associated with these uses may be experienced by residents. (Memo Issue #10.d) 		
Chapter 180 Plate 37	<ul style="list-style-type: none"> ▪ Change to Stand Alone Housing Areas Map to eliminate portion of Parcel 332605-9145 (TL 10D) from map Eliminate Plate 37 (Memo Issue #11.b) 	None	<p>Change to remove portion of HIA 4 (access road) will be reflected in revised boundaries for HIA 4 to be included in the Totem Lake Business District Plan (Comprehensive Plan). Plate 37 is no longer necessary with changes to HIA 4 in Parmac. Standalone housing area in HIA 4 (TL 10B) will be described in the Zoning Code (and mapped in the TLBD Plan figure). Amendment will remove portion of Housing Incentive Area 4 that is developed as an access road.</p>

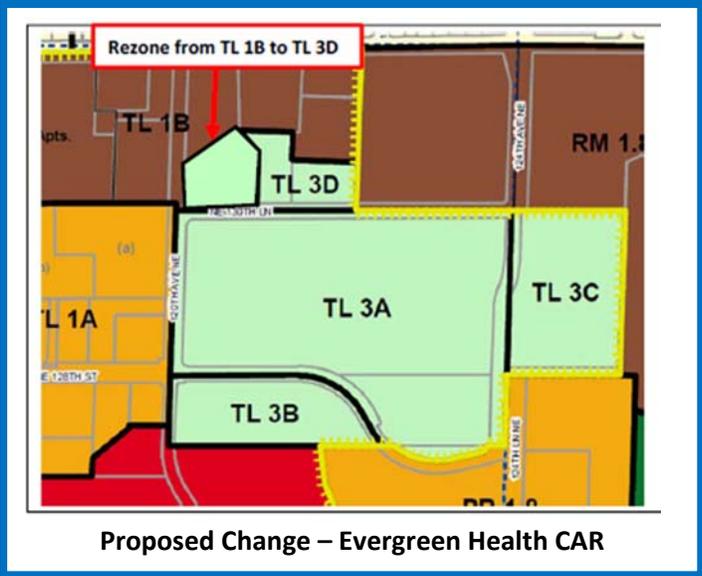
TOTEM LAKE ZONING MAP AMENDMENTS

Preliminary map changes are shown below:

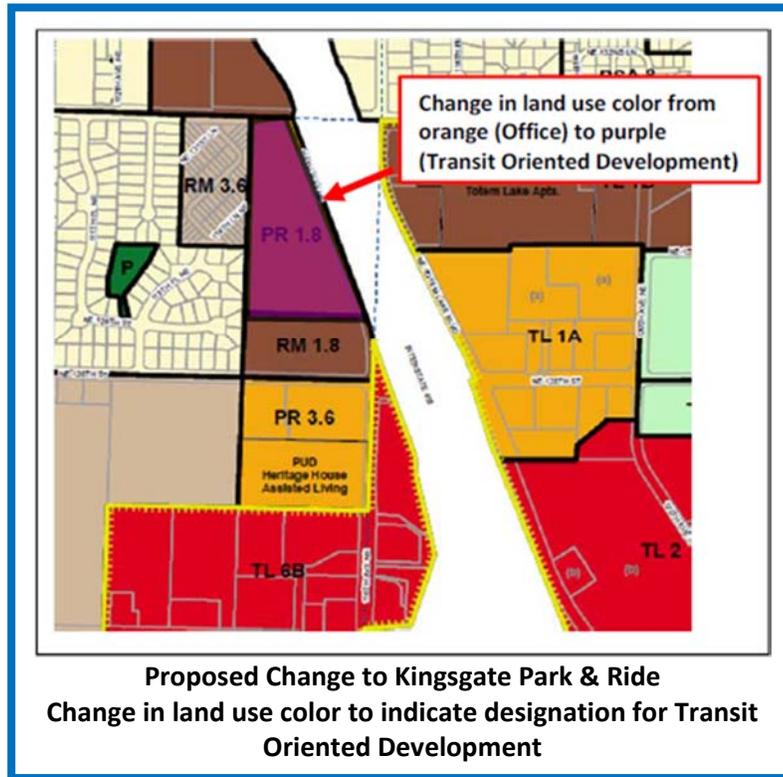
1. Rezone from TL 2 to TL 1A (Parker request)



