
CITY OF KIRKLAND

CITY COUNCIL



Amy Walen, Mayor • Penny Sweet, Deputy Mayor • Jay Arnold • Dave Asher
Shelley Kloba • Doreen Marchione • Toby Nixon • Kurt Triplett, City Manager

Vision Statement

*Kirkland is an attractive, vibrant and inviting place to live, work and visit.
Our lakefront community is a destination for residents, employees and visitors.
Kirkland is a community with a small-town feel, retaining its sense of history,
while adjusting gracefully to changes in the twenty-first century.*

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AGENDA

KIRKLAND CITY COUNCIL MEETING

City Council Chamber

Tuesday, July 7, 2015

6:00 p.m. – Study Session

7:30 p.m. – Regular Meeting

COUNCIL AGENDA materials are available on the City of Kirkland website www.kirklandwa.gov. Information regarding specific agenda topics may also be obtained from the City Clerk's Office on the Friday preceding the Council meeting. You are encouraged to call the City Clerk's Office (425-587-3190) or the City Manager's Office (425-587-3001) if you have any questions concerning City Council meetings, City services, or other municipal matters. The City of Kirkland strives to accommodate people with disabilities. Please contact the City Clerk's Office at 425-587-3190. If you should experience difficulty hearing the proceedings, please bring this to the attention of the Council by raising your hand.

EXECUTIVE SESSIONS may be held by the City Council only for the purposes specified in RCW 42.30.110. These include buying and selling real property, certain personnel issues, and litigation. The Council is permitted by law to have a closed meeting to discuss labor negotiations, including strategy discussions.

PLEASE CALL 48 HOURS IN ADVANCE (425-587-3190) if you require this content in an alternate format or if you need a sign language interpreter in attendance at this meeting.

ITEMS FROM THE AUDIENCE provides an opportunity for members of the public to address the Council on any subject which is not of a quasi-judicial nature or scheduled for a public hearing. (Items which may not be addressed under Items from the Audience are indicated by an asterisk*.) The Council will receive comments on other issues, whether the matter is otherwise on the agenda for the same meeting or not. Speaker's remarks will be limited to three minutes apiece. No more than three speakers may address the Council on any one subject. However, if both proponents and opponents wish to speak, then up to three proponents and up to three opponents of the matter may address the Council.

1. *CALL TO ORDER*
2. *ROLL CALL*
3. *STUDY SESSION*
 - a. Multi-Family Parking Amendments
4. *EXECUTIVE SESSION*
 - a. To Discuss Property Acquisition
5. *HONORS AND PROCLAMATIONS*
 - a. Citizen Hero Award
 - b. National Park and Recreation Month – Proclamation
6. *COMMUNICATIONS*
 - a. *Announcements*
 - b. *Items from the Audience*
 - c. *Petitions*
7. *SPECIAL PRESENTATIONS*

QUASI-JUDICIAL MATTERS

Public comments are not taken on quasi-judicial matters, where the Council acts in the role of judges. The Council is legally required to decide the issue based solely upon information contained in the public record and obtained at special public hearings before the Council. The public record for quasi-judicial matters is developed from testimony at earlier public hearings held before a Hearing Examiner, the Houghton Community Council, or a city board or commission, as well as from written correspondence submitted within certain legal time frames. There are special guidelines for these public hearings and written submittals.

PUBLIC HEARINGS are held to receive public comment on important matters before the Council. You are welcome to offer your comments after being recognized by the Mayor. After all persons have spoken, the hearing is closed to public comment and the Council proceeds with its deliberation and decision making.

ORDINANCES are legislative acts or local laws. They are the most permanent and binding form of Council action, and may be changed or repealed only by a subsequent ordinance. Ordinances normally become effective five days after the ordinance is published in the City's official newspaper.

RESOLUTIONS are adopted to express the policy of the Council, or to direct certain types of administrative action. A resolution may be changed by adoption of a subsequent resolution.

8. CONSENT CALENDAR

a. Approval of Minutes: June 16, 2015

b. Audit of Accounts:
Payroll \$
Bills \$

c. General Correspondence

d. Claims

e. Award of Bids

(1) Annual Street Preservation Program, 2015 Phase III Slurry Seal Project, Blackline Inc., Vancouver, Washington

f. Acceptance of Public Improvements and Establishing Lien Period

g. Approval of Agreements

(1) Resolution R-5133, Approving Participation by the City in an Interlocal Cooperative Purchasing Agreement with the Alderwood Water & Wastewater District and Authorizing the City Manager to Execute Said Agreement on Behalf of the City of Kirkland.

h. Other Items of Business

(1) Ordinance O-4486 and its Summary, Amending Certain Chapters in Title 21 of the Kirkland Municipal Code Relating to Electrical Permits.

(2) Report on Procurement Activities

9. PUBLIC HEARINGS

a. Proposed Draft Ballot Measure – Kirkland Aquatics and Recreation District:

(1) Draft Ordinance O-4484, Relating to Creation of a Metropolitan Park District with Boundaries Coextensive with the City; Requesting that a Proposition to Form the Kirkland Aquatics and Recreation District be Submitted to the Voters within the Proposed Boundaries of the District, at the November 3, 2015, General Election; and Providing for Properly Related Matters.

(2) Draft Ordinance O-4485, Approving the Form of an Interlocal Agreement with the Kirkland Aquatics and Recreation District, if the Formation of the District is Approved by the Voters; and Authorizing the City Manager to Execute Such Agreement on Behalf of the City; and Providing for Properly Related Matters.

10. UNFINISHED BUSINESS

- a. 2015 State Legislative Update #11
- b. Resolution R-5134, Revising Policy G-11 of the Public Works Department’s Pre-Approved Plans to Allow Short Term Parking and Employee Permit Parking on Lake Avenue West.
- c. City Council Retreat Brainstorming Follow-up
- d. Resolution R-5135, Adopting a Master Plan for Edith Moulton Park.
- e. Park Recreation and Open Space (PROS) Plan Final Review

NEW BUSINESS consists of items which have not previously been reviewed by the Council, and which may require discussion and policy direction from the Council.

11. NEW BUSINESS

- a. 2035 Comprehensive Plan Amendments Briefing – Totem Lake Business District

12. REPORTS

a. City Council Reports

- (1) Finance and Administration Committee
- (2) Legislative Committee
- (3) Planning, and Economic Development Committee
- (4) Public Safety Committee
- (5) Public Works, Parks and Human Services Committee
- (6) Tourism Development Committee
- (7) Regional Issues

b. City Manager Reports

- (1) ST3 (Sound Transit 3) Supplemental Correspondence
- (2) Calendar Update

ITEMS FROM THE AUDIENCE

Unless it is 10:00 p.m. or later, speakers may continue to address the Council during an additional Items from the Audience period; provided, that the total amount of time allotted for the additional Items from the Audience period shall not exceed 15 minutes. A speaker who addressed the Council during the earlier Items from the Audience period may speak again, and on the same subject, however, speakers who have not yet addressed the Council will be given priority. All other limitations as to time, number of speakers, quasi-judicial matters, and public hearings discussed above shall apply.

13. ITEMS FROM THE AUDIENCE

14. ADJOURNMENT



CITY OF KIRKLAND
Planning & Community Development
123 Fifth Avenue, Kirkland, WA 98033
425.587.3225 - www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Jon Regala, Senior Planner
Jeremy McMahan, Planning Manager
Eric Shields, AICP, Planning Director

Date: June 25, 2015

File No.: CAM13-02032

Subject: AMENDMENTS TO MULTI-FAMILY PARKING REQUIREMENTS

RECOMMENDATION

The City Council considers the following questions in regards to the Planning Commission recommended changes to the City's multi-family parking requirements and provides final direction to staff. Staff will then return to the July 21 Council meeting with an ordinance for final adoption.

1. Does the Council support the Planning Commission recommendation to regulate parking citywide based on the number of bedrooms in a unit, rather than the current approach of having a single standard (1.7 stalls/unit) regardless of the number of bedrooms in each unit? The Commission's recommended parking requirements are:
 - 1.2 stalls/studio unit
 - 1.3 stalls/1-bedroom unit
 - 1.6 stalls/2-bedroom unit
 - 1.8 stalls/3-bedroom unit

Staff recommendation: Adopt the new standards for all zones except as discussed in item 2 below.

2. Should the new parking requirements above be applied to the YBD 1 zone (Transit Oriented Development site at South Kirkland Park & Ride) and zones in the North Rose Hill and Totem Lake Business Districts where multi-family parking is currently based on a parking demand study funded by the applicant? Background on Urban Center parking is on page 4 below.

Staff recommendation: Neutral. Since the Totem Lake Business District is an Urban Center designated to be served by transit, if the Council wishes to establish a standard, staff suggests also considering the parking standards used by Bellevue and Redmond in their Urban Centers (1 stall/unit). In addition, guest parking could be required at a rate of up to 0.25 stalls/unit which is what Redmond requires in its Urban Centers (Redmond Downtown and Overlake). A less parking intensive approach would be to require no guest parking, similar to Bellevue's approach.

The parking standard decided upon for Totem Lake could apply to the North Rose Hill Business District (NRHBD) since it is adjacent to the Totem Lake Urban Center. If the Council used Urban Center standards for Totem Lake, another option for NRHBD could be to apply the standards in subsection 1 above since it is not technically within the Urban Center boundary.

Staff recommends that the YBD 1 parking standard remain unchanged since the property has been recently developed (TOD at South Kirkland Park & Ride).

3. Does Council support increasing the base minimum parking requirement by 10% and requiring these stalls be set aside for visitor parking?

Staff recommendation: Staff recommends this visitor parking be required.

4. Should visitor parking be required of smaller multi-family developments (see Public Input section below and Fred Romano letter, Attachment 1)?

Staff recommendation: Staff recommends not requiring visitor parking for smaller multi-family developments. If Council agrees with this, a way to do it would be to eliminate the rule that requires the rounding up of fractions of stalls if less than one visitor parking stall is required. For example, the visitor parking for a 6-unit development consisting of all two-bedroom units would be calculated as 0.96 stalls. Current regulations would require that the fraction be rounded up to the next whole number, which in this example would be one parking stall. A change to the draft code could be made so that a visitor stall would not be required in this instance.

5. Does Council support providing an option to reduce required parking for multi-family developments by 15% if located within ½ mile of the Downtown Kirkland Transit Center with an approved parking covenant that includes a transit subsidy? If a parking standard is adopted in the Totem Lake Business District, should this option be made available for properties located near the Totem Lake Transit Center as well?

Staff Recommendation: During the code amendment process, staff had recommended this parking reduction option apply only to apartments. Originally, condominiums were not included in the amendments given the complexity surrounding the application of the transit subsidy component to a home owner association. The Planning Commission eventually recommended applying the parking reduction option to both residential types. Their reasoning was that required language in the home owner association documents will state that the home owners association is responsible for funding and managing the transit subsidy. Staff recommends providing this parking reduction option to Downtown and to properties located near the Totem Lake Transit Center. Adoption of this change supports the City's policies related to compact development and multi-modal transportation. In addition, the 15% reduction would essentially remove the 'buffer' recommended by the Planning Commission and bring parking supply more in line with the RSP model results. Council has raised the concern about the need to identify minimum transit service levels necessary to make this parking reduction successful.

6. Does the Council wish to consider eliminating the parking modifications process? If not, there are several policy issues below to be considered.
7. For parking modifications, the Planning Commission recommended the resulting parking rate be increased by 15% to be consistent with the 15% 'buffer' added to the Right Size Parking calculator base parking rate. Does the Council support revising the criteria for multi-family parking modifications to reflect the approach used in developing the parking requirements in item #1 above?

Staff Recommendation: Staff supports this change. Adopting this amendment should reduce the number of multi-family parking modification requests since the application of this approach would yield parking rates similar to the results of the proposed parking requirements (see Attachment 2). Staff would like to note however, that adoption of this approach would most likely result in higher parking standards if applied in the Totem Lake Urban Center and Downtown Kirkland, when compared to the parking requirements for Bellevue and Redmond's Urban Centers, assuming the Council does not set standards in Totem Lake. (See pg. 4)

8. Does the Council want to consider other potential changes to the parking modification process, such as counting on-street parking towards parking demand for the subject property?
9. Are there any other policy questions the Council wishes to consider related to multi-family parking requirements? For example, anecdotal information suggests that properties that charge for parking separate from rent have a higher parking vacancy rate because tenants

can park for free on the street. Should the City get involved with on-site parking management by assuring that on-site parking is made available?

10. Does the Council need any additional information or analysis?

11. Is there anything else that the Council wishes to consider in the ordinance?

BACKGROUND DISCUSSION

At the February 3, 2015 Council study session, the City Council reviewed the Planning Commission recommended changes to the City's multi-family parking requirements. The recommended changes are summarized as follows:

- Change the base multi-family parking requirement Citywide to the following unit-type based approach:
 - 1.2 stalls/studio unit
 - 1.3 stalls/1-bedroom unit
 - 1.6 stalls/2-bedroom unit
 - 1.8 stalls/3-bedroom unit

These changes would not apply in the YBD 1 zone (Transit Oriented Development site at South Kirkland Park & Ride) and zones in the North Rose Hill Business District and Totem Lake Business District where multi-family parking is currently determined on a case-by-case basis.

- Increase the base minimum parking requirement by 10% and require these stalls be set aside for visitor parking.
- Provide an option to reduce required parking for multi-family developments by 15% if located within ½ mile of the Downtown Kirkland Transit Center with an approved parking covenant (includes a transit subsidy).
- Revise the criteria for multi-family parking modifications to reflect the parking approach with this project.

At the study session, Chris Breiland, transportation consultant with Fehr & Peers, presented and answered questions regarding the parking data and methodology. The staff memo dated January 22, 2015, which contains detailed background information including all feedback from the public received during the code amendment process, can be found at the following link:

http://www.kirklandwa.gov/Assets/City+Council/Council+Packets/020315/3a_StudySession.pdf

Parking Rate Approach

The proposed parking requirements reflect a conservative approach. A 15% 'buffer' was added to the baseline RSP calculator model in calculating parking supply. An additional 10% 'buffer' is also being proposed to be set aside for visitor parking. Below are additional staff observations regarding the proposed changes to multi-family parking requirements.

The County's Right Size Parking (RSP) calculator, which was developed using countywide parking data, was validated with Kirkland specific multi-family parking data. The RSP calculator was found to be fairly accurate with the majority (18 of 24) of the Kirkland studied sites by calculating parking demand to within +/- 15% of Kirkland parking data.

Six of 24 sites were found to be outside the 15% margin of error. The RSP calculator under-predicted parking for only two of these six sites (Affinity condos: short by 19% relative to RSP calculator and Tiara de Lago condos: short by 23% relative to RSP calculator) with the other four sites calculated to have a greater parking supply than the observed parking demand. For more information, see the Fehr & Peers report in Attachment 1, Tables 1-3 in the [January 22, 2015 staff memo](#).

Taking a conservative approach, the Planning Commission recommended that the RSP model parking rate be increased by 15% to reflect the high end of observed parking utilization for the majority of the studied sites. The proposed parking rates (includes the 15% buffer), when applied to the Kirkland studied sites, would provide adequate parking supply for 23 of 24 sites when compared to the observed parking demand. The only site that would not have adequate parking

supply based on observed utilization would be Tiara de Lago (short by 0.29 stalls/unit and only short 0.12 stalls/unit if the proposed visitor parking requirement is applied). For the 24 studied sites, the proposed parking requirements would result in an average supply of 1.52 stalls/unit (not including visitor parking). Including the visitor parking requirement would result in an average of 1.67 stalls/unit for the studied sites.

Street Parking

In response to the concern that street parking was not included in the analysis, the project team further analyzed five of the studied sites that did not have any available street parking (Villagio apts., Totem Lake apts., Forbes Creek apts., Wild Glenn condos, and Affinity condos). These sites represent a conservative parking scenario since all parking must be contained onsite due to the lack of street parking. These sites had a 1.41 stall/unit average observed parking utilization. Applying the proposed parking requirements to these sites would require an average of 1.72 stalls/unit (includes visitor parking). On average, the proposed parking requirement would provide 0.31 stalls/unit more parking than what was observed. Based on this additional analysis, the project team concluded that the proposed rates provide more than enough parking than needed to meet actual parking demand.

Parking in an Urban Center

As part of its review of Comprehensive Plan updates, the Puget Sound Regional Council has a checklist that asks jurisdictions to address certain components of their plans as well as recommended strategies (see Attachments 3 and 4). Recently, it has come to our attention that for jurisdictions with designated Urban Centers one of the items on the checklist pertains to parking requirements. The expectations about parking are not entirely clear but the principle is that Urban Centers are expected to have a greater proportion of their trips handled by modes other than single occupant vehicles and consequently should have lower parking requirements than elsewhere. There should also be a greater emphasis on shared and managed parking. According to Kirkland's Transportation Engineer, it is commonly accepted that reduced parking requirements are one of the most effective ways to discourage SOV travel.

By way of comparison, Seattle has eliminated parking requirements in many areas of the city, including downtown, which is also an Urban Center. Bellevue and Redmond, which between them have three Urban Centers, each require only one parking stall per unit in their Urban Centers, with Redmond also requiring a small amount of guest parking (see Table 2 on the following page).

For the Totem Lake Business District, which is also a designated Urban Center, the Zoning Code currently specifies that parking for all uses shall be determined on a case by case basis. The same provision was adopted for several of the North Rose Hill zones that abut and serve as an extension of the Totem Lake Business District. This was enacted many years ago with the intent of allowing developers to demonstrate, through parking studies, what the true need for parking is – which would presumably be less than elsewhere. While this allows flexibility, we have also been criticized that it doesn't provide a clear standard, which some property owners/developers would prefer. Consequently, as part of the Comprehensive Plan update, staff has discussed adding parking standards for the Totem Lake zones, while still allowing/encouraging developers to propose parking modifications which allow further reduction of required parking. If this approach is to be used, it still begs the question of what the base parking standards should be. For multi-family uses, three obvious options would be:

1. Use the same standards as elsewhere in the City (reflecting the Council decision on whether or not to adopt the proposed new standards);
2. Use the results of the RSP Calculator without adding a 15% buffer to the base rate or providing 10% visitor parking; or
3. Adopt a lower standard, such as those adopted by Bellevue and Redmond.

Preliminarily, staff would prefer the last approach, as it would show a greater commitment to achieving the densities and mode splits expected in an Urban Center.

If the Council is interested in establishing the Downtown as an Urban Center in the future, similar consideration should be given to parking requirements there. However, staff recognizes that this would be a difficult time to propose a substantially lower parking standard for the Downtown and such a proposal would require additional public process as well as identifying minimum transit service levels necessary. If Council wishes to approximate Urban Center standards for Downtown it should adopt the proposed parking standards along with the proposal to reduce the required parking by 15% within ½ mile of the Kirkland Transit Center or to allow parking modifications without increasing the results by 15%. Table 1 below compares the varying standards relative to the observed parking utilization for a number of downtown projects.

TABLE 1. CBD PARKING (includes visitor parking)

Development	Current Code (stalls/unit)	Proposed Code (converted to stalls/unit)	RSP Calculator	Observed Utilization
Waterview	1.81	1.66	1.29	1.31
Brezza	1.83	1.75	1.39	1.27
Portsmith	1.90	1.66	1.34	1.17
Plaza on State	1.59	1.56	1.26	1.24
Tiara De Lago	2.23	1.79	1.47	1.92
Kirkland Central	1.43	1.53	1.17	1.23
Watermark	2.02	1.71	1.27	1.30
<i>Average</i>	1.83	1.67	1.31	1.38

Comparison to other Cities

Table 2 below provides a parking comparison with neighboring jurisdictions and Kirkland's proposed requirements. Also included in the table are the parking requirements for the neighboring city's downtown, other high-density areas, or urban center.

TABLE 2. MULTI-FAMILY PARKING REQUIREMENT COMPARISON

Jurisdiction	MF Parking Requirement	MF Visitor Parking Requirement	Parking Reductions Allowed?
Bellevue			
General	1.2 stalls/studio & one-bedroom 1.6 stalls/two-bedroom 1.8 stalls/three-bedroom	No requirement	Yes - based on parking demand study.
Downtown*	1 stall/unit		
Bel-Red	0.75 stalls/unit		
Redmond			
General	1.2 stalls/studio 1.5 stalls/one-bedroom 1.8 stalls/two-bedroom 2 stalls/three-bedroom	No requirement	Yes - based on parking demand study and/or approved Transportation Demand Program
Downtown*	1 stall/unit		
Overlake*	1 stall/unit		
Bothell			
General	2 stalls/unit	1 stall/ 5 units	Yes – through shared parking provisions
Downtown	0.75 stalls/unit	No requirement	
Kirkland (proposed for all zones)	1.2 stalls/studio 1.3 stalls/1-bedroom 1.6 stalls/2-bedroom 1.8 stalls/3-bedroom	Increase base parking requirement by 10% and set aside for visitor parking	Yes - Take results of the parking demand study and increase it by 15%. The visitor parking requirement would still apply.
* Urban Center			

Additional Background

The recent Planning magazine (The Magazine of the American Planning Association - May 2015) contains several articles that address the topics of reduced parking standards and setting parking maximums. They have been included as Attachments 5 and 6.

PUBLIC INPUT

A summary of the public comment received as part of the code amendment process can be found on page 11 of the [January 22, 2015 staff memo](#). All of the submitted public comment emails/letters can be found in Attachment 9 of the same memo.

Fred Romano, owner of the property located at 200 2nd Avenue South, has resubmitted several comment letters along with additional drawings and parking scenarios for his property (see Attachment 1). His primary concern regarding the proposed parking regulations is that the visitor parking requirement is onerous on smaller properties and could potentially result in a density reduction where high-density residential uses are encouraged. Mr. Romano is proposing that the visitor parking requirement not apply to multi-family developments with 8 or fewer units. Bellevue and Redmond do not require additional visitor parking (see Table 2). The Planning Commission acknowledged Mr. Romano's concerns but did not make a recommendation on the topic.

ATTACHMENTS

1. Fred Romano comment letters
2. Parking Modification Comparison Table
3. PSRC Parking Management Plan Checklist
4. Strategy 9 – Growing Transit Communities
5. May 2015 Planning Magazine article: Releasing the Parking Brake on Economic Development
6. May 2015 Planning Magazine article: Putting a Cap on Parking Requirements

June 25, 2014

Dear Commissioners:

I am writing about your current discussion regarding Zoning Code Amendment to Multi-Family Parking Requirements, File CAM13-02032.

I am the owner of a 3800 square foot lot (95 by 40 ft.) in CBD-4 at 200 Second Avenue South where I lived for more than 10 years. There are 5 such lots of this size in CBD-4. I believe these are the smallest lots in all of the downtown and represent a unique parking perspective.

Due to the development pattern of the surrounding lots and their location relative to the downtown core, these small lots seem to be most appropriate for smaller multifamily units. I conducted a preliminary architectural study indicating that my site would support up to four, two-bedroom townhome-style units subject to parking requirements. No underground parking is feasible for the site.

The following identifies some unique parking issues associated with the development of smaller multi-family buildings that you might consider.

- The current parking requirement results in smaller developments sharing a larger parking load on a stall per unit basis than larger developments. Current code stipulates that a minimum of two visitor stalls are required regardless of the size of the development, resulting in a larger share on a parking per unit basis by the smaller developments (2.5 stalls per unit for a 2 bedroom four-plex, for example). A shift to parking stalls per unit eliminates this bias.
- Additional visitor requirements for smaller buildings will result in displacing a disproportionate area of the building footprint with the required visitor parking. (Underground parking is not possible on these small lots.) In my case, this will result in one of the four units being eliminated. I doubt this was the intent of the framers of the existing parking requirement. I also do not think this result is in keeping with stated Comprehensive Plan policies regarding growth, density, transportation goals, reduced housing costs, and pedestrian activity, especially in a central business district.
- The current parking scheme rewards units with fewer bedrooms (i.e. 1 bedroom vs. 2, etc.) in terms of parking stall requirements. This too appears to be in conflict with policies of the Comprehensive Plan.
- Current zoning allows single family development in CBD 4 with 2 parking stalls per unit in total. It could be argued in terms of parking demand, that the individual units of a small duplex, triplex or four-plex development are similar to single family units. So why impose a more onerous parking requirement on these uses? I am not however suggesting that 2 parking stalls per unit is appropriate in the CBD zone.

- Few small units if any exist in the City, and the data does not address them. The data presented samples complexes that contain a minimum of 26 stalls.
- The CBD has a unique situation in the city where much of the street parking is not always generated by multifamily units. From my observation when I lived there and at present, the spillover to the neighboring streets is largely due to commercial and retail demand in the downtown.
- Transportation Demand Management is worthwhile for larger developments, but not practical for smaller development. The latter do not have management on the premises or the ability to spread costs across many units. Providing new tenants with information about local alternative transportation choices might be something to consider. I would voluntarily do this as part of my service as a landlord.

In summary, I hope you consider the following during your discussion:

- Shift to a per unit basis parking requirement as presented by Fehr & Peers at most, with no minimum requirement for visitor parking, especially for smaller developments.
- TDM requirement would only be feasible for larger developments that have the space and resources to manage such a program.
- Bicycles and public transit should play into the transportation mix for developments and should be encouraged and rewarded with parking concessions. The ½ mile distance to the transit station in the downtown seems reasonable.
- Consider EV stations on the premises as an option to negate some of the parking requirement and achieve environmental goals.
- Apply street parking management in areas that are affected by overflow on a case-by-case basis.
- Consider the nature of the units, especially those that resemble single family unit size and configuration. Parking requirement should not exceed those for single family for smaller developments that resemble single family development.

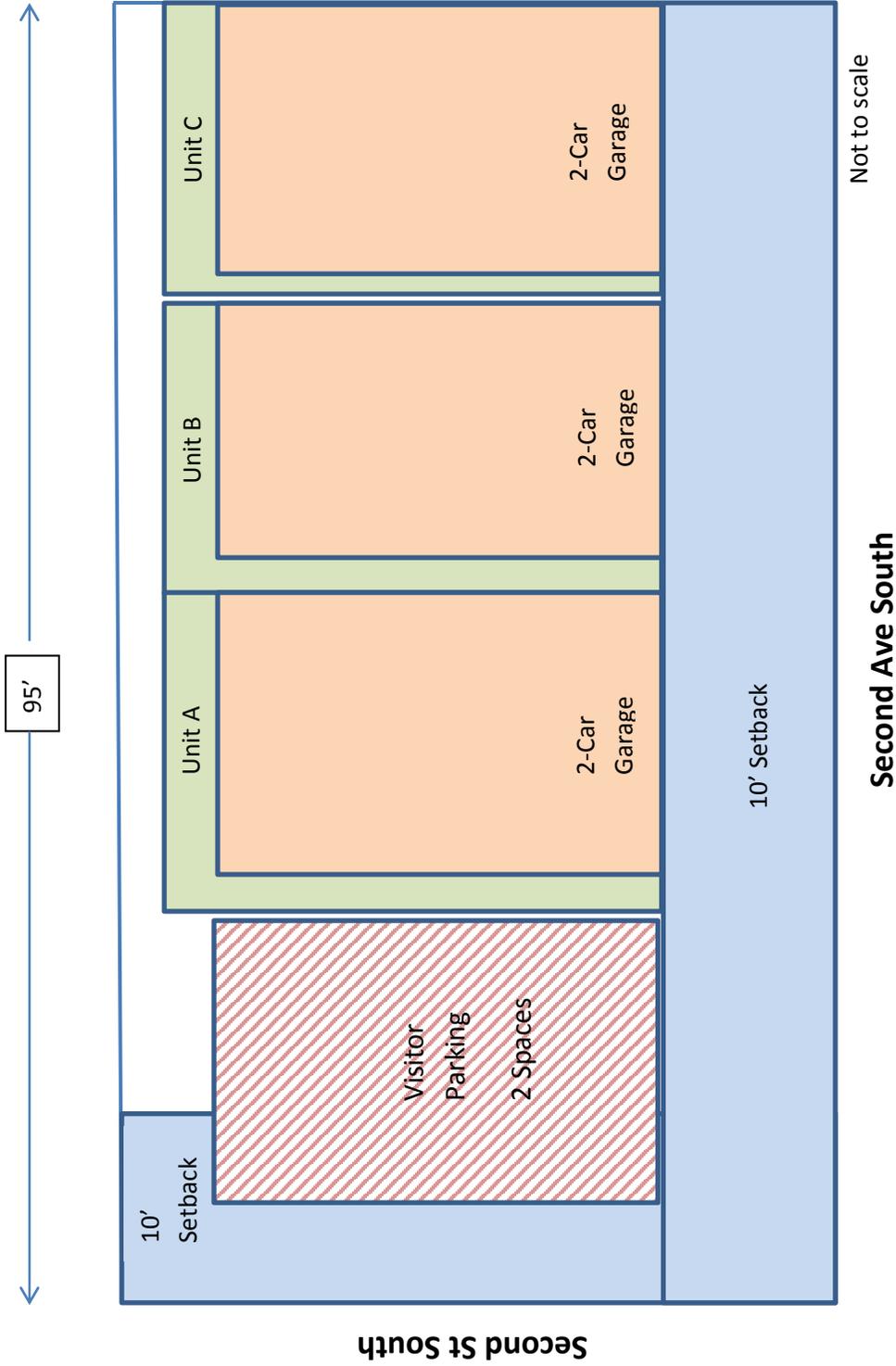
I appreciate your attention to my concerns.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Fred Romano', is written over a light blue rectangular background.

Fred Romano

11617 NE 92nd Street
Kirkland, WA 98033



200 Second Ave South
3800 SF
35' Height Limit

Scenario for Existing Zoning
3 unit, 2 bedroom . Requires a minimum of 2 visitor parking spots
2.67 parking stalls / unit

August 27, 2014

RE: CAM13-02032, Right Size Parking

Planning Commissioners:

I am writing to follow up my letter dated June 25, 2014, regarding the Right Size parking requirements. As the owner of a small property in the downtown, I am in favor of the changes proposed with one exception regarding the visitor parking requirement.

I have owned a parcel in CBD 4 at 200 2nd Ave S for 30 years. As you can see in the diagram below, the site measures 40' x 95', and is restricted to a height of 35'. A little background:

- Although the zoning code allows single family development, setback requirements specific to single family units prohibit building single family unit on the lot. (Note that single family development would require 2 stalls in total.)
- For mixed or multiunit residential uses, setbacks of 10 feet are required on the side facing 2nd Ave South and 2nd Street South.
- The site dimensions prohibit developing underground parking.
- 3 or 4 two-bedroom units will be the best use of the property.
- A small development is usually not able to manage a transportation management plan and would not be an option for condominium or fee simple development.

As an example, consider a 3 unit building with 2 bedrooms each unit (see diagram below). The proposal would require 5 parking stalls plus 1 visitor stall. I have no concern with providing 6 stalls. A townhome configuration would likely contain 2 covered stalls per unit for a total of 6. However, due to the lot dimensions, the driveways would not be long enough to be counted as visitor parking. (The proposal language supports this approach where there is ample driveway length.) Therefore, a single visitor stall would need to be designated within the footprint of the dwelling, thereby either significantly reducing the size of the remaining units, or necessitating the elimination of an entire unit (see diagram). (A number of scenarios could be presented that further present this point based on the number or units and bedrooms per unit. I illustrated one for expediency.)

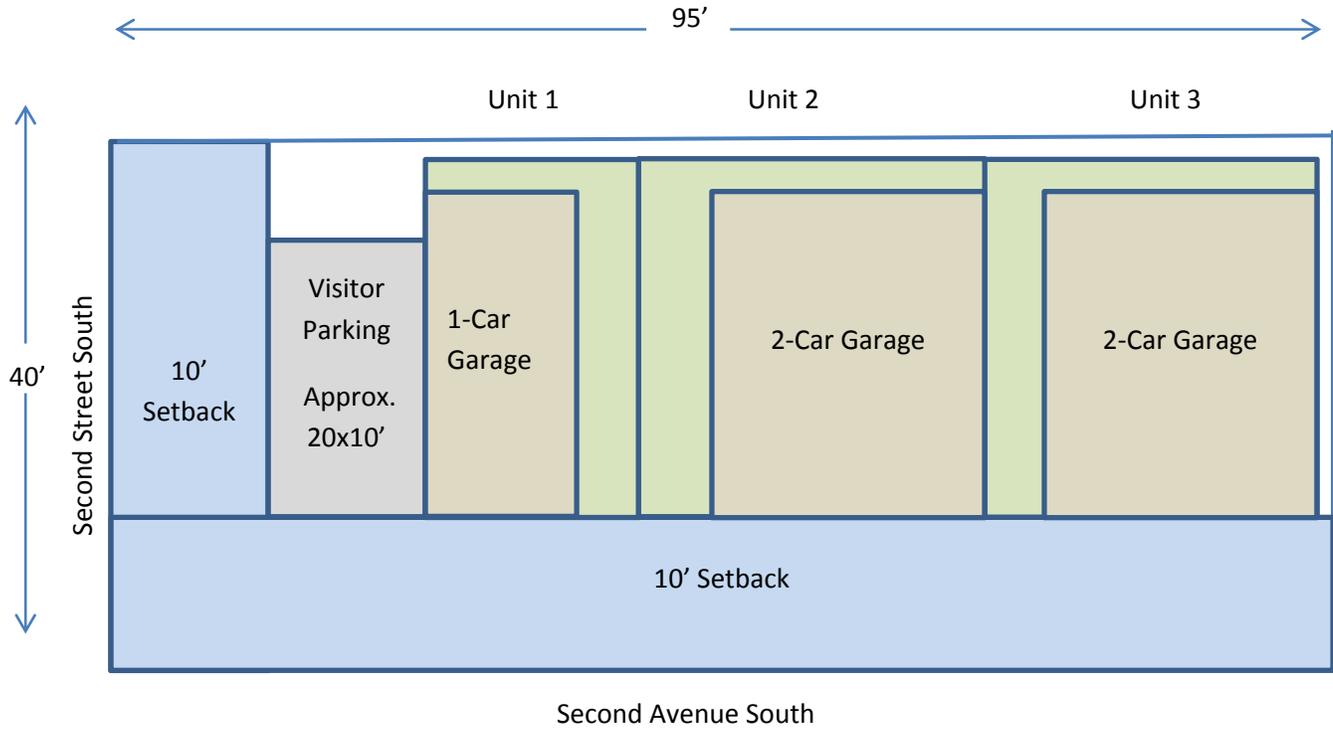
I propose that the commission consider eliminating the requirement for designated visitor parking in the CBD for developments less than 6 units that contain 2 or 3 bedrooms (these developments would be required to have a maximum of one visitor stall per the proposed scheme). At a minimum, an option to eliminate visitor parking should be available to sites that have such limitations as described above.

This change will avoid the allocation of living space to accommodate a single vehicle in a part of the city that is in line with density goals of the downtown.

Thank you for your attention to my concern.

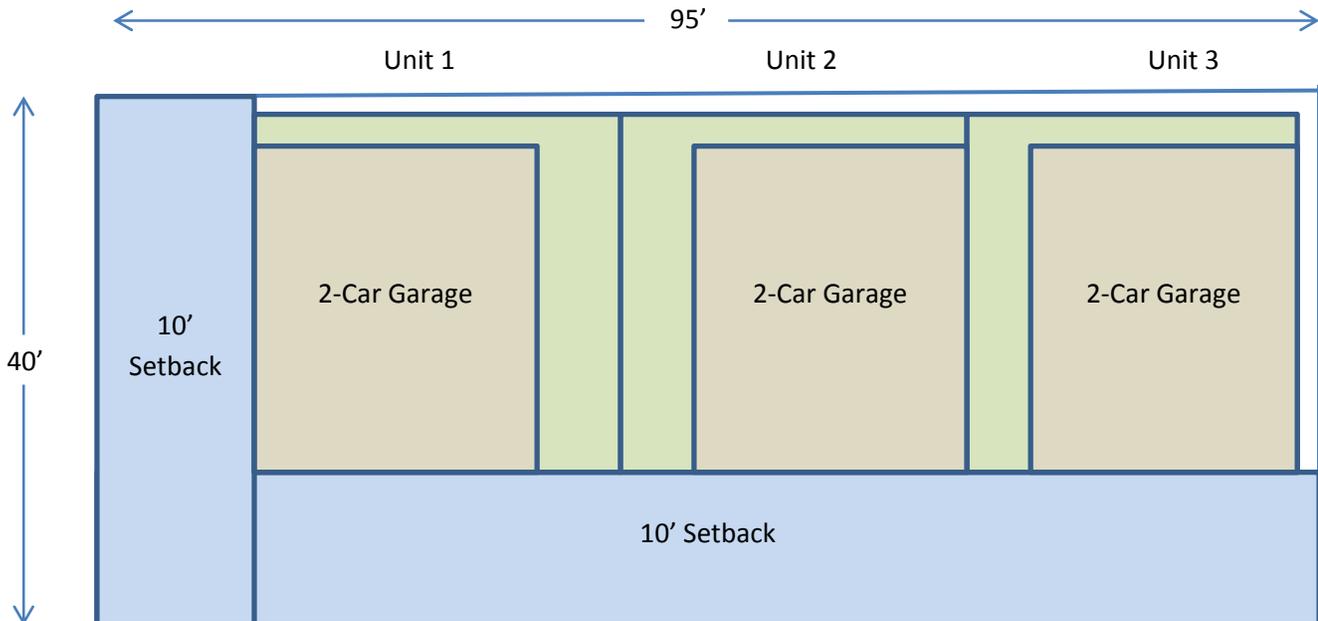
Fred Romano
11617 NE 92nd St., Kirkland 98033

**Visitor Parking Requirement Currently Proposed
For Building Containing Three, 2-bedroom units**



NOT TO SCALE

No Visitor Parking Requirement for Small Lot



Parking Issues for a Small Lot

Pertinent lot information: CBD 4, 200 2nd Ave S., 40 x 95 feet. Corner lot, 10 foot setback on 2 sides, 35 foot height limit

Current parking code for CBD: 1 parking stall per bedroom, PLUS 10% per bedroom with 2 minimum for visitors. No less than 1.3/unit average.

Housing Configuration Scenarios – Existing Code

1. Single family – not feasible due to setback requirements. 2 parking stalls total required.
2. Townhouse Configuration

Scenarios:

- a. 3 units with 3 bedrooms each >> 11 (9+2) parking stalls>>3.67/unit>>.67 visitor stalls/unit
- b. 3 units with 2 bedrooms each>>8 (6+2) parking stalls>>2.67/unit>>.67 visitor stalls/unit
- c. 4 units with 2 bedrooms each>>10 (8+2) parking stalls>>2.5/unit>>.5 visitor stalls/unit
- d. 2 units with 3 bedrooms each>>8 (6+2) parking stalls>>4.0/unit>>1.0 visitor stalls /unit

Proposed Parking Code “Right Size”: 1.2/studio; 1.3/single bed; 1.6/2 bed; 1.8/3 bed+; plus 10% visitor. Fractions are rounded up.

Housing Configuration Scenerios-Proposed Code

1. Townhouse Configuration

Scenarios:

- a. 3 units, 3 bedroom>>7 (6+1) parking stalls>>2.33/unit>>.33 visitor stalls/unit
- b. 3 units, 2 bedroom>>6 (5+1) parking stalls>>2.0/unit>>.33 visitor stalls/unit
- c. 4 units, 2 bedroom>> 8 (7+1) parking stalls>>2/unit>>.25 visitor stalls/unit
- d. 2 units, 3 bedroom>>5 (4+1) parking stalls>>2.5/unit>>.5 visitor stalls /unit

Resultant Observations

1. Setbacks alone compose 33% of lot area; current code potentially results in an additional 5% of area for visitor parking. Setbacks in the CBD are unusual.
2. Current code is skewed against smaller development resulting in unfair share of parking requirements on a per unit basis for dedicated and guest parking
3. Visitor parking will displace livable floor space disproportionately on small lots, especially where underground parking is not feasible
4. Aggregation of lots due to inability to develop economically. This may reduce variety of housing mix and potential affordability
5. When studies were conducted, smaller developments not really considered adequately
6. Single family parking requirements (2 total regardless of number of bedrooms) appear to be less than for attached townhomes, although townhomes more likely resemble single family residences from a planning perspective
7. Parking issues in the downtown largely influenced by commercial activity

For Consideration

- Elimination of setback requirement
- Elimination of dedicated visitor parking for developments containing 8 or fewer units

PARKING MODIFICATION AND PROPOSED CODE REQUIREMENT COMPARISON TABLE
October 15, 2014

	Tera Apts.	Soho	West Water Apts.	Kirkland Central	Boulevard	128 State Apts.	The 101 Apts.	324 Central Way	Ondine	Luna Sol*	Slater 116*	Juanita Bay Apts.
Address	538 Central Way	511 7th Avenue	221 1st Street	211 Kirkland Avenue	375 Kirkland Avenue	128 State Street	117 Kirkland Avenue	324 Central Way	11702 98th Avenue NE	11415 Slater Avenue NE	12345 NE 116th Street	9720 NE 120th Place
Studio	22	0	8	10	0	9	10	0	40	16	18	0
1-bedroom	92	42	28	68	89	81	42	59	50	20	90	2
2-bedroom	46	16	24	32	30	33	13	14	6	16	0	14
3-bedroom	1	0	2	0	0	0	1	0	0	0	0	0
Total Units	161	58	62	110	119	123	66	73	96	52	108	16
Total Bedrooms	209	74	90	142	149	156	81	87	102	68	108	30
PARKING MODIFICATIONS OR CASE-BY-CASE REVIEW												
Parking Mod.												
Parking Rate per Unit (includes visitor parking)	1.26	1.57	1.52	1.47	1.28	1.37	1.41	1.23	1.41	1.10	0.72	1.44
+15%	1.45	1.81	1.75	1.69	1.47	1.58	1.62	1.41	1.62	1.27	0.83	1.66
PROPOSED PARKING REQUIREMENT												
Base Parking Supply based on Proposed Code	222	81	88	152	164	169	90	100	123	71	139	25
Parking per Unit	1.38	1.40	1.42	1.38	1.38	1.37	1.36	1.37	1.28	1.37	1.29	1.56
Visitor Supply based on Proposed Code (+10%)	23	9	9	16	17	17	9	10	13	8	14	3
TOTAL Stalls Required	245	90	97	168	181	186	99	110	136	79	153	28
Required Parking per Unit (TOTAL)	1.52	1.55	1.56	1.53	1.52	1.51	1.50	1.51	1.42	1.52	1.42	1.75

* Case-by case parking review (not approved as a parking modification)

PLANNING FOR YOUR REGIONAL GROWTH CENTER

SUMMER 2003

Overview – Why a *Checklist* for Parking Management Planning?

Regional growth centers are focal points of many of the region's major cities and develop in a way that attracts residents and businesses, as well as entertainment and other services. The transportation network in centers should facilitate walking and the use of transit, as well as bicycle and automobile access.

Given the importance of these centers in achieving local and regional growth management and transportation planning objectives, the Regional Council's Growth Management Policy Board has directed the creation of a *Parking Management Plan Checklist* to help guide planning for parking in regional growth centers. Managing parking is one way to encourage alternative modes of travel into and within centers and therefore becomes a significant land use and transportation strategy. Parking management plans allow communities to control the supply and design of parking.

What's in the *Checklist*?

The *Parking Management Plan Checklist* is intended as a tool to assist jurisdictions in addressing the location and amount of parking – both public and privately owned – in regional growth centers in a comprehensive manner. Developing a parking management plan can give a government or local improvement district a strategic say in:

- (1) what areas are dedicated to parking
- (2) what financing strategies are in place for parking
- (3) short-term and long-term parking considerations

This tool can help improve mobility and access to shops and businesses in centers and other locations, as well as controlling the amount of land that is dedicated to surface parking.

What will this *Checklist* be used for?

This *Checklist* is primarily a tool to help localities develop parking management plans. A separate *Plan Review Questionnaire* is used to evaluate **all** adopted plans for conformity with *Growth Management Act* requirements.

Information and Questions

For information about this *Checklist*, planning for regional growth centers, or the certification of local plans, please contact staff in the Growth & Transportation Strategies Section at (206) 464-5815.

Parking Management Plan Checklist

1. Create a parking management plan concept.

- a. Describe relationship of the parking management plan to the overall center plan.

How does parking fit into the overall access and mobility plans for the center? Design the parking system to support the mobility and accessibility needs within the center – especially the pedestrian network.

- b. Address parking comprehensively for the entire center.

Rather than looking at parking needs building-by-building or project-by-project, look at the overall parking needs for the center and deal with parking in a comprehensive and strategic manner. Take into account the parking patterns for different user groups in the center – employees, customers, and residents – throughout the course of the day. Address freight and truck access and parking. Survey the supply of parking, along with actual demand for parking at different times and for different events. Take into account any traffic control management programs, such as parking restrictions during peak commuting periods. Develop parking strategies for special events. Determine the appropriate role and design of park-and-ride facilities within your center – particularly in and around transit stations. Address intercept or satellite parking.

- c. Establish goals and objectives for parking – to support short-term and long-term development plans for the center.

What will happen to existing locations of parking as the center plan is implemented? Are there opportunities to redevelop properties that currently have surface parking? Can certain parking areas be used for non-parking activities when not in demand – for example, street fairs or community events?

- d. Improve user information and marketing.

Provide signage directing visitors and customers to parking facilities. Consider development of an electronic system that monitors parking availability and informs users about the location of open parking spaces. Consider Web-based information sharing.

- e. Provide parking for bicycles.

Be attentive to workers, customers and visitors traveling to the center by modes other than automobile. Provide ample and convenient facilities for parking bicycles at employment sites. Consider providing lockers and changing facilities with showers.

2. Ensure that parking standards conform with adopted urban form and design goals.

- a. Ensure that parking facility design complements community character.

Parking structures should be designed to complement adjacent buildings and uses. Facilities should be designed for convenience, safety, aesthetics, and accessibility by various user groups.

Parking Management Plan Checklist

- b. Design parking facilities to accommodate pedestrian movement, including safety and security.
- Parking structures and lots should not only be designed for easy automobile access, they should also provide for safe and easy movement of people on foot – that is, when they get out of their cars. Attention should also be given to facilitate easy access to transit stations and facilities. Restrict parking near pedestrian crossings (at corners and crosswalks).*
- c. Keep parking behind retail structures.
- Along the streets in a center, structures and facilities should be designed for pedestrians. There should be easy access into shops and businesses for people on foot.*
- d. Encourage active ground floor uses, such as retail or office, in above-ground parking structure.
- Where parking structures occur along a major pedestrian street, they should incorporate people-oriented uses along the sidewalk.*
- e. Minimize impervious surfaces and address other environmental considerations.
- Paved surfaces should be broken up, both for aesthetic reasons and to better accommodate drainage. Alternatives to paved surfaces should be considered. Parking facilities should be developed according to a jurisdiction's hydrology plan. Landscaping can be used to make surface lots more attractive and to accommodate at least some storm runoff on site (for example, drainage swales and rain gardens).*
- 3. Establish parking maximums, instead of – or in addition to – parking minimums.**
- a. Consider establishing a parking cap within a center to limit the amount of land dedicated to automobile storage.
- Too much parking in a center can create large empty surface areas or underutilized structures that lead to additional challenges in attracting business and new development.*
- b. Maintain and optimize parking that already exists in a center, before taking on costly addition of new parking facilities.
- Look at opportunities to redesign or reconfigure existing parking facilities to maximize their capacity.*
- c. Encourage shared parking among neighboring businesses.
- Sharing parking spaces is particularly appropriate in areas where use is diverse – that is, different activities have different peak demand times. For example, an office complex and restaurant could share parking, since the office peak will be during the workday and the restaurant demands will peak during evening hours. (Note: communities should be aware of provisions in “shared parking” agreements and the possible ramifications of redevelopment of parking sites.)*

Parking Management Plan Checklist

- d. **Promote the development of community parking facilities within districts of the center.**
- This can be an efficient way to pool limited resources to serve the needs of various business and commercial activities. In addition, it can provide for more direct management of the parking supply in a center. Parking management associations can be established to develop such facilities. Such associations can also be set up to provide “parking brokerage services,” to manage the sharing, leasing, renting, and/or selling of parking facilities.*
- e. **Reduce parking requirements – where appropriate – for new development and redevelopment in centers.**
- Recognize that new development projects in centers can improve the overall urban environment – making it more attractive for walking and the use of other travel modes, such as transit.*
- f. **Allow on-street parking – where appropriate – to be factored into parking formulas for new development projects.**
- In areas where on-street parking exists or can be provided, it should be considered when determining overall parking needs for a specific project or entire district. On-street parking can be a viable parking management tool to support business districts.*
- 4. Pricing parking.**
- a. **Location-based rates.**
- Higher prices and shorter payment periods can be charged for parking spaces that are in prime or more convenient locations. Fringe area parking rates should be lower and set for time periods to attract longer-term use.*
- b. **Commuter financial incentives.**
- Offer incentives to commuters to use alternative travel modes to driving alone and reduce their use of parking facilities, particularly during peak periods. Consider discounts or reduced parking rates for carpools and vanpools.*
- c. **Tax parking facilities or their use.**
- By taxing parking, localities can affect demand – either in general or for peak periods. Land value taxation can potentially encourage undeveloped parcels being used for surface parking to become sites for redevelopment.*
- d. **Monitor the use of parking passes.**
- Regular audits should be performed on parking passes to prevent abuses, such as non-official personal use or improper loans to other motorists.*
- e. **Unbundle parking from building costs.**
- Consider selling or renting parking separately from building purchases or leases. Occupants would save money by reducing their parking demand, as well as not having to pay for parking they do not use or need.*

5. Peripheral parking.

- a. Encourage long-term parking to locate on the periphery of centers

Prime locations in centers should be vibrant and dedicated to major activities, including entertainment and commercial activities. Fringe parking is appropriate for long-term parking (particularly commuters), so that close-in parking spaces are available for priority users (that is, customers and visitors). When major parking facilities are located on the periphery, improved pedestrian connections should be developed into the core of the center.