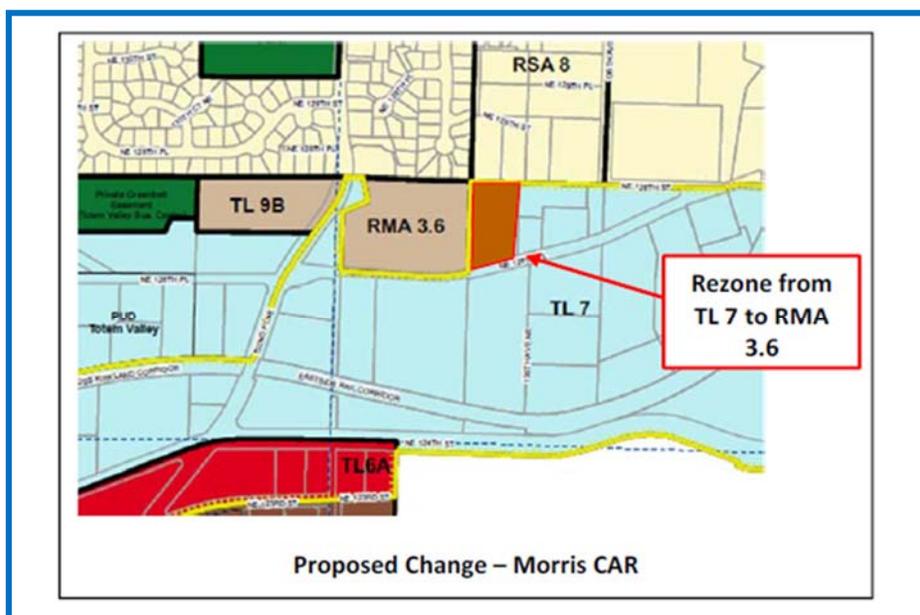
2. Evergreen Health CAR - Rezone from TL 1B to TL 3D



4. Kingsgate Park and Ride – Change of land use designation to support Transit Oriented Development



5. Morris CAR – Rezone from TL 7 to RMA 3.6



Sites:

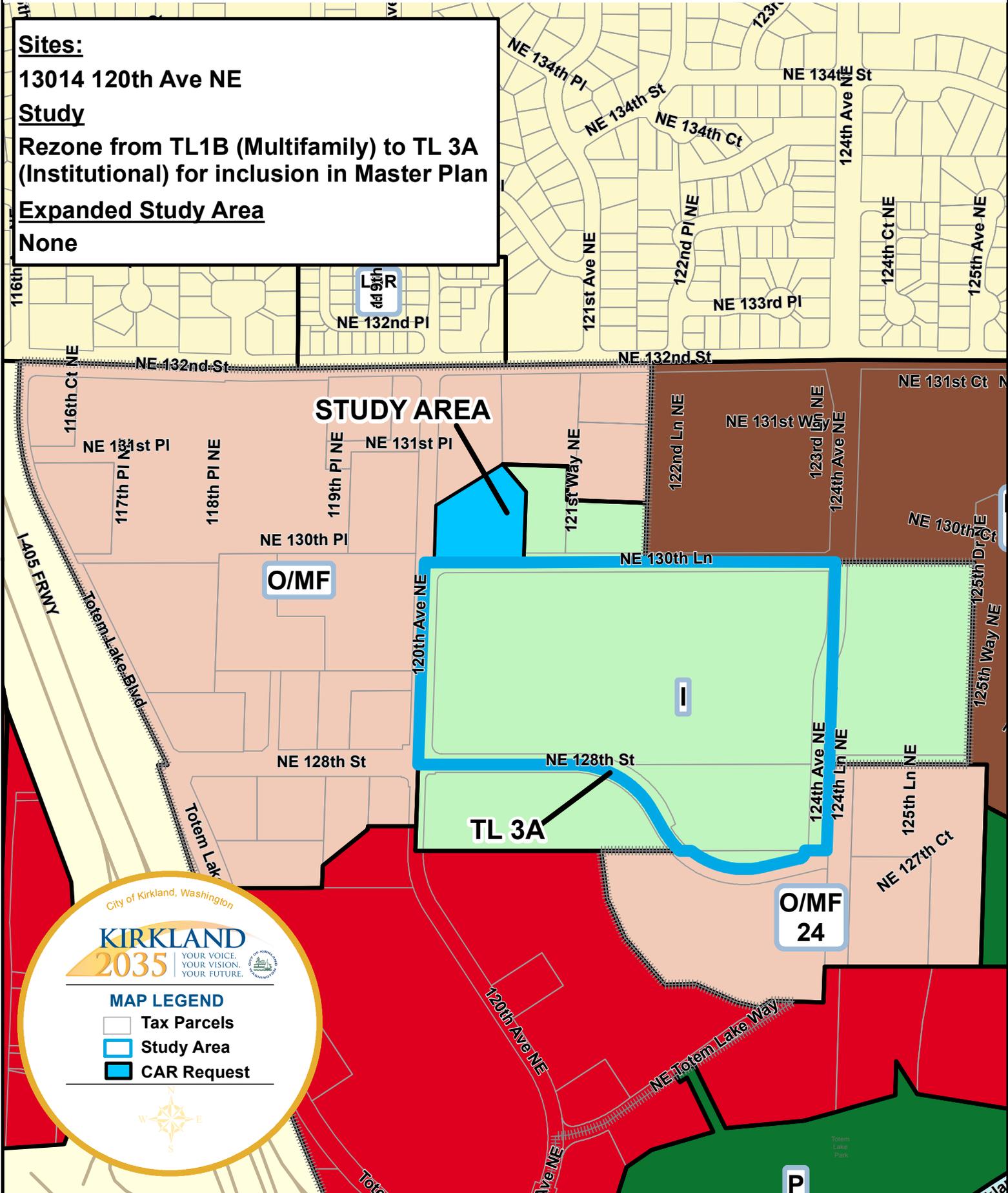
13014 120th Ave NE

Study

Rezone from TL1B (Multifamily) to TL 3A (Institutional) for inclusion in Master Plan

Expanded Study Area

None



City of Kirkland, Washington

KIRKLAND

2035 YOUR VOICE. YOUR VISION. YOUR FUTURE.

MAP LEGEND

Tax Parcels

Study Area

CAR Request



WOOSLEY/ TOTEM COMMERCIAL CENTER CAR

Sites:

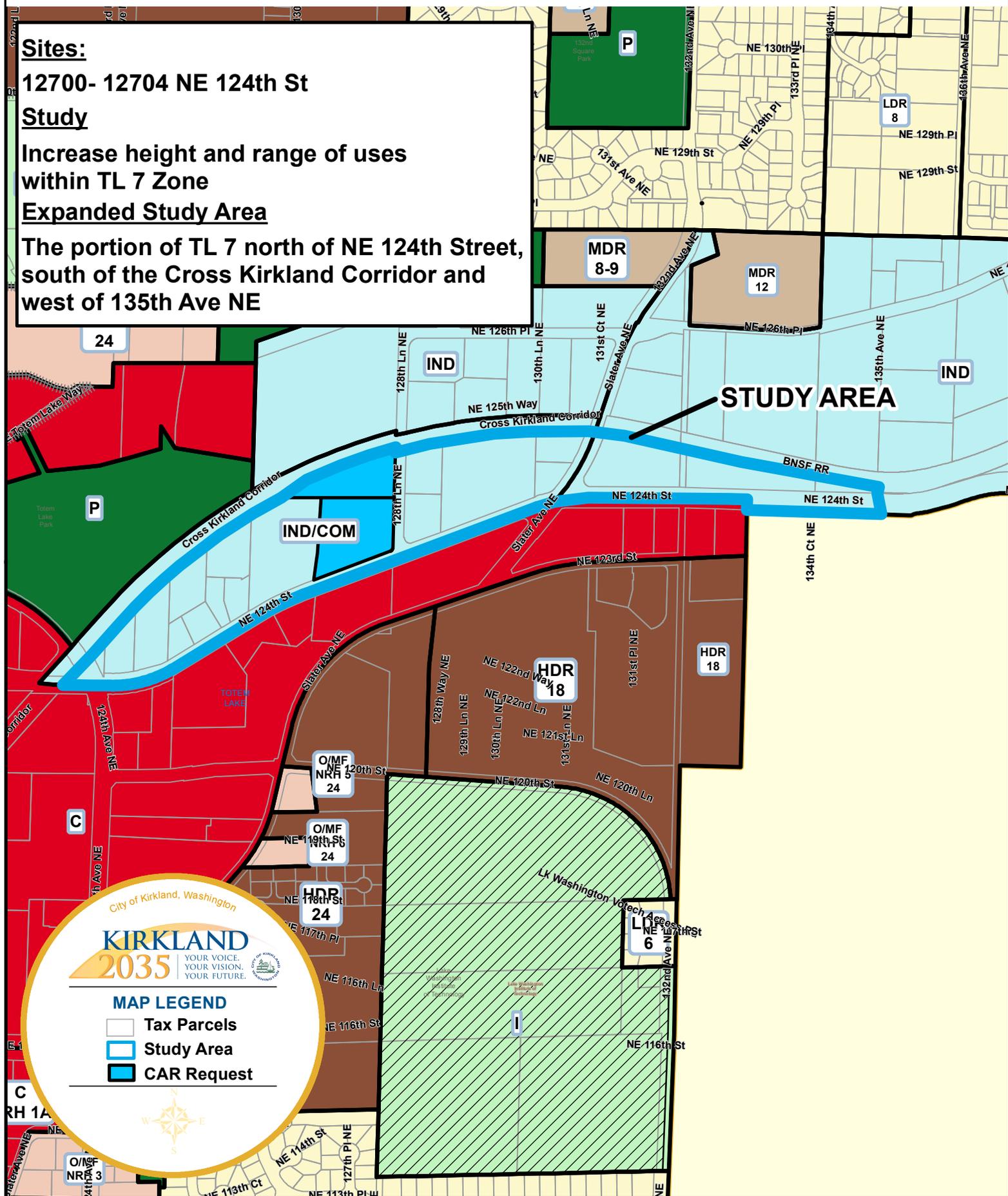
12700- 12704 NE 124th St

Study

Increase height and range of uses within TL 7 Zone

Expanded Study Area

The portion of TL 7 north of NE 124th Street, south of the Cross Kirkland Corridor and west of 135th Ave NE



Sites:

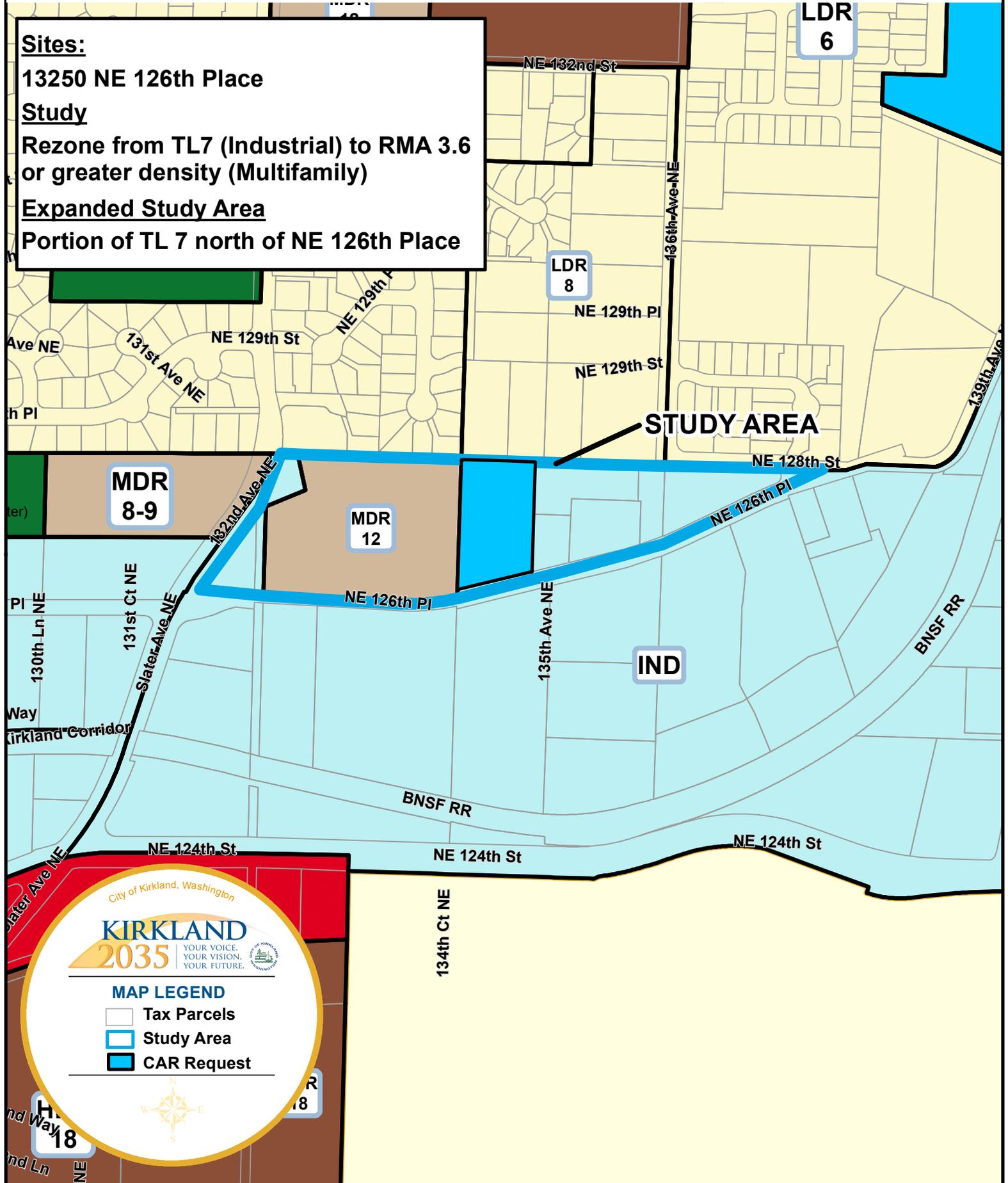
13250 NE 126th Place

Study

Rezone from TL7 (Industrial) to RMA 3.6 or greater density (Multifamily)

Expanded Study Area

Portion of TL 7 north of NE 126th Place



MDR
8-9

MDR
12

IND

LDR
6

LDR
8



MAP LEGEND

- Tax Parcels
- Study Area
- CAR Request



Sites:

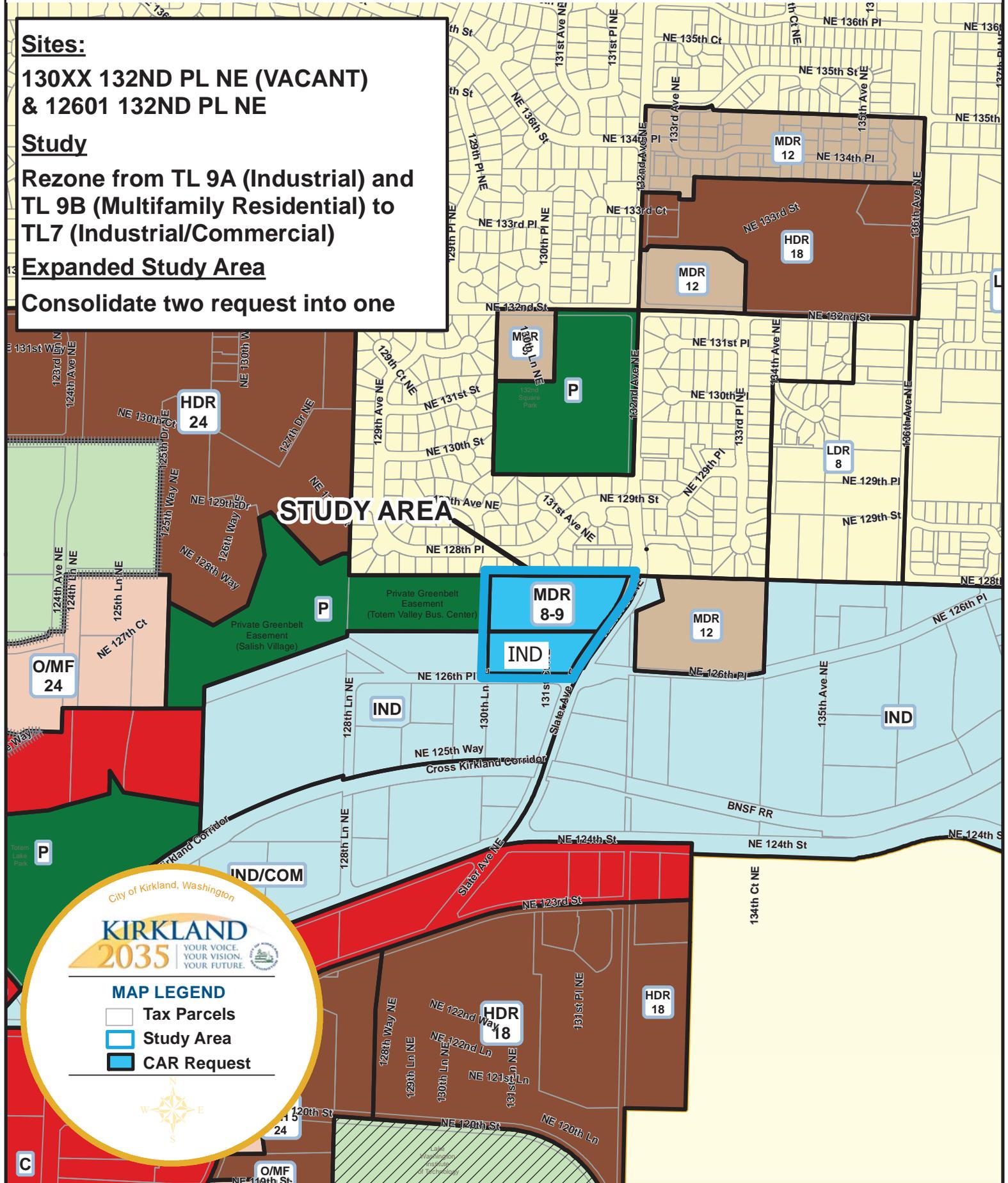
**130XX 132ND PL NE (VACANT)
& 12601 132ND PL NE**

Study

**Rezone from TL 9A (Industrial) and
TL 9B (Multifamily Residential) to
TL7 (Industrial/Commercial)**

Expanded Study Area

Consolidate two request into one



STUDY AREA

MDR 8-9
IND

City of Kirkland, Washington

MAP LEGEND

- Tax Parcels
- Study Area
- CAR Request

Sites:

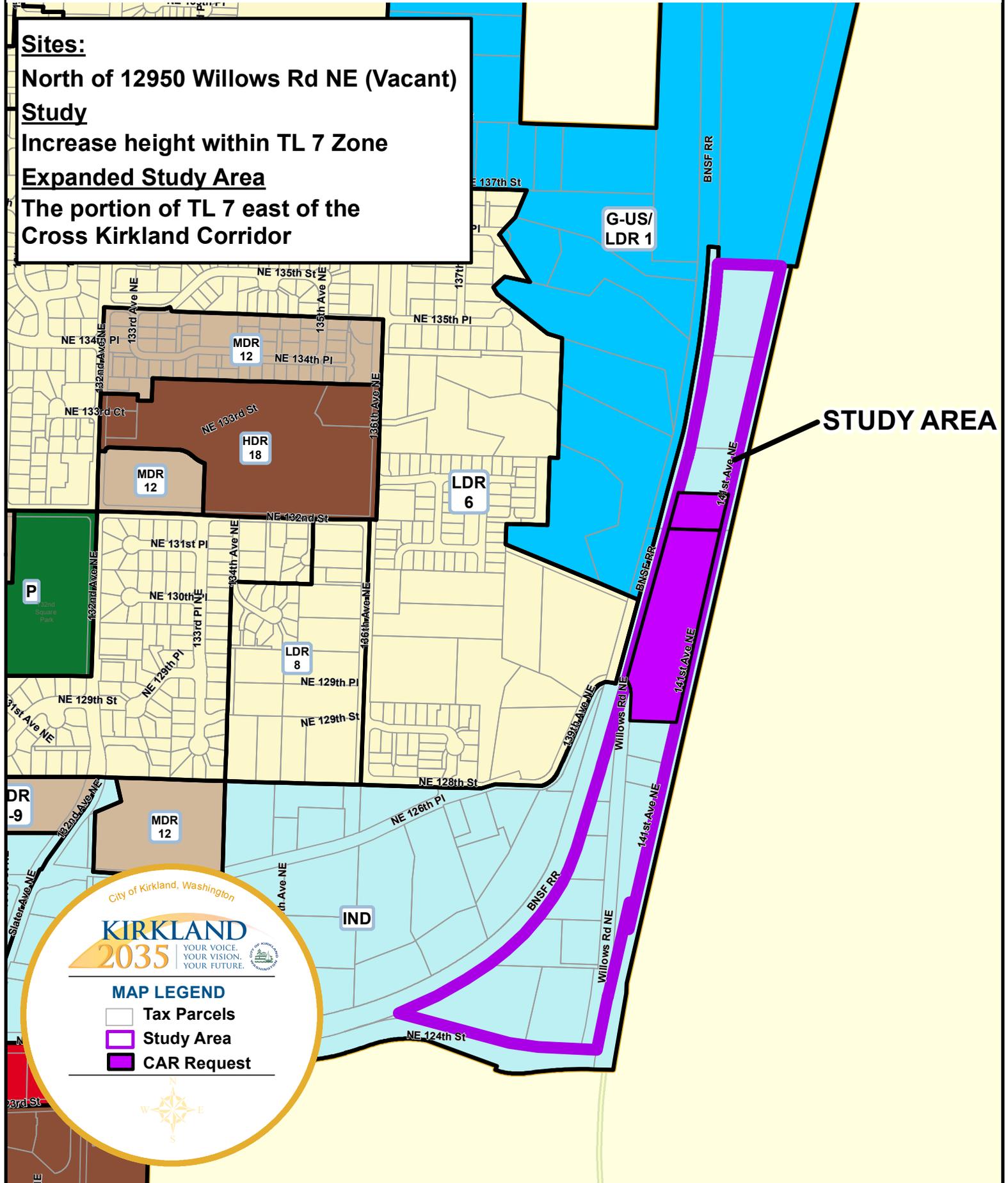
North of 12950 Willows Rd NE (Vacant)

Study

Increase height within TL 7 Zone

Expanded Study Area

The portion of TL 7 east of the Cross Kirkland Corridor



STUDY AREA

City of Kirkland, Washington



MAP LEGEND

- Tax Parcels
- Study Area
- CAR Request