- b. Develop overflow parking strategies.

Dedicating large areas for parking to meet the infrequent peak demands for special events can be reduced by developing an overflow parking plan for activity areas in centers. Such a plan can include:

- Shared parking arrangements for peak periods*
- Use of remote parking with shuttle service*
- Promoting alternative modes, such as ridesharing and transit.*
- Encouraging employees to use remote parking or other modes during peak periods*

- c. Avoid spillover problems in adjacent neighborhoods.

Prevent parking encroachment into neighborhoods next to centers with enforcement strategies, time limitations, and residential permits.

6. Preferential parking.

- a. Give preference to short-term parking over all-day commuter-parking.

Ensure retail and other businesses have nearby short-term parking. The most convenient parking spaces should be designated for use by customers or patrons who will be visiting between 30 minutes and 2 hours. More customers or visitors can be accommodated this way. "Early bird specials" are not appropriate in prime locations.

- b. Assign preferred parking spaces to carpool and rideshare vehicles.

Desirable parking spaces should be reserved for carpools, vanpools and buses to encourage ridesharing and discourage driving alone.

Selected Examples of Locations with Parking Management Strategies

Fee-in-Lieu Programs

Allows new development projects to pay into a fund for community parking facilities (typically municipally-owned), rather than providing on-site parking on their own.

Bend (OR), Jackson (WY), Kirkland (WA), Lake Forest (IL), Miami, Skokie (IL), Seattle's University District

Parking Maximums

Boston, Portland, San Francisco, Seattle (Downtown and Northgate), Bellevue (Downtown)

Parking Taxes

Baltimore, Chicago, Los Angeles, Miami, New Orleans, New York, Pittsburgh, San Francisco, Santa Monica, Washington, DC. See also Bremerton, SeaTac, Tukwila. The State of Washington allows localities to tax commercial and employee parking.

Pricing

Such as electronic systems that accommodate various payment methods and rates.

Philadelphia, New York

Time-Based Pricing

Eugene (OR), Chicago

Parking Innovations in Zoning/Building Codes

Denver, New York, Seattle

Selected Resources for Parking Management

Childs, Mark (1999). *Parking Spaces/A Design, Implementation, and Use Manual for Architects, Planners and Engineers*. McGraw-Hill.

Congress for New Urbanism (1999). *Parking Management*. www.cnu.org

CORDIS (1992-2002). *Parking Policy Measures and the Effects of Mobility and the Economy*. www.cordis.lu

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De Cerreno, Allison (2002). *The dynamics of On-Street Parking in Large Central Cities*. Federal Highway Administration. www.nyu.edu.wagner/transportation/publications/reports.html

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Oregon Downtown Development Association (2001). *Parking Management Made Easy: A Guide to Taming the Downtown Parking Beast*. www.lcd.state.or.us/tgm/publications.htm

Seattle, City of (2001). Parking: Your Guide to Parking Management. www.cityofseattle.net/planning/transportation/pdf/Parkingguide.pdf

Seattle, City of (2001). Parking: Seattle Parking Management Study. www.cityofseattle.org/transportation/ppmp_parkingtax_study.htm

Tri-State Transportation Campaign (2001). Parking Management. (Connecticut, New Jersey, New York) www.tstc.org

Urban Land Institute (2000). The Dimensions of Parking/4th Edition. ULI & National Parking Association (NPA).

Victoria Transport Policy Institute (2003). Parking Management/Strategies for More Efficient Use of Parking Resources. www.wtpi.org

Washington State Transportation Center (2003). Strategies and Tools for Transportation-Efficient Land Use and Development Practices: A Reference Manual.

Parking Topics in the Revised Code of Washington

Authority for Local ImprovementsChapter 35.43, RCW
(Section 35.43.040 addresses parking)

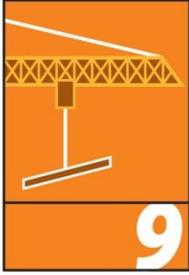
Public Facilities Districts..... Chapter 35.57, RCW
(see Section 36.100.200 for Parking Charges Tax)

Off-Street ParkingChapter 35.86, RCW

Parking and Business Improvement Areas..... Chapter 35.80A, RCW

Driveway Entrances..... Chapter 46.61.570, RCW

Park-and-Ride Lots Chapter 46.61.577, RCW



Strategy 9: Adopt Innovative Parking Tools

Frequent and reliable transit service within walking distance of housing and commercial uses reduces the amount of parking needed as part of new development. Requirements for parking that are inflexible and exceed demand can drive up development costs and resulting prices and rents, and may render new development infeasible. A range of innovative parking tools are available for use in transit communities that are effective in supporting TOD while meeting the limited parking needs of a transit rich environment.

Recommended Actions

Puget Sound Regional Council

- 9.1 Develop guidance on parking management best practices and innovative tools for use in transit station areas. Disseminate guidance on parking management through PSRC policy and plan review processes.
- 9.2 Collaborate with King County to further develop the data and tools included in the Right Size Parking project for application in transit communities throughout the region.
- 9.3 Establish criteria for transportation project funding that incentivize local adoption of comprehensive parking management strategies and innovative best practices (see 9.6).

Transit Agencies

- 9.4 Work with local governments and other transit agencies to coordinate implementation of access plans for transit stations and parking management strategies for station areas.

Local Governments

- 9.5 Adopt a district-wide management strategy for both on- and off-street parking as part of the station area plan or policies.
- 9.6 Adopt, where appropriate, innovative off-street parking management tools, such as:
 - Flexible or market-driven parking regulations
 - Reduced or eliminated parking requirements for special populations, such as seniors, and in locations with access to frequent transit
 - Limits on the maximum amount of parking that can be included in a development,
 - “Unbundling” the cost of parking from housing unit prices/rents
 - Shared parking facilities
 - Support for car sharing options
 - Transportation demand management
- 9.7 Where parking demand is high, adopt on-street parking management strategies, such as metered parking and residential parking zones.

Priority Transit Communities for this Strategy

- Transit communities with current high capacity transit service or expected within 10 years, and other regionally significant transit communities

Releasing the Parking Brake on Economic Development

Cities flourish with reduced parking requirements.

By **BRIAN CANEPA** and **JOSHUA KARLIN-RESNICK**



THE COST IS INVISIBLE TO CONSUMERS AND POLICY MAKERS, but every developer knows just how much parking requirements figure into any pro forma. ⚡ The minimum requirements in place in most municipalities—one to two spaces per residential unit—add an estimated six to 16 percent to per-unit costs through a combination of construction expenses and the opportunity costs of using a limited development envelope on car storage rather than revenue-generating living space. ⚡ Requirements for retail uses are often much higher. A recent study by the Transportation Research Board found that parking was oversupplied in mixed use districts by an average of 65 percent, meaning that between four and 10 percent of the added costs—likely much more for nonresidential uses—are pure waste. ⚡ Developers and planners in Petaluma, California, can attest to the power of eliminating this form of forced waste. Fifteen years ago, Petaluma's Theatre District was marked by surface parking, vacant lots, and derelict industrial buildings. Planners considered it a prime opportunity to extend and reinvigorate its downtown with a mixed use district anchored by a multiscreen cinema. In the end, easing parking requirements in the area became crucial to making that vision a reality. ⚡ Instead of forcing the developer, Basin Street Properties, to provide as much as one space per 50 or 100 square feet of bar or restaurant, the city allowed the company to determine how much parking was reasonable. Considering the on-street parking supply in the area and how the project's different uses might have different periods of peak parking demand, the developer settled on one space per 300 square feet across the project.

Getting parking right might be a more dependable and longer lasting form of economic development.

Vin Smith, a planning consultant who represented Basin Street in the planning and entitlement process, says the project would “absolutely not” have penciled out without the city’s flexibility on parking. “We easily saved a floor or two of parking garage construction,” Smith says. At a price tag of roughly \$20,000 per space, that means the reduced parking requirements saved as much as \$3 million.

Little more than a decade later, it’s obvious that the now built-out Theatre District provides a compelling argument for that kind of flexibility. The area is alive on Friday night: Residents are arriving home from work, office workers are heading to happy hour, and people are walking to catch a movie at the 12-screen Boulevard Cinemas, a meal at Bistro 100, or to find something sweet at MoYo’s Frozen Yogurt Lounge. Smith, who lives in the area, says the parking supply is well used but not overloaded.

A critical time

For the last century or so, cities have been struggling with the paradox of parking: Cars need large amounts of space, but making room for them comes at a direct cost to the vibrancy that makes the people in the cars want to come in the first place.

A 2013 study called “The Effects of Urban Fabric Changes on Real Estate Property Tax,” by researchers at the University of Connecticut, estimated that Hartford dedicates 15 percent of CBD land area—more than 7.5 million square feet—to parking. If each office worker needs 250 square feet of building space (a conservative estimate), that means the city could accommodate 30,000 additional sorely needed jobs if that land were dedicated to one-story office buildings rather than car-storage space.

The same study estimated that if the amount of land dedicated to surface parking had stayed the same as it was in 1950, the annual loss to government coffers would equal nearly \$22 million in Hartford, \$6.5 million in nearby New Haven, and \$3 million in Arlington, Virginia.

The story is doubtless the same in many cities across the country, and the lost economic activity is all the more damaging in an era of tight municipal budgets. Even as the economy recovers from the 2008 financial crisis, every underused parcel in a city’s downtown represents a costly missed opportunity.

Economic development is a central charge of local elected officials and their appointees, and their strategies often take the form of tax breaks for companies that promise a short-term infusion of jobs. Getting parking right might be a more dependable and longer lasting form of economic development.

Consider the examples of Ann Arbor, Michigan; Columbus, Indiana; and Sacramento, California. These three cities—of different sizes, with different development contexts, and in different parts of the country—have each reduced or eliminated off-street parking requirements downtown and in mixed use areas, yielding a range of benefits.

In some places, lifting onerous parking requirements has made infill development more financially viable, opening the door to projects that renew derelict buildings or activate what were previously inactive hardscapes or garbage-strewn lots. For others, it has simplified the development process, speeding the pace of revitalization.

In no cases have the reduced requirements led to the parking shortages or economic losses that are frequently feared.

Sacramento's sea change

Developer Michael Heller says that for years, Sacramento was a large central city with lofty, progressive ideals but conservative parking practices that more or less matched those in the suburbs, where land was plentiful enough to make it easy to surround a building with a sea of parking at a reasonable cost. Where land was much scarcer, the requirements led to either scaled down ambitions or time-consuming, costly, and highly political efforts to waive parking requirements and make projects viable.

"On one side of their mouths, everyone at the city was espousing green principles and encouraging transit-oriented development, but on the development-application processing side, you had to deal with this antiquated code," Heller says. "You got pulled in two directions."

All that changed in 2012. The city eliminated parking minimums in its Central Business and Arts and Entertainment districts, reduced minimums in some other parts of the city, and allowed developers to reduce those already lower requirements with programs and facilities that encouraged access by non-auto modes. The changes were rooted in a study that found that even at peak times, between 40 and 65 percent of spaces were unoccupied in five focus areas in central Sacramento.

The reforms have led to a sea change in the development process. Under the old regime, most developers found they simply did not have the land to build all the required parking and would instead apply for a waiver. Processing it would take anywhere from four to eight months and often ended up being a "lose-lose situation," says Greg Sandlund, an associate planner for the city who played a key role in the city's parking-requirement overhaul.

The planning commission and city council denied just one parking ratio waiver between 2000 and 2010, which meant that "the community got worked up and the development was delayed," even though the parking that was ultimately provided was far lower than the code required. "It became a game that only the sophisticated knew how to play," Heller says. "It wasn't a genuine process and it took a lot of time and money."

Today, the city's parking code aligns with the visions espoused in the general plan, allowing planners to simply enter "no planning issues" (that is, no planning problems) on applications for projects that are looking to build the amount of parking developers think is needed to compete in the marketplace. Heller points to two developments to explain how the code update changed his business.

In the mid-2000s, his company built the Midtown Art Retail Restaurant Scene, a block-long, mixed use, adaptive-reuse development in a thriving neighborhood just a few blocks east of the Califor-

Today,
Sacramento's
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on applications
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are looking to build
the amount of
parking
developers think
is needed to
compete in
the marketplace.

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nia state capitol. Heller says it has 93,000 square feet of retail and office space, which means the parking regulations required roughly 150 dedicated parking spaces on a parcel that was already built lot line to lot line, with no room to add vehicle storage.

Heller cobbled together agreements with five small lots near the building to account for some of that parking and had to go to the planning commission to waive the rest of the requirement. The process was "a lot of work" and ultimately delayed the project by several months, he says.

Today, Heller is moving forward on another adaptive reuse project about a mile to the southwest, next to a light-rail station, called the Ice Blocks. With 60,000 square feet of office space, 50,000 square feet of retail, and 150 housing units, the project would have required more than 500 parking spaces under the old regulations. Instead, Heller is providing two spots for every three residential units and minimal parking for the office and retail space, and he will be implementing a robust transportation demand management program to encourage people to come to the site by other modes. The project is moving forward quickly, spared the expense and delays that had been a part of the previous process.

"The city really listened to us on this topic and took bold measures to embrace true green principles in the new parking code," Heller says. "I tip my hat to staff on this because the city is now teed up for real growth with a framework for progressive, thoughtful infill projects."

Sacramento's development market is still stuck in a post-economic-crisis slump, having built just 200 housing units last year, but Sandlund says that sparing developers from building millions of dollars' worth of unneeded parking has helped move more projects into the pipeline. "I don't think there's been an explosion of development, but if anything, at least the parking code isn't getting in the way of development," Sandlund adds.

There is evidence that larger economic impacts are right around the corner. One proposal that entered the pipeline last year was the i15 project, a proposed eight-story mixed use development with 96 residential units, more than 5,000 square feet of ground-floor retail, and zero on-site parking. The regulatory changes have also had a major impact on things like tenant improvements. Whereas transforming a retail space into one suitable for a restaurant, with higher parking requirements, would have required a lengthy trip through the waiver process, such improvements can be made by right today.

Columbus kicks the rules to the curb

Those unfamiliar with Columbus, Indiana (pop. 45,000), have no reason to suspect this small city would be on the cutting edge of parking policy. But

→ The 115 multifamily project, now in Sacramento, California's development pipeline, would never have been proposed for a small infill site if on-site parking had been required. Instead, residents with cars will use an adjacent existing public lot; those without cars will have access to Zipcars two blocks away and public transit just a block away.

in 2008, it eliminated parking requirements in its downtown district. The change was part of a larger effort to revitalize the area, and its implementation amounted to a “non-event,” rooted in a “shared understanding of where downtown was going,” says planning director Jeff Bergman, AICP.

“There was a feeling at the time that the local government, through the zoning ordinance, didn't have nor really could have enough information to accurately regulate parking downtown, not without potentially causing some sort of negative consequence,” he says. Without reliable metrics, the city decided to leave these decisions to the market.

Bergman notes that the change has allowed developers and planners to focus on other aspects of projects, instead of getting hung up on whether a project was going to meet its parking requirements. This has led to better developments that reflect the true vision of developers and the needs of their tenants.

As an example, Bergman points to a regional headquarters for the First Financial Bank, in the southwest corner of downtown. The combined bank branch and office building development opened in 2014 with 62 surface parking spaces, built to accommodate the anticipated needs of employees traveling to the office for regular meetings.

Parking was a non-issue during the development approval process. And the limited parking approach has been successful from the developer's perspective.

The Cole, a four-story mixed use residential building across the street, is another development that has gone up since the regulatory change. The project wrapped around a redevelopment authority-sponsored parking garage that was already going up on the same block, and the developer was able to negotiate with the authority to reserve 200 spaces for use by the 146 residential units in the new building.

Developer Matt Griffin, who led the effort for the Buckingham Companies, says the Cole shows that eliminating parking requirements does not mean developers will stint on parking. In the case of the Cole and infill projects in other places, it has simply meant he has had the flexibility to provide only the amount of parking that his company thought was truly needed for the developments to succeed.

“Most jurisdictions are coming around to the point that at least for multifamily projects, it's our business, and if we underpark ourselves, we're going to destroy our primary cash flow,” Griffin says.



Ann Arbor at the forefront

Although it is near the epicenter of the auto industry, Ann Arbor was an early trendsetter in minimizing the role of parking in the development equation; it eliminated most of its downtown parking requirements in the 1960s. Coupled with a long-standing commitment to building publicly owned and managed structured parking and pricing it at market rates, the lack of requirements laid the groundwork for what is one of Michigan's most vibrant downtowns. Ann Arbor boasts retail occupancy rates that are among the highest in the state and a mere three percent residential vacancy rate.

According to the city's zoning code, downtown projects that adhere to the letter of the code are not required to provide any parking, and those that exceed floor-area limits are required to provide just one space per 1,000 square feet of additional floor area, far lower than typical requirements.

Susan Pollay, executive director of the city's Downtown Development Authority, says the low requirements have had a direct impact on the city's development environment. “There has been a strategy that from the beginning [eliminated] parking at the heart of our zoning, so we've been able to build a strong downtown core,” she says.

Over the years, developers have steadily gobbled up surface parking lots for projects. Of late, the focus has been in the area around East Washington and South Division streets. On that corner, Pollay says, a small building surrounded by surface parking was recently replaced by a 10-story residential building with a grocery store and fast-food restaurant on the ground floor and far less parking than zoning codes typically require.

BUFFALO, NEW YORK

“People walked around downtown and saw all this surface parking that is ample and underpriced and said, ‘We want development here, we want buildings here.’”

DANIEL HESS,
associate professor
of urban and regional
planning, University of
Buffalo

Next door, another residential high rise went up on a lot with a low building and surface parking lot. Across Washington, the McKinley Towne Center filled in its driveway with a new retail building to create a steady, active street front along East Liberty Street.

Across downtown, at the corner of Huron and Ashley streets, a recently built mixed use residential high rise with minimal parking will soon be joined by a new hotel that will provide no parking, replacing another low-density development surrounded by a sea of asphalt. There is plenty of parking in a city-owned parking garage down the block.

The University of Michigan’s tens of thousands of students, faculty, staff, and supporters provide a sizable and steady market for Ann Arbor businesses, which are located close to the campus. But the city shows that the fears that drive policy makers to err on the side of oversupplying parking are largely unfounded. If a tight parking supply really limited an area’s economic potential, Ann Arbor businesses would be struggling, university or not. Instead, despite high parking prices and long wait lists for garage permits, the development market could scarcely be hotter.

“Apartments are filled to the brim,” Pollay says. “If parking was the driving factor, that wouldn’t be the case because none of them are providing parking at the rates that would typically be required.”

An idea spreads

Buffalo, New York, may soon become the next example—and the biggest to date—of what can happen when a city takes parking out of the development-review process. At press time, the city was about to become the first in the country to eliminate parking re-

quirements citywide, in hopes of spurring development on some of its many surface parking lots.

The change was part of a zoning code update that was focused on revitalizing the city’s downtown, which today contains two parking spaces for every job. City officials saw those parking spaces as a massive opportunity.

“People walked around downtown and saw all this surface parking that is ample and underpriced and said, ‘We want development here, we want buildings here,’” says Daniel Hess, an associate professor of urban and regional planning at the University of Buffalo who has studied the city’s zoning code reform process.

That a Rust Belt city like Buffalo has eliminated parking minimums is evidence that we have come a long way in how we think about downtown development. The idea that providing ample parking was the key to economic success has begun to give way to the realization that too much parking can cause economic stagnation. Sacramento, Columbus, Ann Arbor, and, soon, Buffalo are leading examples of how much economic development potential is sitting right under many cities’ tires. ■

Brian Canepa is a principal and chief growth officer at Nelson\Nygaard Consulting Associates. Joshua Karlin-Resnick is an associate there. They worked on the Sacramento zoning code update and on Petaluma’s Theatre District development.

RESOURCES

Parking Requirement Impacts on Housing Affordability, by the Victoria Transportation Policy Institute: vtpi.org/park-hou.pdf.

Parking in Mixed-Use Districts, by Rachel Weinberger and Joshua Karlin-Resnick, presented at the 94th annual Transportation Research Board meeting in 2015.

Putting a Cap on Parking Requirements

A way to make cities function better. By **DONALD SHOUP, FAICP**

Suppose the automobile and oil industries have asked you to devise planning policies that will increase the demand for cars and fuel. Consider three policies that will make cars essential for most trips. First, segregating land uses (housing here, jobs there, shopping somewhere else) will increase travel demand. Second, limiting density will spread the city and increase travel demand. Third, minimum parking requirements will ensure ample free parking almost everywhere, making cars the default way to travel.

American cities have unwisely embraced each of these car-friendly policies, luring people into cars for 87 percent of all their daily trips. Zoning ordinances that segregate land uses, limit density, and require lots of parking create drivable cities but prohibit walkable neighborhoods. Urban historians often say that cars have changed the city, but public policies have also changed the city to favor cars.

Minimum parking requirements are particularly ill-advised. In my book *The High Cost of Free Parking*, I argued that parking requirements subsidize cars, increase traffic congestion and carbon emissions, pollute the air and water, encourage sprawl, raise housing costs, degrade urban design, reduce walkability, exclude poor people, and damage the economy. To my knowledge, no one has argued that parking requirements do not have these harmful effects. Instead, a flood of recent research has shown that parking requirements do have these effects.

The high cost

Planners are put in a difficult position when asked to set parking requirements in zoning ordinances, largely because they do not know the parking demand at every site, or how much the parking spaces cost, or how the requirements increase the cost of development. Nevertheless, cities have managed to set parking requirements for hundreds of land uses in thousands of cities—the Ten Thousand Commandments for off-street parking.

Not knowing how much required parking spaces cost, planners cannot know how much the parking requirements increase the cost of housing. Small, spartan apartments cost much less to build than large, luxury apartments, but their parking spaces cost the same. Because many cities require the same number of spaces for all housing, the cost of required parking can consume the entire

subsidy intended for affordable housing.

Minimum parking requirements resemble an Affordable Parking Act. They make parking more affordable by raising the cost of housing and everything else. Using data on the cost of constructing parking spaces and shopping centers, I estimated that the parking requirement of four spaces per 1,000 square feet for a shopping center in Los Angeles increases the cost of building a shopping center by 93 percent if the parking is underground and by 67 percent if the parking is in an aboveground structure.

This cost increase is passed on to all shoppers. Parking requirements raise the price of food for people who are too poor to own a car to ensure that richer people can park free when they drive to a grocery store.

The median is the message

A single parking space can cost far more than the entire net worth of many American families. In recent research, I estimated that the average cost per space for parking structures in the U.S. is about \$24,000 for aboveground parking and \$34,000 for underground parking. We can compare the cost of a parking space with the net worth of U.S. households (the value of all assets minus all debts). In 2011, this median net worth was \$68,828 for all U.S. households, \$7,683 for Hispanic households and \$6,314 for black households.

Thus one underground parking space can cost five times more than the median net worth for all black households in the country. Nevertheless, cities require several parking spaces (at home, work, shopping, recreation, churches, schools, and many other places) for every household.

Many families have a negative net worth because their debts exceed their assets. Eighteen percent of all households, 29 percent of Hispanic households, and 33 percent of black households had zero or negative net worth in 2011. The only way these families can take advantage of all the parking cities require is to go further into debt to buy a car, which they must then support, often by financing it at a high subprime interest rate on a car loan.

In other words, cities require parking for every building without noticing the high cost of the required spaces or the burden placed on families who have little or no wealth.

Time for reform

Perhaps because of the growing doubts about minimum parking requirements, a few cities have begun to backpedal, at least in their downtowns. They recognize that parking requirements prevent infill redevelopment on small lots, where it is difficult and costly to fit both a new building and the required parking. And they see that parking requirements prevent new uses when older buildings lack the parking spaces required for those new uses.

'A city can be friendly to people or it can be friendly to cars, but it can't be both.'

—ENRIQUE PEÑALOSA, FORMER MAYOR OF BOGOTA, COLOMBIA

According to recent newspaper articles, many cities have reduced or removed their parking requirements. Some of the reasons: “to promote the creation of downtown apartments” (Greenfield, Massachusetts), “to see more affordable housing” (Miami), “to meet the needs of smaller businesses” (Muskegon, Michigan), “to give business owners more flexibility while creating a vibrant downtown” (Sandpoint, Idaho), and “to prevent ugly, auto-oriented townhouses” (Seattle).

Given this policy momentum, I thought the time to reform parking requirements in California had arrived when the legislature considered Assembly Bill 904 (the Sustainable Minimum Parking Requirements Act of 2012). AB 904 would have set an upper limit on how much parking cities can require in transit-rich districts: no more than one space per dwelling unit or two spaces per 1,000 square feet of commercial space. The bill defined these districts as areas within a quarter-mile of transit lines that run every 15 minutes or better.

AB 904 would limit how much parking cities can require, but it would not limit the parking supply. Developers could provide more than the required parking if they thought the demand justified the cost.

Why would a state want to adopt this policy? Federal and state governments give cities billions of dollars every year to build and operate mass transit systems, yet most cities require ample parking on the assumption that almost everyone will drive almost everywhere, even where public transit is available.

Twenty public transit lines serve the UCLA campus in Westwood, with 119 buses per hour arriving during the morning peak (7 to 9 a.m.). Nevertheless, across the street from campus, Los Angeles requires 3.5 parking spaces for every apartment that contains more than four rooms.

Los Angeles is building its Subway to the Sea under Wilshire Boulevard, which already boasts the city's most frequent bus service. Nevertheless, along parts of Wilshire the city requires at least 2.5 parking spaces for each dwelling unit, regardless of the number of rooms.

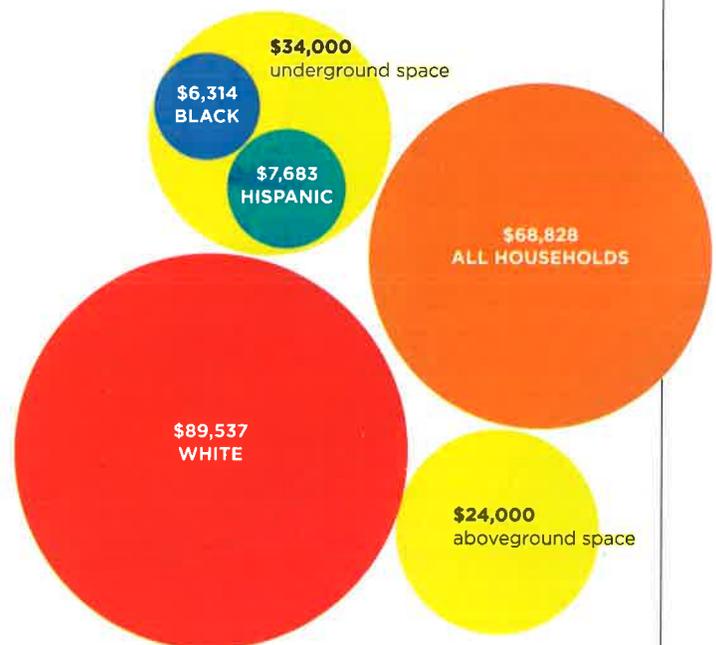
Also on Wilshire Boulevard, Beverly Hills requires 22 parking spaces per 1,000 square feet for restaurants, which means the parking lot is seven times larger than the restaurant. Public transit in this parking environment resembles a rowboat in the desert.

Why limit parking requirements?

The rationale for a limit on parking requirements in transit-rich districts is the same as the rationale for most city planning: The uncoordinated actions of many individuals can add up to a collective result that most people dislike. In this case, minimum parking requirements create an asphalt wasteland that blights the environ-

Parking inequity

The cost of one structured parking space far exceeds the median net worth of minority households.



SOURCES: U.S. CENSUS BUREAU, NET WORTH AND ASSET OWNERSHIP, 2011; DONALD SHOUR, IN *PARKING: ISSUES AND POLICIES*, 2014; GRAPHIC BY JOAN CAIRNEY

ment and compels people to drive. Limits on the parking requirements in transit-rich neighborhoods can reduce this blight by making redevelopment more feasible near transit stations.

How will reducing off-street parking requirements affect development? Zhan Guo and Shuai Ren at New York University studied the results when in 2004 London shifted from minimum parking requirements with no maximum to maximum parking limits with no minimum. Comparing developments completed before and after the reform, they found that the parking supplied after the reform was only 68 percent of the maximum allowed and only 52 percent of the previous minimum required.

This result implies that the previous parking minimum was almost *double* the number of parking spaces that developers would have voluntarily provided. The researchers concluded that removing the parking minimum caused 98 percent of the reduction in parking spaces, while imposing the maximum caused only two percent of the reduction. Removing the minimum was far more important than imposing a maximum.

Cities usually require or restrict parking without considering the middle ground of neither a minimum nor a maximum. This

behavior recalls a Soviet maxim: "What is not required must be prohibited." AB 904, however, was something new. It did not restrict parking but simply imposed a cap on minimum parking requirements, a far milder reform.

Aided by lobbying from the California Chapter of APA, opponents succeeded in defeating AB 904 in the legislature, but it has since been resurrected and revised, and will be reintroduced as a new bill in the next session.

There have been precedents for statewide limits on parking requirements. Oregon's *Transportation Systems Plan* requires local governments to amend their land-use and subdivision regulations to achieve a 10 percent reduction in the number of parking spaces per capita. The United Kingdom's transport policy guidelines for local planning specify that "plans should state maximum levels of parking for broad classes of development. . . . There should be no minimum standards for development, other than parking for disabled people."

These attempts to take state and national concerns into account suggest that, when left to their own devices, local governments require too much parking.

An arranged marriage

Many people believe that America freely chose its love affair with the car, but I think there was an arranged marriage. By recommending minimum parking requirements in zoning ordinances, the planning profession was both a matchmaker and a leading member of the wedding party.

Unfortunately, no one provided a good prenuptial agreement. Planners can now become marriage counselors or divorce lawyers where the relationship between people and cars no longer works well. Putting a cap on parking requirements is a good place to start.

Donald Shoup is a distinguished professor of urban planning at the University of California, Los Angeles, and the author of *The High Cost of Free Parking*, published in paperback by APA's Planners Press in 2011. He will retire later this year, and UCLA is launching a scholarship in his name. Details are at shoupista.com.

RESOURCES

FROM APA

The High Cost of Free Parking, by Donald Shoup, APA Planners Press, 2011 (paperback).

MORE

California Assembly Bill 904. The Sustainable Minimum Parking Requirements Act of 2012: shoup.bol.ucla.edu/AssemblyBill904.pdf.

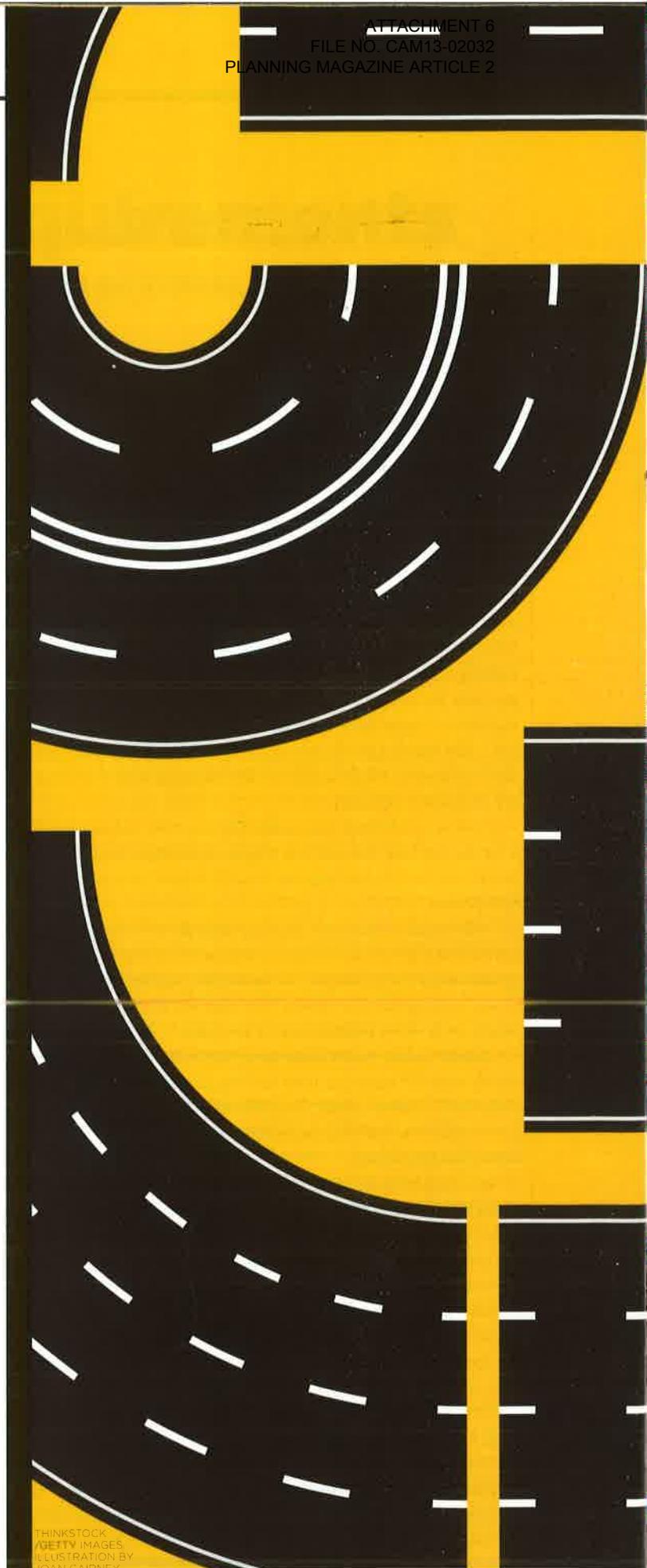
Zhan Guo and Shuai Ren, 2013. "From Minimum to Maximum: Impact of the London Parking Reform on Residential Parking Supply from 2004 to 2010." *Urban Studies* 50(6): 1183-1200.

Letters about AB 904 from mayors, planning academics, planning practitioners, and the California Chapter of APA are available here: shoup.bol.ucla.edu/LettersAboutAssemblyBill904.pdf.

Donald Shoup. "The High Cost of Minimum Parking Requirements," pp. 87-113 in *Parking: Issues and Policies*, Stephen Ison and Corinne Mulley (eds.), Emerald Group Publishing, 2014. shoup.bol.ucla.edu/HighCost.pdf.

Jessica Silver-Greenberg and Michael Corkery. "Rise in Loans Linked to Cars Is Hurting Poor," *New York Times*, December 25, 2014: idealbook.nytimes.com/2014/12/25/dipping-into-auto-equity-devastates-many-borrowers.

U.S. Department of Transportation, Bureau of Highway Statistics, 2015. National Household Travel Survey Daily Travel Quick Facts: rita.dot.gov/bts/sites/rita.dot.gov/bts/files/subject_areas/national_household_travel_survey/daily_travel.html.



THINKSTOCK
/GETTY IMAGES
ILLUSTRATION BY
JOAN CAIRNEY



CITY OF KIRKLAND

Fire & Building Department · 123 Fifth Avenue, Kirkland, WA 98033
425.587.3600 (Building) or 425.587.3650 (Fire) · www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager
From: Joe Sanford, Acting Fire Chief
Date: June 17, 2015
Subject: Citizen Hero Award

RECOMMENDATION:

The City of Kirkland and the Kirkland Fire Department present the Citizen Hero Award to the following citizens who took quick action to remove swimmer Jody Lowe from a pool, start lifesaving measures of CPR, and activate 9-1-1:

Marianna Hanefeld, Dave Reeves, Christy Van-Gerwen, Jared Pennington, and Alanna Lai

BACKGROUND DISCUSSION:

On Monday, May 11, 2015 at approximately 6:30 a.m., Marianna Hanefeld was swimming laps at the LA Fitness Health Club in Kirkland. She noticed a female swimmer in the next lane floating on her back, unmoving and unresponsive. There was no lifeguard on duty, nor other pool occupants, so Marianna yelled for help.

Dave Reeves, Christy Van-Gerwen, Jared Pennington, and Alanna Lai heard Marianna's call for help and they converged on the pool area. Together, they removed Jody from the pool, started CPR, and activated 9-1-1.

Kirkland Aid 27, Ladder 27, Redmond Medic 23, Battalion 21, and Medical Services Officer 7 were dispatched to LA Fitness for an unconscious patient at the pool. A27 was first on scene and found good citizen CPR being performed. The emergency responders were able to resuscitate Jody on scene and transported her to Evergreen Hospital Medical Center's Emergency Department, where further lifesaving efforts were accomplished.

Therefore, the City of Kirkland and the Kirkland Fire Department acknowledge and recognize the efforts of these community members for their actions in saving Jody Lowe's life.


CITY OF KIRKLAND

Department of Parks & Community Services

505 Market Street, Suite A, Kirkland, WA 98033 425.587.3300

www.kirklandwa.gov
MEMORANDUM

To: Kurt Triplett, City Manager
From: Jennifer Schroder, CPRP, Director of Parks and Community Services
 Linda Murphy, Recreation Manager
Date: June 4, 2015
Subject: Park and Recreation Month Proclamation

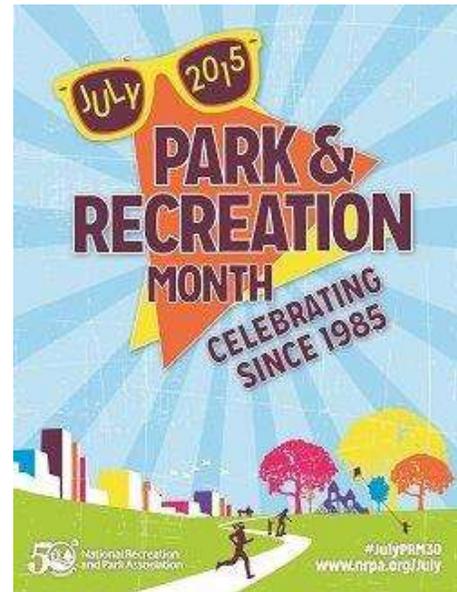
RECOMMENDATION

That the Mayor proclaim the month of July "Park and Recreation Month" in Kirkland.

BACKGROUND DISCUSSION

Since 1985, the National Recreation and Park Association (NRPA) has designated the month of July as "Park and Recreation Month." Each year, cities, counties, special districts, parks and trails across the country celebrate the importance of all our facilities for the enjoyment of nature and promoting active, healthy lifestyles. Kirkland's beaches, community centers, parks and trails are an essential component of Kirkland's identity and quality of life.

As part of this month's celebration, Kirkland Parks and Community Services has tied into the NRPA 50th Anniversary and the 30th year of the national campaign promoting July as national "Park and Recreation Month". Displays at both community centers and City Hall will be exhibited during the month of July. The department is excited to promote this celebration to impact our community through conservation, health and wellness, and social equity. Varied activities are planned to inspire and support these concepts with recreation opportunities in our parks and facilities including the Kirkland Steppers, Juanita Beach volleyball, Friday Night Market, learn-to-swim classes, fitness opportunities, youth day camps, and many programs and classes that will create lasting recreational memories.



Adam White, Chair of the Kirkland Park Board, will accept the proclamation.



A PROCLAMATION OF THE CITY OF KIRKLAND

Designating July 2015 as “Park and Recreation Month” in the City of Kirkland, Washington

WHEREAS, local park and recreation agencies are leaders in protecting open space, connecting children to nature, and providing education and programs that engage communities in conservation; and

WHEREAS, park and recreation departments lead the nation in improving the overall health and wellness of citizens and fighting obesity; and

WHEREAS, the City of Kirkland Parks and Community Services Department’s programs touch the lives of individuals, families, and groups and positively impact the social, economic, health, and environmental quality of the community; and

WHEREAS, parks, recreation activities, and leisure experiences provide opportunities for young people to live, grow and develop into contributing members of society and creates lifelines and continued life experiences for older members of our community; and

WHEREAS, the Kirkland City Council recognizes the vital contributions of the City of Kirkland’s dedicated parks and recreation employees and volunteers; and

WHEREAS, the Cross Kirkland Corridor Interim Trail opened in January 2015 expanding the opportunities for a healthy environment and healthy lifestyle for all ages; and

WHEREAS, the Cross Kirkland Corridor provides safe non-motorized connections between schools, parks, businesses, and neighborhoods taking individuals and families out of their cars and on bikes or walking to their destinations while improving overall health; and

WHEREAS, the City of Kirkland’s parks, natural areas, playgrounds, playfields, recreation programs and community centers make Kirkland, Washington an attractive and desirable place to live, work, play, and visit while contributing to its ongoing quality of life and overall vitality;

NOW, THEREFORE, I, Amy Walen, Mayor of Kirkland, do hereby proclaim July 2015 as “Park and Recreation Month” and encourage all citizens to celebrate by participating in their choice of recreation and leisure activities with family, friends and neighbors.

Signed this 7th day of July, 2015

Amy Walen, Mayor



KIRKLAND CITY COUNCIL REGULAR MEETING MINUTES
June 16, 2015

1. CALL TO ORDER

The Kirkland City Council were called to order beginning with a study session at 6 p.m.

2. ROLL CALL

ROLL CALL:

Members Present: Councilmember Jay Arnold, Councilmember Dave Asher,
Councilmember Shelley Kloba, Councilmember Doreen Marchione,
Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor
Amy Walen.

Members Absent: None.

3. STUDY SESSION

a. Transportation Master Plan Update

Joining Councilmembers for this discussion was City Manager Kurt Triplett and
Transportation Engineering Manager Dave Godfrey and Kendra Breiland,
Transportation Consultant with Fehr & Peers.

4. EXECUTIVE SESSION

None.

5. HONORS AND PROCLAMATIONS

None.

6. COMMUNICATIONS

a. Announcements

b. Items from the Audience

Julie Taylor
Julia Vasiliauskas
Trushaa Ramanan
Haashim Ameer
Mihir Sondagar
Neha Bhardwaj
Allison Li

Glen Buhlmann
Barbara Alban
Bruce Wynn
Rick Colella
Dorothy Lautman
Karl Voss
Bea Nahon

c. Petitions

7. SPECIAL PRESENTATIONS

a. Spring 2015 Employee Service Award Recognition

Human Resources and Performance Management James Lopez presented twenty year service awards to Police Detective Don Carroll, Inspection Supervisor Clell Mason, Parks Operations Manager Jason Filan, Grounds Division Lead Mark Padgett, Water Division Utilityperson Kim Blackketter, Fleet Supervisor Tim Llewellyn, Street Division Lead Mark Berntsen, Police Analyst Kristina Schull, and Senior Applications Analyst Dawn Wilander. Twenty-five year service awards were received by Fire Captain Gregory Picinich, Police Captain William Hamilton, and Water Quality Specialist Seppo Tervo. A thirty-five year service award was received by Firefighter Stephen Karthas.

b. Park Lane Construction Project Update

Public Works Director Kathy Brown presented information about the issues surrounding keeping Park Lane closed until the installation of the lamp posts.

Motion to keep Park Lane closed until July 6.

Moved by Councilmember Dave Asher, seconded by Councilmember Jay Arnold

Vote: Motion carried 5-2

Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Toby Nixon, and Mayor Amy Walen.

No: Councilmember Doreen Marchione, and Deputy Mayor Penny Sweet.

8. CONSENT CALENDAR

a. Approval of Minutes

(1) May 11, 2015 Special Meeting

(2) June 2, 2015

b. Audit of Accounts:

Payroll \$2,939,652.27

Bills \$3,511,543.75

run #1424 checks #562460 - 562465

run #1425 checks #562467 - 562663

run #1426 check #562664
run #1427 checks #562690 - 562817

c. General Correspondence

d. Claims

A claim received from David Whitbeck was acknowledged via approval of the Consent Calendar.

e. Award of Bids

- (1) 98th Avenue NE Forbes Creek Bridge Seismic Retrofit Project, Razz Construction, Bellingham, Washington

The construction contract for the 98th Avenue NE Forbes Creek Bridge Seismic Retrofit Project was awarded to Razz Construction of Bellingham, WA in the amount of \$530,204.90 via approval of the Consent Calendar. The Council also approved, via the consent calendar, the proposed limited duration night-time detour plan, and authorized the use of \$25,000 in Street Improvement Reserve funds to pay for the nongrant eligible costs for the replanting and establishment of vegetation disturbed by construction.

- (2) Job Order Contract Program, Burton Construction Inc., Spokane and Tumwater, Washington

The "horizontal" construction contract for Kirkland's Job Order Contract Program was awarded to Burton Construction, Inc. of Spokane and Tumwater, WA, in the amount of \$1,000,000 via approval of the Consent Calendar.

f. Acceptance of Public Improvements and Establishing Lien Period

g. Approval of Agreements

- (1) Resolution R-5129, Approving an Interlocal Agreement Between the City of Kirkland and the City of Woodinville for the Provision of Municipal Court Services and Facilities.

h. Other Items of Business

- (1) City Council Public Safety Committee Outstanding Agenda Topics

- (2) Resolution R-5122, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND RELATING TO THE CITY'S PUBLIC ART POLICY GUIDELINES."

- (3) Resolution R-5130, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AUTHORIZING THE CITY MANAGER TO EXECUTE THE LAKEVIEW

ELEMENTARY FIELD TURF CONSTRUCTION AGREEMENT BETWEEN SRMKJVD LLC AND THE CITY OF KIRKLAND."

(4) Artsfund Economic Impact Study Eastside Breakout Report

(5) City Hall Renovation Phase 1 Re-Roof Project - Pre-Award of Contract

The City Manager was authorized to sign a Public Works construction contract for the City Hall Renovation Project Phase 1, Roof Replacement Project, provided the lowest responsive bid priced received from a bidder deemed responsible to perform the specified work for the project is in an amount not greater than 5% over the engineer's estimate of \$630,000.00, via approval of the consent calendar.

(6) Juanita Creek Rockery Replacement - Pre-Award of Contract

The City Manager was authorized to sign a Public Works construction contract for the Juanita Creek Rockery Replacement Project, provided the lowest responsive bid priced received from a bidder deemed responsible to perform the specified work for the project is in an amount not greater than 10% over the engineer's estimate of \$278,000.00, via approval of the consent calendar.

(7) N.E. 85th Street Corridor Improvement Update and Authorization of Night Work

This item was pulled from the consent calendar for consideration under unfinished business, item 10.e.

(8) Acknowledging Library Board Resignation and Appointing New Library Board Member

The resignation of Alpa Parikh and appointment of Dori Butler was accepted via approval of the consent calendar.

(9) Resolution R-5131, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND RELINQUISHING ANY INTEREST THE CITY MAY HAVE IN AN UNOPENED RIGHT-OF-WAY AS DESCRIBED HEREIN AND REQUESTED BY PROPERTY OWNERS EDWARD AND ORAPHIN MILLER."

(10) Report on Procurement Activities

Motion to Approve the Consent Calendar, with the exception of Item 8.h.(7), which was pulled for consideration under Unfinished Business, Item 10.e.

Moved by Councilmember Doreen Marchione, seconded by Councilmember Dave Asher

Vote: Motion carried 7-0

Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

9. PUBLIC HEARINGS

None.

10. UNFINISHED BUSINESS

- a. 2015 State Legislative Update #10 and Council Appointed Voting Delegates to the Association of Washington Cities (AWC) 2015 Annual Business Meeting

City Manager Kurt Triplett provided an update on the current special legislative session.

Motion to Appoint Mayor Walen, Deputy Mayor Sweet and Intergovernmental Relations Manager Lorrie McKay as voting delegates to the Association of Washington Cities 2015 Annual Business Meeting.

Moved by Councilmember Doreen Marchione, seconded by Councilmember Shelley Kloba

Vote: Motion carried 7-0

Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

- b. Downtown Parking Status Update

Transportation Engineering Manager David Godfrey reviewed the implementation outreach and planned next steps, and received Council direction for actions to bring back to Council for consideration.

Motion to Direct staff to bring options to the Council for enforcing resident parking and downtown employee parking on Lake Avenue West 24 hours a day, seven days a week.

Moved by Councilmember Jay Arnold, seconded by Deputy Mayor Penny Sweet

Vote: Motion carried 5-2

Yes: Councilmember Jay Arnold, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

No: Councilmember Dave Asher, and Councilmember Toby Nixon.

Council recessed for a short break.

- c. Ordinance O-4483, Amending the Biennial Budget for 2015-2016.

Financial Planning Manager Tom Mikesell presented the Council with a summary of the mid-year adjustments to the 2015-2016 Biennial Budget. Street Division Manager Ray Steiger presented information about the Cross Kirkland Corridor maintenance resources requested.

Motion to Approve Ordinance O-4483, entitled "AN ORDINANCE OF THE CITY OF KIRKLAND AMENDING THE BIENNIAL BUDGET FOR 2015-2016."

Moved by Councilmember Dave Asher, seconded by Councilmember Doreen Marchione
Vote: Motion carried 7-0

Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

- d. Resolution R-5132, Authorizing the City Manager to Expend Approximately \$49,000 in Park Acquisition Capital Improvement Program Funds for Site Evaluation of King County Parcel Nos. 282605-9085 and 282605-9018 for the Aquatics, Recreation and Community Center (ARC); Authorizing the City Manager to Begin Discussions for Possible Acquisition of Said Parcels; and, Authorizing Solicitation of Persons to Serve on Committees to Prepare Statements in Favor of and in Opposition to the Proposed Metropolitan Park District Ballot Measure.

Parks and Community Services Director Jennifer Schroder presented information related to the proposed Metropolitan Park District ballot measure.

Motion to Approve Resolution R-5132, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AUTHORIZING THE CITY MANAGER TO EXPEND APPROXIMATELY \$49,000 IN PARK ACQUISITION CAPITAL IMPROVEMENT PROGRAM FUNDS FOR SITE EVALUATION OF KING COUNTY PARCEL NOS. 282605-9085 AND 282605-9018 FOR THE AQUATICS, RECREATION AND COMMUNITY CENTER (ARC); AUTHORIZING THE CITY MANAGER TO BEGIN DISCUSSIONS FOR POSSIBLE ACQUISITION OF SAID PARCELS; AND, AUTHORIZING SOLICITATION OF PERSONS TO SERVE ON COMMITTEES TO PREPARE STATEMENTS IN FAVOR OF AND IN OPPOSITION TO THE PROPOSED METROPOLITAN PARK DISTRICT BALLOT MEASURE."

Moved by Councilmember Dave Asher, seconded by Councilmember Shelley Kloba
Vote: Motion carried 7-0

Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

- e. N.E. 85th Street Corridor Improvement Update and Authorization of Night Work

Public Works Director Kathy Brown provided an overview of the rationale for the night work on the NE 85th Street Corridor.

Motion to Approve night work on the NE 85h Street Corridor.

Moved by Councilmember Dave Asher, seconded by Councilmember Jay Arnold
Vote: Motion carried 7-0

Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

11. NEW BUSINESS

a. 2035 Comprehensive Plan Briefings

Senior Planners Joan Lieberman-Brill and Dorian Collins reviewed the Norkirk Neighborhood Plan and Citizen Amendment Requests and the North Rose Hill Neighborhood Plan and Citizen Amendment Request and responded to Council questions and comment. Mayor Walen recused herself from the Chamber during the consideration of the Walen North Rose Hill Citizen Amendment Request, and returned following Council discussion of the item.

b. 2035 Comprehensive Plan - Transmittal Letter to the Department of Commerce for Draft Plan Update

Senior Planner Teresa Swan presented a draft of the transmittal letter.

Motion to Authorize the Mayor to sign the letter to the Department of Commerce transmitting the Comprehensive Plan Update.

Moved by Councilmember Dave Asher, seconded by Deputy Mayor Penny Sweet
Vote: Motion carried 7-0

Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

c. Resolution R-5128, Approving the Defeasance of All or a Portion of the City's Outstanding Limited Tax General Obligation Refunding Bonds, 2011 in the Amount of Not to Exceed \$1,530,000 and Authorizing the Director of Finance and Administration of the City to Perform the Requirements Necessary on Behalf of the City to Defeas Such Bonds Including the Submission of Any Documentation Relating Thereto.

Motion to Approve Resolution R-5128, entitled "A RESOLUTION OF THE CITY OF KIRKLAND, WASHINGTON, APPROVING THE DEFEASANCE OF ALL OR A PORTION OF THE CITY'S OUTSTANDING LIMITED TAX GENERAL OBLIGATION REFUNDING BONDS, 2011 IN THE AMOUNT OF NOT TO EXCEED \$1,530,000 AND AUTHORIZING THE DIRECTOR OF FINANCE AND ADMINISTRATION OF THE CITY TO PERFORM THE REQUIREMENTS NECESSARY ON BEHALF OF THE CITY TO DEFEASE SUCH BONDS INCLUDING THE SUBMISSION OF ANY DOCUMENTATION RELATING THERETO."

Moved by Councilmember Dave Asher, seconded by Councilmember Doreen Marchione
Vote: Motion carried 7-0

Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

12. REPORTS

a. City Council Reports

(1) Finance and Administration Committee

Did not meet.

(2) Legislative Committee

Did not meet.

(3) Planning, and Economic Development Committee

Chair Arnold reported on nuisance trees; an update on the Energize Eastside project; and a potential inclusion in an Innovative Partnership Zone.

(4) Public Safety Committee

Did not meet.

(5) Public Works, Parks and Human Services Committee

Chair Kloba reported on the draft version of the annual Parks Levy report; the 85th Street project and impacts to business; and the plastic bag ban rollout.

(6) Tourism Development Committee

Did not meet.

(7) Regional Issues

Councilmembers shared information regarding attendance at the recent Kirkland Fire Department Service Award Ceremony; the Kirkland Youth Council Annual Spring Celebration; the Sound Cities Association Public Issues Committee meeting; an upcoming Vision Zero workshop at Group Health; the ribbon cutting event at Twisted Couture; the 11th annual (National Alliance for Mental Illness (NAMI) walk; a meeting with third graders from AG Bell Elementary; the Eastside Human Services Forum annual event; a meeting of the King County Metro Transit Service Guidelines Task Force; the Greater Kirkland Chamber of Commerce Public Policy Committee meeting; a meeting of the Eastside Transportation Partnership; an upcoming meeting of the King County Committee to End Homelessness to update their ten year plan; the Kirkland Performance Center's "OnStage" Event; ongoing action plan for the Cascade Water Alliance and the water level at Lake Tapps; a King County Regional Water Quality Committee meeting; a meeting of the Economic Development Council of Seattle and King County; the upcoming Celebrate Kirkland Fourth of July events; the Greater Kirkland Chamber of Commerce luncheon with the City Manager; a meeting with the CEO of the Port of

Seattle Ted Fick; the Association of Washington Cities Legislative Committee meeting; a meeting with Congresswoman Susan DelBene's Chief of Staff Matt Isenhower; and the Mayor's participation in the Sound Cities Association Intercity Study Mission to Chicago.

b. City Manager Reports

City Manager Kurt Triplett gave an update on the City Hall remodel project; an A Regional Coalition for Housing (ARCH) Board meeting; and informed the Council of a privately funded poll that is being conducted in connection with the Aquatics Recreation Community (ARC) Center.

(1) Calendar Update

The City Manager reminded the Council of the decisions to have a single Council meeting in August which has been scheduled as a special meeting on August 3 and to move the first meeting in November to November 4 to avoid conflict with the election.

13. ITEMS FROM THE AUDIENCE

None.

14. ADJOURNMENT

The Kirkland City Council regular meeting of June 16, 2015 was adjourned at 11:10 p.m.

City Clerk

Mayor



CITY OF KIRKLAND
Department of Finance and Administration
123 Fifth Avenue, Kirkland, WA 98033 425.587.3100
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager
From: Kathi Anderson, City Clerk
Date: June 18, 2015
Subject: CLAIM(S) FOR DAMAGES

RECOMMENDATION

It is recommended that the City Council acknowledges receipt of the following Claim(s) for Damages and refers each claim to the proper department (risk management section) for disposition.

POLICY IMPLICATIONS

This is consistent with City policy and procedure and is in accordance with the requirements of state law (RCW 35.31.040).

BACKGROUND DISCUSSION

The City has received the following Claim(s) for Damages from:

- (1) Darina Mazhura
10603 164th NE
Redmond, WA 98052

Amount: \$2,000.00

Nature of Claim: Claimant states damage to vehicle resulted from being struck by a City vehicle.

- (2) Sasha Sugaberry
General Delivery
Kirkland, WA ?

Amount: \$17,000,000.00

Nature of Claim: Claimant states damage resulted from false arrest.

- (3) Villa Medici Condominiums HOA per Russell Wagstaff
130 5th Avenue South
Kirkland, WA 98033

Amount: Unspecified Amount

Nature of Claim: Claimant states damage to property resulted from City-contracted work on adjacent driveway.

Note: Names of claimant are no longer listed on the Agenda since names are listed in the memo.



CITY OF KIRKLAND
Department of Public Works
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Dave Snider, P.E., Capital Projects Manager
Kathy Brown, Public Works Director

Date: June 25, 2015

Subject: ANNUAL STREET PRESERVATION PROGRAM
2015 PHASE III SLURRY SEAL PROJECT - AWARD CONTRACT

RECOMMENDATION:

Staff recommends that the City Council award the construction contract for the Annual Street Preservation Program, 2015 Phase III Slurry Seal Project, to Blackline Inc., of Vancouver, WA, in the amount of \$624,016.17.

By accepting this memo during approval of the consent calendar, City Council is authorizing the award of a construction contract for the 2015 Phase III Slurry Seal Project.

BACKGROUND DISCUSSION:

The City uses a Pavement Management System to manage and prioritize preservation treatments throughout the City's street network. The Pavement Management System considers all City streets in terms of existing pavement conditions index (PCI), prior maintenance histories, the City's annual budget for street preservation, and other factors to prioritize street segments and to determine the most cost-effective treatment. Once selected for treatment, candidate streets are then reviewed for potential conflicts with other construction projects (i.e., other CIP projects, private development, Washington State Department of Transportation, Puget Sound Energy, etc.). Where conflicts exist, treatment is delayed to avoid damage to the newly treated surface. Once a final list of street segments for treatment is compiled, they are clustered into manageable areas before making it onto the current year's Program list (Attachment A).

A "slurry seal" is an effective preventative maintenance tool in the City's overall Street Preservation Program. The process involves a thin layer of liquid asphalt that has been mixed with a fine aggregate (sand) to create a "slurry" which can be applied to certain Kirkland streets. Typically, these "slurry seals" are placed on low-volume residential streets where light to moderate surface wear is occurring. Slurry seal is a versatile and cost effective way to extend the life of the City's residential streets where there is no significant structural damage to the pavement section. It protects the asphalt surface from the effects of aging, while improving the existing PCI.

For the 2015 Slurry Seal Project, the highest ranking streets were bid with different schedules of work, targeting a total of 30.8 lane miles. The bid was structured with three schedules because the engineer's estimate was higher than the original budget and staff wanted to be able to maximize the amount of work that could be recommended for City Council award without exceeding that budget. On June 11, with a budget of \$550,000 for this Phase of work, three bids were received:

Contractor	Total of All Schedules
<i>Engineer's Estimate</i>	<i>\$571,426.00</i>
Blackline, Inc.	\$624,016.17
Intermountain Slurry Seal Inc.	\$643,088.40
VSS International, Inc.	\$720,245.00

A comparison of the unit prices shows that the average cost for two bids received in 2014 resulted in a cost of \$2.62 per square yard. For 2015, with three bids received, the average cost decreased to \$2.38 per square yard (Attachment B).

The 2015 Slurry Seal Project is Phase III of Kirkland's Annual Street Preservation Program. The Phase I and Phase II components of the Annual Program are the 2015 Curb Ramp & Concrete Repairs Project and the 2015 Street Overlay Project. Contracts for those phases were awarded by City Council at its meetings on April 21 and June 2, 2015 respectively. As a result of the competitive bid prices received for both the Phase I and II Projects, there is adequate contingency available for City Council to award all schedules of work for the 2015 Slurry Seal work (Attachment C), and staff is making that recommendation.

The Phase I Project is currently in construction and Phase II will begin construction in early July.

The total budget for the Annual Street Preservation Program for 2015 is a combination of two revenue sources including the base CIP, and Proposition 1 Levy funds:

Revenue Source	Amount
2013-2018 base CIP	\$1,750,000
Prop 1 Levy funds	\$2,300,000
TOTAL	\$4,050,000

The current anticipated expenses for the 2015 Street Preservation Program are as follows:

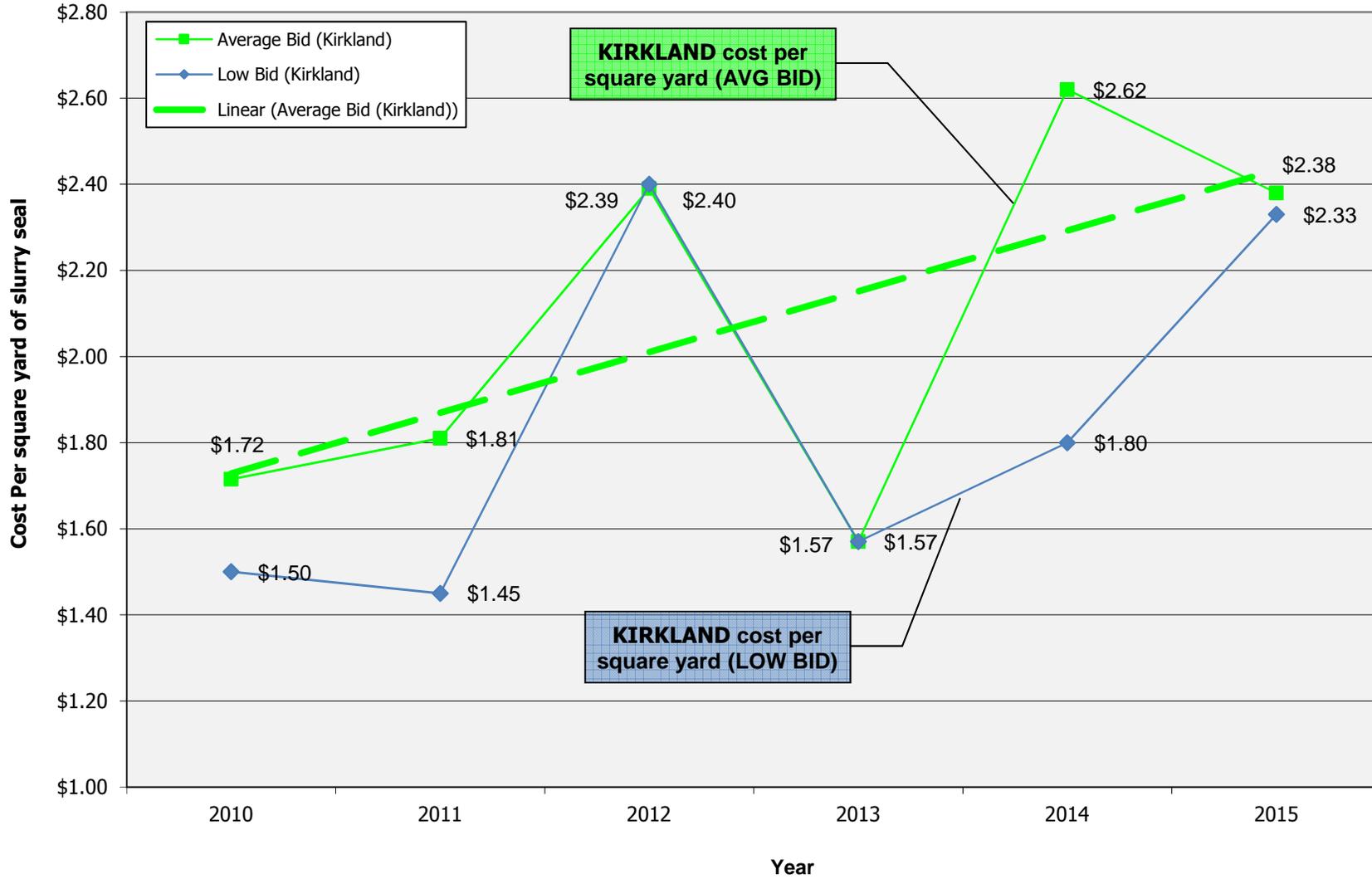
Phase	Status	Amount
Phase I Curbs and Ramps	Under Construction	\$ 438,776
Phase II Overlay	Awarded 7/1/2014	\$1,948,592
Phase III Slurry Seal	This memo	\$ 624,016
In-House Crews Paving	Late Summer	\$ 100,000
Engineering, Admin, Inspection	On-Going	\$ 680,000
Contingency	Balance Remaining	\$ 258,616
	TOTAL	\$4,050,000

Staff continues its efforts on public outreach activities related to all phases of the 2015 Street Preservation Program. For this Phase III Project, public outreach has been enhanced as a result of the Slurry Seal Focus Group activities conducted in November, 2013. The focus groups revealed several opportunities for enhancing communication between project staff and residents. Those opportunities include making better use of door-hangers and project area maps, as well as explaining how slurry seal works and why the City of Kirkland has chosen to use it. Beginning with the 2014 Project, and continuing with the current 2015 Project, Public Works staff is providing a new informational brochure to property owners living along the planned Slurry Seal routes (Attachment D). The brochure describes the City's Street Preservation Program, together with important facts regarding the slurry seal treatment. The information in this brochure and schedule updates will also be incorporated into the CIP Project information on the City's website. In addition, door-hanger notices will be distributed to all adjacent homes and business at least 24 hours prior to application.

The slurry seal process is extremely weather and temperature dependent; the work is typically performed during the warmer summer months. With a City Council award of the construction contract at the July 7 meeting, work will start near the beginning of August and will be substantially complete by mid-September. In advance of the contractor's work, City street crews will be sealing cracks and repairing damaged sections of pavement to prepare the streets for the slurry seal application.

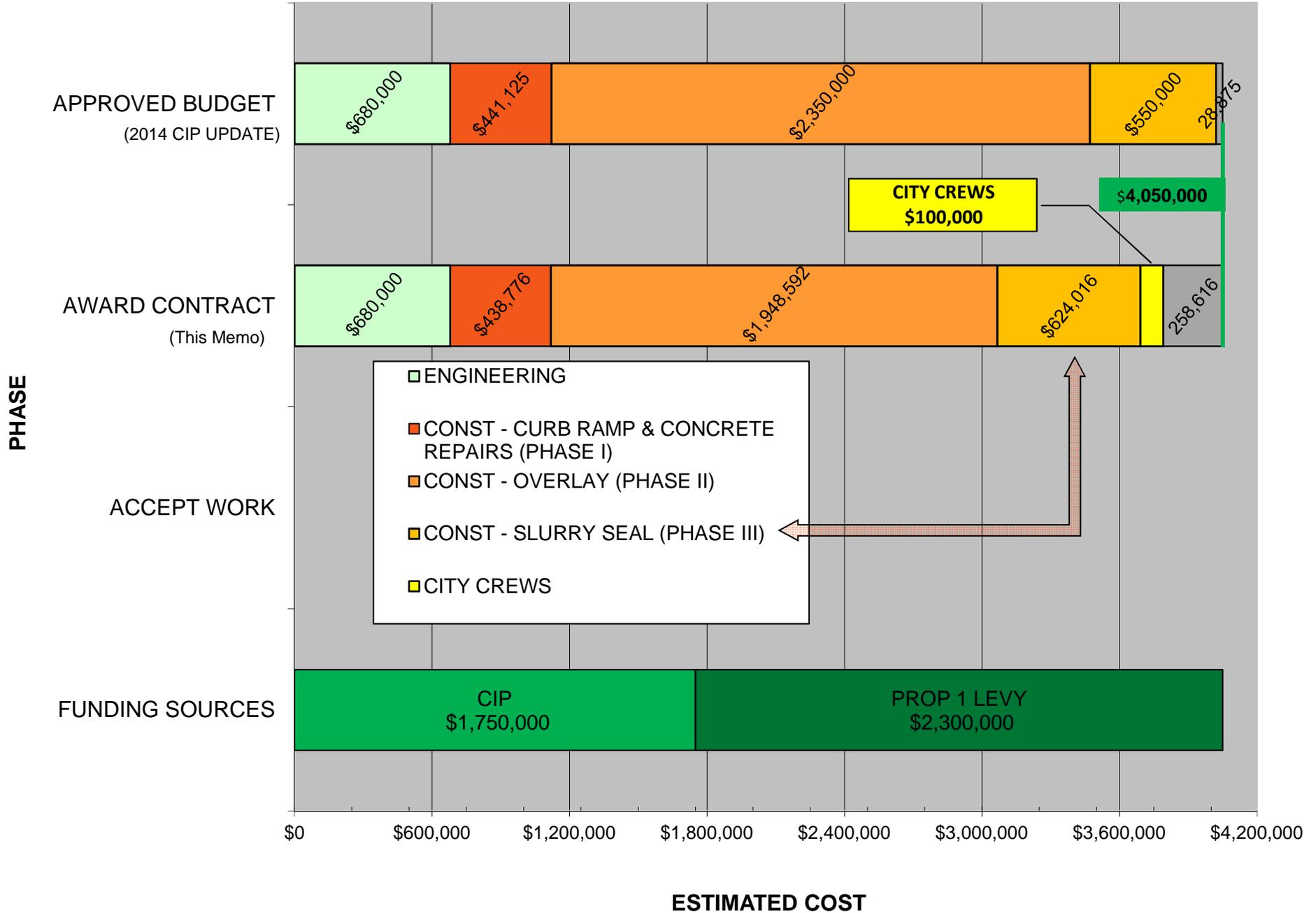
Attachment A – Vicinity Map
Attachment B – Annual cost comparison
Attachment C – Project Budget Report
Attachment D – Slurry Seal Brochure

Kirkland Slurry Seal Project Cost Comparison



Project Budget Report
2015 Street Overlay Project
(ST-1506)

ATTACHMENT C



HOW IT AFFECTS YOU

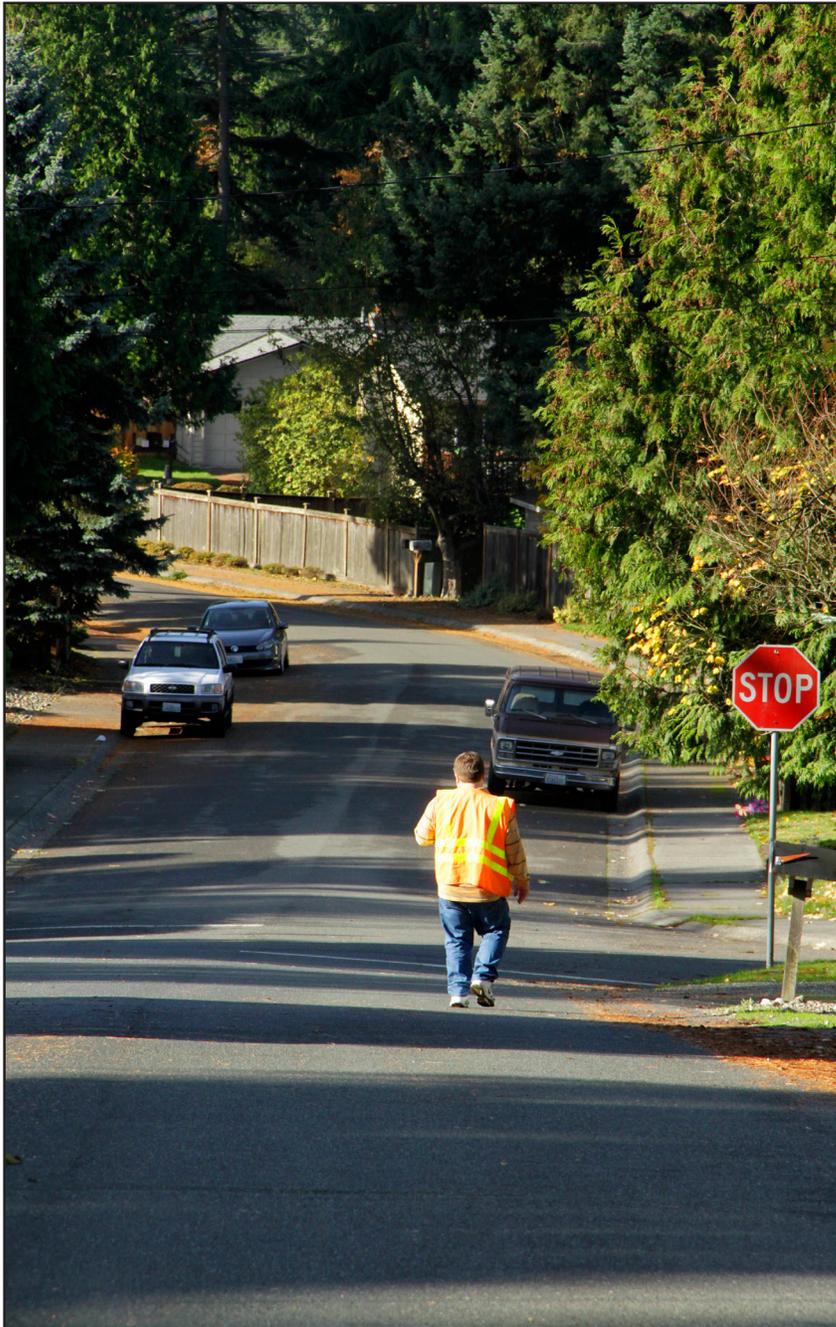
Find out if your street is on the list and what you need to do to be prepared for slurry seal. **Page 4 & 5**

TO LEARN MORE, VISIT
kirklandwa.gov/streetpreservation

CAPITAL PROJECTS



CARING FOR YOUR INFRASTRUCTURE TO KEEP KIRKLAND HEALTHY, SAFE AND VIBRANT



To ensure it is still in good enough condition, Kirkland Streets Engineer George Minassian cross-checks North Rose Hill's Northeast 113th Street last fall for slurry seal treatment. Kirkland is treating nearly 30 lane miles on more than 150 sections of residential roads this summer in the Kingsgate, North Rose Hill and North Juanita neighborhoods.

the street **SAVER**

Kirkland is protecting 10 lane miles of roads in North Rose Hill with a pavement protector called slurry seal

The map is telling George Minassian to include 127th Place Northeast.

The street is telling him something very different. Near its intersection with Northeast 113th Place, a pair of cracks rip across the cul de sac like torn newspaper pages. And in the center of its cedar-barked island are three conifers. Their roots sprawl beyond the circular planter and into the street.

“You see this. And this. And this,” says Kirkland’s streets engineer, pointing to protrusions in the pavement. “That’s

a problem. All these cracks would show up in two to three weeks. This would be a waste of money. We’re going to scratch this one out.”

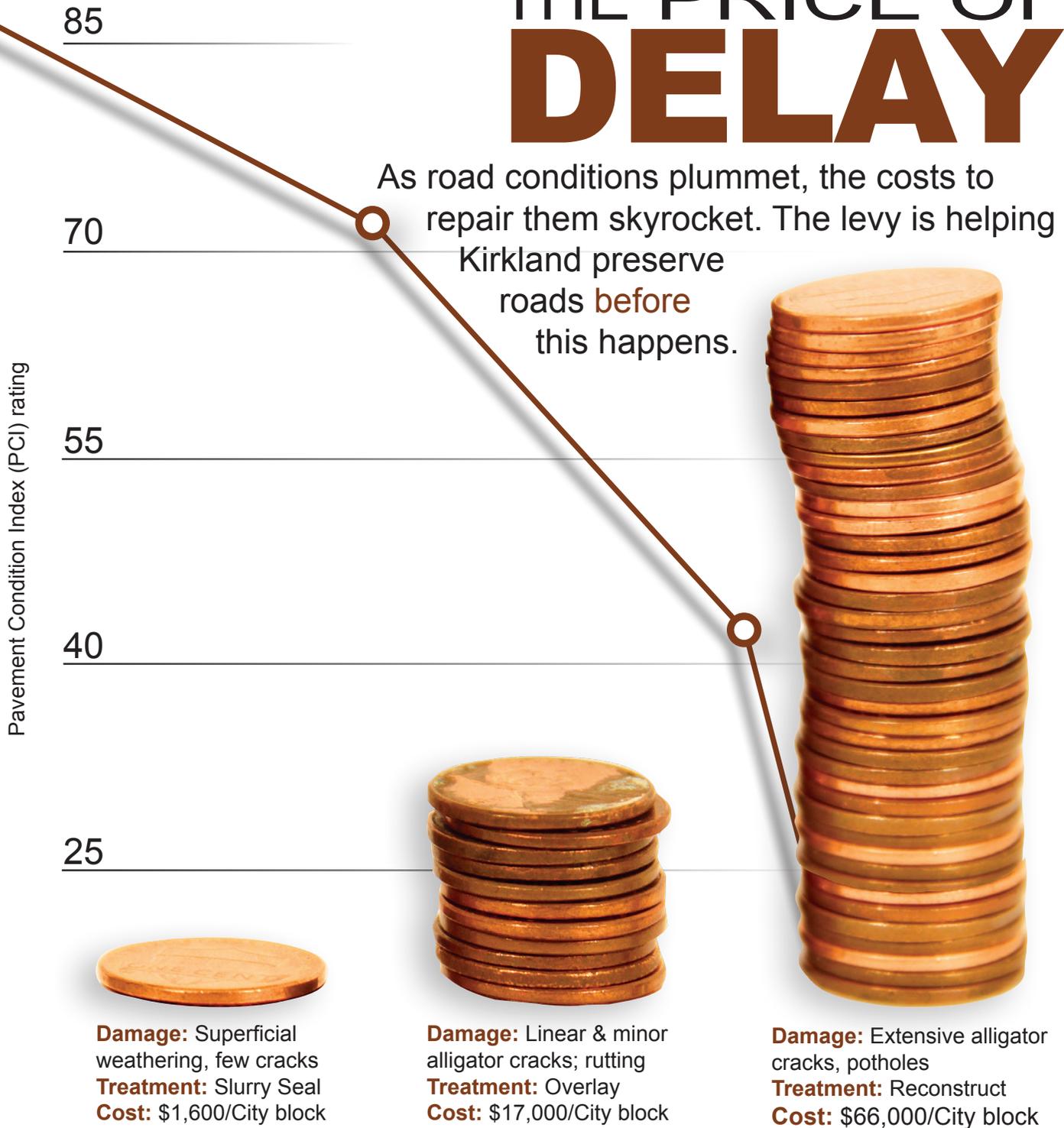
And as a result, traffic and weather will continue to grind away the asphalt—the glue of the pavement—until chunks break loose.

TO LEARN MORE

■ Contact George Minassian, engineer: 587-3829; gminassian@kirklandwa.gov

■ Or Christian Knight, outreach: 587-3831; cknight@kirklandwa.gov

THE PRICE OF DELAY



Webs of alligator cracks will morph into archipelagos of potholes that will undermine the road's basic structure.

The quick-fix for 127th Place Northeast, says Minassian, a Ph.D. in pavement surfaces, is patching: remove the damaged sections of pavement down

to their subgrade and then build them back up.

"Too many patches is expensive," Minassian says. The long-term solution is reconstruction. At a cost of \$66,000 per block, however, reconstruction is just not feasible for a road that serves so few people.

In fact, Kirkland has reconstructed just one road

What Kirkland residents said about slurry seal

City staff asked focus group participants for their thoughts on slurry seal. Here's what they said:

“Best ever. Awesome. Love it. They came, they did it. It's terrific. If someone is going to fix my street, this is awesome. I love this!

—Mark, *Bridle Trails*

Received slurry seal in 2012

“They brush it with a brush truck a half-dozen times. It took several months to clean up that aggregate. Now it's smoothed out. It's been nine months. It's still rough.

—Grant, *Kingsgate*

Received slurry seal in 2012

“I thought it would be like oil. A dusty, dirty, country road. That's what I was envisioning. And then of course it hardened and appeared to be like asphalt.

—Frank, *North Rose Hill*

Received slurry seal in 2012

“I remember reading that a couple weeks after they were done they would come back and clean stuff up. There was some stuff on the road and loose areas. But I thought it was fine.

—Lynda, *Finn Hill*

Received slurry seal in 2013

“My kids bike up and down the road. It's not as comfortable now.

—Mary Ann, *Bridle Trails*

Received slurry seal in 2012

“I thought it would be a pain ... because of parking—having to park a block away. It was just inconvenient. After I saw it, though, it was worth it.

—Diane, *Bridle Trails*

Received slurry seal in 2012

section in the last decade: 341 feet of Juanita's 97th Avenue in 2013.

The solution

Minassian's challenge is to get to the road before the road gets to the point of no return.

Kirkland's residents helped tremendously with this effort on Nov. 6, 2012 when they passed the 2012 streets levy. That \$3 million annual levy is already doubling the lane miles of neighborhood roads Kirkland can preserve.

As a result, Kirkland will preserve 29 lane miles of neighborhood roads this summer on 154 road sections in the Kingsgate, North Juanita and North Rose Hill neighborhoods.

And the substance the City of Kirkland will use to preserve them is “slurry seal,” a mixture of emulsified liquid asphalt—an oil-like substance—mixed

with tiny pieces of gravel, which Minassian calls “aggregates.” When it dries, slurry seal acts like sunscreen for these lightly trafficked roads—sealing out weather and moisture—thereby extending the life of the road by five to 10 years. And it does this at a rough cost of \$1,600 per city block.

The constraints

Like any solution, however, slurry seal comes with a catch. Actually, a few of them:

“Slurry seal isn't structural,” Minassian says. “It is only a preservation method.”

This means it's not suitable for Kirkland's more-trafficked roads, such as Northeast 132nd Street, which accommodates more than 10,000 vehicles every day. For those arterials, Kirkland uses a process called “overlay,” which replaces two- to five inches of the street surface with an entirely new surface. The average cost for overlay is \$17,000 per block—nearly \$50,000 less expen-

“Slurry seal isn't structural. It is only a preservation method.”

—George Minassian, Ph.D.
Kirkland's streets engineer



LEARN MORE

City of Kirkland’s project staff will answer residents’ questions at the June 17 Evergreen Hill Neighborhood Association meeting. The meeting begins at 7 p.m. at the Friends of Youth facility. The address is 13116 Northeast 132nd Street.

This summer, Kirkland is extending by five to 10 years the lives of the highlighted streets on this map.

WHAT TO EXPECT WHEN WE'RE PROTECTING



The slurry seal guide that reassuringly answers the questions of residents, from the preparation stage through application and follow-up.



PHASE 1

City crews repair small areas of damaged pavement. Residents prune their vegetation—especially low-growing vegetation—to create 14 feet of vertical clearance near the right-of-way so work crews can apply the slurry seal up to the curb. Roads remain open.



PHASE 2

As the application date nears, work crews sweep pavement surfaces and remove any vegetation that infringes into the right-of-way. Crews make final repairs to pavement surfaces. Roads remain open to traffic with possible, temporary delays.



PHASE 3

Work crews notify residents at least one day prior to slurry seal's application. Residents remove all motorized vehicles, and personal items from the road. Residents don't water their lawns or wash their cars. Work crews apply slurry seal to the street. The road is closed for one day.



PHASE 4

After application, the slurry seal is brown and sticky. To prevent damage to the street's treated surface, residents keep motor vehicles, bikes, pets and themselves off the street until the slurry seal has cured and the City of Kirkland has reopened the street.



PHASE 5

The new road surface has more friction and sheds some of the finer aggregate, creating a sandy surface. Work crews usually sweep the streets twice—approximately one week after application and then again three weeks after application.

ALTERNATIVE FORMATS

In compliance with Title VI, all information on this process can be made available in alternative formats, including language interpretation and American Sign Language upon request, by calling (425) 587-3831 or TTY/TTD (425) 587-3111.

sive than reconstruction.

Slurry seal's role as a preservation method also means it's not suitable for roads that have too many cracks. Those roads are generally beyond slurry seal's capacity to protect them.

"Within a few weeks, the cracks that are in the road will appear in the slurry seal as well," Minassian says. "And all that moisture will continue to infiltrate it."

\$66 K

The estimated costs for reconstructing a road from the subgrade to the surface.

Unless, of course, Kirkland's streets maintenance crews patch the cracks, which requires workers

to tear out the damaged pavement and the gravel bed beneath it and build it back up to the road.

Still, "Too many patches is expensive," Minassian explains. "Eventually, it becomes more cost-effective and more effective in general to just overlay it."

Kirkland has more than 450 lane miles of neighborhood and collector roads. Many of those roads are within a few years of that point of no return.

The selection process

To determine which roads are most urgent, Minassian relies on three data sources—two of them are human-generated. The third is computer-generated.

Every four years, a team of pavement specialists walks along randomly selected sections of every road in Kirkland, counting the number and types of distresses in the surface—rutting, raveling, swelling, slippage cracking, transverse cracking, and, yes, alligator cracking.

"Some distresses are more problematic



A toddler pushes his bike up Northeast 61st Street in the Bridle Trails neighborhood, shortly after Kirkland treated it in 2012 with slurry seal.

than others," Minassian says.

Each of these distresses reduces the street's condition, which is reflected in a score on the Pavement Condition Index, a nationally used system for measuring road conditions. A 100 on the Pavement Condition Index means the street is in perfect condition. A zero means the road has no functioning surface and requires total reconstruction. For slurry seal to be effective, the street should generally score higher than 60, Minassian says. The Pavement Condition Index score of 127th Place Northeast for example, is 62—a dozen points lower than the average score for all of Kirk-

SLURRY SEAL

Good for: **Neighborhoods**
 Cost per city block **\$1,600**
 Requires: **~70 PCI**

OVERLAY

Good for: **Arterials**
 Cost per city block: **\$17,000**
 Requires: **<60 PCI**



To ensure it is still in good enough condition, Kirkland Streets Engineer George Minassian cross-checks North Rose Hill's Northeast 113th Street last fall for slurry seal treatment. Kirkland is treating nearly 30 lane miles on more than 150 sections of residential roads this summer in the Kingsgate, North Rose Hill and North Juanita neighborhoods.

land's 450 lane miles of residential and collector roads.

Minassian enters these scores into the City's pavement monitoring software, which uses variables, such as time and projected traffic-load to forecast how the Pavement Condition Index scores of every road in Kirkland will decline with time. The software uses these forecasts to recommend a treatment plan for each road. On 127th Place Northeast, for example, the software recommended slurry seal in 2014. As Minassian discovered while inspecting the street in November 2014, however, that was a bad recommendation.

"It happens sometimes," Minassian says.

That's because the bi-annual survey is based on randomly selected sections of each street. The June 2013 survey of 127th Place Northeast, for example, was 100 feet long, less than half its total length.

Minassian suspects the 100-foot-long section of 127th Place did not include the section of transverse cracks and root protrusions that convinced him to scratch it off the list.

"Perhaps they didn't see those," Minassian says. "But you have to remember we do these surveys every four years. The surveys give us the Pavement Condition Index score at the time they were surveyed."

For 127th Place, that was June 2013.

"Some streets will deteriorate faster than the curves predict," Minassian continues. "And some will deteriorate slower. That's why we have to go out there and walk

70

The Pavement Condition Index score generally required for Slurry Seal to effectively preserve residential and collector streets.



CITY OF KIRKLAND
Department of Finance and Administration
123 Fifth Avenue, Kirkland, WA 98033 425.587.3000
www.ci.kirkland.wa.us

MEMORANDUM

To: Kurt Triplett, City Manager

From: Michael Olson, Director of Finance & Administration
Barry Scott, Purchasing Agent

Date: June 24, 2015

Subject: INTERLOCAL COOPERATIVE PURCHASING AGREEMENT WITH THE
ALDERWOOD WATER & WASTEWATER DISTRICT

RECOMMENDATION:

It is recommended that the Council approves the attached Resolution authorizing the City Manager to execute Interlocal Cooperative Purchasing Agreements with the Alderwood Water & Wastewater District.

By accepting this memo and Resolution during approval of the consent calendar, City Council is authorizing these actions.

BACKGROUND AND DISCUSSION:

In May of 2014, the City conducted a Request for Proposals (RFP) process for the purpose of contracting for Investment Advisory Services. The RFP included language to allow other government entities to piggyback on the contract that was to be awarded by the City. As a result of the RFP process, the City awarded the contract for Investment Advisory Services to Government Portfolio Advisors (GPA) of Portland, OR.

The Alderwood Water & Wastewater District has indicated an interest in taking advantage of the pricing and terms provided by our contract with GPA. In order for them to utilize the City's contract with GPA, they must have an interlocal cooperative purchasing agreement in place with the City.

This interlocal agreement complies with the intergovernmental cooperative purchasing requirements set forth in KMC 3.85.180 and RCW 39.34. By itself, this agreement places no financial obligation on the City of Kirkland. This agreement is reciprocal and will allow the City of Kirkland to purchase off of contracts competitively bid by the Alderwood Water & Wastewater District, if it is determined to be in the best interest of the City to do so.

RESOLUTION R-5133

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING PARTICIPATION BY THE CITY IN AN INTERLOCAL COOPERATIVE PURCHASING AGREEMENT WITH THE ALDERWOOD WATER & WASTEWATER DISTRICT AND AUTHORIZING THE CITY MANAGER TO EXECUTE SAID AGREEMENT ON BEHALF OF THE CITY OF KIRKLAND.

1 WHEREAS, the City of Kirkland and Alderwood Water &
2 Wastewater District seek to enter into an intergovernmental
3 agreement enabling the City of Kirkland to purchase goods and
4 services through Alderwood Water & Wastewater District purchase
5 contracts and also enabling the Alderwood Water & Wastewater
6 District to purchase goods and services through City of Kirkland
7 purchase contracts to the extent permitted by law; and
8

9 WHEREAS, the City Council has determined it to be in the best
10 interest of the City of Kirkland to enter into such an interlocal
11 cooperative purchasing agreement; and
12

13 WHEREAS, Chapter 39.34 RCW authorizes City of Kirkland and
14 Alderwood Water & Wastewater District to enter into an interlocal
15 cooperation agreement to perform any governmental service, activity or
16 undertaking which each contracting party is authorized by law to
17 perform;
18

19 NOW, THEREFORE, be it resolved by the City Council of the City
20 of Kirkland as follows:
21

22 Section 1. The City Manager is authorized and directed to
23 execute on behalf of the City of Kirkland an Interlocal Agreement
24 substantially similar to that attached as Exhibit "A", which is entitled
25 "Interlocal Cooperative Purchasing Agreement."
26

27 Passed by majority vote of the Kirkland City Council in open
28 meeting this ____ day of _____, 2015.
29

30 Signed in authentication thereof this ____ day of _____,
31 2015.

MAYOR

Attest:

City Clerk

INTERLOCAL COOPERATIVE PURCHASING AGREEMENT

THIS AGREEMENT is between ALDERWOOD WATER & WASTEWATER DISTRICT, a Washington State political subdivision, and the CITY of KIRKLAND, a municipal corporation of the State of Washington.

WITNESSETH:

WHEREAS, the Interlocal Cooperation Act, as amended, and codified in Chapter 39.34 of the Revised Code of Washington provides for interlocal cooperation between governmental agencies; and

WHEREAS, the parties desire to utilize each other's procurement agreements when it is in their mutual interest;

NOW, THEREFORE, the parties agree as follows:

1. PURPOSE: The purpose of this agreement is to acknowledge the parties' mutual interest to jointly bid the acquisition of goods and services where such mutual effort can be planned in advance and to authorize the acquisition of goods and services and the purchase or acquisition of goods and services under contract where a price is extended by either party's bidder to other governmental agencies.
2. ADMINISTRATION: No new or separate legal or administrative entity is created to administer the provisions of this agreement.
3. SCOPE: This agreement shall allow the following activities:
 - A. Purchase or acquisition of goods and services by each party acting as agent for either or both parties when agreed to in advance, in writing;
 - B. Purchase or acquisition of goods and services by each party where provision has been provided in contracts for other governmental agencies to avail themselves of goods and services offered under the contract.
4. DURATION AGREEMENT – TERMINATION: This agreement shall remain in force until canceled by either party in writing.
5. RIGHT TO CONTRACT INDEPENDENT ACTION PRESERVED: Each party reserves the right to contract independently for the acquisition of goods or services or disposal of any property without notice to the other party and shall not bind or otherwise obligate the other party to participate in the activity.
6. COMPLIANCE WITH LEGAL REQUIREMENTS: Each party accepts responsibility for compliance with federal, state or local laws and regulations including, in particular, bidding requirements applicable to its acquisition of goods and services or disposal of property.
7. FINANCING: The method of financing of payment shall be through budgeted funds or other available funds of the party for whose use the property is actually acquired or disposed. Each party accepts no responsibility for the payment of the acquisition price of any goods or services intended for use by the other party.

- 8. FILING: Executed copies of this agreement shall be filed or posted on a website as required by Section 39.34.040 of the Revised Code of Washington prior to this agreement becoming effective.
- 9. INTERLOCAL COOPERATION DISCLOSURE: Each party may insert in its solicitations for goods a provision disclosing that other authorized governmental agencies may also wish to procure the goods being offered to the party and allowing the bidder the option of extending its bid to other agencies at the same bid price, terms and conditions.
- 10. NON-DELEGATION/NON-ASSIGNMENT. Neither party may delegate the performance of any contractual obligation, to a third party, unless mutually agreed in writing. Neither party may assign this agreement without the written consent of the other party.
- 11. HOLD-HARMLESS: Each party shall be liable and responsible for the consequence of any negligent or wrongful act or failure to act on the part of itself and its employees. Neither party assumes responsibility to the other party for the consequences of any act or omission of any person, firm or corporation not a party to this agreement.
- 12. SEVERABILITY: Any provision of this agreement, which is prohibited or unenforceable, shall be ineffective to the extent of such prohibition or enforceability, without involving the remaining provisions or affecting the validity or enforcement of such provisions.

ALDERWOOD WATER & WASTEWATER DISTRICT CITY OF KIRKLAND

By: _____
Jeff Clarke, General Manager

By: _____
Kurt Triplett, City Manager

Approved as to form:

Approved as to form:

By: _____

By: _____
Kirkland City Attorney

ATTEST:

ATTEST:

City Clerk

DATE _____

DATE _____



CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033
425.587-3225 - www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Tom Phillips, Building Official
Eric Shields, Director of Planning and Community Development

Date: June 8, 2015

Subject: Adoption of the 2014 Electrical Code

RECOMMENDATION

It is recommended that the City Council adopt the attached Ordinance that updates and modifies Title 21 of the Kirkland Municipal Code (KMC) regarding adoption of the new electrical code.

By accepting this memo and attached ordinance during approval of the consent calendar, City Council is approving the ordinance modifying Title 21.

BACKGROUND DISCUSSION

The KMC establishes the adoption of the Kirkland Electrical Code which is based on the National Electrical Code (NEC). Every three years the NEC is updated and a new edition is published. RCW 19.28.010(3) requires cities that enforce the electrical code to adopt and enforce a code that is equal, better or higher than the State Electrical Code, which is also based on the NEC.

The current adoption cycle is unique because the State skipped an adoption cycle for the first time and went from the 2008 NEC to the 2014 NEC, which was then adopted in July of 2014, skipping the 2011 NEC. Since the State has already amended and adopted the 2014 NEC, Kirkland should also adopt an electrical code that is based on the 2014 NEC.

One of the reasons it has taken so long to adopt the 2014 electrical code, is because the State didn't publish the final draft of its code until May of 2014, which was then adopted in July. It wasn't until that time that the cities could review the State's new code and begin the update process of the Washington Cities Electrical Code, ensuring the code we adopt is equal, better or higher than the State's code. Kirkland staff led the state-wide effort to update the Washington Cities Electrical Code.

Because State law requires cities to enforce an electrical code that is equivalent to the State Electrical Code, we have been enforcing the new code without any negative feedback from our customers. While this ordinance modifies the existing KMC to adopt the most current version of "The Washington Cities Electrical Code", it also includes four other amendments to Title 21 of the KMC that address the following:

1. Provides a flat fee for roof mounted, residential, solar photovoltaic panels. Currently these fees are based on the valuation of the project, but because the panels are very expensive, this inflates the permit fee and causes the city to over collect for these types of permits.
2. Codifies the allowance for a project to get started with the installation of electrical conduit (electrical piping), but no wiring, while the main permit is being reviewed by staff. We have been allowing this for years, but felt it prudent to include this option in the KMC.
3. Removes the 2,500 SF threshold for plan review. Currently, non-residential electrical installations that are associated with a remodel of 2,500 SF or more in area require an electrical plan review. We have found that this threshold is unnecessary because the main purpose of our plan review is to check that an existing electrical system can handle additional loads. An increase in area is not necessarily an indicator of increased load. We will still require a plan review when 100 or more amps are being added
4. Clarifies that plan review is not required for the replacement of 60% or more of the lighting fixtures unless the electrical load is being increased.

ORDINANCE O-4486

AN ORDINANCE OF THE CITY OF KIRKLAND AMENDING CERTAIN CHAPTERS IN TITLE 21 OF THE KIRKLAND MUNICIPAL CODE RELATING TO ELECTRICAL PERMITS.

1 WHEREAS, Title 21 of the Kirkland Municipal Code ("KMC")
2 provides regulations governing building and construction in Kirkland,
3 including but not limited to electrical and administrative regulations; and
4

5 WHEREAS, RCW 19.28 requires cities that enforce an electrical
6 code to adopt a code that is equal to, higher or better than the state
7 electrical code; and
8

9 WHEREAS, Kirkland's electrical code contained in Chapter 21.70,
10 and adopted in 2009, is based on the 2008 National Electrical Code
11 (NEC) while the state has adopted and amended the 2014 NEC, which
12 means Kirkland's electrical code may no longer be equal to, higher or
13 better than the state's code; and
14

15 WHEREAS, the MyBuildingPermit.com organization and the
16 Electrical Committee of the Washington Association of Building Officials
17 have updated their Washington Cities Electrical Code which is also based
18 on the 2014 NEC but amends it in a manner that better addresses the
19 concerns of cities while still remaining equal to, better or higher than
20 the state's code and should therefore be adopted as Kirkland's electrical
21 code; and
22

23 WHEREAS, the Washington Cities Electrical Code has clarified
24 further when a plan review is required for an electrical permit and this
25 clarification should be added to the KMC; and
26

27 WHEREAS, the electrical permit fees in Chapter 21.74 of the
28 Kirkland Municipal Code do not specifically address roof mounted
29 photovoltaic panels and a new flat fee for these installations would be
30 less than our current fee schedule and more reflective of the City's costs.
31

32 NOW, THEREFORE, the City Council of the City of Kirkland do
33 ordain as follows:
34

35 Section 1. Section 21.70.010 of the KMC is hereby amended to
36 read as follows:

21.70.010 Washington Cities Electrical Code Adopted

37 The ~~June 22, 2009~~ January 22, 2014 edition of the Washington Cities
38 Electrical Code, Parts one and three, as published by the Washington
39 Association of Building Officials is adopted and shall be known as the
40 Kirkland Electrical Code.
41

42 Section 2. Table 7 of Chapter 21.74 of the KMC is amended as
 43 follows:

Table 7—Miscellaneous Electrical Inspection Fees

Type	Fee
Carnivals—including art and street fairs, haunted houses, amusement rides, and other temporary events	Base fee — \$81.00 Per concession — \$20.50 Maximum fee — \$256.00
Signs—new circuit installation (for electrical connection. A separate sign permit is required)	\$67.00
Portable Classrooms and Mobile Home Service	\$81.00
Annual Permit per Section 21.06.495(e)	\$2,400
Swimming Pools, Hot Tubs, Spas, and Saunas (for electrical connection. A separate building and/or plumbing permit is also required)	\$81.00
Temporary Power	\$67.00 1—200 amperes \$113.00 201—400 amperes Table 6 over 400 amperes
<u>Roof mounted solar photovoltaic systems installed on detached 1 & 2 family homes and townhouses.</u>	<u>\$300</u>

44 Section 3. Subsection 21.06.225(2)(F) of the KMC is amended
 45 to read as follows:

46
 47 (F) Plan Review Required. Electrical plan review is required for all
 48 new or altered electrical projects in the following occupancies and/or
 49 installations:

50
 51 Exception: Subject to the approval of the Building Official, electrical
 52 plan review is not required for the occupancies and/or installations listed
 53 below when the scope of work is for conduit(s) only and electrical plans
 54 for the project have been submitted for review.

55
 56 (i) Educational, institutional, or health care facilities/buildings as
 57 follows:

- 58 a. Hospital;
- 59 b. Nursing home unit or long-term care unit;
- 60
- 61

- 62 c. Boarding home;
- 63
- 64 d. Assisted living facility;
- 65
- 66 e. Private alcoholism hospital;
- 67
- 68 f. Alcoholism treatment facility;
- 69
- 70 g. Private psychiatric hospital;
- 71
- 72 h. Maternity home;
- 73
- 74 i. Ambulatory surgery facility;
- 75
- 76 j. Renal hemodialysis clinic;
- 77
- 78 k. Residential treatment facility for psychiatrically impaired children
- 79 and youth;
- 80
- 81 l. Adult residential rehabilitation center;
- 82
- 83 m. Educational facilities;
- 84
- 85 n. Institutional facilities;
- 86
- 87 Exception: Electrical plan review is not required for the above
- 88 educational, institutional, or health care facilities/buildings where:
- 89
- 90 a. Lighting specific projects that result in an electrical load reduction
- 91 on each feeder involved in the project;
- 92
- 93 b. Low voltage systems;
- 94
- 95 c. Modification to existing electrical installations where all of the
- 96 following conditions are met:
- 97
- 98 1. Service or distribution equipment involved is rated less than one
- 99 hundred amperes and does not exceed two hundred fifty volts;
- 100
- 101 2. Does not involve emergency systems other than listed unit
- 102 equipment per NEC 700.12(F);
- 103
- 104 3. Does not involve branch circuits or feeders of an essential
- 105 electrical system as defined in NEC 517.2; and
- 106
- 107 4. Service and feeder load calculations are increased by five percent
- 108 or less;
- 109
- 110 d. Stand-alone utility fed services that do not exceed two hundred
- 111 fifty volts and less than one hundred amperes where the project's
- 112 distribution system does not include:
- 113
- 114 1. Emergency systems other than listed unit equipment per NEC
- 115 700.12(F);

- 116 2. Critical branch circuits or feeders as defined in NEC 517.2; or
- 117
- 118 3. A required fire pump system.
- 119
- 120 ~~(ii) Alterations in nonresidential occupancies two thousand five~~
- 121 ~~hundred square feet and greater.~~
- 122
- 123 (iii) Installations in occupancies, except one- and two-family
- 124 dwellings, where a service or feeder rated one hundred amperes or
- 125 greater is installed or altered or if more than one hundred amperes are
- 126 added to the service or feeder.
- 127
- 128 ~~(iviii)~~ All work on electrical systems operating at/over six hundred
- 129 volts.
- 130
- 131 (iv) All commercial generator installations or alterations.
- 132
- 133 (vi) All work in areas determined to be hazardous (classified)
- 134 locations by the NEC.
- 135
- 136 (vii) If sixty percent or more of luminaires change-, and there is an
- 137 increase in the lighting load.
- 138
- 139 (viii) Installations of switches or circuit breakers rated four hundred
- 140 amperes or over except for one- and two-family dwellings.
- 141
- 142 ~~(ixviii)~~ Wind-driven generators.
- 143
- 144 (ix) Solar photovoltaic systems.
- 145
- 146 (xi) Any proposed installation which cannot be adequately described
- 147 in the application form.
- 148
- 149 (xii) Temporary electrical services exceeding four hundred amps.
- 150

151 Section 4. If any provision of this ordinance or its application to

152 any person or circumstance is held invalid, the remainder of the

153 ordinance, or the application of the provision to other persons or

154 circumstances is not affected.

155

156 Section 5. This ordinance shall be in force and effect five days

157 from and after its passage by the Kirkland City Council and publication

158 pursuant to Section 1.08.017, Kirkland Municipal Code in the summary

159 form attached to the original of this ordinance and by this reference

160 approved by the City Council.

161

162 Passed by majority vote of the Kirkland City Council in open

163 meeting this ____ day of _____, 2015.

164

165 Signed in authentication thereof this ____ day of

166 _____, 2015.

MAYOR

Attest:

City Clerk

Approved as to Form:

City Attorney

PUBLICATION SUMMARY
OF ORDINANCE O-4486

AN ORDINANCE OF THE CITY OF KIRKLAND AMENDING CERTAIN CHAPTERS IN TITLE 21 OF THE KIRKLAND MUNICIPAL CODE RELATING TO ELECTRICAL PERMITS.

SECTION 1. Updates Section 21.70.010 of the Kirkland Municipal Code (KMC) to the January 22, 2014, edition of the Washington Cities Electrical Code.

SECTION 2. Amends Table 7 of Chapter 21.74 of the KMC related to the miscellaneous electrical inspection fee.

SECTION 3. Amends Subsection 21.06.225(2)(F) of the KMC relating to required plan review.

SECTION 4. Provides a severability clause for the ordinance.

SECTION 5. Authorizes publication of the ordinance by summary, which summary is approved by the City Council pursuant to Section 1.08.017 Kirkland Municipal Code and establishes the effective date as five days after publication of summary.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the _____ day of _____, 2015.

I certify that the foregoing is a summary of Ordinance _____ approved by the Kirkland City Council for summary publication.

City Clerk



CITY OF KIRKLAND

Department of Finance & Administration
123 Fifth Avenue, Kirkland, WA 98033 425.587.3100
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Barry Scott, Purchasing Agent

Date: June 25, 2015

Subject: REPORT ON PROCUREMENT ACTIVITIES FOR COUNCIL MEETING OF JULY 7, 2015.

This report is provided to apprise the Council of recent and upcoming procurement activities where the cost is estimated or known to be in excess of \$50,000. The "Process" column on the table indicates the process being used to determine the award of the contract.

The City's major procurement activities initiated since the last report, dated June 4, 2015, are as follows:

	Project	Process	Estimate/Price	Status
1.	Hook Lift, Dump Bodies, Flatbed and Sander Hopper for use on International 7500 Cab & Chassis	Cooperative Purchase	\$172,255.29	Order placed with Northend Truck Equipment, Inc. of Marysville using WA State and City of Seattle contracts.
2.	4 th Street Watermain Replacement	Invitation for Bids	\$300,000-\$350,000	Advertised on 6/10 with bids due on 6/24
3.	NE 124 TH Street and Willows Road NE Signal Rebuild	Small Works Roster	\$110,000-\$130,000	Contractors notified on 6/11 with bids due on 6/25.
4.	Telescoping Aerial Manlift	Cooperative Purchase	\$186,998.18	Purchased from Terex Utilities, Inc. of White House, TN using NJPA contract
5.	Compact Excavator	Cooperative Purchase	\$88,495.43	Purchased from the Bobcat Company of West Fargo, ND using NJPA contract.

Please contact me if you have any questions regarding this report.



CITY OF KIRKLAND
Department of Parks & Community Services
505 Market Street, Suite A, Kirkland, WA 98033 425.587.3300
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Jennifer Schroder, Director
Linda Murphy, Recreation Manager

Date: June 24, 2015

Subject: Public Hearing – Proposed Kirkland Aquatics and Recreation District

RECOMMENDATION

That the City Council holds a public hearing to receive comment on two ordinances which the Council will consider for approval at its July 21, 2015, Council meeting. The first ordinance, Ordinance O-4484, would place a ballot measure to form the Kirkland Aquatics and Recreation District on the November 3, 2015, general election ballot. The second ordinance, Ordinance O-4485, would approve the form of an interlocal agreement to be entered between the City and the proposed Kirkland Aquatics and Recreation District, if the ballot measure is successful. Although a public hearing is not required, the Council requested that a hearing be held to ensure citizens have the opportunity to provide input prior to final Council action.

BACKGROUND DISCUSSION

On April 21, 2015, the City Council passed Resolution R-5125 regarding a potential Kirkland Aquatics, Recreation and Community Center ballot measure. The resolution directed staff to complete those legal, financial, and legislative tasks necessary for the City Council to have the option of placing the formation of a metropolitan park district before voters as early as the November 3, 2015, General Election, as a funding source for an Aquatics, Recreation, and Community Center, parks and other recreational facilities and programs in Kirkland.

On June 2, 2015, the City Council reviewed a draft ordinance for the creation of a metropolitan park district (MPD) and a companion Interlocal Agreement. Council provided direction to name the MPD the Kirkland Aquatics and Recreation District.

SUMMARY OF ORDINANCES

Creation of a Kirkland Aquatics and Recreation District and Companion Interlocal Agreement

Proposed Ordinance O-4484 would place a measure on the November 3, 2015, ballot to create a Kirkland Aquatics and Recreation District (District). As currently drafted, upon voter approval of the measure, the District would be formed with the same boundaries as the City of Kirkland and the City Council members, acting ex officio and independently, would comprise the governing board.

If approved by a majority of the voters within its proposed boundaries, the District would be formed as a separate municipal corporation. It would have all the powers given to metropolitan park districts under state law, including the power to levy a property tax and ability to act in conjunction with the City to

maintain, operate and improve parks, community centers, pools and other recreation facilities and programs.

As a companion to Ordinance O-4484, requesting a ballot measure to create the District, Ordinance O-4485 would approve the form of an interlocal agreement between the City and the proposed Kirkland Aquatics and Recreation District. Ordinance O-4485 specifies how the City and the District would cooperate and authorizes the City Manager to execute such an agreement on behalf of the City.

The attached draft ordinances prepared for Council have been updated to reflect policy direction received at the June 2nd meeting (Attachments A and B).

Potential Ballot Titles

The ballot title must conform to certain statutory requirements and is subject to a 75-word limit describing the measure after "This proposition would..." The draft ballot title from the June 2 is included below.

PROPOSITION 1 Formation of [The Kirkland Aquatics and Recreation District]

Proposition 1 concerns formation of a metropolitan park district under chapter 35.61 RCW.

This proposition would create the [Kirkland Aquatics and Recreation District] to provide funding to construct, operate, maintain and improve a proposed Aquatics, Recreation, and Community Center facility and other parks and recreation facilities. The District could raise revenue by levying taxes and contract with the City to perform its functions. Its boundaries would be the same as the City of Kirkland and the elected City Councilmembers would comprise its board.

On June 2, the Council expressed the desire for a citizen oversight committee and accountability measures for the Aquatic and Recreation District. The Council also suggested the Park Board to be the citizen oversight body. That direction has been included in the ordinances. However there was also some additional words allowed in the ballot title. Below is an alternative ballot title that includes the commitment to citizen oversight and accountability and uses the maximum 75 words allowed. Other changes could be made at Council direction as long as the ballot title remains at 75 words or less. Staff is looking for direction on final ballot title language to bring to the July 21, 2015 Council meeting.

PROPOSITION 1 Formation of [The Kirkland Aquatics and Recreation District]

Proposition 1 concerns formation of a metropolitan park district under chapter 35.61 RCW.

This proposition would create the [Kirkland Aquatics and Recreation District] to fund construction, operation, maintenance and improvement of a proposed Aquatics, Recreation, and Community Center and other parks and recreation facilities. The District could raise revenue by levying property taxes and contract with the City to perform its functions. Its boundaries would be the same as the City of Kirkland and the elected City Councilmembers would comprise its board, overseen by a Citizen's Advisory Committee to ensure accountability.

Proposed Interlocal Agreement

The proposed interlocal agreement, (the Agreement) describes the roles and responsibilities that could be shared between the City and the District to construct, operate and maintain the ARC and other parks and recreation facilities and programs throughout the City. Highlights of the Agreement as drafted include:

- The City Council would serve as the governing board (the District Board)
- The Board (City Council) would approve the District's budget. The District budget would be developed in conjunction with the City's own budget process and timelines.
- Park and recreation land, facilities and equipment funded and maintained with District funds would be the property of the City.
- The City would provide all support services to implement the projects, programs and services identified in the adopted District budget, either in-house or through contracts with private contractors, firms or nonprofit organizations.
- The District Board will create a Citizens Advisory Committee to review the operations and budgets of the District to ensure accountability to the public. The Park Board would be the advisory committee to the City Council and the District Board regarding District budget requests.
- The City Finance Director would serve as ex officio Treasurer
- An annual accountability report for District expenditures and actions would be provided to the Board, the Council and the public.

Potential Revisions

Legal and financial review of the ordinances and the interlocal agreement is ongoing. In addition, the Council may have revisions or suggestions to the ordinances at the July 7 Council meeting. Also, per Council direction, City staff are still soliciting a wide range of public input on the Aquatics, Community and Recreation Center as well as the MPD ordinances via open houses, farmer's market booths, on-line tools and listservs. Revisions may be made to the ordinances or the ILA based on Council direction, further legal review, or in response to public input. Any such changes will be brought to the July 21 Council meeting for final Council consideration.

Actions Needed by the City Council

If, following the public hearing at the July 7th Council meeting, the Council wishes to place a measure on the November 3 ballot, the Council will need to act at its July 21, 2015, meeting. This is the final regular City Council meeting at which the Council may act and meet the Department of Elections' August 4th deadline for submitting an ordinance to place a measure on the November 3 ballot. A special meeting of the Council could be called if needed after July 21st and prior to August 4th. At the July 21st Council meeting, the Council will also consider a resolution appointing committee members to write pro and con statements for the Voters' Pamphlet.

Attachments

ATTACHMENT A

ORDINANCE NO. O-4484

AN ORDINANCE RELATING TO CREATION OF A METROPOLITAN PARK DISTRICT WITH BOUNDARIES COEXTENSIVE WITH THE CITY; REQUESTING THAT A PROPOSITION TO FORM THE KIRKLAND AQUATICS AND RECREATION DISTRICT BE SUBMITTED TO THE VOTERS WITHIN THE PROPOSED BOUNDARIES OF THE DISTRICT, AT THE NOVEMBER 3, 2015, GENERAL ELECTION; AND PROVIDING FOR PROPERLY RELATED MATTERS.

1 WHEREAS, by Resolution R-5124, the Kirkland City Council has
2 previously found that there is a need to create a stable funding source
3 for parks and other recreational facilities and programs, including
4 specifically to fund a proposed Aquatics, Recreation and Community
5 Center (the "ARC"), to serve the residents of Kirkland; and
6

7 WHEREAS, chapter 35.61 RCW provides that a metropolitan
8 park district ("MPD") may be created upon voter approval of a ballot
9 measure submitted to the voters of the proposed district; and
10

11 WHEREAS, state law (including chapters 35.61, 67.20 and
12 84.52 RCW) authorizes MPDs to levy and impose various taxes and
13 fees to provide ongoing funding to construct, maintain, operate and
14 improve recreational facilities including pools, parks, community centers
15 and other recreational facilities; and
16

17 WHEREAS, the City Council finds that it is in the best interests
18 of the residents of Kirkland to submit to the voters a ballot proposition to
19 create the Kirkland Aquatics and Recreation District to provide a stable
20 funding source for the proposed ARC and other future parks and
21 recreational facilities and programs.
22

23 NOW, THEREFORE, be it ordained by the City Council of the
24 City of Kirkland, as follows:
25

26 **Section 1. Election – Ballot Title.** The City Council directs the
27 City Clerk to file this ordinance with the Director of Elections of King
28 County, Washington, as *ex officio* supervisor of elections. The Clerk
29 shall request that the Director of Elections call and conduct a special
30 election in the City of Kirkland in conjunction with the primary election to
31 be held on November 3, 2015, for the purpose of submitting to the voters
32 within the boundaries of the City (which are the boundaries of the
33 proposed district) a proposition to form a metropolitan park district as
34 authorized under chapter 35.61 RCW. The City Clerk is directed to
35 certify to the King County Director of Elections a ballot title in
36 substantially the following form, with such changes as may be approved
37 by the City Attorney:

ATTACHMENT A

PROPOSITION 1

Formation of Kirkland Aquatic and Recreation District

Proposition 1 concerns formation of a metropolitan park district under chapter 35.61 RCW.

This proposition would create the Kirkland Aquatic and Recreation District to provide funding to construct, operate, maintain and improve a proposed Aquatics Recreation and Community Center and other parks and recreational facilities. The District could raise revenue by levying taxes and contract with the City to perform its functions. Its boundaries would be the same as the City of Kirkland and the elected City Councilmembers would comprise its board.

[] **For** the formation of a metropolitan park district to be governed by the members of the Kirkland City Council serving in an *ex officio* capacity as the Board of Commissioners.

[] **Against** the formation of a metropolitan park district.

For purposes of RCW 29A.36.080, the Kirkland City Attorney is identified as the person to whom the King County Director of Elections shall provide notices regarding the ballot title.

Section 2. Boundaries of the Kirkland Metropolitan Park District; Composition of Governing Board. The boundaries of the Kirkland Metropolitan Park District will be coterminous with the boundaries of the City of Kirkland. The elected City Councilmembers of the City of Kirkland would be designated to serve in an *ex officio* capacity as the board of metropolitan park commissioners.

Section 3. Ratification. The City Clerk's certification to the King County Director Elections of the proposition in section 1 and any other acts taken after the passage of this ordinance and consistent with its authority, are hereby ratified and confirmed.

ATTACHMENT A

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Section 4. Effective Date. This ordinance shall be in full force and effect five days from and after its passage by the Kirkland City Council and publication, as required by law.

Passed by majority vote of the Kirkland City Council in open public meeting this ___ day of _____, 2015.

Signed in authentication thereof this ___ day of _____, 2015.

MAYOR

Attest:

City Clerk

Publication Date: _____

Approved as to Form:

City Attorney

ATTACHMENT B

ORDINANCE NO. O-4485

AN ORDINANCE APPROVING THE FORM OF AN INTERLOCAL AGREEMENT WITH THE KIRKLAND AQUATICS AND RECREATION DISTRICT, IF THE FORMATION OF THE DISTRICT IS APPROVED BY THE VOTERS; AND AUTHORIZING THE CITY MANAGER TO EXECUTE SUCH AGREEMENT ON BEHALF OF THE CITY; AND PROVIDING FOR PROPERLY RELATED MATTERS.

1 WHEREAS, by Resolution R-5124, the Kirkland City Council has
2 previously found that there is a need to create a stable funding source
3 for parks and other recreational facilities and programs, including
4 specifically to fund a proposed Aquatics, Recreation and Community
5 Center (the "ARC"), to serve the residents of Kirkland; and
6

7 WHEREAS, chapter 35.61 RCW provides that a metropolitan
8 park district ("MPD") may be created upon voter approval of a ballot
9 measure submitted to the voters of the proposed district; and
10

11 WHEREAS, state law (including chapters 35.61, 67.20 and
12 84.52 RCW) authorizes MPDs to levy and impose various taxes and
13 fees to provide ongoing funding to construct, maintain, operate and
14 improve recreational facilities including pools, parks, community centers
15 and other recreational facilities; and
16

17 WHEREAS, the City Council by Ordinance O-4484 has found
18 that is in the best interests of the residents of Kirkland to submit to the
19 voters a ballot proposition to create the Kirkland Aquatics and
20 Recreation District to provide a stable funding source for the proposed
21 ARC and other future parks and recreational facilities and programs;
22 and
23

24 WHEREAS, the City Council further finds that it is in the best
25 interests of the City and its residents to authorize the City Manager to
26 execute an interlocal agreement with the Kirkland Aquatics and
27 Recreation District to provide for the joint and cooperative undertaking
28 of providing stable funding for the ARC and other parks and recreational
29 facilities and programs within Kirkland and to avoid duplication of
30 functions and services.
31

32 NOW, THEREFORE, be it ordained by the City Council of the
33 City of Kirkland, as follows:
34

35 **Section 1. Statement of Intent.** It is the intent of the City that,
36 if the voters approve formation of the Kirkland Aquatics and Recreation
37 District (the "Park District") within the boundaries of the City of Kirkland,
38 the City will work in cooperation with the Park District to construct,
39 operate and maintain a proposed Aquatics, Recreation and Community
40 Center (the "ARC") and other parks and recreation facilities and
41 programs throughout the City. It is the City's intent to continue to
42 manage and control the City's existing public parks and recreational

ATTACHMENT B

43 facilities, and to develop the ARC and future additional parks and
44 recreational facilities in a cooperative manner with the Park District,
45 under an interlocal agreement as further authorized below.

46
47 **Section 2. Interlocal Agreement Authorized.** If the voters of
48 the proposed Park District approve its formation, the City Manager is
49 authorized and directed to enter into an interlocal agreement with the
50 Park District substantially in the form attached as Attachment 1, with
51 such changes as the City Manager deems necessary and advisable,
52 such that the intent of the City as expressed herein is carried out.

53
54 **Section 3. Park Board as Citizen Advisory Committee.** The
55 Park Board is authorized to operate as the Citizen Advisory Committee
56 to the City Council and the Board of Park District commissioners as
57 described in the interlocal agreement.

58
59 **Section 34. Ratification.** All actions taken prior to the effective
60 date of this ordinance and consistent with the intent expressed herein,
61 are hereby ratified and confirmed.

62
63 **Section 45. Effective Date.** This ordinance shall be in full force
64 and effect five days from and after its passage by the Kirkland City
65 Council and publication, as required by law.

66
67 Passed by majority vote of the Kirkland City Council in open
68 public meeting this ___ day of _____, 2015.

69
70 Signed in authentication thereof this ___ day of _____,
71 2015.

MAYOR

Attest:

City Clerk

Publication Date: _____

Approved as to Form:

City Attorney

INTERLOCAL AGREEMENT

THIS AGREEMENT (this “**Agreement**”) between the City of Kirkland, Washington (the “**City**”), a code city organized under title 35A RCW, and the Kirkland Aquatics and Recreation District, a municipal corporation organized under chapter 35.61 RCW (the “**Park District**”) (together, the “**Parties**”) is effective as of _____, 2015, and is for the purposes described herein.

RECITALS

A. Since 2001 the City of Kirkland’s Comprehensive Park, Recreation, and Open Space Plan has identified the need for more multi-use recreation space in the community. The 2007 Kirkland Indoor Recreation Feasibility Study described a prototype multi-use recreation center which would respond to community needs and interests and which included an aquatics facility component.

B. Kirkland lacks recreation and aquatic facilities to more broadly serve its general population, especially in comparison with national statistics and trends. Aquatic facilities have been an essential part of the Kirkland community and culture for over 45 years, beginning with construction of Peter Kirk Pool in 1968, followed in 1971 with the construction of the Juanita Aquatics Center at Juanita High School. However, according to the standards of the National Recreation and Parks Association, the current Kirkland public aquatic facilities do not meet local needs.

C. The Juanita Aquatics Center is the sole public indoor, year-round aquatic facility in the Kirkland community which provides a variety of critical recreational, educational, competitive, and health and wellness activities for residents of all ages. However, the Lake Washington School District has determined that the Juanita Aquatics Center has reached the end of its useful life and has furthermore decided that the Aquatics Center will not be retained at the time of Juanita High School’s modernization or replacement.

D. On September 16, 2014, the Parks and Community Services Department and Park Board presented findings and recommendations to the City Council for a proposed Aquatics, Recreation, and Community Center (the “ARC”), including recommendations on facility components and siting preferences. Based on these recommendations and other information provided to the City Council, the City Council believes a new public recreation and aquatic facility must serve all members of the public from children to seniors and must provide programming, including instruction, recreation and competition opportunities as well as wellness, fitness and rehabilitation options.

E. The City therefore passed Ordinances O-4484 and O-4485 proposing formation of a metropolitan park district under chapter 35.61 RCW and expressing its intent to cooperate with such a district to develop, construct and operate a proposed ARC and to maintain, operate and improve parks and recreational facilities and programs for the future.

F. A majority of the voters voting at an election held on November 3, 2015 approved the formation of the Park District and the Park District was formed immediately upon

ATTACHMENT 1

certification of the election results, pursuant to RCW 35.61.040, possessing all powers available to a metropolitan park district under state law.

G. The City and the Park District are each, acting independently or jointly, authorized by RCW 67.20.010 and other state law, *inter alia*, to construct, improve, control, operate and maintain parks, playgrounds, gymnasiums, swimming pools, field houses, bathing beaches, roads and public camps and other recreational facilities.

H. Chapter 39.34 RCW (Interlocal Cooperation Act) permits local governmental units to make the most efficient use of their powers by enabling them to cooperate on the basis of mutual advantage.

I. By Ordinance O-4485 of the City, the City Manager is authorized to execute this Agreement on behalf of the City.

J. By Resolution ____ of the Board of Commissioners of the Park District (the "District Board"), the [President of the District Board] is authorized to execute this Agreement on behalf of the Park District.

K. The City and the Park District desire to enter into this Agreement pursuant to chapters 39.34 and 67.20 RCW in order to establish the framework for cooperation to develop, construct, operate and maintain the ARC and to provide ongoing and stable funding to maintain, operate and improve parks and recreational facilities and programs for the future.

AGREEMENT

The Parties enter into this Agreement in order to coordinate their efforts as authorized by chapter 67.20 RCW and the Interlocal Cooperation Act:

1. **Purpose and Interpretation.** The City and the Park District are each, acting independently or jointly, authorized by chapters 67.20 and 39.34 RCW, *inter alia*, to construct, operate, maintain and improve parks and recreational facilities, including a proposed Aquatics, Recreation, and Community Center facility. The purpose of this Agreement is to make the most efficient use of public funds and to avoid duplication of efforts.

2. **The Aquatics, Recreational and Community Center (the "ARC").** The City and the Park District agree to pursue the joint and cooperative development, operation and maintenance of an aquatics, recreational and community center to be known as the ARC, including without limitation: a competition and exercise pool, a warm water recreation pool, a gymnasium, fitness rooms, exercise studios, classrooms for arts and education, and community gathering and banquet spaces. The City will obtain financing for the design, siting (including land acquisition) and construction of the ARC, pursuant to state law and city code regarding construction of public works projects. The method of financing is to be determined by the City, and may include, without limitation, the issuance of bonds, loans or other forms of indebtedness. The Park District and the City will determine the timing of any financing and the order and the terms for the financing of the ARC. The Park District agrees to pay to the City from tax revenues amounts sufficient to repay any indebtedness (or portion thereof allocated to the Park District) and to reimburse the City for ARC costs to be agreed upon by the Parties. The amounts to be paid to the City may include both direct and incidental costs incurred in connection with financing and operations of the ARC, including, but not limited to: design costs; construction costs; necessary and related engineering, architectural, planning, consulting, inspection, permitting and testing costs; administrative and

relocation expenses; site acquisition and improvement; demolition; procurement of liability insurance; on and off-site utilities and road improvements; costs related to the issuance, sale and delivery of bonds or other indebtedness; payments for financial and legal services; obtaining ratings and bond insurance; printing, advertising, establishing and funding accounts; payment of interest due on any bonds, loans or other indebtedness (including capitalized interest for up to six months after completion of construction); operations and maintenance; and, other similar activities or purposes.

3. **Siting the ARC.** By Resolution R-5124, the City permanently removed Juanita Beach Park from consideration as a site for the ARC and the Park District agrees it will not consider Juanita Beach Park as a site for the ARC.

4. **Park District Support Services.** Pursuant to this Agreement and as part of the consideration provided hereunder, the City will provide all ~~staffing~~ support services to implement the projects, programs and services identified in the adopted Park District budget and shall provide necessary related support to the Park District, including without limitation, administrative staffing, treasury management services, legal services and similar support. These support services may be provided either in-house or through contracts with private contractors, firms or nonprofit organizations. To avoid duplication of services, the Park District shall not hire separate staff or separately contract for support services.

5. **Finances and Budgeting.** The Parties agree to participate in the budgeting process described in Section 4 of this Agreement. The Park District agrees to pay all property taxes collected by it to the City, in furtherance of the purposes set forth herein. The City agrees to apply any funds received by it from the Park District in accordance with this Agreement. The City will continue to apply all funds received by it as a result of the levy lid lift approved by the voters in 20__, in furtherance of the purposes of that levy lid lift.

5.1. **Budget Process.** The Parties agree to the following process for limiting and controlling the Park District's annual budget and property tax levy:

5.1.1 **City to Prepare Budget Request.** In conjunction with development of its own budget request, the City administration shall identify the amount of funding required from the Park District and shall prepare a Park District budget request to be presented to the District Board. The budget request shall describe the proposed expenditures of Park District revenues and shall be accompanied by an annual report documenting the status of the park and recreation projects, programs and services undertaken pursuant to this Agreement.

5.1.2 **Citizen Advisory Committee Review.** ~~The Park Board (or such community advisory committee as may from time to time be constituted to fill that role) shall have an opportunity to review and provide advice to the City Council and to the Board of Park District Commissioners regarding the budget request.~~The Park District shall establish a Citizen Advisory Committee to review and provide advice to the City Council and to the Board of Park District commissioners regarding Park District operations and budget requests. The City of Kirkland Park Board shall be the Citizen Advisory Committee.

5.1.3 **Adoption of Budget and Levy by Park District.** The Board of Park District commissioners shall review the budget proposal and approve a final Park District budget in accordance with state law. The Park District agrees to levy property taxes annually under RCW

35.61.210, within applicable statutory and constitutional rate and amount limitations, in amounts sufficient to fund its adopted budget.

5.2. **City Finance Director to Serve as *ex officio* Treasurer.** The Park District agrees take such actions as are necessary under RCW 35.61.180 to appoint the City [Director of Finance] to serve as *ex officio* Treasurer for the Park District. The City [Director of Finance] agrees to accept appointment as *ex officio* Treasurer for the Park District in accordance with RCW 35.61.180. In such capacity, the City Director of Finance shall maintain financial records on behalf of the Park District, kept in accordance with applicable generally accepted accounting principles and other applicable governmental accounting requirements.

6. **Annual Accountability Report.** The parties shall produce an annual accountability report documenting activities and actions.

7. **Condemnation and other Exercise of Governmental Powers.** The Park District shall not exercise condemnation powers within the City of Kirkland. If condemnation of property is required for Park District purposes, the City may exercise condemnation powers on the Park District's behalf. The Park District shall form no local improvement district within the City. If formation of a local improvement district is required for Park District purposes, the City may carry out the formation and may levy and collect of assessments on the Park District's behalf.

8. **Interlocal Cooperation Act Provisions.**

8.1. **Ownership of Property.** No joint property ownership of existing property is contemplated under the terms of this Agreement. To the extent that future properties are developed pursuant to this Agreement, the Parties contemplate that ownership of such properties will be determined based on the method(s) of financing selected for such development. [It is the intent of the Parties that the City control and operate any such future facilities, regardless of technical ownership.]

8.2. **No Joint Board.** No provision is made for a joint board.

8.3. **No Indemnity.** No indemnification is provided by this Agreement. The Parties agree to bear their respective liability for any acts or omissions resulting under this Agreement, as those liabilities are determined under the laws of the state of Washington or any mutually approved settlement agreement.

9. **Termination.** This Agreement may be terminated by either Party upon the provision of 180 calendar days' notice. Additionally, this Agreement expires upon the future dissolution of the Park District. Upon dissolution of the Park District, it is the intent of the parties that all assets be turned over to the City.

10. **Compliance with Other Law.** The Parties shall comply with all applicable state and federal law, including without limitation those regarding contracting, labor relations, minimum and prevailing wage, open public meetings, public records, ethics, and nondiscrimination.

11. **Severability.** In the event that any provision of this agreement is held to be in conflict with existing state statute or any future amendment thereof, such provisions shall be severable, and the remaining provisions of this agreement shall remain in full force and effect.

ATTACHMENT 1

12. **Effective Date.** This Agreement will be effective after listing on the City’s official website or other electronically retrievable public source, or filing with King County as provided by law.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the date first written above.

CITY OF KIRKLAND, WASHINGTON

KIRKLAND AQUATICS AND
RECREATION DISTRICT

City Manager

Chair of the Board

ATTEST:

ATTEST:

City Clerk

Secretary of the Board

APPROVED AS TO FORM:

City Attorney



CITY OF KIRKLAND
City Manager's Office
123 Fifth Avenue, Kirkland, WA 98033 425.587.3001
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager
From: Lorrie McKay, Intergovernmental Relations Manager
Date: July 1, 2015
Subject: 2015 LEGISLATIVE UPDATE #11

RECOMMENDATION:

Council should receive its eleventh update on the 2015 legislative session.

BACKGROUND DISCUSSION:

At the writing of this memo, the legislature was four days into its third special session, which was convened by the Governor on June 28. By law, special sessions can only run for 30 consecutive days. This third special session will officially conclude by July 27. Lawmakers went into this third special session in order to complete their work on the biennial budgets and related matters (operating, capital and new law transportation package), which were unfinished as of June 27.

Operating and Capital Budgets

On June 29, legislators approved a \$38.2 billion two-year state operating budget (ESSB 6052) and delivered it to the Governor's desk. Both Chambers also approved the state capital budget (SEHB 1115) on June 30. With state budgets due June 30, the Governor took action on the operating budget in the 11th hour of the day, avoiding a government shutdown. According to Waypoint, Kirkland's state advocacy consultants, "there were very few vetoes to these budgets." At this point, the Governor has not taken action on the capital budget.

New Law Transportation Package

The legislature's Transportation Revenue Package is comprised of three primary components:

1. New revenue ESSB 5987
2. Additive Funding and Appropriations ESSB 5988
3. Bond funding ESSB 5989

The package also has reforms associated with it that are reflected in Senate Bills 5990, 5992, 5994, 5995, 5996, and 5997.

The negotiated compromise new law transportation revenue bill (ESSB 5987) was passed by both chambers and was sent to the Governor's desk. ESSB 5987 authorizes spending \$16.3 Billion over 16 years. (\$11.5 Billion in new revenue + \$4.75 Billion in bond sales). Financing will be achieved through a phased in Phased-in 11.9-cent boost in the gas tax, and increases in fees on things like truck weights, license plate replacements, etc. ESSB 5987 includes the following:

- Annual direct distributions to cities for 16 years
- A vehicle license fee within a transportation benefit district (TBD) raised from \$20 to \$40 only after a \$20 fee has been in place for two years. Further, the legislation stipulates that after a \$40

fee has been in place for two years, additional councilmanic increases are authorized, but they are subject to referendum.

- Authorizes Sound Transit to seek \$15 Billion in new revenue upon voter approval. If supported by a popular vote, the revenue would be generated through and increase up to 0.8% of the motor vehicle excise tax; an increase in the sales tax of an additional 0.4% (up to 1.4%); and a property tax levy \$0.25 per \$1000.

In addition to passing ESSB 5987 (revenue bill) on June 29th, the Senate also passed ESSB 5989 (bond funding) on June 29th and several reform bills (5992, 5994, 5995, 5996 and 5597). However, the Senate held back ESSB 5988 (the additive funding and appropriations bill) until the reform bills had been passed by the House. ESSB 5988 essentially allocates the new revenue to an identified list of transportation projects, such as the NE 132nd St. ramps at I-405.

On June 30, the House passed the reform bills (5992, 5994, 5995, 5996 and 5597) and in the very early morning hours of July 1, the Senate passed the additive funding and appropriations bill (ESSB 5988). Also in the early hours of July 1, the House amended and passed the transportation revenue bill (ESSB 5987). The bill went back to the Senate, which concurred with the amendment and final passage and was sent to the Governor's desk.

Of the overall Transportation Package, two bills remain unfinished.

1. ESSB 5988, Additive Funding and Appropriations (list of transportation projects)
2. ESSB 5989, Bond funding

Legislators are expected to break for the holiday weekend and return within two weeks to take these bills up again.

Status Summary of Five of the City's 2015 Legislative Priorities as of July 1

With the 2015-17 operating and capital budget passed and delivered to Governor, legislators turned their attention to wrapping-up other business before sine die. The following outlines the status of five of the City's 2015 Legislative Priorities as of July 1 (Attachment A).

1. State and local transportation revenue - ESSB 5987 – PASSED and delivered to the Governor
As mentioned above, the new law transportation revenue bill (ESSB 5987) was passed by both chambers and was sent to the Governor's desk. ESSB 5987 authorizes spending \$16.3 Billion over 16 years. (\$11.5 Billion in new revenue + \$4.75 Billion in bond sales). Financing will be achieved through a phased in Phased-in 11.9-cent boost in the gas tax, and increases in fees on things like truck weights, license plate replacements, etc.
2. \$75M for the I-405 / NE 132nd Interchange ramp - ESSB 5988
The City's I-405 / NE 132nd Interchange project is included and fully funded in the negotiated compromise new law transportation budget bill ([ESSB 5988](#)) at \$75 million. This Connecting Washington Project's funding is phased as follows: \$8 million in 2017-19; \$54 million in 2019-21; and \$13 million in 2021-23.

As mentioned above, ESSB 5988 (the additive funding and appropriations bill) was passed by the Senate on July 1 and will be considered next by the House. In addition to the I-405 / NE 132nd Interchange project, this bill includes the following projects and appropriations:

Connecting Washington Projects

- \$1.6 Billion for SR 520 Seattle corridor improvements
- \$1.25 Billion for Renton to Lynnwood I-405 corridor widening.

Pedestrian and Bicycle Safety Projects

- \$1.86 Million to Kirkland for the NE 52nd Street – CKC project (Tier 3)
- \$5 Million to King County for Wilburton Reconnection project (Tier 1)
- \$2.8 Million to Bellevue for SR 520 Regional Bike Path and Trail (Tier 3)

Transit Projects

- \$5.5 Million to King County for bike share expansion in Kirkland, Bellevue, Redmond & Issaquah (Tier 1)
3. Capital budget funding of \$1,068,600 at NE 52nd Street - EHB 1115 – PASSED and delivered to the Governor
The Capital budget compromise (HB 1115) was passed by the House today and then immediately passed, without amendments by the Senate. The Capital budget compromise contains funding for the City's NE 52nd Street & CKC sidewalk project at \$1,069M.
NOTE The new law transportation package's project list (ESSB 5988) also includes \$1,086,000 for the same NE 52nd Street project. However, the project is listed as a "Tier 3" project, which means it might be funded years out there, after the Tier 1 & 2 projects are funded.
 4. Siting flexibility for marijuana retail & revenue share with cities - E2SHB 2136 – PASSED and delivered to the Governor
E2SHB 2136 contains both of Kirkland's marijuana priorities. The House passed 2136 on Friday, June 26 and the Senate passed the same version as the House on Saturday. Sen Ericksen proposed an amendment to allow any jurisdiction with a ban to get marijuana revenue after 2018. The amendment failed. 2136 has been delivered to the Governor
 5. Additional Sound Transit revenue authority, which may also be used to fund trail development and alternative transportation along the Eastside Rail Corridor - ESSB 5987 – PASSED and delivered to the Governor
As mentioned above, the negotiated compromise new law transportation package authorizes Sound Transit to seek \$15 Billion in new revenue upon voter approval. If supported by a popular vote, the revenue would be generated through and increase up to 0.8% of the motor vehicle excise tax; an increase in the sales tax of an additional 0.4% (up to 1.4%); and a property tax levy \$0.25 per \$1000.

However, the negotiated compromise new law transportation package does not include language allowing Sound Transit to use new funding on regional trails that directly connect to its system.

Attachments:

- A. Status update on Kirkland's 2015 Legislative Priorities (07-01-15)

Legislative Priority	Bill #	Prime Sponsor	Status
State Transportation Revenue Package 5987 5990 5994 5988 5991 5995 5989 5992 5996 5993 5997	SB 5987 SB 5988	Sen. King Sen. King	7/1 – Passed by both Chambers. Delivered to the Governor 7/1 – Passed Senate: yeas, 38; nays, 6; absent, 0; excused, 5. 7/1 – sent to the House for consideration
Local Transportation Revenue			❖ TBD – included Raised from \$20 to \$40 only after \$20 in place for two yrs. After \$40 in place for two years, additional councilmanic increases authorized, but subject to referendum ❖ Fuel Tax / Direct Distributions to Counties and Cities both: \$375M split 50% / 50%.
\$75M for the next phase of the I-405 / NE 132nd Interchange ramp	SB 5988	Sen. King	7/1 – Passed Senate: yeas, 38; nays, 6; absent, 0; excused, 5. 7/1 – sent to the House for consideration
Continued state financial assistance and other tools that further the development of the Cross Kirkland Corridor (CKC)			
Capital budget funding for multimodal safety investments • Juanita Dr. Multimodal Safety Investments: \$1,021,000 • CKC to Redmond Central Connector: \$750,000 • NE 52nd Street Sidewalk: \$1,068,600	HB 1115	Rep. Dunshee	6/30 – Passed by both Chambers. Delivered to the Governor
Flexibility to help site marijuana retail facilities and marijuana revenue sharing with cities that allow retail facilities	HB 2136	Rep. Carlyle	7/1 – Passed by both Chambers. Delivered to the Governor
Additional Sound Transit revenue authority <i>and that such authority may also be used to fund trail development and alternative transportation along the Eastside Rail Corridor.</i>	SB 5987	Sen. King	6/27 – Passed by both Chambers. Delivered to the Governor
Allow both the state and local governments the option of replacing the property tax cap			

* No HIGHLIGHTS = No change in status from last update.



CITY OF KIRKLAND
Department of Public Works
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Kathy Robertson, Neighborhood Traffic Control Coordinator
David Godfrey, P.E., Transportation Engineering Manager
Kathy Brown, Public Works Director

Date: June 24, 2015

Subject: DOWNTOWN PARKING

RECOMMENDATION:

It is recommended that the City Council adopt a proposed resolution that updates the Parking Guidelines for Downtown Parking in order to allow employee parking on Lake Avenue West. It is also recommended that Council give direction to staff on residential parking on Market Street.

BACKGROUND DISCUSSION:

On January 6, 2015, the City Council received a briefing on a draft downtown parking study conducted by Rick Williams Consulting under the direction of the Public Works Department. An overview of draft options was provided, with the intent of seeking direction from the Council on potential options to discuss with the public. Council gave direction to move forward with the planned public outreach around the full range of options identified in the draft parking study.

Following an extensive public outreach effort, a Council briefing was provided on April 7th. In that briefing, based on input received from the public and recognizing the interrelationships between various options, staff recommended some near-term actions for 2015 and 2016.

The City Council concurred with the near-term recommendations, but directed staff to take a more aggressive approach to implementation by including more elements in the 2015 actions. Council agreed that the Council's Planning, Housing and Economic Development Committee should evaluate additional options that could help solve downtown parking problems in the near-term, taking into consideration the long-term options identified in the Parking Study, along with suggestions brought forward in the public outreach process and ideas proposed in a April 1, 2015 letter from the Kirkland Chamber of Commerce.

The Planning, Housing and Economic Development Committee met on April 13. The Committee reviewed various options, and suggested additional near-term actions to be brought forward to the full Council on May 5th, 2015. To quickly move forward with a proposal for the Council to consider, and to implement Council direction, a Parking Service Team was created under the leadership of the City Manager, with representatives from the departments of Public Works, Police, Parks, Planning, and Finance, as well as the Economic Development staff of the City

Manager's Office. The Team identified next steps and near-term funding requirements to carry out the actions suggested by the Planning, Housing and Economic Development Committee.

In response to City Council's strong desire to move forward quickly, staff launched much of the near-term work in advance of the May 5th meeting. At the May 5th meeting, staff provided a briefing on the options and submitted a request for funding, which City Council approved.

At the June 16th meeting, staff presented a progress report on implementation of the selected options, including the lot south of City Hall, outreach and options for Lake Avenue West and the cost to evaluate a possible garage in Peter Kirk Park. City Council directed that:

- New time restrictions on Market Street should not apply to boat trailer parking on Saturday.
- Sunday enforcement would not be considered at this time.
- Evaluation of the lot south of City Hall should continue.
- Developing concepts for additional parking at the Lake & Central lot should begin.

City Council also directed staff to present, at the July 7th meeting:

- A resolution allowing employee permit parking on Lake Avenue West and updating Parking Guidelines for Downtown Parking G-11 to incorporate the substance of the resolution, and
- Parking alternatives available to homeowners on Market Street between Central and 6th Avenue, where time restrictions are now in force.

In addition, this staff memorandum presents a progress update on other near-term parking actions.

Action 1. Allow Permitted Employee Parking on Lake Avenue West, with a report back to Council within 6 months on impacts and effectiveness of the change

At the June 16th meeting, City Council reviewed a menu of parking options for Lake Avenue West and expressed a preference for allowing downtown employees with permits to park on Lake Avenue West in existing parking areas on the east side of the street opposite the residences. Residents with permits would also be able to park in the permit only areas on both sides of the street as they do today. This arrangement would be in effect 24 hours per day/7 days per week. Employee permits that are valid in the permit areas of the library garage would also be valid for parking on Lake Avenue West, although an employee permit would not guarantee an employee a parking space. Such permits are available at no cost to downtown employees and are distributed at the Public Works counter at City Hall. If Council approves the attached Resolution, employee parking on Lake Avenue West could begin on Monday, July 13, 2015 unless the Council desires a later implementation period. Staff recommends that a status report be brought back to Council within six months of implementation describing the effectiveness of the action and any impacts. This would allow both summer and winter parking results to be reported so the Council can evaluate any potential changes.

Council also directed staff to begin analyzing traffic counts and other information to evaluate the operation of the intersection of Central Way and Lake Avenue West. Work is underway to respond to this directive and more information will be available at the July 7 Council meeting.

Action 2. Update Public Works Policy G-11: Parking Guidelines for Downtown Kirkland

Parking Guidelines for Downtown Kirkland (Guidelines) were an outcome of the 2003 Downtown Parking Study and Plan. The Guidelines were adopted by Council into section 3.40.060 of the Kirkland Municipal Code (KMC) in May of 2004. When the Parking Advisory Board was dissolved, section 3.40.060 of the Code was repealed. The Guidelines were then placed in the General Policy section of the Public Works Department's Pre-approved plans.

The attached Resolution amends the Guidelines to reflect the Council's recent direction on parking actions. The most significant change is to include a new section addressing Lake Avenue West and incorporating the changes described in Action 1, above. The proposed changes also modify references to disabled parking, and include the time limited parking changes made on Market Street up to 6th Avenue. The term "low cost" before "employee parking" in some parts of the Guidelines is deleted as there is no definition of "low cost" and the City may choose to charge for employee permits in the future. Finally, language on page 17 regarding Zone C that says "*Parking in this zone will be managed in a manner that minimizes and mitigates spillover of commercial parking demand into residential areas immediately adjacent to the central business district*" is deleted as it contradicts the other actions called for in Zone C which facilitate short term and employee parking adjacent to the central business district. As with all Pre-approved plans, future updates to the Guidelines can be done administratively but staff will inform the Council if any changes are made and seek Council guidance when appropriate.

Information about the changes will be communicated to all of the Lake Avenue West residences, along with City of Kirkland contact information for day and night parking complaints.

Action 3. Evaluate Market Street Parking for Homeowners between Central and 6th Avenue

Staff received a request from a single-family homeowner (506 Market) to allow unrestricted parking for a vehicle that does not fit in their two-car garage. This homeowner recently moved to this address.

At the June 16th meeting, City Council directed staff to identify single family residences on this stretch of Market Street and available on-site and nearby on-street parking opportunities before deciding whether or not to issue special permits for unrestricted parking to existing homeowners. Attachment A provides more details on the results of this review. In summary:

- 414, 502 and 506 Market Street are single family homes with on-site parking for two vehicles.
- 100 Waverly and 411 Market are listed by King County Assessor's Office as single family residences with, or used as, office space with on-site parking.
- 510, 514 and 519 Market Street are multi-family townhomes being constructed with on-site parking.
- 210 Market is a condominium complex with on-site parking.
- 236 Market is a duplex with on-site parking.

- Unrestricted on-street parking is available on 4th, 5th and 6th Avenues and on Market Street north of 6th Avenue.
- 4 hour parking is available on Market between 4th Avenue and 6th Avenue and it is unrestricted in the evenings after 7:30pm and on weekends and holidays.

Based on the availability of on-site and adjacent or nearby on-street parking, staff does not recommend issuing special parking permits to existing homeowners on Market Street.

Action 4. Progress of Other Near-term Parking Initiatives

Work is completed or progressing on many of the near-term initiatives presented at previous Council meetings. Highlights of progress to date are shown below; additional information will be available at the July 7 Council meeting:

- **City Hall Parking Signage:**
 - After installing new signage for the three entrances into City Hall, staff also installed companion signs at stalls within the City Hall lot.
- **Wayfinding Signs:**
 - Work is continuing on updates to wayfinding signs.
- **9:00 AM to 9:00 PM Paid Parking in Lake and Central Lot:**
 - Pay Stations will be reconfigured and new signs will be in place for a July 6 launch of all day paid parking.
- **Time Limit Restrictions on Market Street (2hr parking Central to 4th Avenue, 4hr parking 4th to 6th Avenue):**
 - Signs were installed June 11th.
 - Additional signage has been installed exempting boat trailers from the time restriction.
 - A warning period will occur until signs are enforced beginning Monday July 6th.
- **Shared Parking Arrangements:**
 - Staff is contacting businesses and other establishments that might have employee parking available.
 - Information is expected to be ready by July 15th to give to the Kirkland Chamber of Commerce.
- **Additional Spaces:**
 - Staff is evaluating Deputy Mayor Sweet's list of ideas for additional parking locations.
- **Library Garage:**
 - LED lights are ordered.
 - Power washing and restriping is done. Painting is underway.
 - The City's Sign Shop is working on updating the signs with new Permit Only hours, which will expire at 5:00 pm instead of the current 6:00 pm. Permit

parking is still allowed after 5:00pm. But general public parking is also allowed in those spaces after 5:00pm.

- **Feasibility of using the lot south of City Hall as an interim parking lot**
 - Staff is selecting a consultant to prepare a conceptual layout and perform stormwater analyses.

- **Validation programs**
 - Staff is conducting a meeting with the Pay-by-Phone vendor used by the City of Seattle to explore expanded options for paying parking and for electronic permits. An update will be available for Council on July 7.

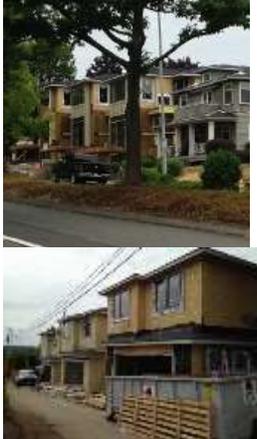
- **Evaluation of a Parking Garage at Lake & Central:**
 - Staff is developing a work plan for moving forward on evaluating options that will be brought back to the Council at a later date.

SUMMARY

Staff is moving forward expeditiously with numerous actions to address downtown parking. Regular status updates will be provided to the Planning, Housing, and Economic Development Committee. Staff is seeking approval of the Resolution regarding Lake Avenue West, and council concurrence on the recommendation to not allow residential parking exceptions on Market Street. Staff is also seeking council input and guidance on the multiple actions currently underway.

Property Address	Photo	King County Classification	Onsite Parking	Nearest available on-street unrestricted parking
100 Waverly		SFR/office	2 car garage	Waverly
210 Market		MFR/Condos	2 parking spots per unit in garage; entrance off alley	3 rd or 4 th Avenues
236 Market		MFR/duplex	1 car garage or 3 parking spots	4 th Street
411 Market		SFR used as office	2 parking spots off alley	5 th Ave, east of Market

Property Address	Photo	King County Classification	Onsite Parking	Nearest available on-street unrestricted parking
414 Market		SFR	One car garage off 5 th Avenue; driveway has space for two mid-size cars (one in front of garage door); next to 5 th Avenue	5 th Avenue
502 Market		SFR	2 parking spots off alley; next to 5 th Avenue	5 th Avenue
506 Market		SFR	2 car garage	5 th or 6 th Avenue

Property Address	Photo	King County Classification	Onsite Parking	Nearest available on-street unrestricted parking
510, 514, 518 Market		MFR/Townhomes	2 car garage for each building; next to 6 th Avenue	6 th Avenue & Market north of 6 th Avenue.

RESOLUTION R-5134

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND REVISING POLICY G-11 OF THE PUBLIC WORKS DEPARTMENT'S PRE-APPROVED PLANS TO ALLOW SHORT TERM PARKING AND EMPLOYEE PERMIT PARKING ON LAKE AVENUE WEST.

1 WHEREAS, City Council recognizes immediate changes are
2 necessary to improve parking in downtown Kirkland; and
3

4 WHEREAS, the City Council in particular desires to increase
5 parking reserved for employees of downtown outside of the downtown
6 core; and
7

8 WHEREAS, extensive study and outreach has been conducted
9 and reported to the City Council; and
10

11 WHEREAS, parking is currently underutilized along Lake Avenue
12 West, a location close to downtown suitable for use by employees; and
13

14 WHEREAS, Policy G-11 of the Public Works Department's Pre-
15 Approved Plans may be updated from time to time as parking policies
16 change, including incorporating employee permit parking along Lake
17 Avenue West.
18

19 NOW, THEREFORE, be it resolved by the City Council of the City
20 of Kirkland as follows:
21

22 Section 1. The City Manager is hereby authorized and directed
23 that Policy G-11 (Downtown Parking Guidelines) of the General Policies
24 in the Public Works Department's Pre Approved Plans is to be revised as
25 shown in Exhibit A. Specifically, this revision implements short term
26 parking and employee permit parking on Lake Avenue West.
27

28 Passed by majority vote of the Kirkland City Council in open
29 meeting this ____ day of _____, 2015.
30

31 Signed in authentication thereof this ____ day of _____,
32 2015.

MAYOR

Attest:

City Clerk

PARKING GUIDELINES FOR DOWNTOWN KIRKLAND

~~Adopted by the City Council pursuant
to Kirkland Municipal Code Section
3.40.060 on May 4, 2004~~

~~Attest:~~

~~Mary Alyce Burleigh,
Mayor~~

Introduction

This document sets forth a series of downtown Parking Guidelines, ~~adopted by Section 3.40 of the Kirkland Municipal Code~~, that will be used by the City in making downtown parking decisions. The Guidelines will serve ~~the Parking Advisory Board~~ to establish policy direction and priorities in implementing a successful downtown parking management system, facilitating decision-making for the parking system over time. The Guidelines are not regulatory in nature. Rather, they are intended to provide guidance in making the difficult decisions associated with managing a high-demand downtown parking system.

The objective of these Parking Guidelines is to implement a Parking Management and Access Plan for downtown Kirkland that supports the development of a vibrant, accessible, 24-hour city serving commercial, retail, recreational and residential uses and the customers, visitors, employees and residents of those uses. The access components of that plan need to be simple and intuitive for the user, providing an understandable system for use that is safe, secure and well integrated into the traffic system (land and water based) and other access modes.

The Guidelines are divided into two sections. Section 1 establishes Guiding Principles for Access and Section 2 establishes the Parking Management Plan. The Guiding Principles serve as a foundation for near- and long-term decision-making and implementation of parking management and access strategies in the downtown. These strategies are intended to support the on-going economic development and vitality of downtown. The Parking Management Plan establishes parking zones and operating principles for those zones. The Plan intends to:

- Clearly define the intended use and purpose of the parking system,
- Manage the supply and enforce the parking policies and regulations,
- Monitor use and respond to changes in demand, and
- Maintain the intended function of the overall system.

Section 1: Guiding Principles for Access

The Guiding Principles are based on the premise that development of the downtown will require an integrated and comprehensive package of strategies that will stimulate economic development and redevelopment. The access component of that overall plan is but one critical element of a larger coordinated economic development package.

The following section establishes nine Guiding Principles. Each Guiding Principle is followed by a listing of some of the important consensus challenges and opportunity themes from October 2003 Downtown Kirkland Parking Study and Plan. These challenges and opportunities provide a context and rationale for the Guiding Principles

GUIDING PRINCIPLE FOR ACCESS

1. ***Make the downtown accessible to all users. Kirkland will seek to develop the most cost-effective mix of transportation modes for access to downtown, including both parking and transportation demand management strategies.*** Access should be provided to all users of the downtown, which includes automobile, transit, boat and bike/walk users. The City should strive to create and implement as many access options as possible. Parking management strategies and programs should support and compliment other access modes as a way to maximize total access capacity in the downtown.

Challenges addressed:

- Parking supply is not managed to its maximum potential
- Perception that Kirkland lacks access and capacity
- Need for better connectivity
- Lack of transportation options and off-peak transit service
- Competition with other shopping areas
- Traffic and circulation and need for better directional and information systems

Opportunity themes supported:

- Commitment to downtown by the city, business community and citizenry
- Willingness to test innovative programs

- Great business environment downtown
- Downtown is a unique destination and shopping experience
- Safe community/streets
- Transit center in downtown

GUIDING PRINCIPLES FOR PRIORITY PARKING

2. ***Make the downtown core conveniently accessible to priority users.*** The priority user of the downtown is the short-term patron. The *core zone* of downtown should provide an access system that supports its priority role as the central point from which customers and visitors are connected to all the districts of the downtown. ~~The priority user of the downtown is the short-term patron.~~

Challenges addressed:

- Parking supply is not managed to its maximum potential
- Perception that Kirkland lacks access and capacity
- Need for better connectivity
- Need to expand waterfront opportunities
- Public expectation of free and proximate parking
- Linking physical assets to commercial opportunity
- Competition with other shopping areas
- Lack of a marketing strategy
- Pedestrian safety
- Disconnect between downtown and Park Place
- Perception of access/capacity
- Traffic and circulation and need for better directional and information systems

Opportunity themes supported:

- Commitment to downtown by the city, business community and citizenry.
 - Willingness to test innovative programs.
 - Waterfront/physical beauty/boat moorage
3. ***Provide sufficient and convenient parking.*** *Sufficient* parking should be provided to support desired and priority economic activities in each downtown district. Publicly owned parking should be preserved for, and actively managed to, assure patron access to the area. The City

should anticipate future patron needs in the context of its Downtown Strategic Plan and seek to acquire or develop parking as is appropriate.

Challenges addressed:

- Need a consensus plan to prepare for future economic viability and growth
- Public expectation of free and proximate parking
- Perception that Kirkland has no capacity to grow
- Perception of access/capacity
- Proximity of parking to land uses
- Attracting a more diverse mix of businesses
- Cost of building parking

Opportunity themes supported:

- Free public parking
- Demonstrable commitment to downtown by City, business community and citizenry
- Great business environment downtown
- Downtown is a unique destination and shopping experience
- Attractive streetscape
- Transit center in downtown

4. ***Provide adequate employee parking.*** Adequate parking should be provided to meet employee demand, in conjunction with a transportation system that provides multiple travel mode options. All parking strategies should be coordinated with transportation demand management goals and objectives to ensure that employees and customers have reasonable options available for access. Access management strategies should move larger numbers of employees into alternative modes over time.

Challenges addressed:

- Parking supply is not managed to its maximum potential
- Required parking ratios
- Perception of access/capacity
- Lack of transportation options and off-peak transit service
- Cost of building parking
- Lack of available commercial and physical space necessary to

accommodate growth

Opportunity themes supported:

- Demonstrable commitment to downtown by City, business community and citizenry
- City's willingness to test innovative programs
- Transit center in downtown

5. ***Promote strategic development of off-street facilities.*** Off-street parking facilities should be developed to serve a diverse mix of uses and facilitate continued access activity throughout the day and into the evenings and weekends. Publicly owned parking facilities should be strategically located to assure that such a mix of uses, particularly customer/visitor access is conveniently and economically served. Facilities should be sited in a manner that supports connectivity within the downtown. Employee parking should not be the long-term, primary intent of publicly located parking facilities in the downtown [core, except where employee parking in public facilities frees up on-street parking options for customers and visitors to the downtown.](#) Park and ride parking should be prohibited in the downtown.

Challenges addressed:

- Need a consensus plan to prepare for future economic viability and growth
- Lack of transportation options and off-peak transit service
- Parking supply is not managed to its maximum potential
- Need to expand waterfront opportunities
- Need for better connectivity in the downtown between destinations
- Disconnect between downtown and Park Place
- Proximity of parking to land uses
- Traffic and congestion
- Perception of access/capacity
- Cost of building parking

Opportunity themes supported:

- Downtown is a unique destination and shopping experience
- Great business environment downtown
- Attractive streetscape
- Traffic volume through downtown

6. ***Preserve and expand on-street parking wherever possible.*** On-street parking should be preserved along strategic corridors to improve customer/visitor accessibility and to facilitate revitalization of street level activities. On-street access should, in some cases, take priority over street capacity and vehicle speeds.

Challenges addressed:

- Attracting a more diverse mix of businesses
- Parking availability
- Need a consensus plan to prepare for future economic viability and growth
- Traffic and circulation
- Pedestrian safety

Opportunity themes supported:

- Downtown is a unique destination and shopping experience
- Great business environment downtown
- Attractive streetscape

GUIDING PRINCIPLE FOR UNDERSTANDABILITY

7. ***Improve access linkages between districts and the downtown core.*** Access linkages within the core and between districts should be clearly identified through signage, way finding measures and other communication strategies to increase customer understanding of the downtown. Access linkages include parking, transit, and pedestrian/bicycle systems.

Challenges addressed:

- Need a plan to prepare for future economic viability and growth
- Lack of a marketing strategy
- Public expectation of free and proximate parking
- Need to expand waterfront opportunities
- Need for better connectivity in the downtown between destinations
- Disconnect between downtown and Park Place
- Proximity of parking to land uses
- Traffic and congestion
- Perception of access/capacity
- Pedestrian safety

Opportunity themes supported:

- Downtown is a unique destination and shopping experience
- Great business environment downtown
- Attractive streetscape
- Waterfront/physical beauty/boat moorage
- Safe community/streets

GUIDING PRINCIPLE FOR COORDINATION

8. *Coordinate access strategies with desired development.* All access strategies should be coordinated with and highly and mutually supportive of residential, retail, and commercial office developments in the downtown.

Challenges addressed:

- Need a plan to prepare for future economic viability and growth
- Need to attract a more diverse mix of businesses downtown
- Lack of a commercial anchor(s)
- Need for better connectivity in the downtown between destinations
- Lack of transportation options and off-peak transit service
- Perception of access/capacity
- Proximity of parking to land use(s)

Opportunity themes supported:

- Downtown is a unique destination and shopping experience
- Increased residential development – potential to grow the market.
- City’s willingness to test innovative programs.
- Great business environment downtown

GUIDING PRINCIPLE – ROLES AND RESPONSIBILITIES

9. *The City should lead in the development of access options for customers and visitors (patrons) of the downtown and actively partner with the business community to ~~incent~~ encourage additional access and growth.* The City’s primary role in the use of public resources for parking should be prioritized to meet patron access demand. The City should use its resources to promote alternative modes for commuter access as well as creating incentives, partnerships and programs to attract private investment in parking and desired development.

Challenges addressed:

- Need a plan to prepare for future economic viability and growth
- Lack of available commercial and physical space necessary to accommodate growth
- Need to attract a more diverse mix of businesses downtown
- Lack of a commercial anchor(s)
- Affordable lease space for existing and new businesses
- Required parking ratios
- Lack of a marketing strategy
- Perception that business is flat
- Perception that Kirkland has no capacity to grow
- Lack of transportation options and off-peak transit service

Opportunity themes supported:

- Downtown is a unique destination and shopping experience
- Demonstrable commitment to downtown by the City, business community and citizenry
- Increased residential development – potential to grow the market.
- City’s willingness to test innovative programs.
- Great business environment downtown

Section 2: Parking Management Plan – Operating Principles, Implementation Framework, and Parking Management Zones

The following section sets forth the parking management plan for Downtown Kirkland. The proposed plan strives to remain consistent with the Guiding Principles and give direction to future decision-making for the implementation of parking management strategies. These strategies are designed to assure priority access is maintained in each parking management zone. Overall, the plan is intended to provide a flexible system of parking management that is triggered by demand and implemented within the context of consensus goals and vision for the downtown.

The purpose of the parking management plan is to:

- Clearly define the intended use and purpose of the parking system,
- Manage the supply and enforce the parking policies and regulations,
- Monitor use and respond to changes in demand, and
- Maintain the intended function of the overall system.

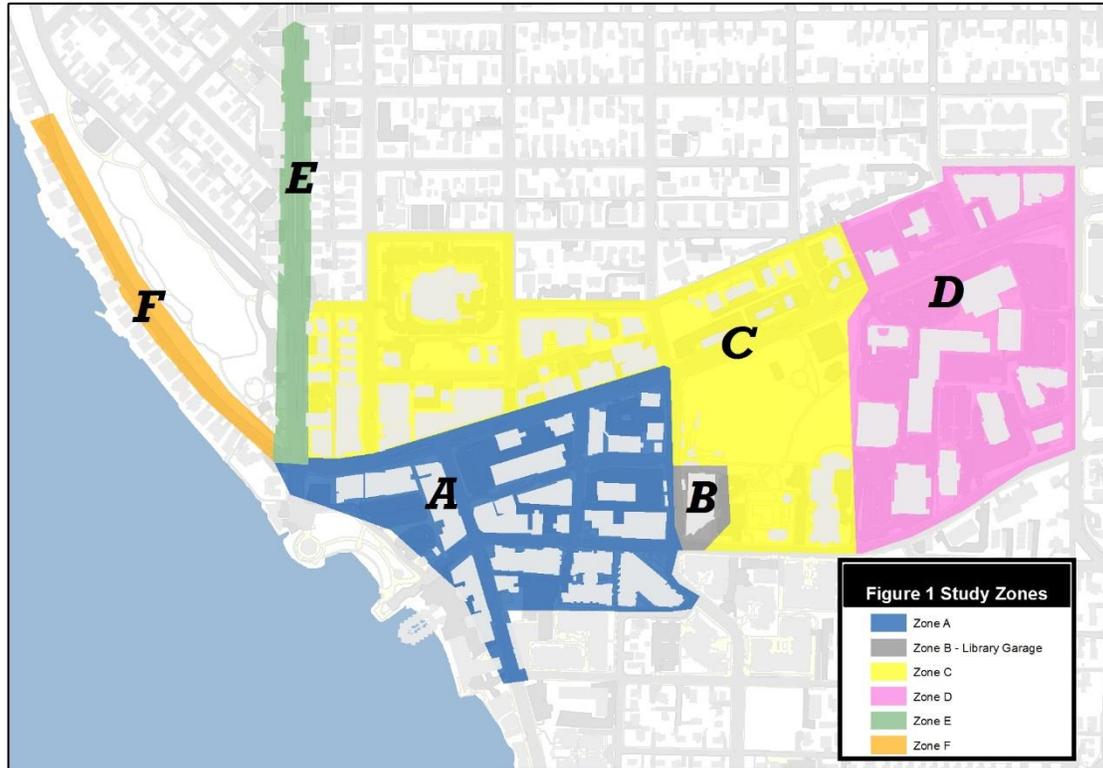
1. PARKING MANAGEMENT PLAN

A. Parking Management Zones

Different segments of the downtown have different economic uses and represent different points of access into the downtown. The Guiding Principles emphasize the heart or central core of downtown represents the area in which the highest density of economic activity and access is intended to occur. There are also distinct areas of the downtown with differing levels/types of desired economic activity. The desired uses in a particular area of downtown should drive the decision making for the type of parking required. Parking, then, becomes a management tool that supports specific economic uses. Implementation of parking management strategies in publicly controlled parking supply is supportive of the economic development plan for the City of Kirkland and its downtown.

Figure 1 shows ~~five~~six *parking management zones* for Downtown Kirkland. All parking outside the recommended zones will be “peripheral parking.” Zone boundaries were established based on the existing economic and transportation characteristics, as well as desired uses for the area. Each zone is summarized and its primary purpose and priority stated in this section below.

In short, these ~~five~~six zones represent “economic activity zones” in the downtown that are both reflective of existing land uses in addition to areas where future growth of specific economic development is anticipated and desired. From an access perspective, each zone will need to be managed in a manner that supports priority economic uses and users identified for that zone.



Parking Management Zones for Downtown Kirkland.

A. Operating Principles

Operating principles define the purpose and priority for parking in each of the Parking Management Zones. Operating Principles complement and reinforce the Guiding Principles established for the downtown. Within the context of the operating principles for each zone is a specific implementation *framework through which decision making for that zone can occur. The implementation framework provides an on-going foundation for strategic decision making grounded in the operating priorities established for the zone and for the downtown as a whole.*

With adoption of a parking management plan the City commits to implement parking management strategies in *publicly controlled* parking areas to assure the purpose and priority for parking established in the Operating Principles are consistently attained.

Operating principles and an implementation framework have been developed for each parking management zone. It is important to recognize the operating principles and the implementation framework for each zone are intended to serve as *neutral reference points* from which discussions of parking decision

making and strategy implementation are based over time. As 85 percent occupancy triggers are activated, these principles and framework guidelines will help future decision-makers through strategy development. Strategies will then be implemented to address specific demand and capacity issues in a manner appropriate to that particular point in time. In this manner, the parking management plan remains fluid and adaptable to changing conditions as the downtown develops and grows.

ZONE A - Core Zone

The core zone of downtown includes the highest density of development and has a high concentration of retail, restaurant, and entertainment opportunities.

1. *Operating Principles (Zone A)*

The primary purpose of parking in Zone A is to serve customer and other short-term visitor needs and support desired economic uses in the zone.

- The purpose of, and priority for, public parking in Zone A is to support and enhance the vitality of the retail core.
- Parking for short-term users is the priority for on-street and off-street spaces in Zone A.
- Employees should be discouraged from parking in Zone A, particularly on-street.
- Parking will be provided to ensure convenient, economical, and user-friendly access for customers, clients, and visitors to downtown at all hours of the operating day (i.e., weekdays, evenings and weekends).
- All on-street parking in Zone A will be regulated (i.e., time stay and enforced).

2. *Implementation Framework (Zone A)*

- A. All on-street parking will be 2 hour parking based on the principle that:
 1. The 2 hour time stay allows adequate customer, visitor and client access to the retail core; and
 2. Uniform time stays foster a parking environment that is easy for the customer, visitor and client to understand.

- B. The long-term priority for on-street parking in Zone A will be 2 hour parking. As strategies within this plan are implemented, any on-street spaces of longer duration will be transitioned to off-street locations within the core and immediately adjacent to it.
- C. The priority for off-street parking in Zone A will be stays of less than 4 hours to accommodate customers, visitors and clients. These facilities are intended to provide for a reasonably longer time stay than allowed on-street. Employee parking in the core is to be discouraged and, over time, eliminated from the zone entirely.
- D. The City will conduct regular utilization and capacity studies to ascertain the actual peak hour utilization and average turnover of parking resources in the core area. If utilization of on and off-street parking in Zone A exceeds 85 percent and turnover meets desired rates, the City will evaluate and implement one, or a combination of, the following implementation steps “triggered” by the 85 percent threshold:¹
- Increase level and/or duration of enforcement to assure desired rate of turnover and minimize/eliminate abuse (i.e., exceeding time stay, moving to evade).
 - Transition overall mix of 2- and 4-hour stalls to higher percentage of 2 hour stalls.
 - Reduce on-street time stays to increase turnover (e.g., 2-hours to 90 minutes) as appropriate.
 - Transition employee parking in Zone A into other parking zones through attrition and/or elimination of monthly permits issued for long-term parking in the zone.
 - Pursue shared-use agreements with private lots to provide for additional short-term parking in Zone A.
 - Pursue implementation of valet programs (e.g., in partnership with restaurants) to enhance customer/visitor access by shuttling cars to areas with available capacity.
 - Convert some signed time limits to metered time limits to create greater efficiency in actual rate of turnover and to

¹ It should be noted that at the time of this 2003 report, public stalls in Zone A had already exceeded the 85% threshold.

- create a potential revenue source for new supply.
 - Expand the boundaries of the Core management zone to increase the number of on-street visitor spaces.
 - Increase non-SOV use (i.e., programs for shuttles, transit, ridesharing, etc.)
 - Create new public supply in Zone A.
- E. The City will establish policy guidelines for exceptions to the short-term parking requirements in Zone A.

1. ~~Handicapped/d~~Disabled access
2. 15 - 30 minute zones
 - a. Specific criteria for approval (i.e., by specific business type).
 - b. Specific locations (i.e., end of block versus ~~mid block~~mid-block).
 - c. Number per geographic area (i.e., shared by users in a particular area).
3. Loading zones
 - a. Maximum number per block face(s).
 - b. Limitation on number per geographic area (e.g., no more than two for every three continuous block faces).
 - c. Evaluation of opportunities for shared loading and customer parking.²

ZONE B – Library Garage

The Library Garage is located in an area that straddles two distinct parking management areas (Zones A and C). It also functions to provide access to visitors of the downtown, employee parking (lower level) and Peter Kirk Park activities. The nature of demand around the garage varies widely by time of day and day of week.

1. Operating Principles (Zone B)

² "Combination Loading Zones" have been used in other jurisdictions allowing loading during specific periods of the day (e.g., 6:30 a.m. - 10:00 a.m.), then convert to short-term parking during all other time periods. Such zones, if successfully managed, can increase overall short-term supply.

Parking in the Library Garage is intended to serve a balanced mix of long-term and short-term parking needs. It is the City's goal to actively manage the garage to meet a fluid user demand that changes by time of day and day of week. Over time, the garage may serve as a transitional facility for increased employee parking as new supply is added in Zone A to accommodate growing and concentrated visitor demand.

- The upper level of the garage is intended to serve customer demand for stays of less than four hours.
- The lower level of the garage is intended to serve employee parking during the main workday (i.e., 6:00 a.m. to 5:00 p.m.).
- As the area around the garage develops, the mix of parking will be manipulated to best serve the overall demand requirements of Zones A and C.

2. *Implementation Framework (Zone B)*

- A. All parking on the upper level of the garage will be 4-hour parking based on the principle that:
1. The 4-hour time stay allows adequate customer, visitor and client access to users of Zone A and C while providing for a longer time stay opportunity not allowed on street.
 2. During a typical operating day, the upper level of the facility is more conducive to, and convenient for, transient customer trips.
 3. Uniform time stays within this area of the garage foster a parking environment that is easy for the customer, visitor and client to understand.
- B. All parking on the lower level of the garage will be permit parking during the general workday (i.e., 6:00 a.m. – 5:00 p.m., Monday – Friday) based on the principle that:
- Providing adequate employee parking near the Core Zone supports the larger goal of preserving on and off-street stalls in Zones A and C for customer, visitor and client parking.
- C. The lower level of the garage will be made available to other

uses (i.e., short-term) evenings and weekends as long as employee use remains low during such periods and/or increased enforcement results in higher employee use. This will occur following an evaluation of the impact that enhanced enforcement in the downtown has on employee occupancies in the lower level of the garage, particularly after 5:00 p.m. (see Near-Term Implementation Strategies, below).

- The use of this parking area outside of general workday hours for short-term parking assures that this parking area be operated/utilized to maximize use of the total supply of parking.

D. The City will conduct regular utilization and capacity studies to ascertain the actual peak hour utilization and average turnover of parking resources in the Library Garage. If utilization of parking in the garage exceeds 85 percent and turnover meets desired rates, the City will evaluate and implement one, or a combination of, the following implementation steps “triggered” by the 85 percent threshold:

- Develop clear and understandable informational signage directing use in the facility by time of day and day of week.
- Increase level and/or duration of enforcement to assure desired rate of turnover and minimize/eliminate abuse.
- Transition overall mix of parking in the garage (short to long-term) to the most efficient configuration of parking uses to meet daily demand over a 12 – 16 hour operating day.
- Pursue shared-use agreements with private lots adjacent to Zone A as possible locations for future employee parking if visitor demand begins to exceed 85 percent in the upper level of the facility. At such time, transition employee parking into another parking zone or facility through attrition and/or elimination of monthly permits issued for long-term parking in the garage.
- Convert signed time limits to metered time limits to create greater efficiency in actual rate of turnover and to create a potential revenue source for new supply.
- Increase non-SOV use for employees (i.e., programs for

shuttles, transit, ridesharing, etc.) to mitigate demand for employee parking.

- Implement a monthly pass rate for employee parking in the lower level of the facility to manage supply and demand and to facilitate alternative mode choices.

ZONE C – Emerging Core Zone

Zone C, the Emerging Core Zone, includes a mix of development types, but at lower densities than in the core and with a relatively higher proportion of office, civic, residential and professional services (i.e., City Hall area). Expansions of the economic land use characteristics of Zone A are expected to occur in the Emerging Core Zone.

1. *Operating Principles (Zone C)*

The City's goal is to continue to encourage the mixed-use development of this zone, particularly as it supports the retail core. As such, on street parking in Zone C is intended to transition over time to serve short-term parking needs and the desired land uses in this zone. In the interim, surplus parking in the zone can be effectively utilized to meet unmet long-term demand.

- Most (if not all) on-street parking in this zone will be transitioned to serve short-term, visitor parking. Off-street parking will continue to provide a mix of short and long-term stay opportunities.
- Underutilized on-street parking in this zone will be made available to employee parking.
- Over time, on-street parking will reflect a balanced mix of short and long-term stay opportunities. Long-term parking may eventually require transition into off-street supply.
- Off-street parking in this zone is intended to provide convenient and cost-effective employee parking supply as a measure to preserve higher access opportunities for customer and patron use in the core zones.
- ~~Parking in this zone will be managed in a manner that minimizes and mitigates spill over of commercial parking demand into residential areas immediately adjacent to the central business district.~~

2. *Implementation Framework (Zone C)*

- A. The majority of on-street parking will be 10 hour parking, with an appropriate mix of short-term parking based on capacity considerations (i.e., 85% Rule). This is based on the principle that:
1. This mix of parking is conducive to both customers and employees and longer term visitor parking for the downtown;
 2. There is adequate on-street capacity in the zone to meet both short and long-term parking demand.
 3. The current economic uses in the zone do not as yet require the type of turnover ratios necessary in Zone A.
- B. The long-term priority for on street parking in Zone C will be 2 hour parking. As strategies within this plan are implemented, long-term parking (time stays and permits) will be transitioned to off-street locations within the Emerging Core Zone and immediately adjacent to it.
- C. The priority for off-street parking in Zone C will be mixed-use parking to accommodate the full range of users, including employees, customers, visitors and clients. These facilities are intended to provide for a range of time stay opportunities.
- D. The City will conduct regular utilization and capacity studies to ascertain the actual peak hour utilization and average turnover of parking resources in Zone C. If utilization of on and off-street parking in the Emerging Core Zone exceeds 85 percent and turnover meets desired rates, the City will evaluate and implement one, or a combination of, the following implementation steps “triggered” by the 85 percent threshold:
- Increase level and duration of enforcement to assure desired rate of turnover and minimize/eliminate abuse (i.e., exceeding time stay, moving to evade).
 - Increase mix of short-term time stays (2 and 4-hour) to increase turnover.
 - Pursue shared-use agreements with private lots to provide for additional parking in Zone C or adjacent areas.
 - Transition on-street employee parking in Zone C into available off-street locations within the parking zone or

“satellite locations.”

- Transition off-street employee parking into Zone C or into “satellite locations” accessed by shuttle. This would be accomplished through reduction/elimination or pricing of monthly permits issued for parking in off-street locations.
- Expand the boundaries of the Emerging Core Zone to increase the number of on-street, long-term spaces (i.e., to Fifth Avenue between Second Street and Fourth Street).
- Increase non-SOV use by employees (i.e., programs for shuttles, transit, ridesharing).
- Meter/charge for parking (on and/or off-street) to create greater efficiency in actual rate of turnover and to create a potential revenue source for new supply.
- Create new mixed-use public parking supply within or adjacent to the zone.

E. The City will establish policy guidelines for exceptions to the parking requirements in the Emerging Core Zone.

1. ~~Handicapped/d~~Disabled access
2. 15 - 30 minute zones
 - a. Specific criteria for approval (i.e., by specific business type)
 - b. Specific locations (i.e., end of block vs. ~~mid-block~~mid-block)
 - c. Number per geographic area (i.e., should be shared by users in a particular area)
3. Loading zones
 - a. Maximum number per block face(s).
 - b. Limitation on number per geographic area (e.g., no more than two for every three continuous block faces).
 - c. Evaluation of opportunities for shared loading and customer parking.

ZONE D – Accessory Parking Zone

Zone D, the Accessory Parking Zone, is primarily comprised of uses whose parking supply is not generally available to general public use. Accessory parking operates to serve demand generated from within a specific site as opposed to parking serving a wider mixed-use area (as represented by Zone

A).

1. *Operating Principles (Zone D)*

The primary purpose of parking in Zone D is to support the privately developed land uses within the zone. The City's goal is to manage the on-street supply of parking in the zone within the objectives of the 85 percent occupancy standard. The City will strive to encourage the private development of parking in this zone that results in an increased supply of publicly available parking.

- Off-street parking developed in this zone will likely be privately provided and managed to meet demand of the specific land uses for which the parking is associated.
- On-street public parking should be managed to provide access opportunities for any type of demand (i.e. short-term or long-term parking).
- Determination of appropriate time stay designations in on-street locations should be based on the 85% Rule.

2. *Implementation Framework (Zone D)*

A. The majority of on-street parking will be 10 hour parking, with an appropriate mix of short-term parking based on capacity considerations (i.e., 85% Rule). This is based on the principle that:

1. The majority of parking in the Zone is private accessory parking developed to accommodate (off-street) parking demand generated by specific development sites.
2. There is adequate on-street capacity in the zone to meet both short and long-term parking demand.
3. Providing long-term parking in this zone creates employee parking options that could mitigate parking conflicts between visitors and employees in other zones (particularly Zones A, B and C).

B. The long-term priority for on-street parking in the Accessory Parking Zone will be 4 hour parking. As strategies within this plan are implemented, longer time stays will be transitioned to off-street satellite locations.

- C. The priority for off-street parking in Zone D will be private mixed-use parking to accommodate the full range of site generated users (i.e., accessory demand), including employees, customers, visitors and clients.
- D. The City will conduct regular utilization and capacity studies to ascertain the actual peak hour utilization and average turnover of parking resources in Zone D. If utilization of on-street parking in the Accessory Parking Zone exceeds 85 percent and turnover meets desired rates, the City will evaluate and implement one, or a combination of, the following implementation steps “triggered” by the 85 percent threshold:
- Increase level and duration of enforcement to assure desired rate of turnover and minimize/eliminate abuse (i.e., exceeding time stay, moving to evade).
 - Increase mix of short-term time stays (10- hours to 4-hours) to increase turnover.
 - Pursue shared-use agreements with private lots to provide for additional parking in the Accessory Parking Zone or adjacent areas.
 - Transition on-street employee parking in Zone D into available private off-street locations (shared use locations) within the parking Zone or “satellite locations.”
 - Transition off-street employee parking into “satellite locations” accessed by shuttle. This would be accomplished through reduction/elimination or pricing of monthly permits issued for parking in off-street locations.
 - Increase non-SOV use by employees (i.e., programs for shuttles, transit, ridesharing)
 - Meter/charge for parking (on-street) to create greater efficiency in the actual rate of turnover and to create a potential revenue source for new supply.

ZONE E – Transitional Parking Zone

This area is currently unregulated and represents mixed-use development of a scale that is both complementary of the downtown, yet less intense. Over time, the City would like to see this zone develop additional retail and

service opportunities.

1. ***Operating Principles (Zone E)***

Parking Zone E is intended to support growth in Zones A and C as well as to provide ~~low cost~~ parking opportunities for employees and longer-term parking stays.

- With the addition of new supply in Zone A, it is intended that parking in this zone transition to short-term parking to support and attract future retail, office and service-oriented businesses.
- Time stay designations in this zone will be phased with the addition of new supply in the core.
- Determination of appropriate time stay designations in on-street locations should be based on the 85% Rule.

2. ***Implementation Framework (Zone E)***

- A. On-street parking north of Sixth Street will be unregulated until such time as new supply is created in Zone A.
- B. ~~With the addition of new supply in Zone A,~~ parking south of Sixth Street in this Zone E, the Transitional Parking Zone, will be transitioned to short-term parking to support and attract future retail and service oriented businesses along Market Street.
- C. The transition to time stay designations will begin with a mix of 2 hour, 4 hour and 10 hour stalls. Determination of appropriate time stay designations in on-street locations will be based on the 85% Rule.
- D. The City will conduct regular utilization and capacity studies in this zone *once new parking supply is added to Zone A* to ascertain the actual peak hour utilization and average turnover of parking resources in the Transitional Parking Zone. If utilization of on-street parking in Zone E exceeds 85 percent and turnover meets desired rates, the City will evaluate and implement one, or a combination of, the following implementation steps “triggered” by the 85 percent threshold:
 - Increase level and duration of enforcement to assure desired

rate of turnover and minimize/eliminate abuse (i.e., exceeding time stay, moving to evade).

- Increase mix of short-term time stays (4 hours then 2 hours) to increase turnover.
- Transition on-street employee parking in Zone E into new supply developed in off-street locations (shared-use and new public supply) within Zone A or “satellite locations.”
- Transition employee parking into “satellite locations” accessed by shuttle. This would be accomplished through reduction/elimination or pricing of monthly permits issued for employee parking throughout the downtown.
- Increase non-SOV use by employees (i.e., programs for shuttles, transit, ridesharing, etc.)
- Meter/charge for parking (on-street) to create greater efficiency in actual rate of turnover and to create a potential revenue source for new supply.

E. The City will establish policy guidelines for exceptions to the short-term/long-term parking requirements in Zone A.

1. ~~Handicapped/d~~Disabled access.
2. 15 - 30 minute zones.
 - a. Specific criteria for approval (i.e., by specific business type)
 - b. Specific locations (i.e., end of block versus mid-block)
 - c. Number per geographic area (i.e., should be shared by users in a particular area)
3. Loading zones.
 - a. Maximum number per block face(s)
 - b. Limitation on number per geographic area (e.g., no more than two for every three continuous block faces)
 - c. Evaluation of opportunities for shared loading and customer parking

[ZONE F – Lake Avenue West Residential and Employee Parking:](#)

[Lake Avenue West is largely residential with some limited visitor parking near Central Way. Lake Avenue West also provides vehicle access to the City’s Lake Avenue West Street End Park as well as pedestrian access to Waverly Beach Park. Parking is available along Lake Avenue West that the City can](#)

transition to include long-term employee permit parking from Zone A and C, in addition to the existing residential parking.

1. *Operating Principles (Zone F)*

Parking in Zone F is primarily intended to serve existing residential demand and provide parking opportunities for employees working in Zones A and C, and allowing for limited, short-term parking stays.

- • Short-term visitor parking stays will better serve businesses along Market Street and Central Way than long-term parking stays.
- • Employee-only parking with reduced turnover is compatible with the existing residential parking and pedestrian use of Lake Avenue West.

2. *Implementation Framework (Zone F)*

- A. The southeast end of Lake Avenue West near Central Way will be short-term parking.
- B. The balance of Lake Avenue West will be permit only parking for residents and employees.
- A.C. Employee permit parking will be limited to the east side of the street and opposite the existing residences.

OTHER PARKING AREAS (ZONES) – Peripheral Parking

The Peripheral Area serves a high proportion of residential demand with some low-density commercial uses. If spillover effects from the Core and Emerging Core Zones (Zones A and C) are problematic, a Residential Parking Zone (RPZ) may be established to ensure that adequate parking is available for demand generated from uses within the Peripheral Area. Initially, parking in the Peripheral Area is intended to be largely unregulated.

1. *Operating Principles (Peripheral Parking Area)*

Parking in the Peripheral Area is intended to serve residential demand and

uses generating demand from within the zone. It is intended that “spill over” from other parking zones within the CBD be mitigated.

- Parking in the Peripheral Area is intended to meet demand generated within this parking area.
- Parking in this area is unregulated. As such, no time stay restrictions are in effect. Future management strategies assumed for this area would be contingent on the parking activity, capacity, and utilization of all other parking zones.
- If parking spillover from Zones A, C or E results in inadequate parking availability for properties within the Peripheral Area, Residential/Area Permit Zone programs may be desired.

2. *Implementation Framework (Peripheral Area)*

- A. Parking in this zone is unregulated. As such, no time stays are in effect. Future management strategies assumed for this area will be contingent on the parking activity, capacity, and utilization of all other parking zones.
- B. Residential Permit Zone programs may be implemented if parking spillover from Zones A – E results in inadequate parking availability for properties within the Peripheral Area.



CITY OF KIRKLAND
City Manager's Office
123 Fifth Avenue, Kirkland, WA 98033 425.587.3001
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager
From: Marilynne Beard, Deputy City Manager
Date: June 21, 2015
Subject: CITY COUNCIL RETREAT FOLLOW-UP

RECOMMENDATION:

City Council reviews the results of the City Council brainstorming exercise and considers the staff recommendation for next steps.

BACKGROUND DISCUSSION:

At the May 29, 2015 City Council Retreat, the Council developed a list of topics of interest for possible future action. A total of thirty three topics were identified and the Council then prioritized the topics for importance and or immediacy by placing dots next to individual topics. The attached list shows the list of topics in priority order (those receiving the most "dots" (or votes) to the fewest. Seven topics received three or more votes. Staff is recommending the following next steps for the top seven topics.

- **Sustainability Advisory Committee** – Assemble as needed as a significant environmental trigger arises that would benefit from advisory committee input. At that time, Council can identify the types of individuals best suited to be appointed to the advisory committee and their charter.
- **Lake and Central** – The City Manager will discuss this topic further with the City Council to gain an understanding of common interests and potentially recommend funding for an evaluation of options at the mid-biennial budget update in November.
- **Open Labor Negotiations to the Public** – Refer to the Finance and Administration Committee for further study and discussion.
- **Affordable Housing Symposium** – Refer to Planning and Economic Development Committee and Planning, Public Works and Human Services Committee to better understand Council interests and desired outcomes.
- **Downtown Parking** – Recommendations were provided to the City Council for short and long term actions. Based on Council direction, staff is in the process of implementing a variety of strategies including upgrades to the Library Parking Garage,

improved signage and way finding, permit parking on Lake Avenue West, increased hours of paid parking at selected lots, time-limited parking on Market Street and further study regarding the feasibility of new parking south of City Hall and potential options at the Lake and Central lot.

- **Recovery of Credit Card Discounts** – Staff will develop an issue paper on this topic for the mid-biennial budget review.
- **Real Estate A-Board Signs for Businesses outside Kirkland** – Selected sign code amendments are included on the adopted Planning Work Program and are scheduled to begin in late 2015. This topic will be included in the reviews.

Although staff is recommending that these topics be addressed in this coming year, many of the remaining topics are already underway or will be during this biennium (e.g. reclaimed water, Accessibility Report implementation, creative fireworks enforcement, and so on.) Staff is looking for Council concurrence with the recommendations or alternative direction from the Council on individual topics.

Council Retreat Brainstorming Session May 29, 2015

Dots	Topic
•••••	Sustainability advisory committee
•••••	Lake & Central
•••••	Open labor negotiation to public
•••••	Affordable housing symposium
•••••	
•••	Parking downtown
•••	Recovery of credit card discounts
•••	Real estate A-board signs for other communities
•••	
••	Data retention and privacy policy
••	Human services advisory committee enhanced role
••	
•	Other options for Women's Shelter
•	Develop green codes phase 2
•	Enhance Arts Commission support
•	Sustainability program coordinator
•	
	Bike share program
	Disability and accessibility report status and implementation
	Shuttles for supplementing bus service/neighborhood circulators/partner with private service (e.g. Mountain View)
	Second or more transit oriented developments
	Enforcement of multi-family parking capacity post certificate of occupancy
	Requirement for public parking in new development
	Charge for nursing care calls for non-medical problems
	Paid sick and safe leave
	Creative fireworks enforcement
	More information to neighborhood on major projects – signage
	Auxiliary parking lot (Marina Park) private/public partnership
	No idling policy (especially around schools)
	Reclaimed water study
	Demolition fee for affordable housing
	SCA Rise presentation on healthcare initiative
	Urban tree canopy protection
	Sister City presentation
	Sustainability standard for all public improvements
	Walking access to Lake in front of single family homes with redevelopment
	Broadband and conduit policy (PW standard for new development)



CITY OF KIRKLAND
Department of Parks & Community Services
505 Market Street, Suite A, Kirkland, WA 98033 425.587.3300
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Jennifer Schroder, Director
Michael Cogle, Deputy Director

Date: June 24, 2015

Subject: Resolution Adopting a Master Plan for Edith Moulton Park

RECOMMENDATION:

That City Council adopts the attached resolution approving the proposed Master Plan for Edith Moulton Park as recommended by the Park Board.

BACKGROUND DISCUSSION:

At their meeting of February 3, 2015 the City Council received a report on the proposed Master Plan for Edith Moulton Park as recommended by the Park Board. Staff requests that the Council formally approve the park plan by adopting the attached resolution.

Funded phase 1 components as recommended by the Park Board include code-required street frontage improvements, an ADA accessible trail/wetland boardwalk system with bridge crossings, wetland mitigation enhancements, and utility stubs for future park improvements. Total project budget for master planning, design, and construction of the first phase of improvements has been approved in the Parks' CIP for \$1,000,000. Funding is derived from the 2012 Parks Levy.

At the February 3 meeting the Council also expressed interest in considering the option of funding implementation of the master plan in its entirety. The City Manager will be proposing a funding strategy for funding the remaining master plan components which will be considered by the Council during the 2015 – 2020 Capital Improvement Program (CIP) Update. The Council will receive its first briefing on the CIP update at the July 21 Council meeting. Because the master plan provides enhanced capacity to the park system, funding to complete the plan implementation is recommended to come primarily from park impact fees. This recommendation assumes the Council will adopt the new park impact fee policy framework of "per person investment" currently proposed as part of the PROS plan update.

Additional improvements identified in the master plan include further trail enhancements and neighborhood trail connections, an off-leash dog trail, restroom, picnic shelter and furnishings, playground equipment, cultural and environmental interpretive features, lawn restoration, and development of a community garden area. Total project cost estimate to complete the additional improvements is \$1,115,000, for an overall budget for completing the master plan of \$2,115,000.

Attachment

RESOLUTION R-5135

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND
ADOPTING A MASTER PLAN FOR EDITH MOULTON PARK.

1 WHEREAS, in 2011 the City of Kirkland assumed ownership from
2 King County of the 26-acre public property known as Edith Moulton
3 Park; and

4
5 WHEREAS, in 2012 citizens of Kirkland voted to approve a
6 Kirkland Parks Levy to provide ongoing funding for park maintenance
7 and park improvements; and

8
9 WHEREAS, a portion of Kirkland Parks Levy funds have been
10 appropriated to develop and implement a Master Plan for Edith Moulton
11 Park; and

12
13 WHEREAS, the Park Board and Department of Parks and
14 Community Services organized and completed an extensive planning
15 process to create a vision for the future of Edith Moulton Park, involving
16 important stakeholders and interested citizens; and

17
18 WHEREAS, the Department of Parks and Community Services
19 has completed the Edith Moulton Park Master Plan; and

20
21 WHEREAS, the City Council has received from the Park Board a
22 written report and recommendation on the proposed Edith Moulton Park
23 Master Plan; and

24
25 WHEREAS, investments in Edith Moulton Park will enhance the
26 level of service of Kirkland's park system to help meet the current and
27 future needs of Kirkland residents; and

28
29 WHEREAS, in regular public meeting the City Council considered
30 the written report and recommendation of the Park Board.

31
32 NOW, THEREFORE, BE IT RESOLVED that the City Council of
33 the City of Kirkland adopts the Edith Moulton Park Master Plan
34 recommended by the Park Board and set forth in Exhibit A to this
35 Resolution.

36
37 Passed by majority vote of the Kirkland City Council in open
38 meeting on this ___ day of ____ 2015.

39
40 Signed in authentication thereof this ___ day of ____, 2015.

Mayor

Attest:

City Clerk



Edith Moulton Park

planning & design

Schematic Master Plan

FEBRUARY 2015



INTRODUCTION

Project Description

Edith Moulton Park is a 26-acre remnant farm parcel that was initially developed as a park by King County. The park is located at 108th Avenue NE and NE 137th Street in a newly annexed portion of the Juanita Neighborhood of Kirkland. The park contains mature forested areas, wetlands, Juanita Creek and a tributary, a degraded access drive and parking lot, lawn area, and small picnic shelters. The park is crossed by a number of footpaths. The park is in a residential neighborhood adjacent to Helen Keller Elementary School and other schools are located nearby.

Edith Moulton, who grew up on the property and experienced farm life there, donated it to King County in the 1960s with the objective of saving some natural areas as places for children to play.

Funding for the creation and implementation of a new vision for Edith Moulton Park will be by voter-approved park levy funds. The preliminary budget of \$1 million may be distributed as follows:

- \$100,000 for design by December 2013
- \$100,000 for design by December 2014

Project Background



- \$800,000 for construction in 2015

HISTORY OF SITE

Jennie and Jeanie Moulton lived on the Moulton family farm from approximately 1900 until their deaths in 1934 and 1954,

respectively. Historic photographs depicting the Moulton family and farm can be found in Historic Resources Report prepared by Historical Research Associates in January 2014.

In 1920, the Moulton family was briefly honored by an attempt to rename the road in front of their property. The ½ mile section

of what is now 108th Avenue NE, which runs north and south along the border of the Moulton property, was to be renamed Miss J. E. Moulton Road after Edith's aunt Jeanie in 1920. Though it appears from County records that the renaming proposition was ultimately rejected, the road appears as such in an early copy of the Atlas of Seattle.

Assessor's records from 1939 describe the Moulton family residence as a single-family dwelling, 1 ½ stories tall, with four rooms on the first floor and three rooms above (Figure 4.2 and 4.3 in the Historic Resources Report). The house included three modest, single-story porches. Materials were simple—wood

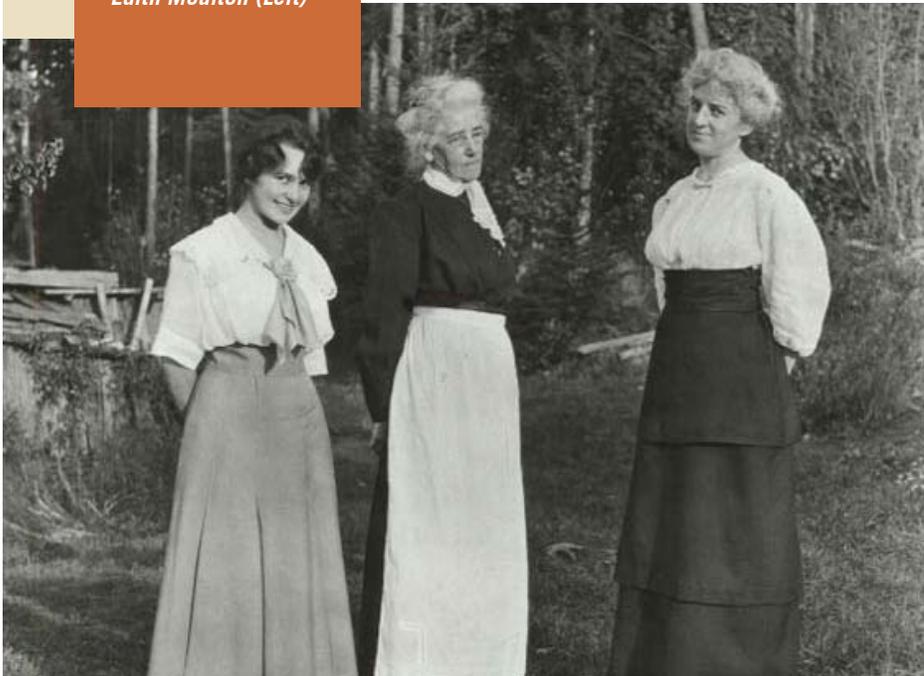
floors, plasterboard walls or bare studs, a stone fireplace, a shingle roof, and exterior walls clad in shiplap. There was no plumbing in the house and associated buildings included an outhouse and storage shed. The house never included electricity or a telephone. Historic photos show a modest Craftsman-style bungalow with wide eaves supported by knee braces, recessed porches, and mature plantings near the entry. The record also refers to 15 fox pens made of construction wire. The foxes shared the property with what the assessor's record refers to as a combination of orchard, cleared pasture, uncleared stump land, and 2nd growth.

Edith Moulton retained her association with the farm throughout her life. Though she was a busy, working woman, she returned to the farm on weekends, and cared for the property after Jennie Moulton passed away in 1934, and Jeannie passed away in 1954. After 1954, the house stayed empty except during the times when Edith stayed there.

Edith Moulton was negotiating the sale of her property to King County for a public park when she was diagnosed with breast cancer in the early 1960s. She realized that her health was worsening and would not have the opportunity to benefit from the sale of the land, wrote Tvrdy. Upon her death on September 20, 1967, at the age of 69, Edith Moulton willed her 20-acre property to King County to be used as a public park.

Today, Edith Moulton Park encompasses 26 acres with expanses of maintained lawns, forested areas, trails, parking lots, and a long gravel path on the former driveway. The park is bordered by residential development and a local elementary school. None of the former buildings associated with the Moulton family property remain. The farmhouse was destroyed during a fire a year after Edith Moulton's death and was later removed. Evidence of the other features associated

Edith Moulton (Left)



with the property may have been modified or removed during renovations by King County in the late 1960s and thereafter. Other modifications include improvements to walking paths/trails and the existing driveway, and installation of rock walls, parking lots, and a picnic area.

PROJECT PURPOSE

The park functions as both a home to a diverse population of flora and fauna and an outdoor refuge to a large community. In order to protect the ecological and social value the park provides, it is important to evaluate what features of the park may be suffering degradation or could be improved. In doing so, it assures that the park may continue to serve as a valued green space within an urban setting.

In an effort to guide design decisions, a theme was developed to remember the purpose of the park that Edith Moulton intended:

**Honor Edith Moulton's
Legacy by Conserving
Wilderness for Children to
Enjoy**

WORK PHASES

Planning and design of Edith Moulton Park includes three distinct phases of work as identified below.

Phase 1

Inventory and Site Assessment, Development of a Park Design Program

Phase 2

Schematic Design and Implementation Program

Phase 3

Design Development, Permitting, Bidding, and Construction Support

This document details the work performed on Phase 1 and Phase 2. Phase 3 (future) is described in summary in anticipation of performing this work in 2015.

PROGRAM ELEMENTS

The proposed improvements to Edith Moulton Park are grouped in this section according to the geographic area in which they would be located. The improvements are grouped into the **Great Lawn Area**, **Moulton Home Site**, and **Forested Interior**. Each of the proposed program elements is explained with background information on the purpose and includes pertinent community input.

Great Lawn Area

As proposed in the schematic design, the great lawn area along 108th Avenue NE would contain a pavilion, restroom, natural play structure, and roadway frontage improvements along 108th Avenue NE. The great lawn area was selected for these improvements because it is the only non-forested part of the park with easy access to parking and with good surveillance from neighbors, vehicle occupants, and police patrols. These four main elements—parking, pavilion, restroom, and play structure are intentionally grouped together because they are complimentary uses.

Roadway Frontage (parking) Improvements

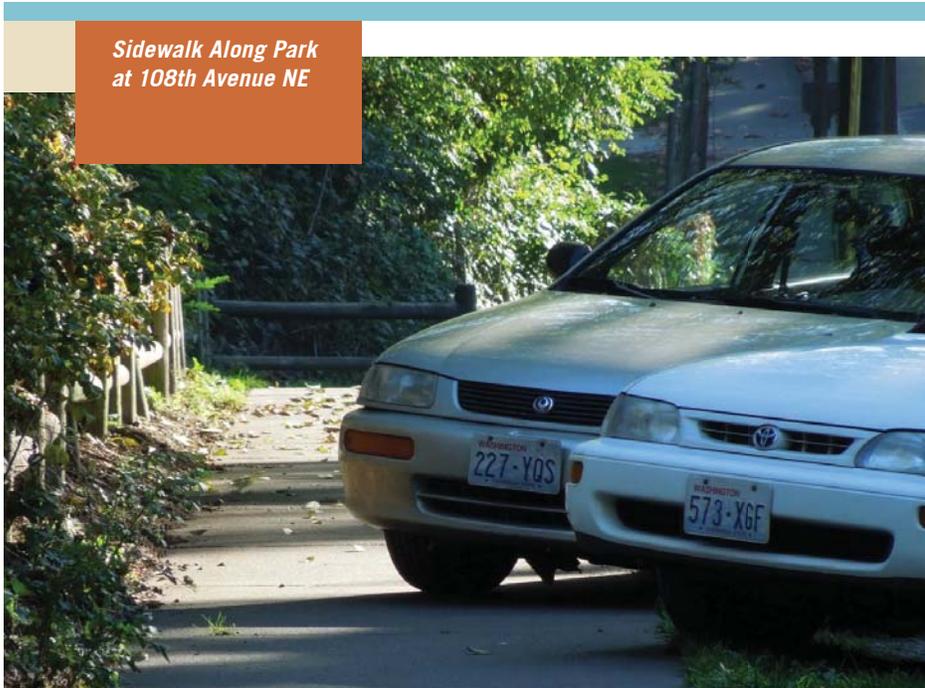
Currently, there is a sloping gravel parking strip along 108th Avenue

Proposed Improvements





NE fronting the park. A concrete sidewalk separates the gravel parking from the great lawn. Compact cars can be parked perpendicular to the roadway; however, larger vehicles only fit on the gravel strip when parked at approximately a 60 degree (or less) angle. Occasionally, drivers will park parallel to the roadway or perpendicular to the roadway, but overhang the sidewalk. The sidewalk is a safe route to Helen Keller Elementary School, adjacent to Edith Moulton Park to the north, and should not be impeded with parked vehicles. Because parking stalls are not delineated and the gravel strip is too narrow, parking is currently hap hazardous, inefficient, and creates unsafe conditions when vehicles park over the sidewalk or protrude into the northbound travel lane of 108th Avenue NE.



Kirkland Public Works will require frontage improvements as part of a development review and permit process for the park improvements. By code, vehicles may not be parked in a manner that requires backing out onto 108th Avenue NE. In fact, 108th Avenue NE is planned as a green-way street focusing on bike- and pedestrian-friendly connections and minimizing cut-through traffic. The Public Works Department will likely require an eight foot (parallel) parking lane and six foot bike lane on 108th Avenue NE. Although a parallel parking arrangement

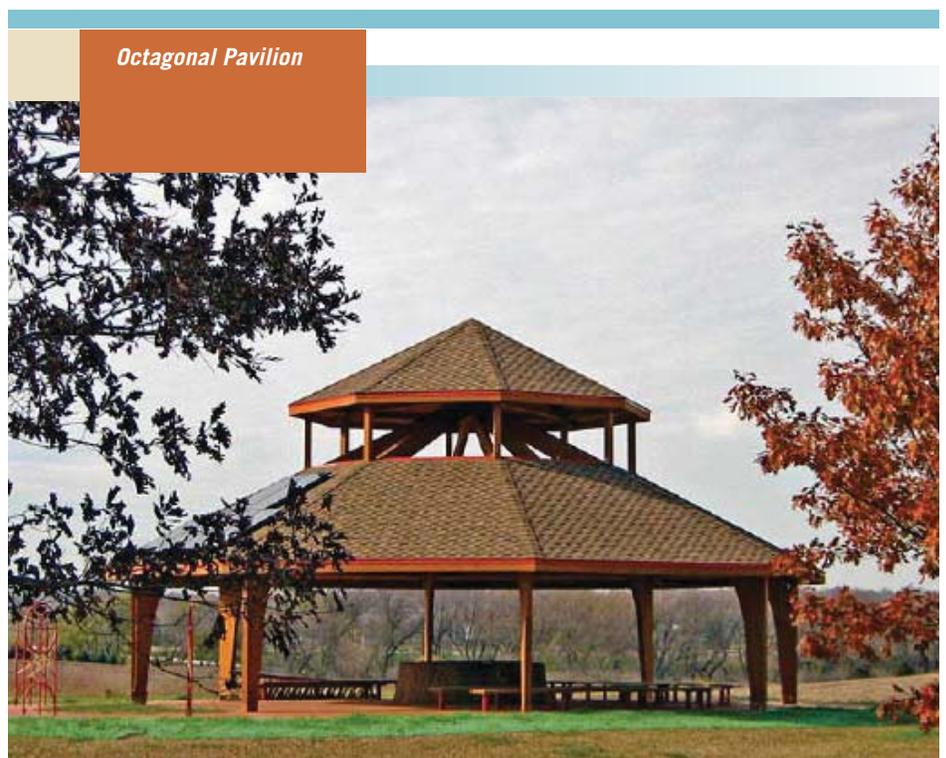
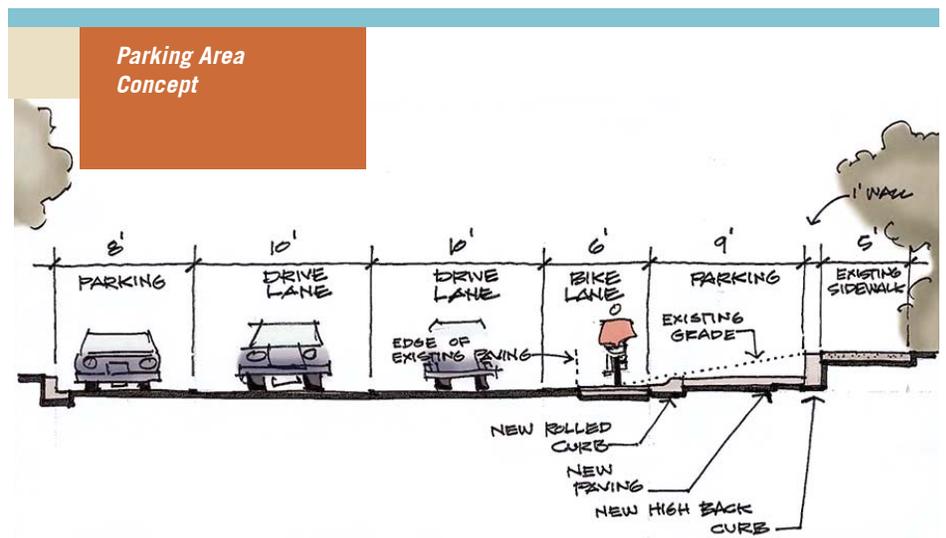
reduces the overall net parking, parallel parking creates a safer sidewalk and will be safer for bikes because vehicles will not be backing out onto the roadway.

In addition to safety improvements, the addition of a bike lane and parallel parking present an opportunity to correct a less-than-desirable cross slope in the parking strip. The addition of a high-back curb (taller than the typical six inch height) next to the sidewalk will decrease the cross slope and protect the sidewalk from encroaching vehicles. A rolled curb and gutter will likely be needed between the added bike lane and parallel parking. In total, the improvements will consist of two concrete curbs, approximately five feet of additional asphalt paving for the bike lane and an eight foot width of paving for the parallel parking. The accessible parking stalls will have a ramped access to the sidewalk and park entries without a curb.

Pavilion

The pavilion was conceived as providing an out of the weather place for gatherings, appropriate for a natural setting. Design criteria for the pavilion include:

- An aesthetic iconic focal point for the great lawn.
- Constructed with natural materials appropriate for the setting.
- Largely transparent so that the forested area behind the pavilion will remain visible when viewed from the lawn and 108th Avenue NE.
- Providing enough space for 40 people (could include movable picnic tables to create a more flexible space for events).



Restroom



- Approximately 40 foot by 40 foot to accommodate approximately 40 people.
- Two pavilion shapes were examined, a square hip-roofed structure and an octagon form—community feedback was that a simpler, unadorned structure is preferred and that the octagonal structure fit within the existing great lawn loop trail. Overall, the timber-framed examples of pavilions were well received.

Restroom

Community input on the restroom was both in favor of a restroom in the park, but there was also concern about the potential for misbehavior associated with the facility. Some community meeting

attendees said that a restroom was necessary for students to visit, especially from the nearby Helen Keller Elementary School. Constructing a pavilion where community and private events could be scheduled also necessitates providing a nearby restroom. The final design should consider community concerns about non acceptable behavior potentially occurring at the restroom. Accordingly, the restroom is sited between the pavilion and the street so that there is a lot of visibility of the restroom facade from the street. While it is important to have visibility of the restroom doors, the remaining three sides should be slightly tucked back into the wooded edge to avoid having the restroom visually encroach into

the great lawn and detract from the uncluttered view. Unlike the pavilion and play structure, the restroom cannot be transparent.

The style and appearance of the restroom building needs to be appropriate for a natural wooded setting in a residential neighborhood. The style and materials should also compliment, but not compete with, the pavilion design. The restroom roof should match the pavilion roof and wood siding and trim should be featured. A small building with separate men's and woman's rooms is recommended. A prefabricated and site-assembled building is typically the most effective and cost-efficient option for parks. The fixtures recommended for Edith Moulton Park will be based on facilities in other Kirkland parks. The restroom will require a side sewer service, water line, and power from 108th Avenue NE, which are included in the cost estimate.

Play Structure

With about 24 acres of forest and a couple acres of lawn, there are plenty of natural play opportunities like climbing trees, walking along downed logs, and stepping into the creek. However, including a pavilion in the park creates the need for a closer, more observable and probably cleaner play opportunity. This is especially true for kids that come with adults that may be attending

Play Structure

eye on the kids, but far enough away so that the kids feel a sense of independence from the adults and so that the noise from the climbing structure does not affect more quiet events such as neighborhood meetings. Climbing structures require a fall zone around base of the structure and perimeter. A prescribed depth of wood play chips and containment edge for the chips are also needed. Because of apparent high ground water, the wood chip base around the climbing structure should be raised above existing grade. A low modular block wall is recommended as a durable containment edge that will also serve as a low sitting wall.

Other Incidental Improvements

There are other potential improvements that could be made to the great lawn area, including adding an overlay of asphalt

a function at the pavilion. The play structure could provide a natural play-like activity close to the pavilion for kids with limited time or not dressed for total outdoor adventure play.

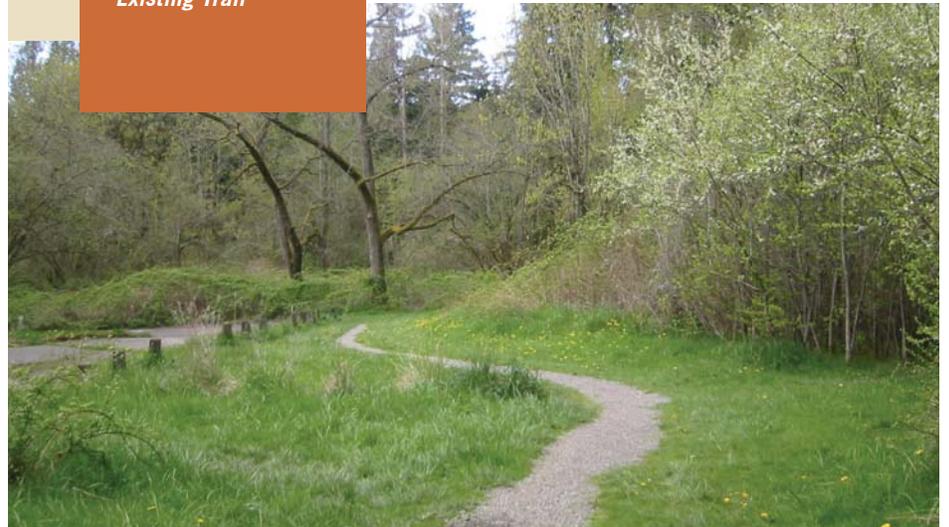
The selection criteria for the play structure include:

- Be highly transparent so that the lawn area or forest can be seen through the structure with minimal impact to the natural scenic quality of the park.
- No brightly-colored parts.
- Accommodate a range of ages and the number of kids that might be expected to attend a function at the pavilion and use the play structure.

For these reasons (transparency, natural play-like activity, and wide

age range for use) a dome-shaped climbing structure is recommended for the great lawn.

The climbing structure should be located close enough to the pavilion so adults can keep an

Existing Trail



paving to the existing loop trail around the lawn, adding root barrier along the paved trail near large trees, and refreshing the entry gate and interpretive sign at the main entry. In addition, some of the shrubs along the rail fence, separating the lawn from the street, should be removed to facilitate better surveillance of the lawn area including future pavilion, restroom, and play structure. These optional improvements are also included in the cost estimate.

Moulton Home Site Area

The original location of the Moulton home and out-buildings is within the south half of the park property and accessed via a now degraded asphalt-paved driveway. The driveway intersects with 108th Avenue NE in the southwest corner of the park

and runs northeasterly through a deciduous forest to the old King County constructed parking lot. The actual home site is generally at the east end of the parking lot. Improvements to the Moulton home site area are proposed to be in keeping with the historic use of the property and include a community orchard and P-Patch along with historic interpretation.

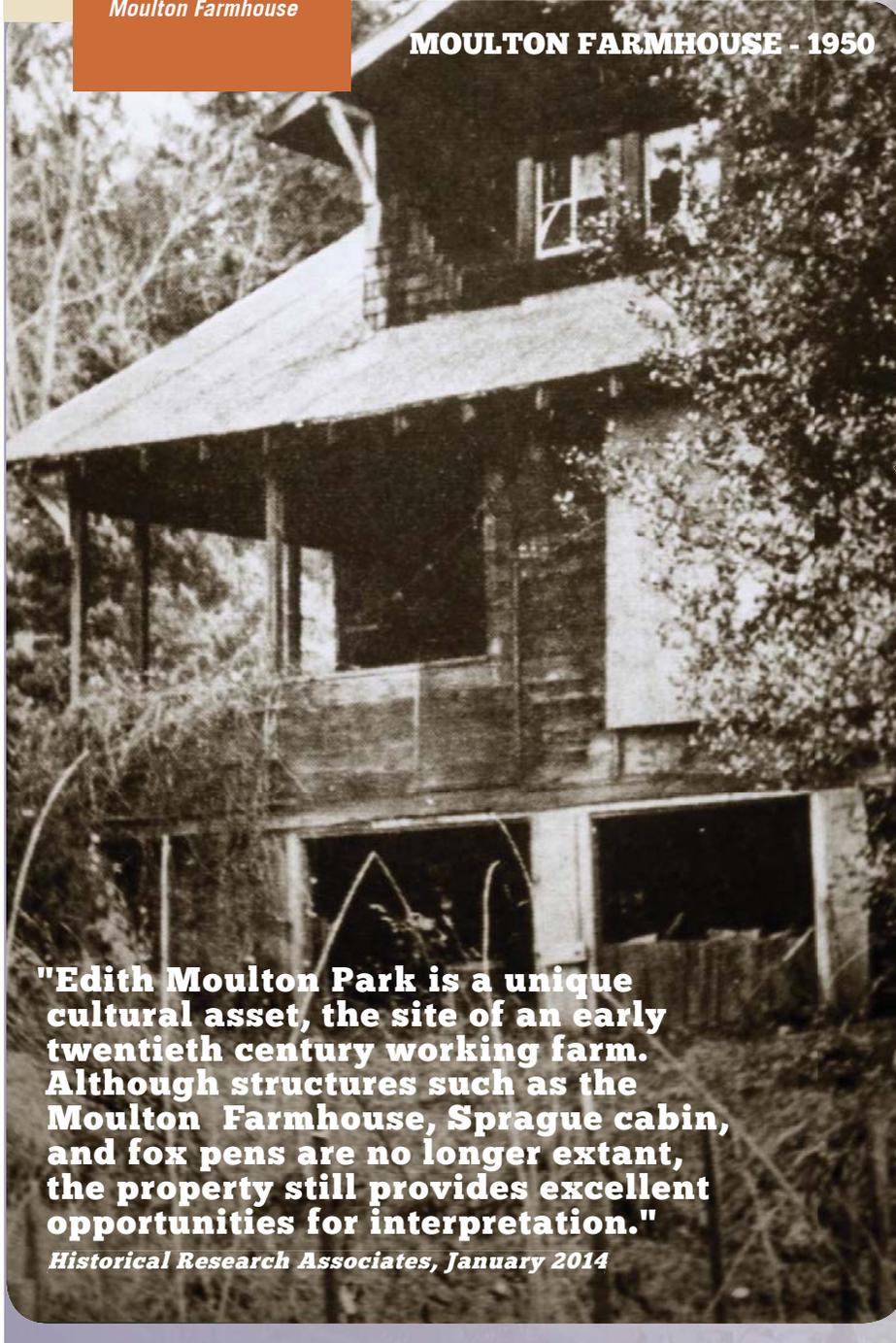
A community P-Patch and orchard will require horticultural maintenance tasks be performed on a regular basis to be successful. Accordingly, the City of Kirkland may prefer to delay a complete build-out of the P-Patch and orchard improvements until such time as an organization such as Seattle Tilth is in place and ready to assume responsibility for the ongoing maintenance and operation of the Moulton Home site area.

In the interim, there are site work tasks that could prepare the site for future garden plots and orchard tree planting. The preliminary site work could include:

- Removal of the degraded asphalt paving in the driveway and parking lot.
- Installation of a water line from 108th Avenue NE to the kiosk area.
- P-Patch subbase preparation, including drain tiles.
- Soil amendment and cover crop planting.
- Construction of a kiosk.
- Fencing and trail construction.
- Establishing the Moulton Home site interpretive space.

Historic Photo of
Moulton Farmhouse

MOULTON FARMHOUSE - 1950



"Edith Moulton Park is a unique cultural asset, the site of an early twentieth century working farm. Although structures such as the Moulton Farmhouse, Sprague cabin, and fox pens are no longer extant, the property still provides excellent opportunities for interpretation."

Historical Research Associates, January 2014

Removing Degraded Asphalt Driveway and Parking

Because the paving is heaved and broken from root intrusion, it should be removed rather than repaired. The existing paved driveway is about 20 feet wide and includes a catch basin and storm drain pipe. The likely outfall for the piped runoff is Jaunita Creek near 108th Avenue NE although that needs to be confirmed during design. The schematic design plan recommends that the piped storm drain system be decommissioned and a more natural drainage approach taken to handle runoff from the orchard/P-patch and driveway. A natural drainage approach also avoids the potential for direct discharge of any pollutants into the creek. This natural drainage approach will likely consist of a series of interceptor biofiltration swales and grass shoulders, which allow dispersed runoff to flow and infiltrate.

The existing 20 foot driveway will be converted to a single-lane gravel maintenance access drive and a six to eight foot wide off-leash dog trail. A gravel top course should replace the degraded asphalt. The regraded driveway should have a cross-slope that conducts runoff to grassed shoulders on the downhill (north) side of the driveway so that runoff does not collect and erode the gravel surface.



Installation of a Water Line from 108th Avenue NE to the Kiosk Area

Water is needed for irrigation and drinking at the orchard/P-patch. This will require a meter, backflow preventer, and drain valve near the intersection of the driveway and 108th Avenue NE. The water line should extend through the P-Patch and orchard and left for future hose bib and irrigation valve installation.

P-Patch Subbase Preparation Including Drain Tiles

The existing parking lot will have the asphalt layer removed and be regraded as necessary. Depending on the porosity of the subsoils, drain tiles could be added to the P-Patch area to make sure excess water is drained away. Otherwise, excess irrigation water and precipitation should be allowed to infiltrate the subbase of the old parking lot.

Soil Amendment and Cover Crop Planting

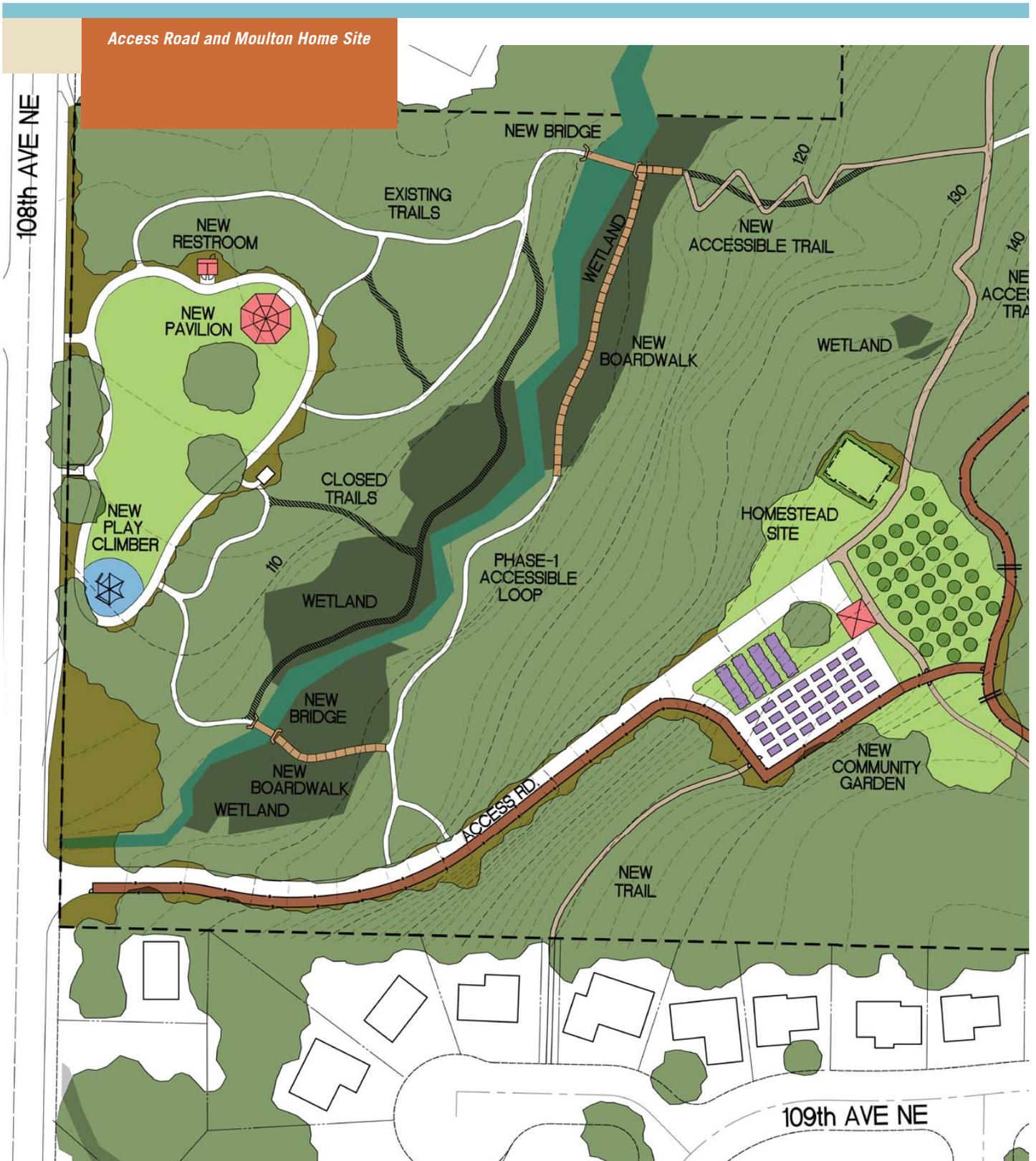
The orchard and berry planting areas need to be cleared and grubbed of existing vegetation; soil amendments such as compost, lime, and organic fertilizers added as appropriate; and a cover crop planted to minimize erosion and weed infestation.

Fencing and Trail Construction

Any fencing needed to enclose the P-Patch or off-leash dog trail

Pedestrians can either use the maintenance access or the off-leash dog trail. In addition to resurfacing, the driveway entry at 108th Avenue NE should be

narrowed and reconfigured with a new vehicle swing gate and off-leash portal.



Access Road and Moulton Home Site

108th AVE NE

109th AVE NE



Establishing Moulton Home Site Interpretives

Schematic design calls for the original location of the Moulton home to be delineated with walls of espaliered fruit trees where the original house once stood. In addition, a stone header (flush to the ground) or curb could be set where the old building foundation once stood to add a sense of permanence to the espalier walls. Interpretive panels explaining the history of the site and surrounding area could be installed on the walls and a picnic table and benches could be included in the recreated Moulton home.

Construction of a Kiosk

A kiosk is needed as a gathering point, secure tool shed, and a place to post notices for volunteers and P-Patch participants. The kiosk could have a section of overhanging roof for rain protection. The construction will have to be secure, durable, and vandal-resistant.

Forested Interior

The forested interior of the site makes up the majority of the park acreage excluding the great lawn and Moulton home site. As proposed, the forested interior portions will have program elements limited to trail improvements (new trails, trail restoration, trail decommissioning, and habitat restoration).

should be constructed prior to the orchard/P-Patch opening. This work could be part of a

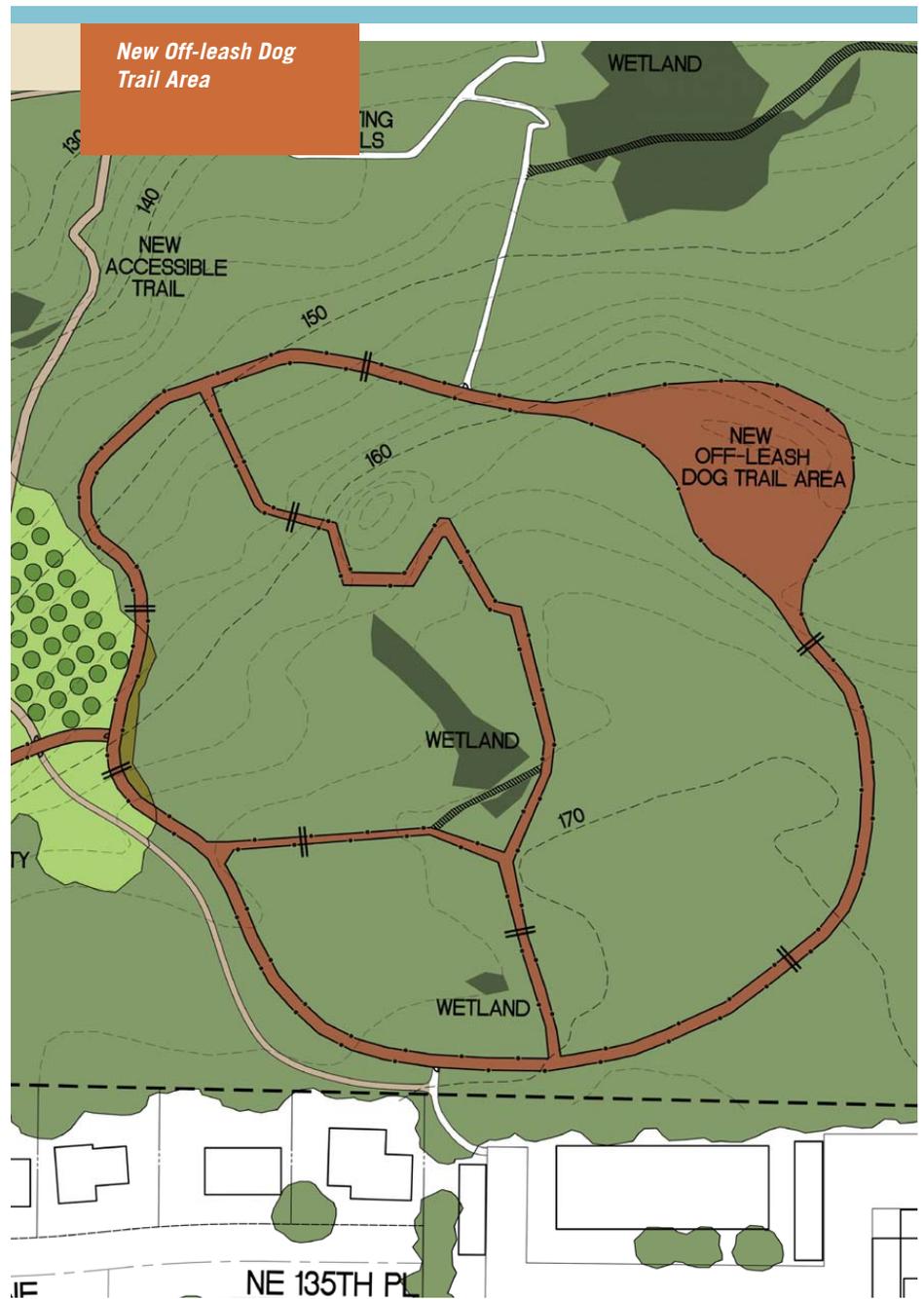
construction contract for the kiosk, driveway, water line, and other listed improvements.

Accessible Loop Trail (Phase 1 and Future Phases)

The existing paved trail in the great lawn is essentially flat and meets American's Disabilities Act (ADA) standards. As proposed, the great lawn loop trail would serve as the starting point for a second accessible loop trail, which includes upgrading an existing trail through the deciduous forest, for people of varying abilities, by improving accessibility of the existing trails along Juanita Creek—the most popular of the park's trails.

Upgrading existing trails in upland areas to ADA standards consist of widening the trail to four feet and placing a fine compacted crushed rock material that provides a suitable surface for all users. Existing trails crossing delineated wetlands associated with Juanita Creek will need to be converted to raised structures, essentially boardwalks, to have minimal impact on sensitive areas and to avoid a lengthy and complex permitting process required when placing fill in a wetland. The existing trails should be decompacted and planted with low native plants. Raised boardwalk structures would be constructed on pin piles—two inch diameter galvanized pipes driven into the ground at depths specified in the geotechnical analysis.

The recommended boardwalk structure should consist of



galvanized steel beams and stringers with galvanized steel grating for the decking. All galvanized surfaces should be treated with a commercially available solution called Natina, which creates a natural brown

patina and provides a more natural appearance to the structure.

Dog Off-Leash Trail

Many dogs visit Edith Moulton Park with their owners. Some

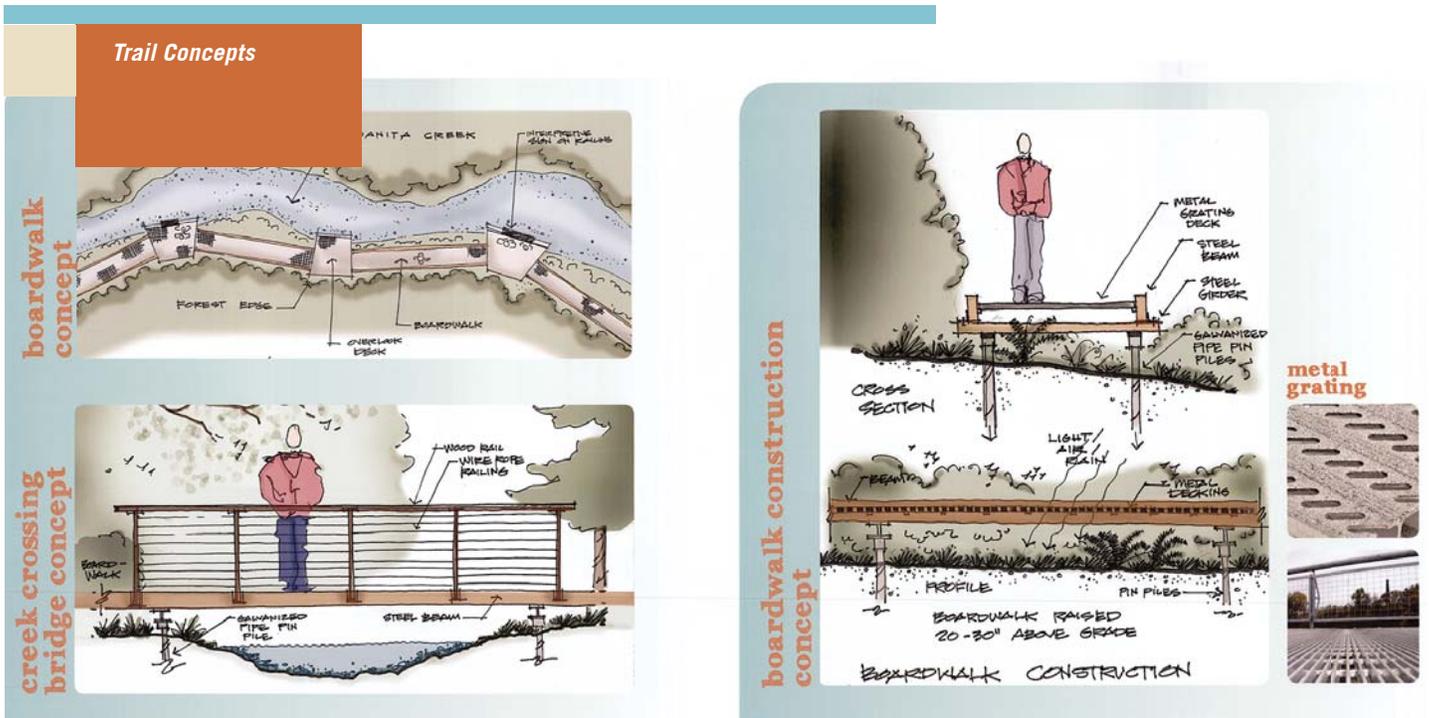
dogs are walked on leads, although a significant number are allowed to walk off-leash. While most off-leash dogs are well-behaved and under the voice control of their handlers, other off-leash dogs may not be appreciated by some visitors using the park trails and great lawn. In addition, off-leash dogs using the creek contribute to the degradation of the stream banks and the addition of potentially harmful bacteria from fecal matter getting into the creek. Off-leash dogs are also more likely to contribute to wildlife displacement and sensitive vegetation damage by trampling.

In accordance with City of Kirkland policy, this master planning effort for Edith Moulton

Park examined the feasibility of creating an off-leash area. A 5,000 square foot off-leash area was considered at the south end of the great lawn and a 15,000 square foot area was considered near the Moulton home site as a replacement for the old parking lot and adjacent brushy area. The community response, (especially from dog owners), was that they were too small. Converting a large forested part of the park to an open off-leash area would be contradictory to the basic tenets of the project goals to preserve the forested portions of the park. Likewise, we heard from the community that large portions of the great lawn should not be converted to an off-leash area. An off-leash dog trail however, could fulfill the apparent desire to

have dogs off-leash with minimum potential impact to the creek and upland habitat.

As proposed, a 3,200 linear foot (0.6 mile) off-leash dog trail would be constructed in the southern portion of the park. The intent is that the off-leash trail is a shared trail to be used by both dog walkers and walkers without dogs who don't mind sharing. A trail, versus a large open off-leash area, has the advantage of preserving the forested understory that will surround the trail. In fact, the off-leash dog trail loop section occupies roughly six acres of forest in the southeast corner of the park while the trail itself will enclose only 0.22 acres. The enclosed trail allows for enjoyment of the forested southeast corner



**Off-leash Dog Trail
Concept**

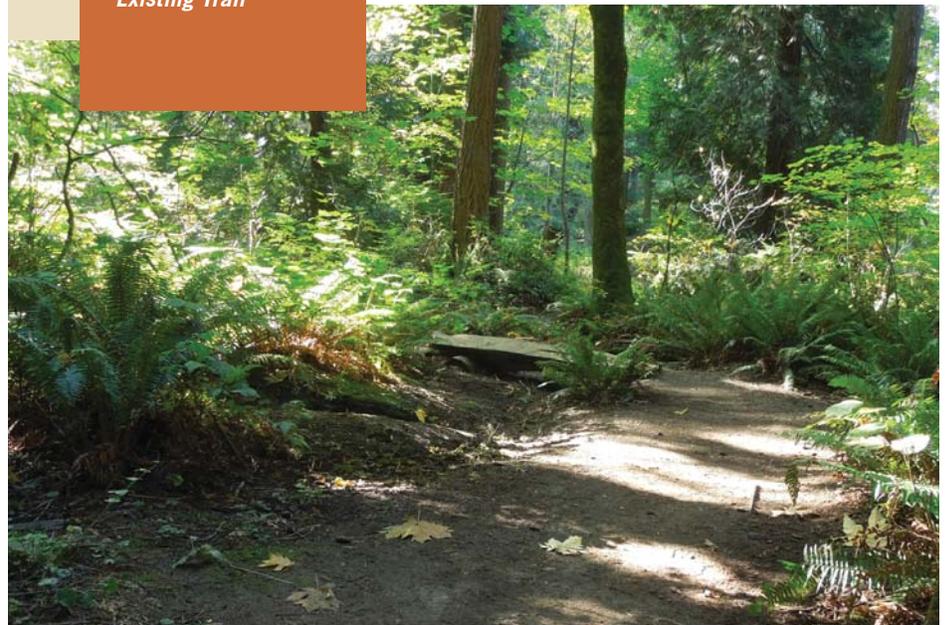
Entries would be gated with self-closing gates so that dogs don't inadvertently escape the off-leash trail enclosure. The fencing along the trail is necessary to avoid damaging this area of important upland and wetland habitat. Attendees at the third community meeting voiced a preference for a wood post and field fence rather than chain link fence. A field fence has large enough openings that mice, squirrels, and other small animals can pass through the fence. The fence height will be 48 inches as is typical with other similar facilities.

with only minor direct impact considering that about $\frac{1}{2}$ of the dog trail follows existing trails alignment.

The off-leash trail will consist of an access to 108th Avenue NE along the old driveway with a loop through the upland coniferous forest in the southwest corner of the park. Approximately one-third of the off-leash trail (about 800 feet) would be new trail and the remaining two-thirds constructed in the same alignment of existing trails and the existing driveway. The roughly 800 feet of new trail is in an area of the park where construction of a new trail was requested by some community members as a means of patrolling a reportedly under-visited and occasionally misused section of the park.

The off-leash dog trail would consist of a six foot wide trail with post and rail fencing on both sides. The six foot dimension is recommended as the minimum needed to allow two people with dogs to comfortably pass.

The trail should include culvert crossings for animals that don't fit through the fence or that wouldn't typically climb over the fence. In addition to the fenced trail, a small fenced open area could be

Existing Trail

included if an area is available that would not require extensive conversion from forest understory to off-leash use. The trail surface will be covered with six inches of arborist mulch to minimize erosion and provide a substrate to absorb and effectively trap dog urine and incidental fecal matter to avoid infiltration into the near surface groundwater or moving off the trail via stormwater surface flow.

Trail Decommissioning

Over the years since King County first opened the Edith Moulton property as a park, a number of trails have been formally and organically built and more naturally worn through repeated use throughout the park. There is evidence that some trails existed on the property before it became a park—particularly a north/south trail from the original home site. As it happens, social trails or unplanned trails develop that often duplicate other trails. Too many trails are not a good thing because trails, through human presence, tend to fragment wildlife habitat. In addition, some of existing trails at Edith Moulton pass through sensitive wetlands and stream buffers. Along Juanita Creek for example, there are trails on both the east and west sides of the creek that provide essentially the same experience for trail users yet have twice the impact. Similarly, a little-used trail in the north half of the site doesn't

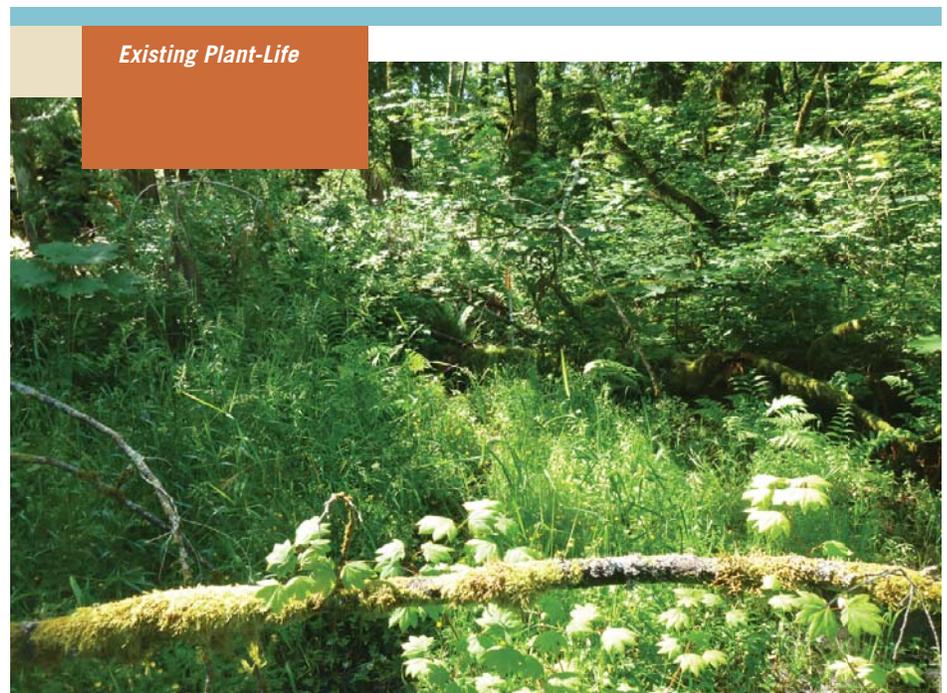
make any useful connection and is within a creek tributary buffer. This trail in the north half and one of the creek side trails and is proposed for removal. The overall site plan shows where trails are proposed for decommissioning. Trail decommissioning would be accomplished by stacking and intertwining branches and brush near trail intersections and loosening compacted soil and replanting the trails with native plants.

Habitat Restoration

Habitat restoration will occur in two forms at Edith Moulton Park—the first is restoration as required for compensatory mitigation related to permit approvals and the second is longer-term restoration to

be completed outside of any construction contracts for improvements at the park.

Restoration required as mitigation will be directly tied to construction of the park project elements, such as trail improvements occurring within wetlands, wetland buffers, and stream buffers. Therefore, mitigation work needs to be coincident with the trail or other improvements. Longer-term restoration, not related to permit approvals, can be accomplished by a coordinated non-profit/volunteer effort such as the Green Kirkland Partnership. The Green Kirkland Partnership is an alliance between the City of Kirkland, nonprofit partners, businesses,



and the community. The Partnership's goal is to restore more than 400 acres of natural areas in the City of Kirkland, including portions of Edith Moulton Park. The majority of the restoration efforts are being or will be accomplished by volunteers.

Mitigation-Related Restoration

Proposed trail improvements in Edith Moulton Park could trigger permit requirements for compensatory mitigation—most likely in the form of wetland creation/restoration, wetland enhancement, and stream/wetland buffer enhancement. The extent of mitigation is expected to be minimal; however, the specific amount and location of mitigation will not be known until 60 percent design plans are developed and submitted for the required permits and SEPA review. As proposed, the Phase 1, the accessible loop trail as proposed includes:

- 1,300 linear feet (approximately) of decommissioned and restored trails, including 400 linear feet of existing trail in wetlands that will be restored and converted to an elevated boardwalk structure.
- 1,100 linear feet (approximately) of existing trail that will be widened and resurfaced with crushed rock to ADA standards.

Although the project is theoretically self-mitigating in the sense that there will be more trail closed and restored than is being upgraded, a large portion of the upgraded trails will be located in stream and wetland buffers. That work on trails in buffers could have an adverse impact to the function of the buffers, and may need to be compensated for with buffer enhancement. Buffer enhancement could include:

- Removing invasive species such as Himalayan blackberry.
- Adding habitat structures such as logs or stumps.
- Planting native tree, shrub, and herbaceous species.

Very minor impacts are expected to be associated with the elevated boardwalk structure, as pin pile structures have a small footprint and the decking material (grate) allows light to pass to the ground.

**CITY OF KIRKLAND****Department of Parks & Community Services****505 Market Street, Suite A, Kirkland, WA 98033 425.587.3300****www.kirklandwa.gov**

MEMORANDUM

To: Kurt Triplett, City Manager

From: Jennifer Schroder, Director of Parks and Community Services
Michael Cogle, Deputy Director

Date: June 30, 2015

Subject: PROS Plan: Final Draft

Recommendation

That the City Council reviews a final draft of the Park, Recreation, and Open Space (PROS) Plan and provides input and feedback. Following Council review, the PROS plan will be brought back to a future Council meeting for final adoption along with final park impact fee rates.

Background

An initial draft of the updated Parks, Recreation, and Open Space (PROS) Plan was reviewed by the City Council in 2014. A final draft of the PROS Plan has now been completed, with review of goals and policies by the Park Board, Planning Commission, and Houghton Community Council. The PROS Plan has also been presented to the community as part of the City's Kirkland 2035 planning process.

The Goals section of the Plan is provided herein as **Attachment A**; the entire plan can be reviewed on the City website ([here](#)). A printed copy of the Plan has been placed in the Council's study room.

The final draft features primarily minor edits and corrections with the exception of two substantive policy changes:

Level of Service – Investment per Person

At their meeting of April 7, 2015, the City Council reviewed park impact fee methodologies and expressed a preference for the City to develop a new standard for determining level of service (LOS) for the park system. This standard, referred to as "Investment per Person", looks beyond typical quantitative measurements (such as acres per capita) to consider the full breadth of the City's capital assets (both land and improvements) to ensure that each resident continues to receive an adequate amount of parks and recreational services. This methodology is gaining popularity in the region and is being used by a number of local cities.

In part, the methodology will be used to calculate park impact fees, ensuring that the City's park system is able to keep up and adapt with future growth. An impact fee rate study will be completed later this year, with new rates anticipated to be adopted by the end of 2015. Once the rates are determined, the PROS Plan will be edited to include the new LOS measurement and will be brought back to the City Council for final adoption.

The "Investment per Person" LOS does not preclude the City from maintaining acreage goals and other targets, such as ¼-mile park proximity to households, and the final draft Park Element continues to refer to these traditional measurements to guide future planning for the community's park system.

New language describing the "Investment per Person" LOS can be found on page 134 of the Plan, which is provided as **Attachment B**. In a related change, goals for park acreage are now described in the plan as "guidelines" or "goals" rather than "standards".

Legal and financial analysis of the new methodology is still underway. The final document may include technical changes to the proposed "investment per person" methodology sections and guideline descriptions to ensure the new LOS methodology/guideline mix is appropriate and defensible.

Economic Development

As requested by the City Council, a new policy, found on page 36 of the Plan, has been added to support the City's economic development efforts. The specific new language is as follows:

Policy 10.1 – Support Economic Development

Utilize strategic capital investments in parks, trails, open spaces, recreation and art to encourage and support economic development and revitalization.

Actions/Objectives

- Target and time investments in park facilities to support economic development in and around the Totem Lake Urban Center, downtown Kirkland and its waterfront, and along the Cross Kirkland Corridor.

Next Steps

Staff is seeking final comments and input on the PROS plan from the Council. Any changes will be incorporated into the final version of the plan which will be brought back to the Council for adoption later this year.

Attachments

10

SERVICE GUIDELINES

In addition to and in support of the parkland gap analysis discussed in Chapter 4, a level of service (LOS) review was conducted as a means to understand the distribution of parkland acreage by classification and for a broader measure of how well the City is serving its residents with access to parks and recreation facilities. Service guidelines are the benchmarks the City is trying to attain with their parks system; the level of service is a snapshot in time of how well the City is meeting the adopted guidelines.

Service Guidelines

As part of the 2010 PROS Plan, the City of Kirkland adopted a set of guidelines for parkland classifications and recreation facilities. These guidelines reflect Kirkland’s unique qualities, inventory and community interests.

Figure 8. Parkland Guidelines

Type	Existing Guideline
Community Park	2.095 ac/1,000
Neighborhood Park	2.06 ac/1,000
Waterfront Parks	--- ac/1,000
Natural Parks & Open Space	5.7 ac/1,000
	9.855 ac/1,000

Figure 9. Recreation Facility Guidelines

Type	Existing Guideline
Baseball Fields	1 field/5,000 people
Softball Fields	1 field/10,000 people
Soccer / Football	1 field/7,500 people
Tennis Courts	1 courts/2,000 people
Skate Parks	1 per 20,000 people
Outdoor Pools	1 per 35,000 people
Indoor Pools	1 per 20,000 people

Level of Service Assessment

The level of service assessment is based on the existing parkland and facility inventory for Kirkland.

Inventory Adjustments

Residents of Kirkland have access to a wider array of parks and facilities than those provided only by the City itself. The community makes use of school sites, private parks and other facilities to meet their recreation needs. Upon review of the City’s land inventory and past practices regarding how recreational lands are accounted, a few adjustments to the inventory are warranted and proposed as follows.

In the neighborhood park classification, this Plan recommends that the acreage for North Rose Hill Woodlands Park and Carillon Woods be reallocated between neighborhood parks and natural parks. Both of these parks are larger than the typical Kirkland neighborhood park, and both contain areas more appropriately suited to the natural park classification. Instead of the entire acreage for these properties being allocated to only the neighborhood park classification, this Plan recommends a minor redistribution to reflect the use and nature of these parks and better reflect the more active park areas within the neighborhood park classification.

Figure 10. Neighborhood Park Rebalancing

Park	Acreage	Re-Allocation by Classification	
		Neighborhood Park	Natural Park
Carillon Woods	9.1	3.2	5.9
North Rose Hill Woodlands Park	21.1	3.8	17.3
Subtotal	30.2	7.0	23.2

Additionally, the 2010 PROS Plan noted the inclusion of school lands into the level of service calculations for neighborhood and community parks. As a result of the recent annexation, the amount of school lands available within the City has been updated to reflect the City’s larger boundary. The previous plan assigned 50% of the available recreational lands at primary (elementary) schools to the neighborhood park



classification and 100% of the available lands at secondary (middle and high schools) to the community park classification. This Plan maintains this allocation method, and these sites were included in the watershed-based gap analysis. However, due to the somewhat restricted access to school properties, the City should continue to assess parkland access and distribution to ensure that residents are well-served with available parkland.

Figure 11: Public School Land Allocations

School	Recreational Land Acres	Allocation to Inventory
Alexander Graham Bell Elementary School	2.5	1.2
Benjamin Franklin Elementary School	1.1	0.6
Carl Sandberg Elementary	5.5	2.7
Helen Keller Elementary School	3.7	1.8
Henry David Thoreau Elementary	2.7	1.3
John Muir Elementary	3.6	1.8
Juanita Elementary School	3.9	2.0
Lakeview Elementary School	3.5	1.7
Mark Twain Elementary School	4.6	2.3
Peter Kirk Elementary School	3.6	1.8
Robert Frost Elementary School	0.0	0.0
Rose Hill Elementary School	3.4	1.7
Subtotal		19.1
Finn Hill Middle School	15.5	15.5
Kamiakin Middle School	15.9	15.9
Kirkland Middle School	9.4	9.4
Emerson High School	2.0	2.0
Juanita High School	16.9	16.9
Lake Washington High School	17.4	17.4
International Community School	10.3	10.3
Subtotal		87.4

Current Level of Service

At approximately 819 acres, the current, overall level of service for the City of Kirkland is 9.95 acres per 1,000 people, which includes acreage of public school recreational lands, private homeowner association parks and private open space tracts.

Figure 12. Current Levels of Service by Park Type

Type	Existing Guideline	Current Inventory*	Current Level of Service	Current Surplus / (Deficit)
Community Park	2.095 ac/1000	207.92	2.54 ac/000	36.70
Neighborhood Park	2.06 ac/1000	107.57	1.25 ac/000	(60.80)
Waterfront Parks	--- ac/1000	76.76	0.94 ac/000	---
Natural Parks & Open Space	5.7 ac/1000	426.52	5.22 ac/000	(39.34)
	9.855 ac/1000	818.77	9.95 ac/000	

* NOTE: Current Inventory column includes private parks, inventory reallocations and recreation areas of public schools (50% for elementary; 100% for secondary)

Figure 13. Current Levels of Service by Recreation Facility

Type	Existing Guideline	Current Inventory	Current Level of Service	Current Surplus / (Deficit)
Baseball Fields	1 fields/5000 people	25	1 per 3,270	8
Softball Fields	1 fields/10000 people	10	1 per 8,173	1
Soccer / Football / Lacrosse	1 fields/7500 people	9	1 per 9,081	(2)
Tennis Courts	1 courts/2000 people	33	1 per 2,477	(8)
Skate Parks	1 per 20000 people	1	1 per 81,730	(3)
Outdoor Pools	1 per 35000 people	1	1 per 81,730	(2)
Indoor Pools	1 per 20000 people	1	1 per 81,730	(3)

Using the service guidelines from the previously adopted plan, figures 12 and 13 illustrate the current level of service for recreation lands and facilities, along with current surpluses or deficits to those existing service goals. No guidelines were previously adopted for waterfront parks. It should be noted that the above tables include not only City owned and managed facilities, but also school district lands and facilities, private parks and private open space tracts. Even with the inclusion of privately-held parks and open space tracts, the City has a combined acreage deficit of nearly 80 acres - most of which is within the neighborhood park classification.

Today, the City is meeting its goals for community parks, baseball fields and softball fields. The City has a current deficit for neighborhood parks, natural parks and several facility types including soccer/football fields, tennis courts, skateparks and pools. As was previously noted, the largest apparent current deficit is with regard to neighborhood parks and available sport fields.

Proposed Revisions to Service Guidelines

The use of numeric guidelines is a limited tool to assess how well the City is delivering park and recreation services, since the numeric values alone neglect any recognition for the quality of the facilities or their distribution (i.e., the ease to which residents have reasonable, proximate access to park sites). This Plan re-emphasizes the importance of distribution guidelines as noted in the Goals Chapter (Chapter 3) as a means to provide parklands and facilities within reasonable distance for residents.

While public ownership of a broad range of recreation lands is crucial to the well-being of the City, the simple use of an overall acreage standard does not match with the citizen input received during this planning process. Residents were particularly interested in the availability of trails and active use parks (neighborhood and community parks) within a reasonable distance from their homes. To more appropriately measure and target toward that desire, the service guidelines, and the resulting service snapshot, were re-evaluated and re-aligned during the development of this Plan.

This Plan proposes an increase in the acreage guideline for community parks to 2.25 acres per 1,000 people, primarily to emphasize the relative importance of this park classification. Community parks are often the 'work horse' parks of a park system in that they provide the land base to accommodate a range of mixed recreational uses,

park infrastructure (i.e., parking, restroom, etc) and the potential for sport fields. One consideration is the future use of the Taylor Fields site. At the present, the site is partially developed with baseball fields; however, the City should negotiate with King County for the re-use of this site as a community park.

This Plan also proposes a change to the neighborhood park guideline and recommends a reduced goal of 1.5 acres per 1,000 residents. Although the need for additional and more well distributed neighborhood parks was noted from the community outreach, the existing guideline of 2.06 acres per 1,000 creates a significant acreage deficit. This deficit is only slightly diminished by the proposed acquisitions noted in the needs chapters. This Plan recommends a reduction to this guideline to better align the goal for the provision of neighborhood park with the potential for the City to secure additional parkland for this use as the City grows and redevelops. Although the guideline is reduced, an acreage deficit remains; however, the City's primary focus should be toward the acquisition of new neighborhood park sites to fill the documented gaps in distribution as described earlier in this Plan.

This Plan also proposes the elimination of numeric guidelines for natural parks and open space. While numerical planning standards are common for helping to determine a desirable number of neighborhood parks per thousand residents, they do not translate easily to natural parks because the uniqueness of the land base itself. Additionally, approximately 92 acres of sensitive or protected lands have been set aside as privately held open space tracts via the platting and land development process. The inclusion of future, protected sensitive or critical areas as part of the broader greenspace network further clouds the relevance of a numeric standard for natural parks and open space. While it is still important for the City to protect sensitive lands to set them aside as part of a greenspace system, priority should be focused toward either the acquisition of or negotiation for additional, adjacent natural park lands to ensure the protection of unique or special habitat areas and sufficient land is available to accommodate future trail connections.

The following table illustrates the effect of the proposed standards.

Figure 14. Proposed Levels of Service by Park Type

Type	Proposed Guideline	Current Inventory*	Projected Additions	Projected 2035 Surplus / (Deficit)
Community Park	2.25 ac/1000	207.92	25	21.42
Neighborhood Park	1.5 ac/1000	107.57	27	(6.43)
Waterfront Parks	--- ac/1000	76.76		---
Natural Parks & Open Space	--- ac/1000	426.52		---
	3.75 ac/1000	818.77	52	

* NOTE: Current Inventory column includes private parks, inventory reallocations and recreation areas of public schools (50% for elementary; 100% for secondary)

This Plan proposes a reduction to the guidelines for skateparks and tennis courts to better align the existing demand for these facilities to the likely development of new facilities city-wide. The proposed skatepark goal is 1 facility per 40,000 people, and the proposed tennis court goal is 1 court per 3,000 people. This Plan also proposes the elimination of the guidelines for outdoor pools with the expectation that the City would prioritize and focus capital dollars toward the construction of new indoor,

all-season aquatic facilities, rather than constructing a new outdoor pool that has a 3-month operating season.

The following table illustrates the revised guidelines for recreation facilities.

Figure 15. Proposed Levels of Service by Recreation Facility

Type	Proposed Guideline	Inventory	Projected Additions	Projected 2035 Surplus / (Deficit)
Baseball Fields	1 fields/5000 people	25		6
Softball Fields	1 fields/10000 people	10		0
Soccer / Football / Lacrosse	1 fields/7500 people	9		(4)
Tennis Courts	1 courts/3000 people	33		1
Skate Parks	1 per 40000 people	1		(1)
Outdoor Pools	--- per 35000 people	1		---
Indoor Pools*	1 per 40000 people	1	1	(1)

* NOTE: For the purpose of this study, it is assumed that the existing Juanita High School Pool will be closed. A new facility would be a replacement

The proposed capital projects noted in the next chapter help ameliorate some of the projected acreage needs to meet the proposed guidelines.

Investment per Person Standard

This Plan proposes a new standard for determining the level of service for its park system. Known as “Investment per Person”, this standard ensures that each person receives access to a constant amount of parks and recreational facilities as the community grows. The City provides this value by capital investment in parks and recreation facilities that are most appropriate for each site and which respond to changing needs and priorities as Kirkland grows and the demographics and needs of the population change. This standard allows the City flexibility in determining the precise mix of facilities that the City builds to meet the needs of its current and future residents.

In determining Kirkland’s park “Investment per Person”, the following formula is used:

$$\frac{\text{Replacement Value of Parks \& Recreation Inventory}}{\text{Population}} = \text{Capital Investment per Person}$$

The following table indicates Kirkland’s Capital Investment per Person Standard.

Figure 16. Proposed Investment per Person Standard

Replacement Value of Inventory	Population	Investment per Person
\$ - Pending -		\$ - Pending -

Data used to develop the Investment per Person standard can be found in Appendix G.

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Skate Parks	1 per 40000 people	1		(1)
Outdoor Pools	--- per 35000 people	1		---
Indoor Pools*	1 per 40000 people	1	1	(1)

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CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587.3225
www.kirklandwa.gov



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.

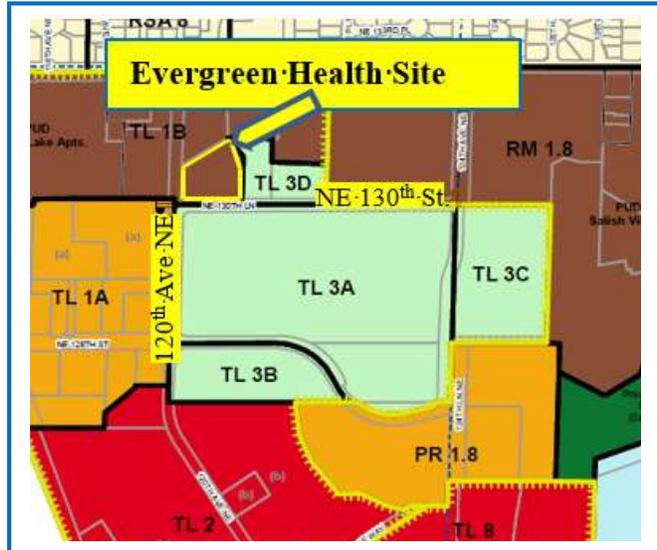
C. Totem Lake Citizen Amendment Requests

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.

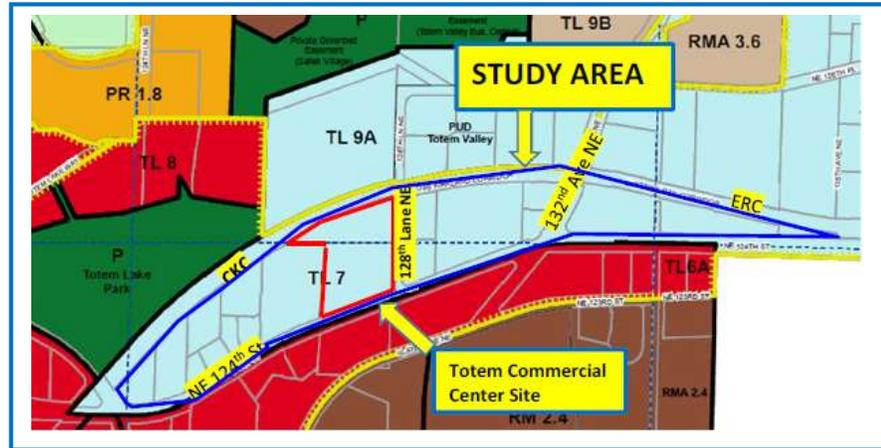
The complete analysis of the request and options provided to the Planning Commission for study can be found [here](#).

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."



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:
 - Allow residential in mixed use development with a minimum lot size of 1.5 acres;
 - Increase height to 65' for mixed use containing residential;
 - Restrict industrial uses west of 128th Lane NE to existing structures, and provide limitations on expansion and improvement;
 - Require development containing residential use to be designed to prevent conflicts with light industrial uses (traffic, noise and use impacts);
 - Require development to address pedestrian connections to the CKC;
 - 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.

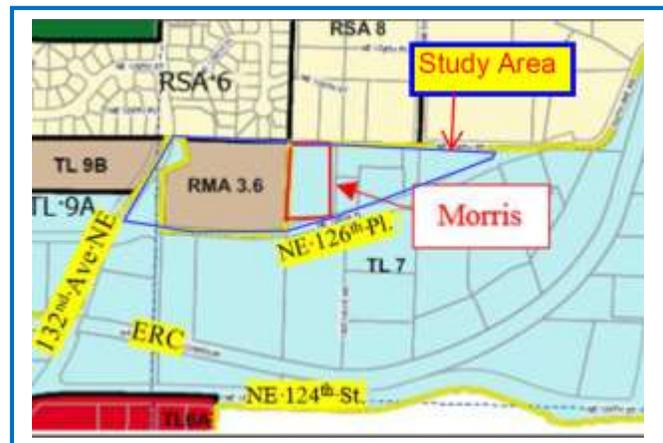
Pending the public hearing this August, **the Planning Commission has generally supported the staff recommendation and preliminarily recommended the second option (option b.) described above. The Planning Commission's recommendation varies slightly in that it does not support establishing limits on industrial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

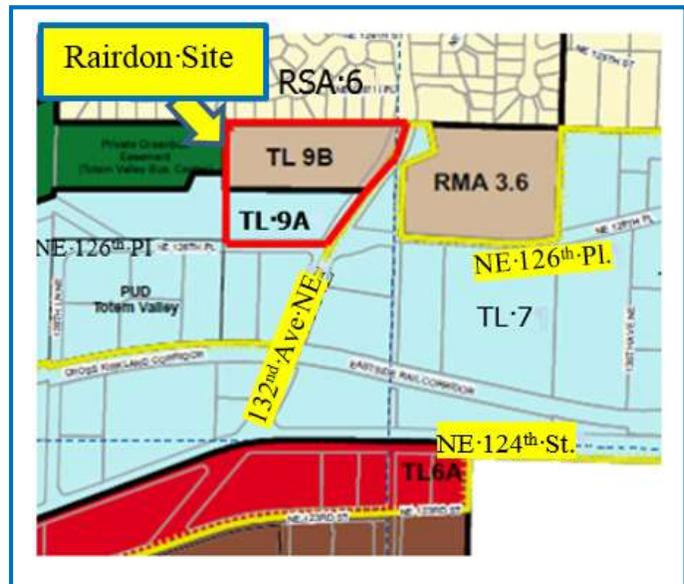
Trisna Tanus submitted two applications for Citizen Amendment Requests for two parcels owned by Greg Rairdon (see Zoning Map, below). The Planning Commission recommended, and the City Council later agreed, that the two requests should be consolidated into one to enable more comprehensive review of the 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

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).

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.

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.

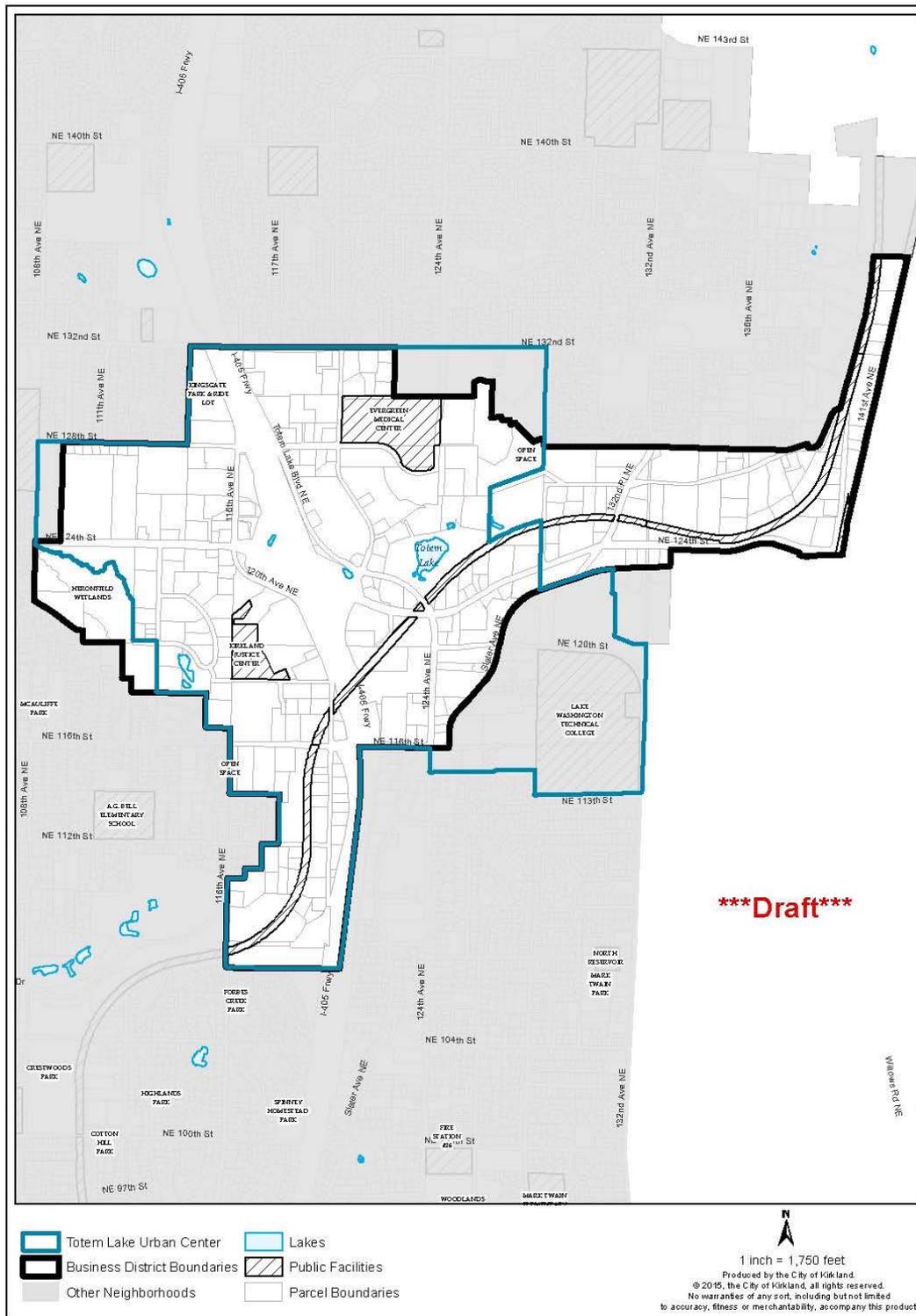


Figure TL-1: Totem Lake Business District and Urban Center Boundaries

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 gathering ~~meeting~~ 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 ~~workforce~~ 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.

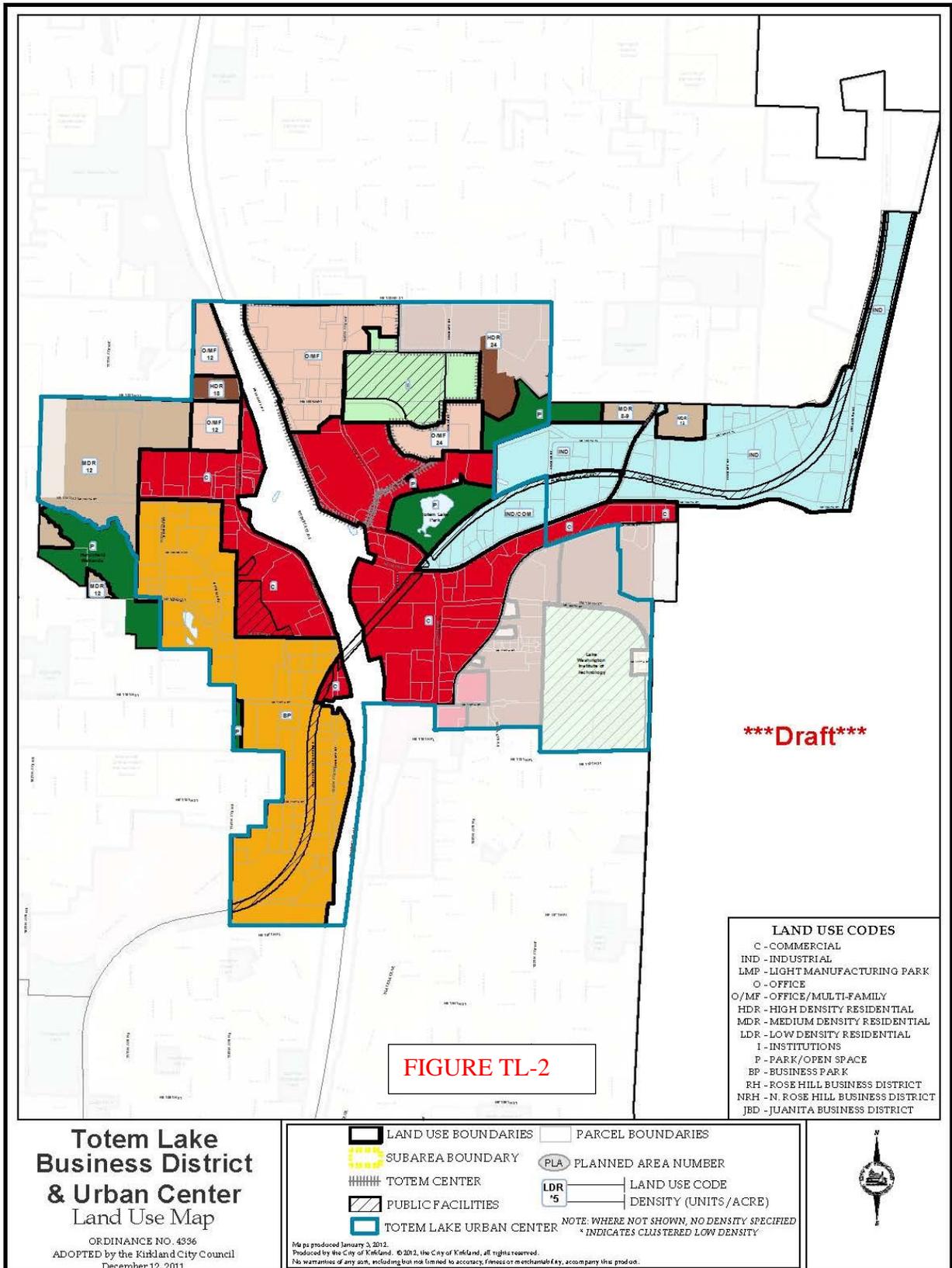
Policy TL-1.3:

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.



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 District~~Neighborhood~~ 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-514: 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 Ceoho 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.

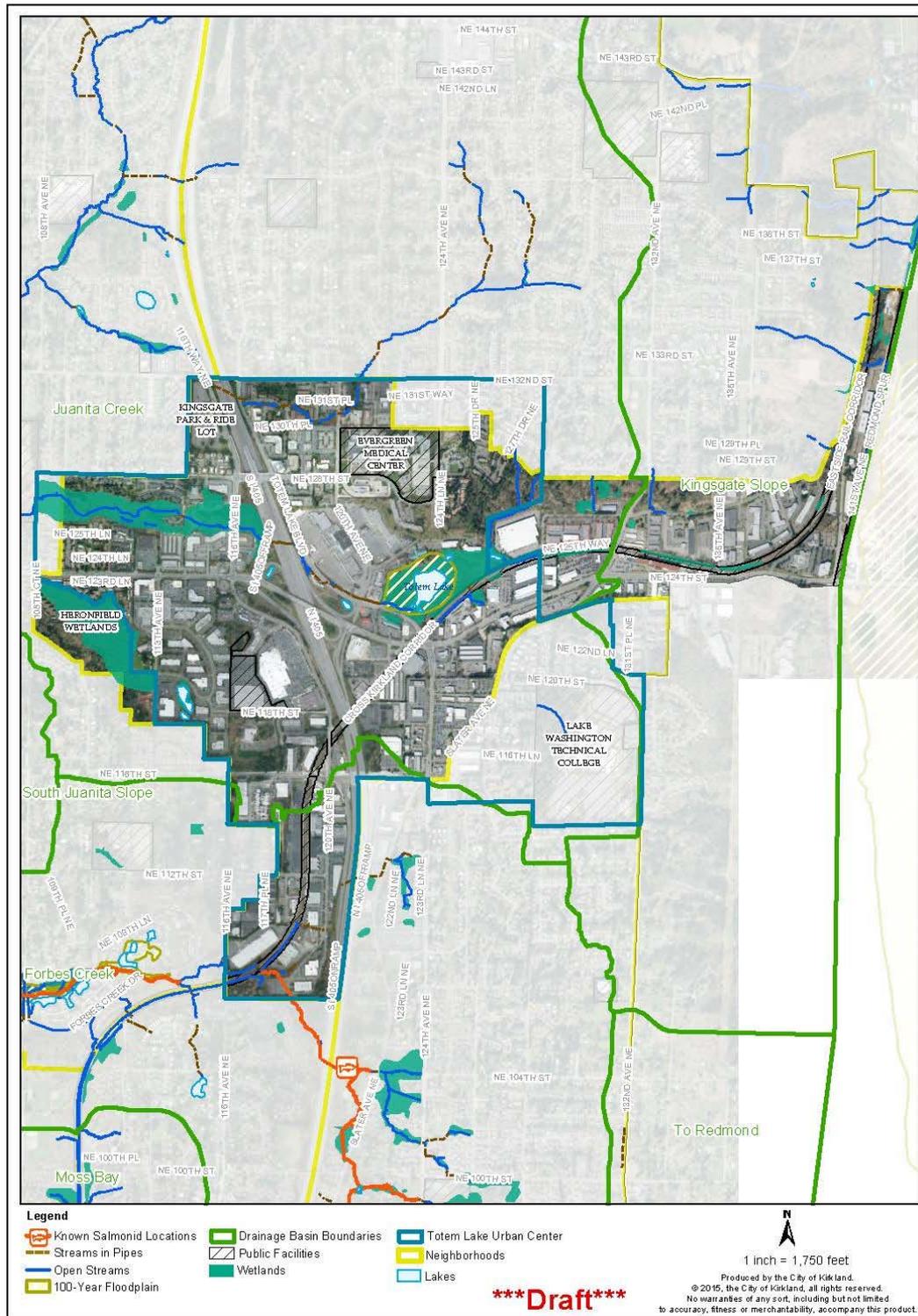


Figure TL-3

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.

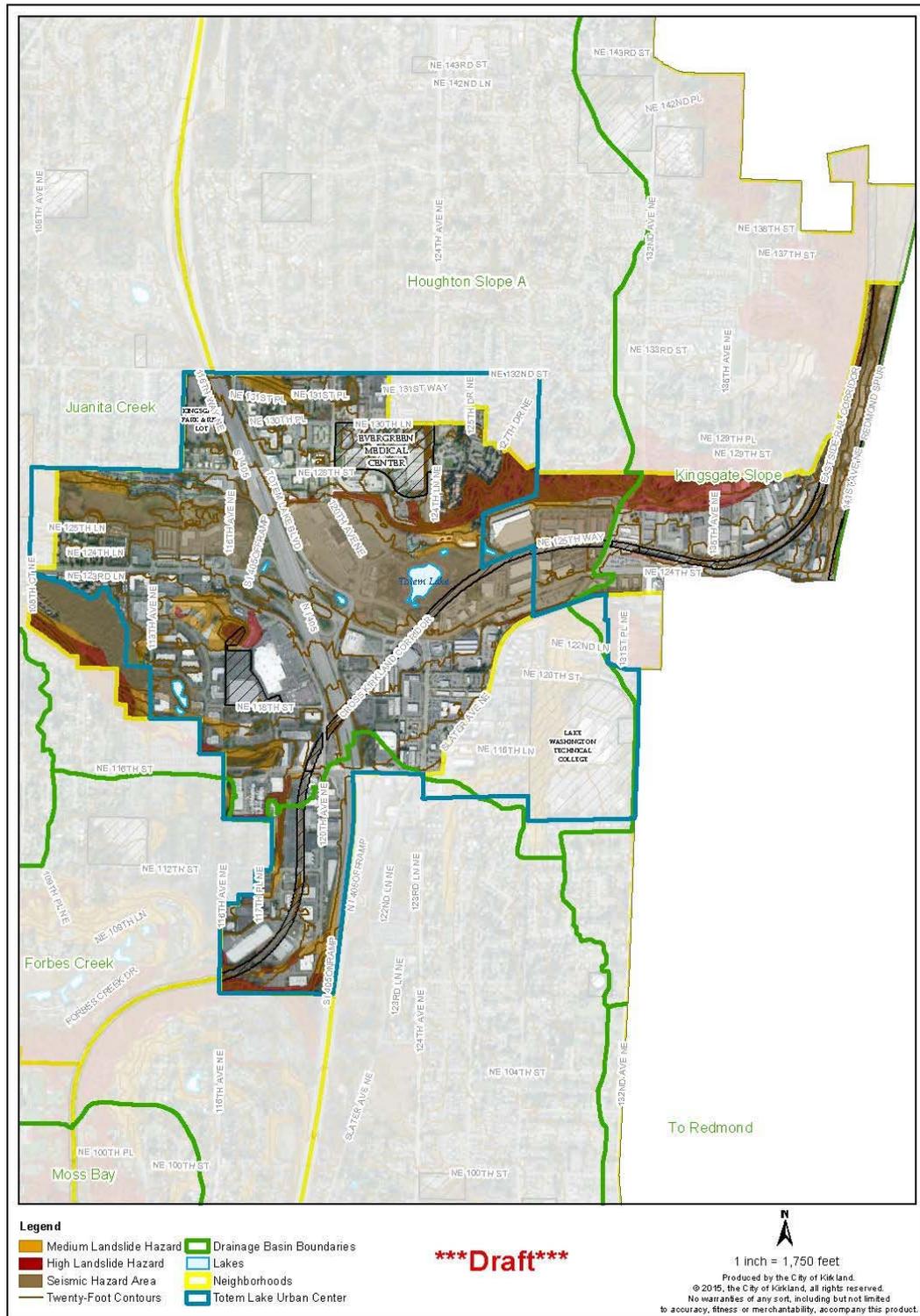


Figure TL-4 Totem Lake Geologically Hazardous Areas

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.

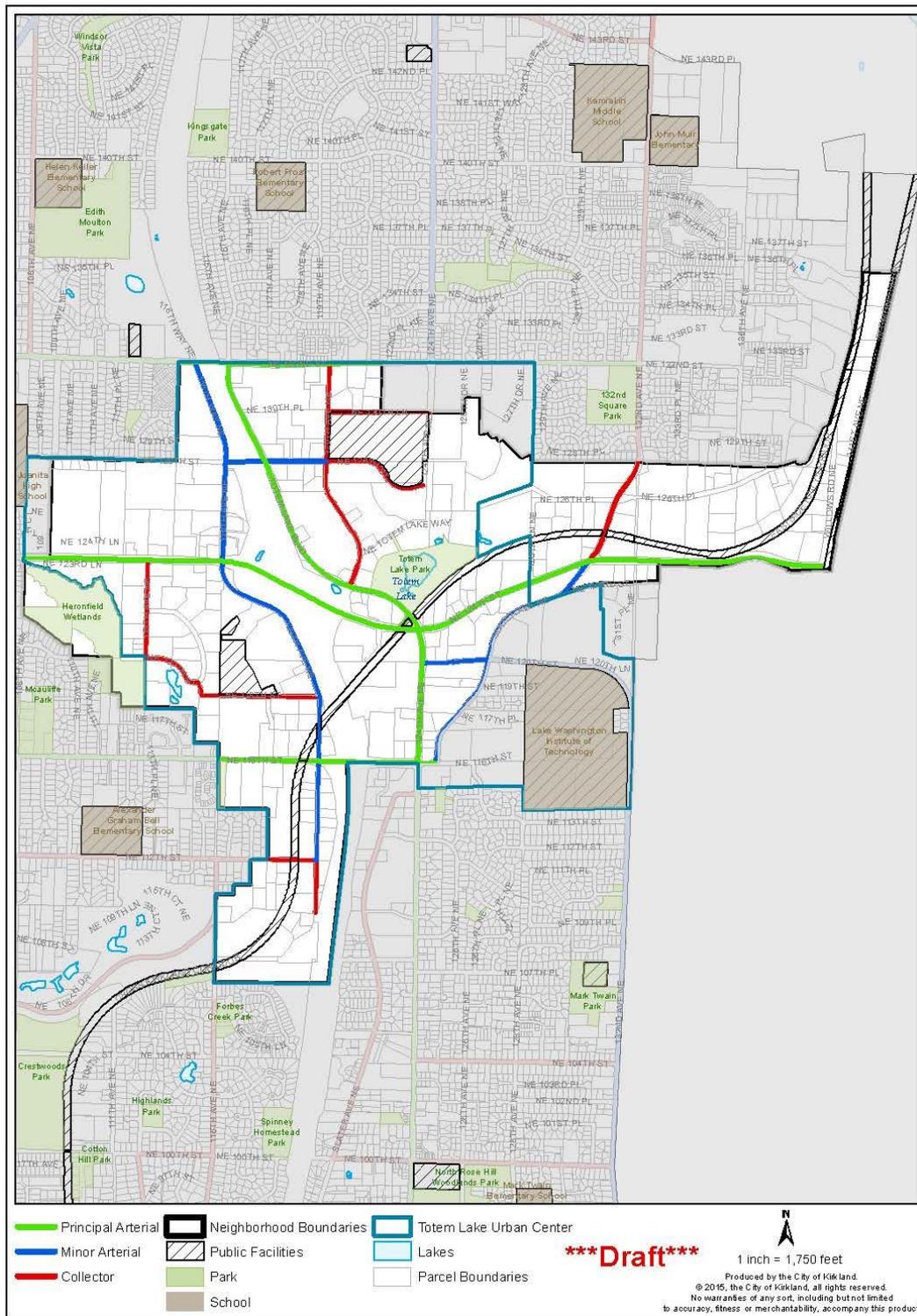


Figure TL-5 Totem Lake Street Classifications

~~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~~ 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 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 ~~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.

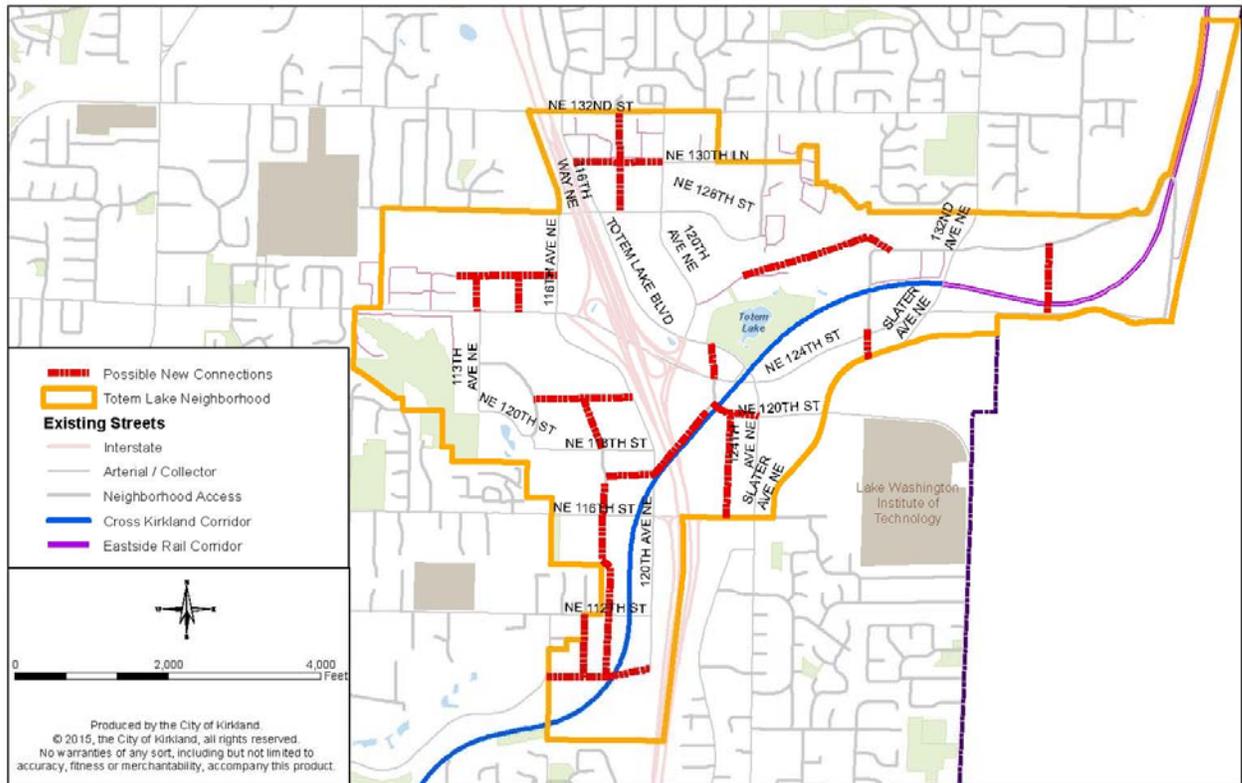


Figure TL-6
**Possible New Road Connections
 in the Totem Lake Neighborhood**

***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.

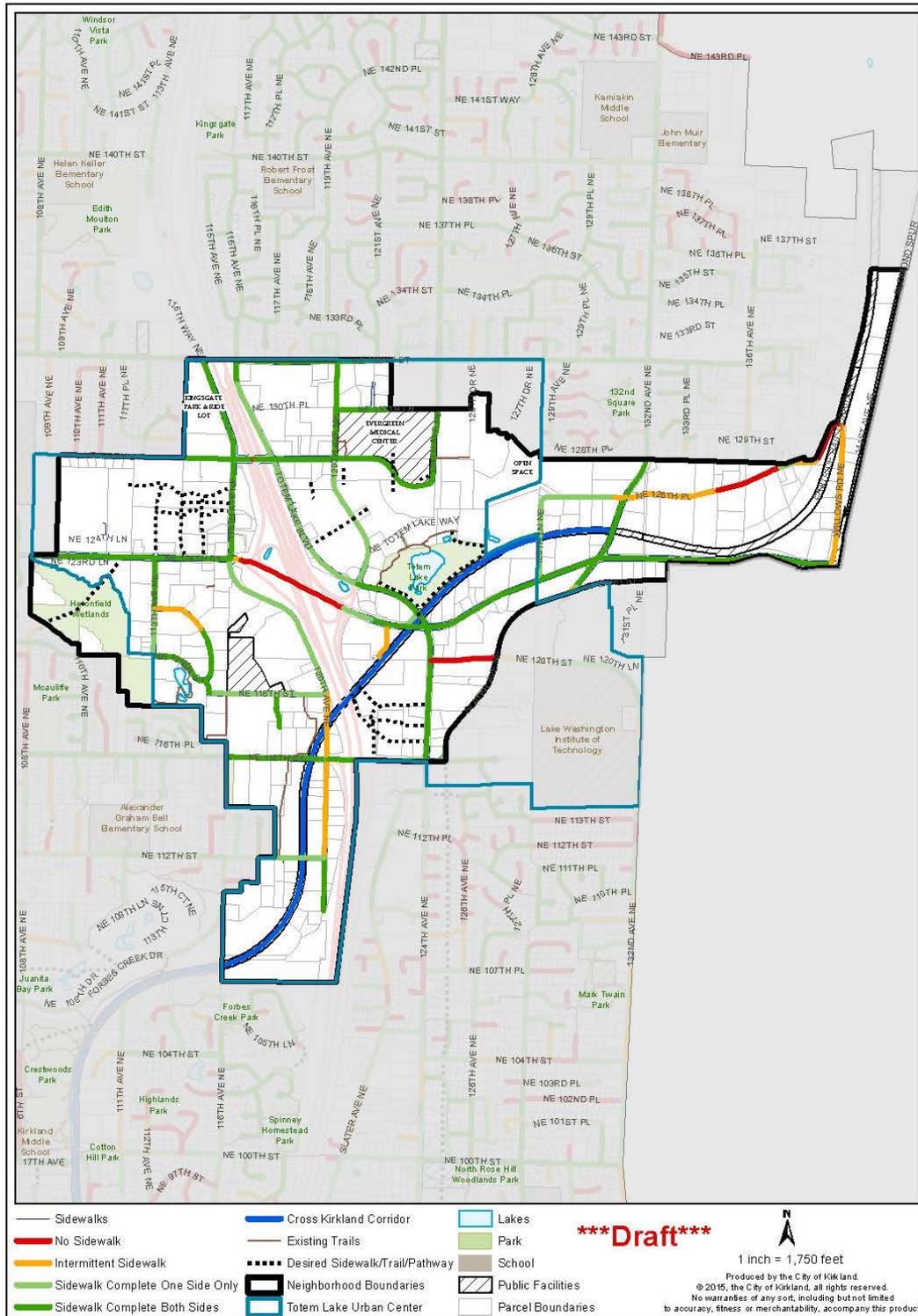


Figure TL-7

Totem Lake Pedestrian System

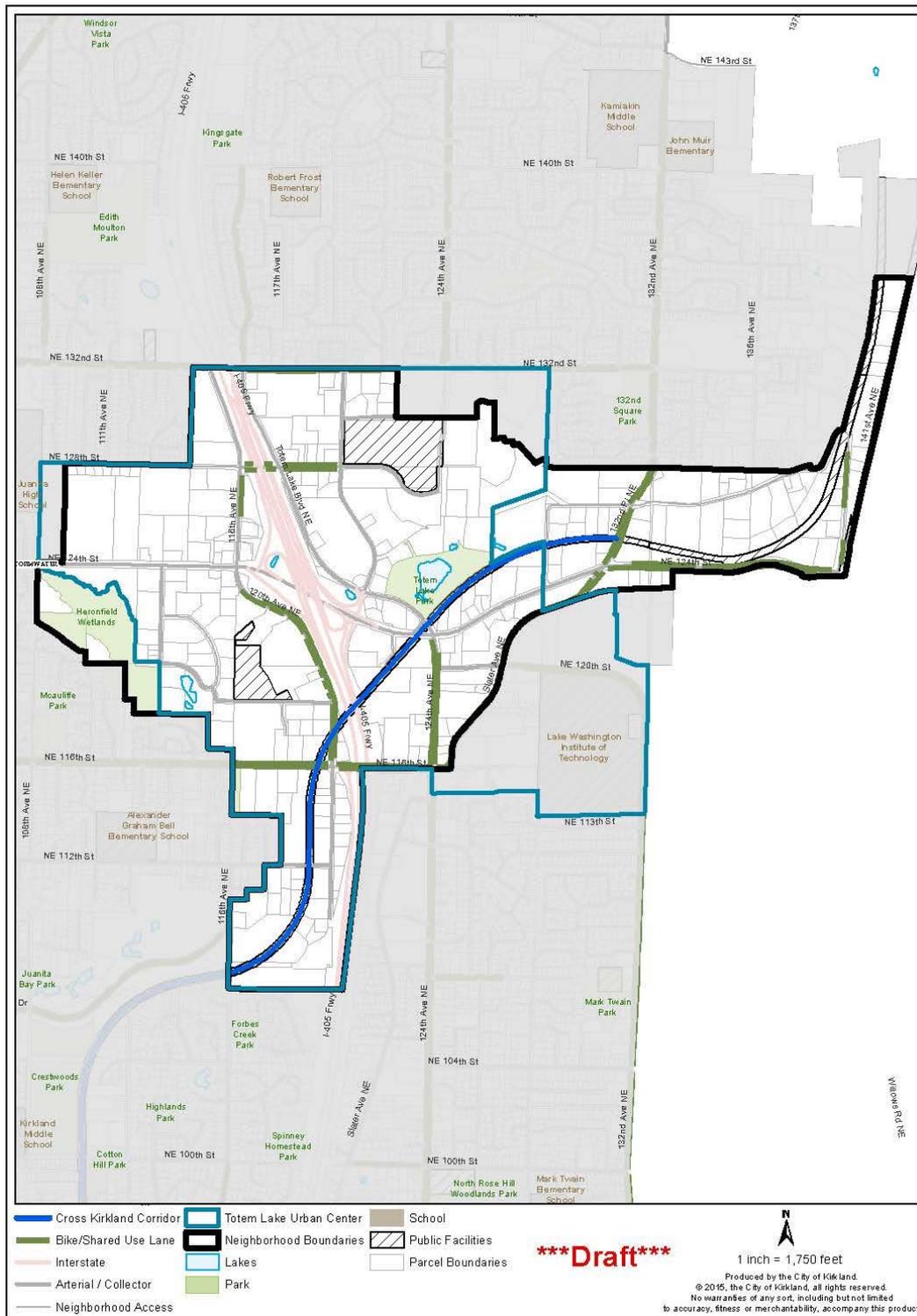


Figure TL-8 Totem Lake Bicycle System

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~~ Tthe 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.

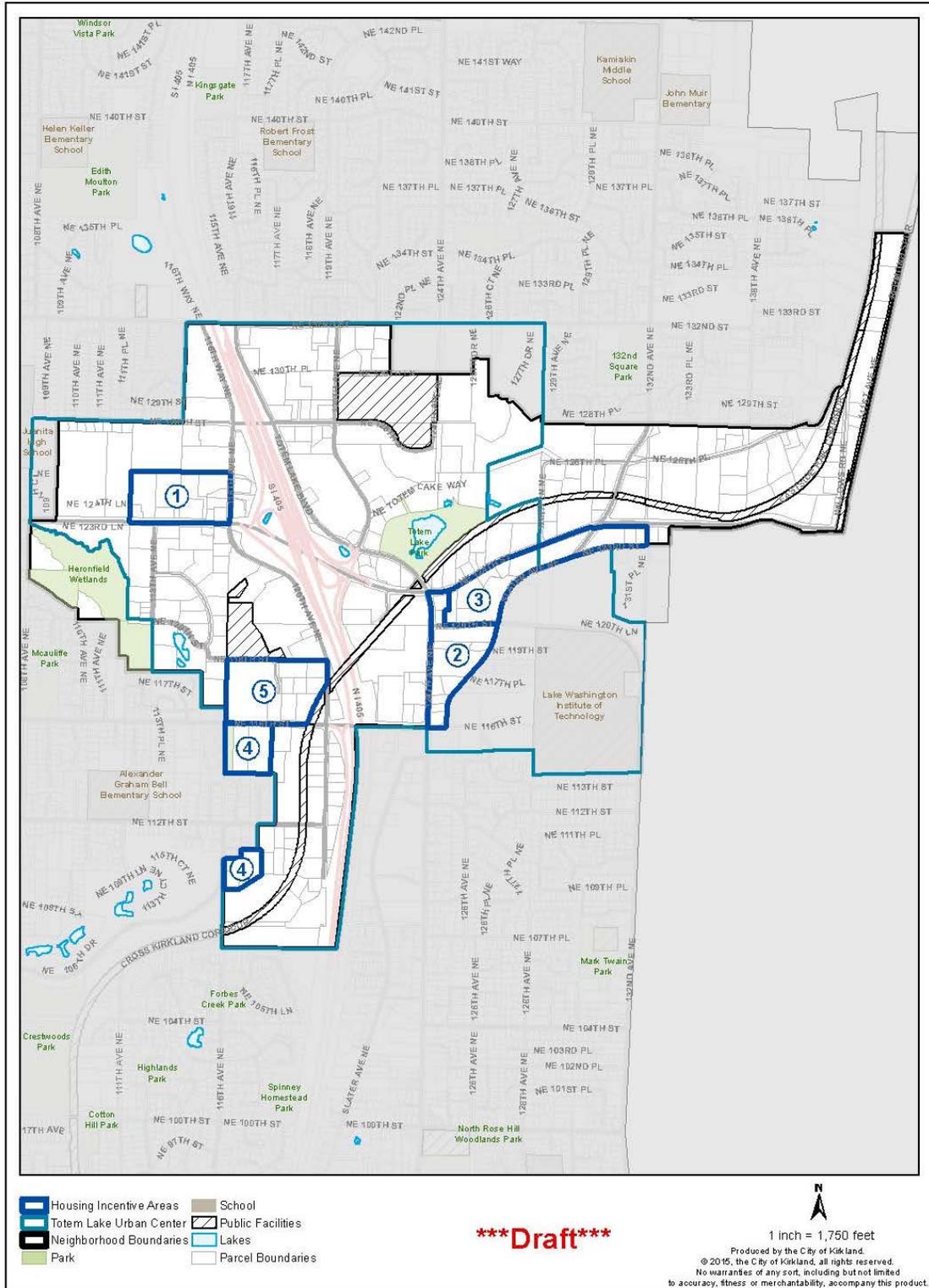


Figure TL-9: Totem Lake Housing Incentive Areas

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 zzz 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 An 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:

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

Included in Implementation Chapter.

~~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 ~~s~~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-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.

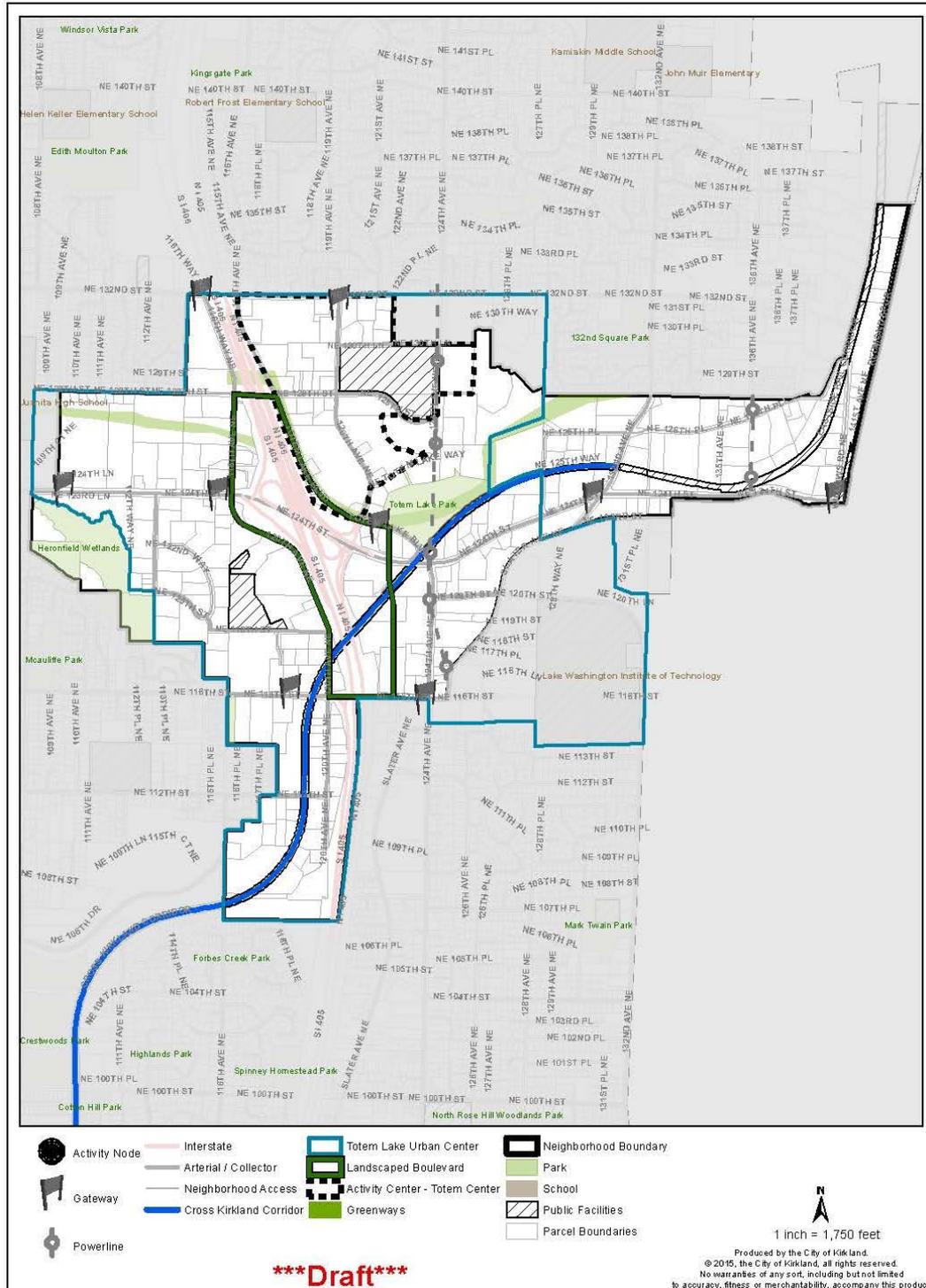


Figure TL-10 Totem Lake Urban Design

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

Policy TL-2324.1:

Establish a street tree plan for the business district neighborhood.

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 district neighborhood.

Currently, the gateway signs on NE 124th Street are the primary public amenity in the business district neighborhood. 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 district neighborhood.

A coordinated plan for lighting throughout the business district neighborhood 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 district neighborhood and single-family residential areas surrounding the business district neighborhood.

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.

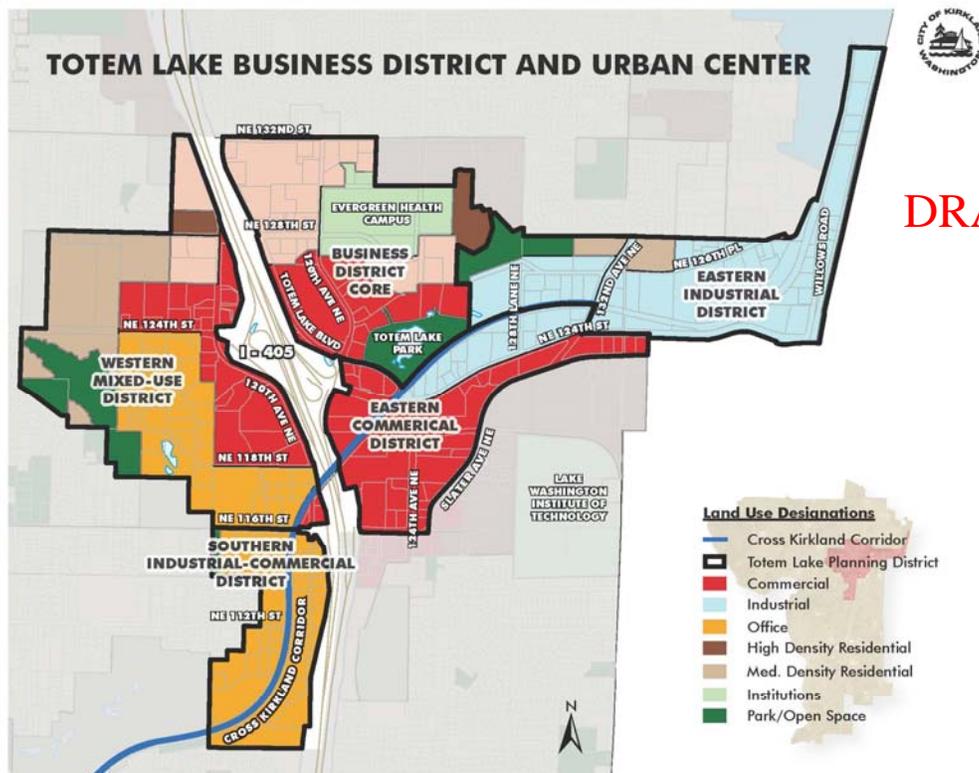
The City should ensure that policies for residential development contained in the plans for neighborhoods that abut the Totem Lake Business District ~~Neighborhood~~ include measures to address potential conflicts between these residential uses and the commercial development in Totem Lake.

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.

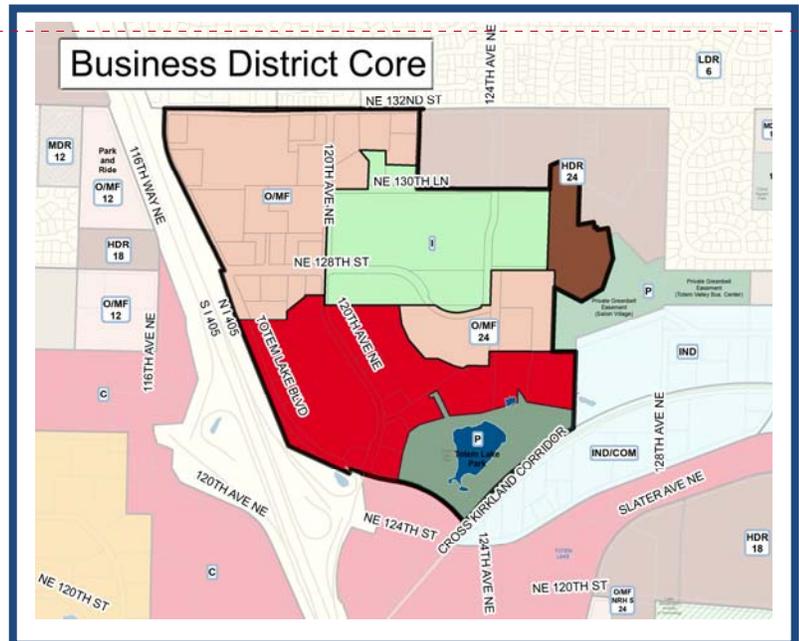


DRAFT

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 ~~heart~~ core 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:

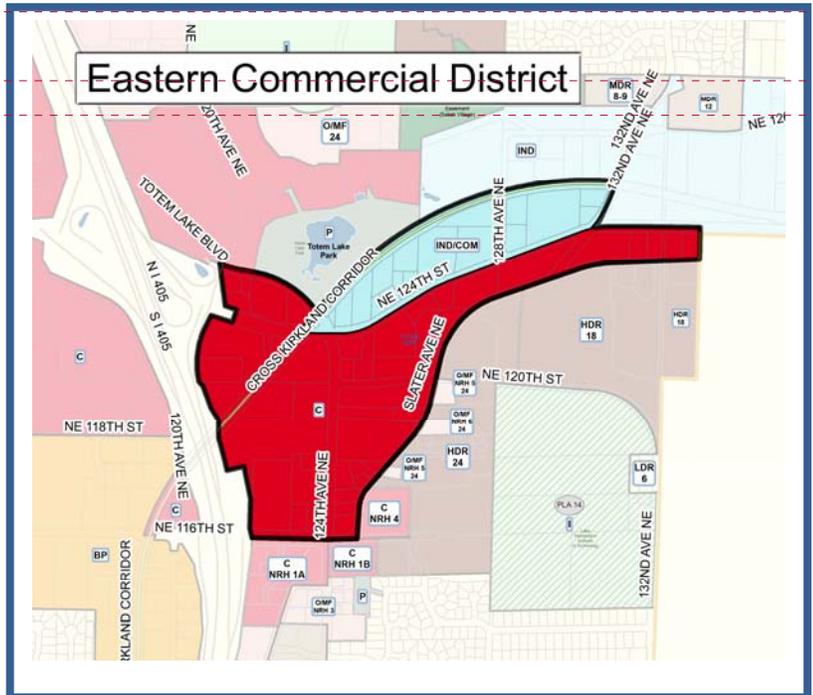
~~Provide new pedestrian connections to Totem Lake Park from businesses, residential areas, transit and Evergreen Health.~~

~~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.

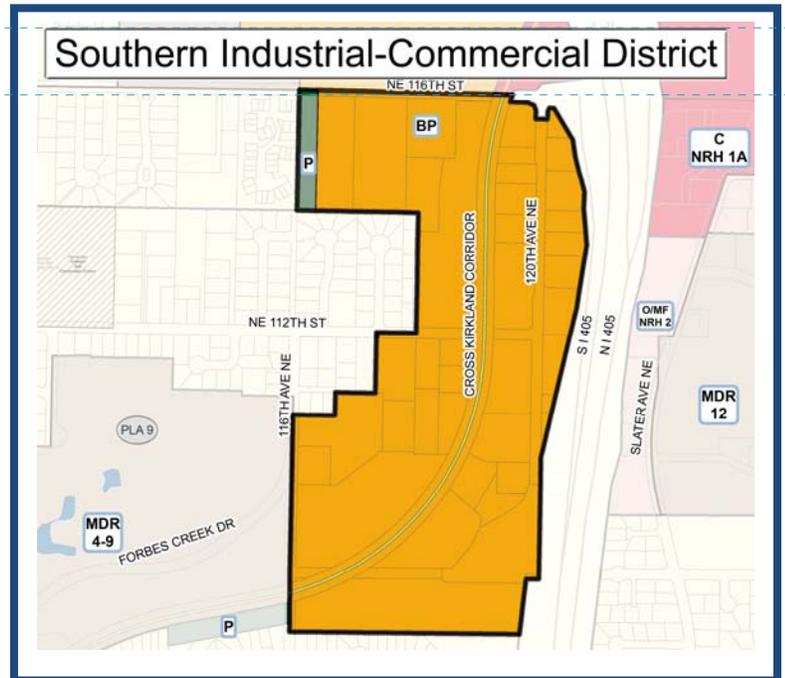
Residential use within this transitioning area is appropriate where proximity to Totem Lake Park serves as an amenity for the living environment. As the transition between new mixed use and residential developments and existing light industrial uses presents a compatibility challenge, the siting and 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.

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

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.

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.

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														
	TL1	TL2	TL3	TL4	TL5	TL6	TL7	TL8	TL9	TL10A	TL10B	TL10C	TL10D	TL10E	TL11
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.

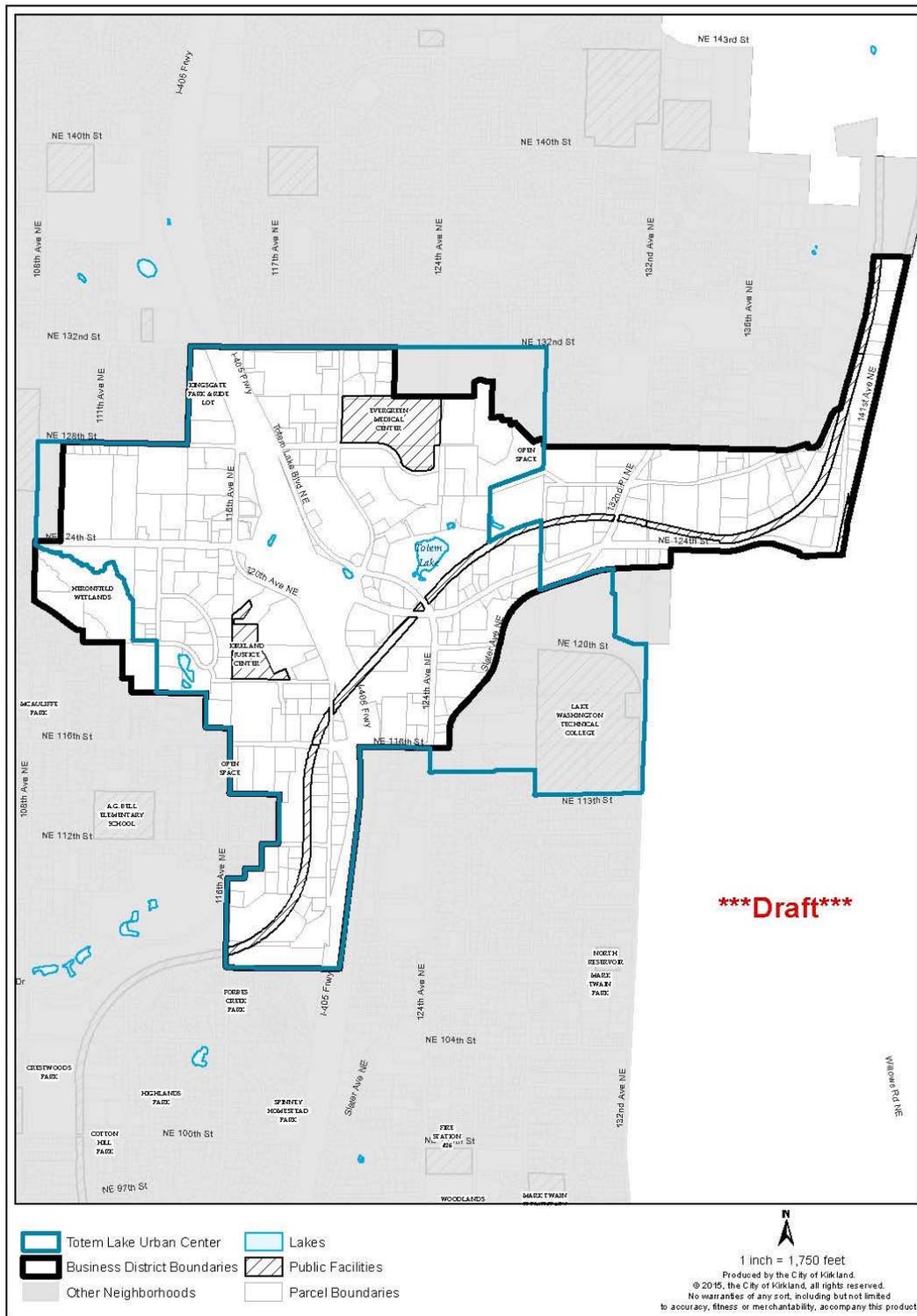


Figure TL-1: Totem Lake Business District and Urban Center Boundaries

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:

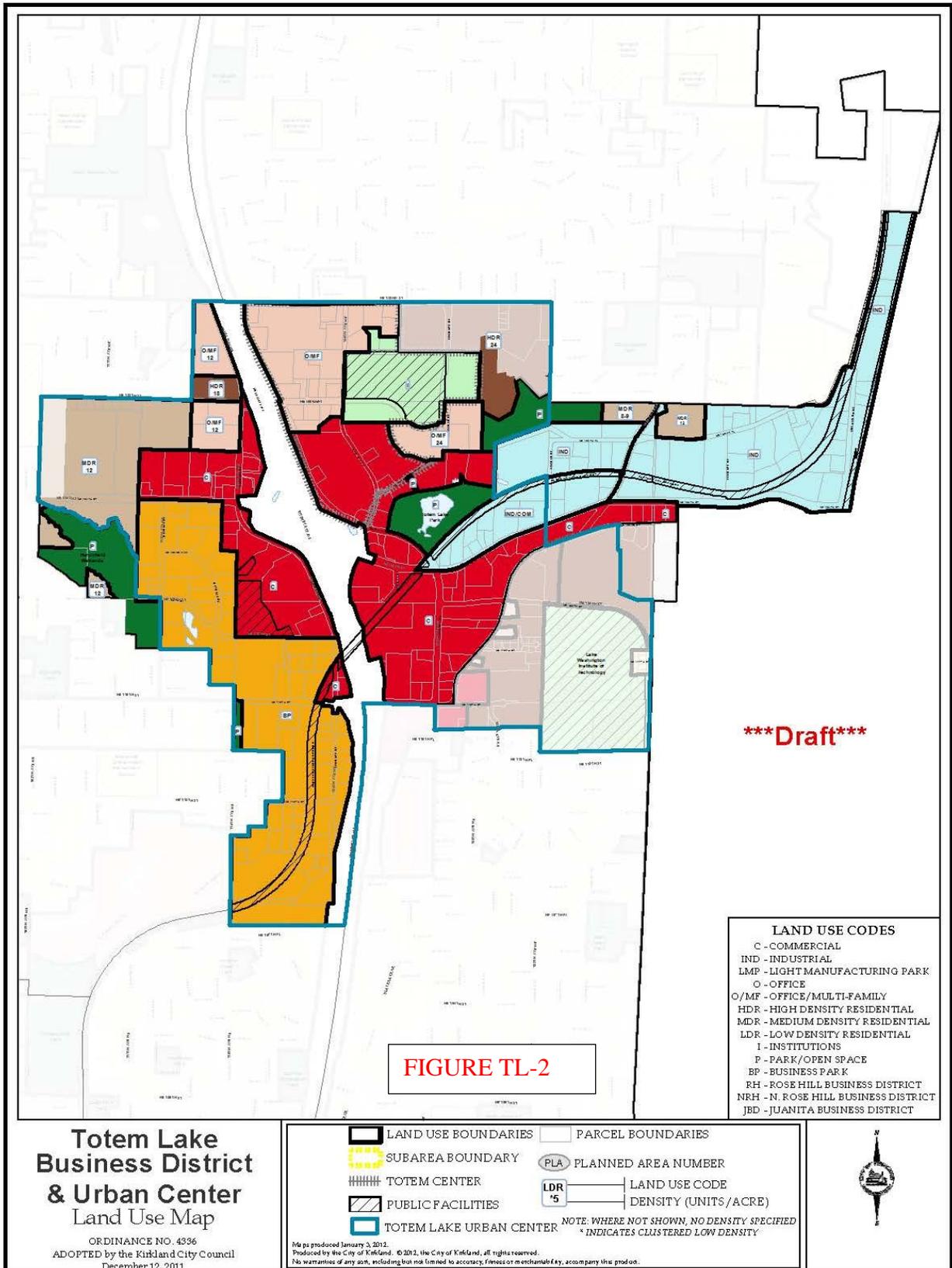
Support the Urban Center as a primary location for added growth to foster a vibrant mixed use environment in the day and evening.

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.



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.

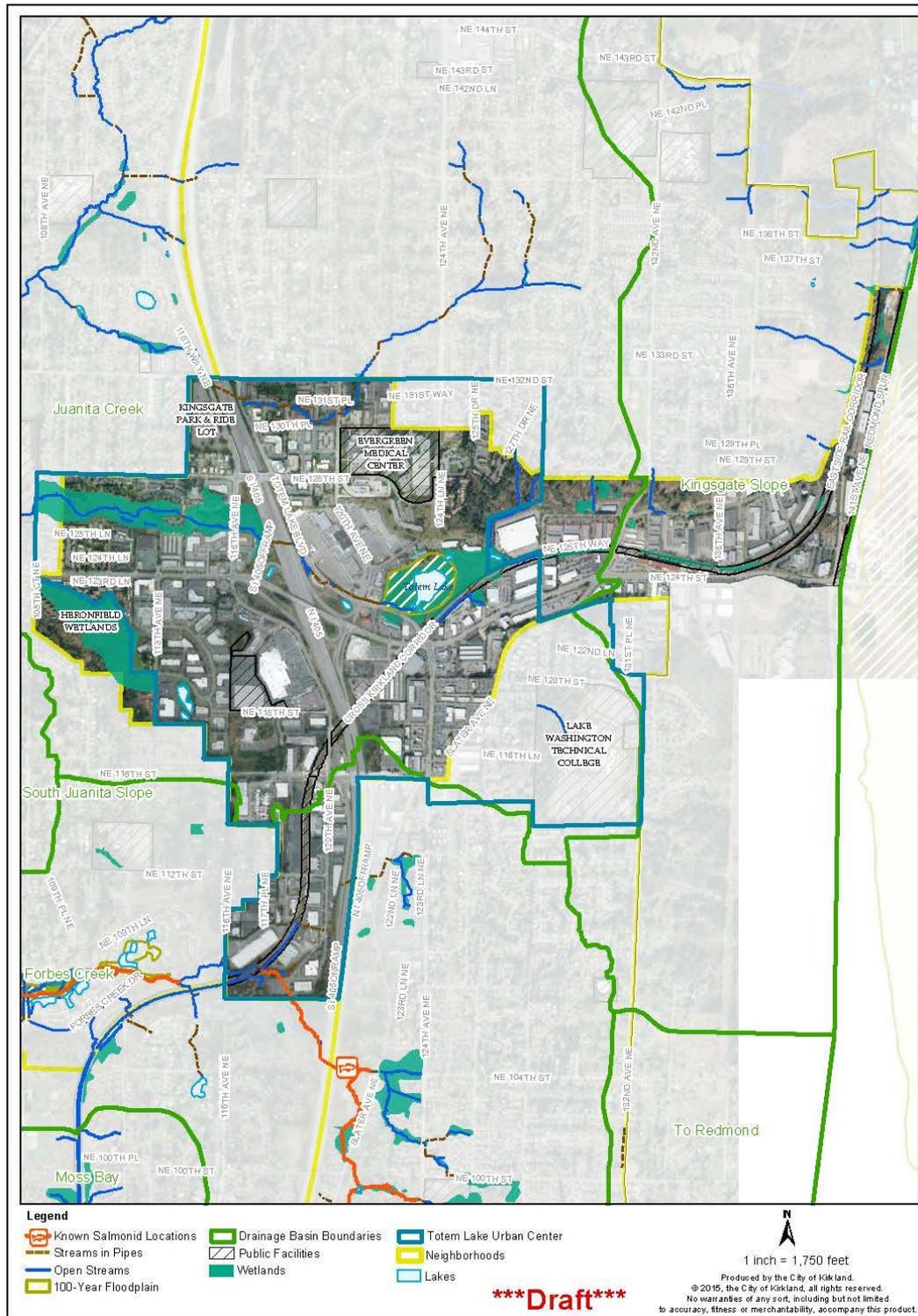


Figure TL-3

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.

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.

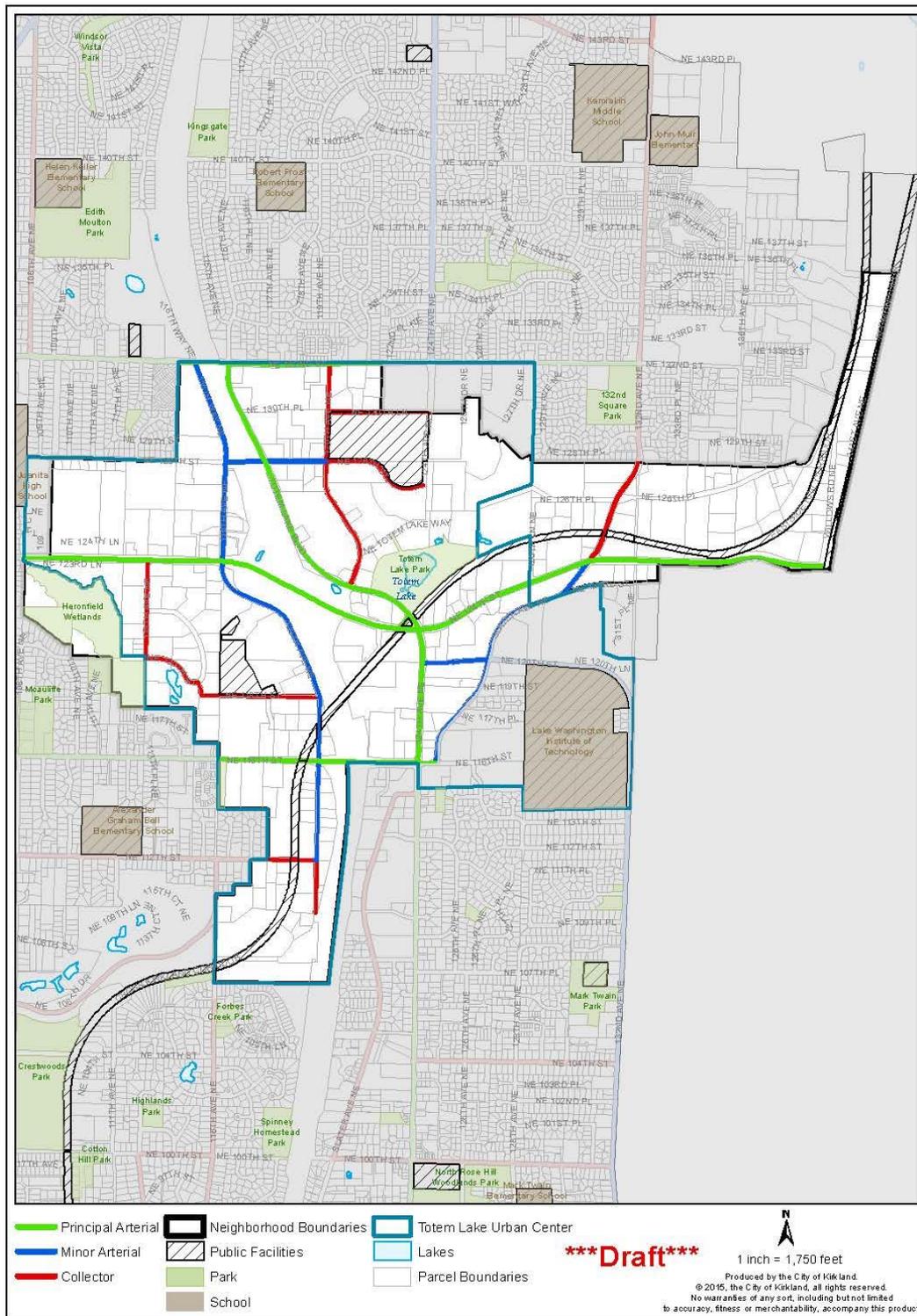


Figure TL-5

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:

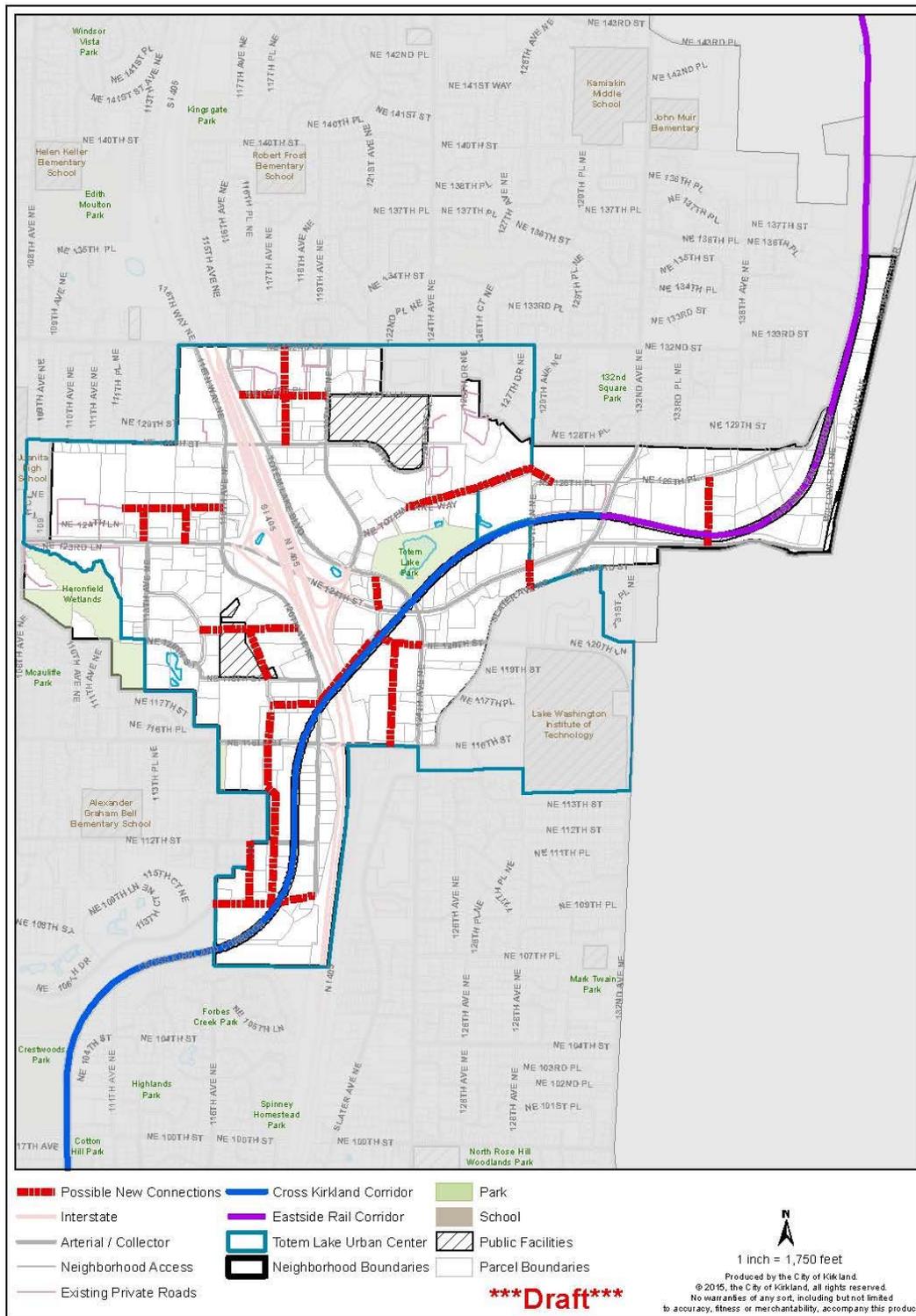
Create a landscaped boulevard that connects the four quadrants of the neighborhood.

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.

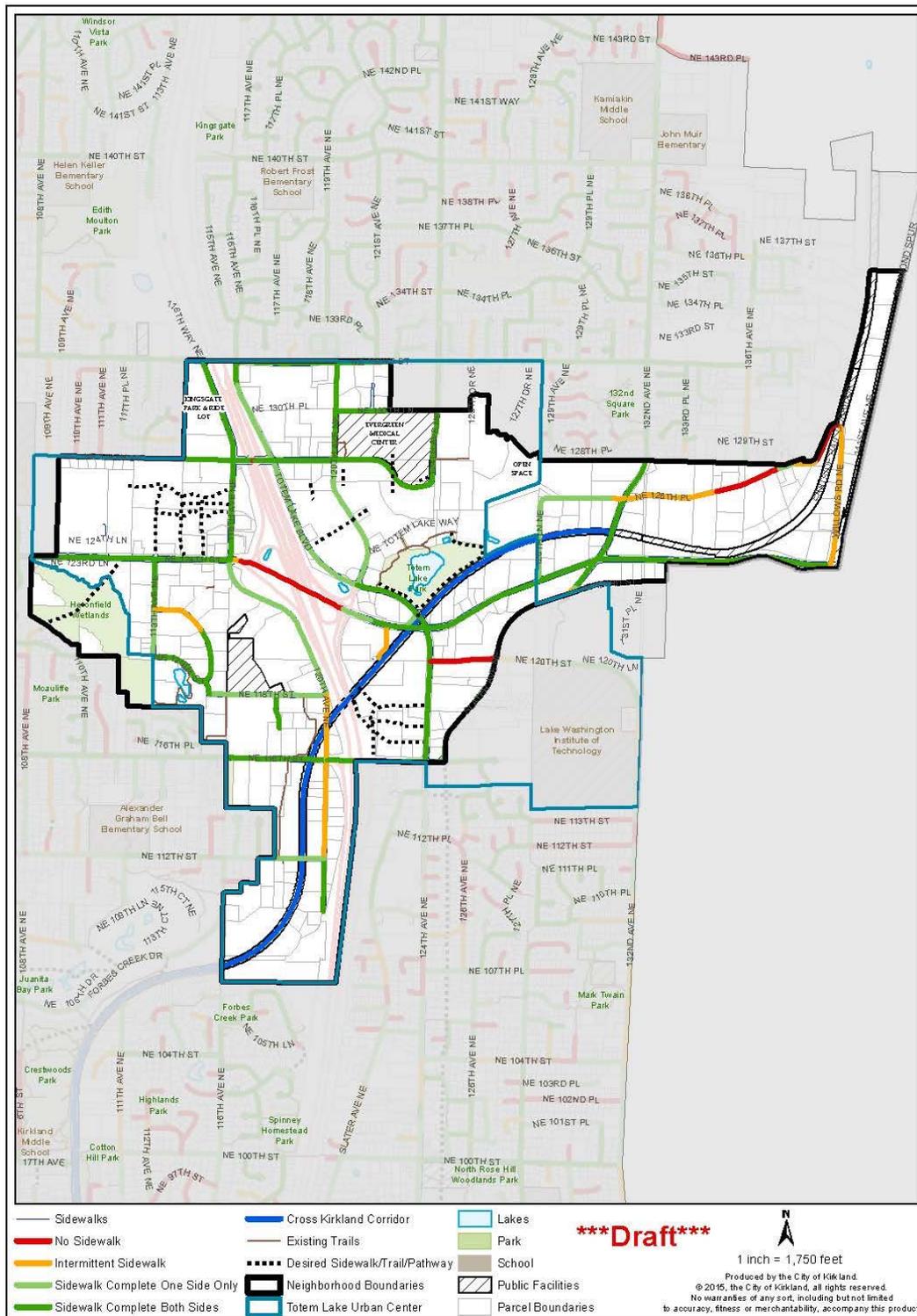


Figure TL-7

Totem Lake Pedestrian System

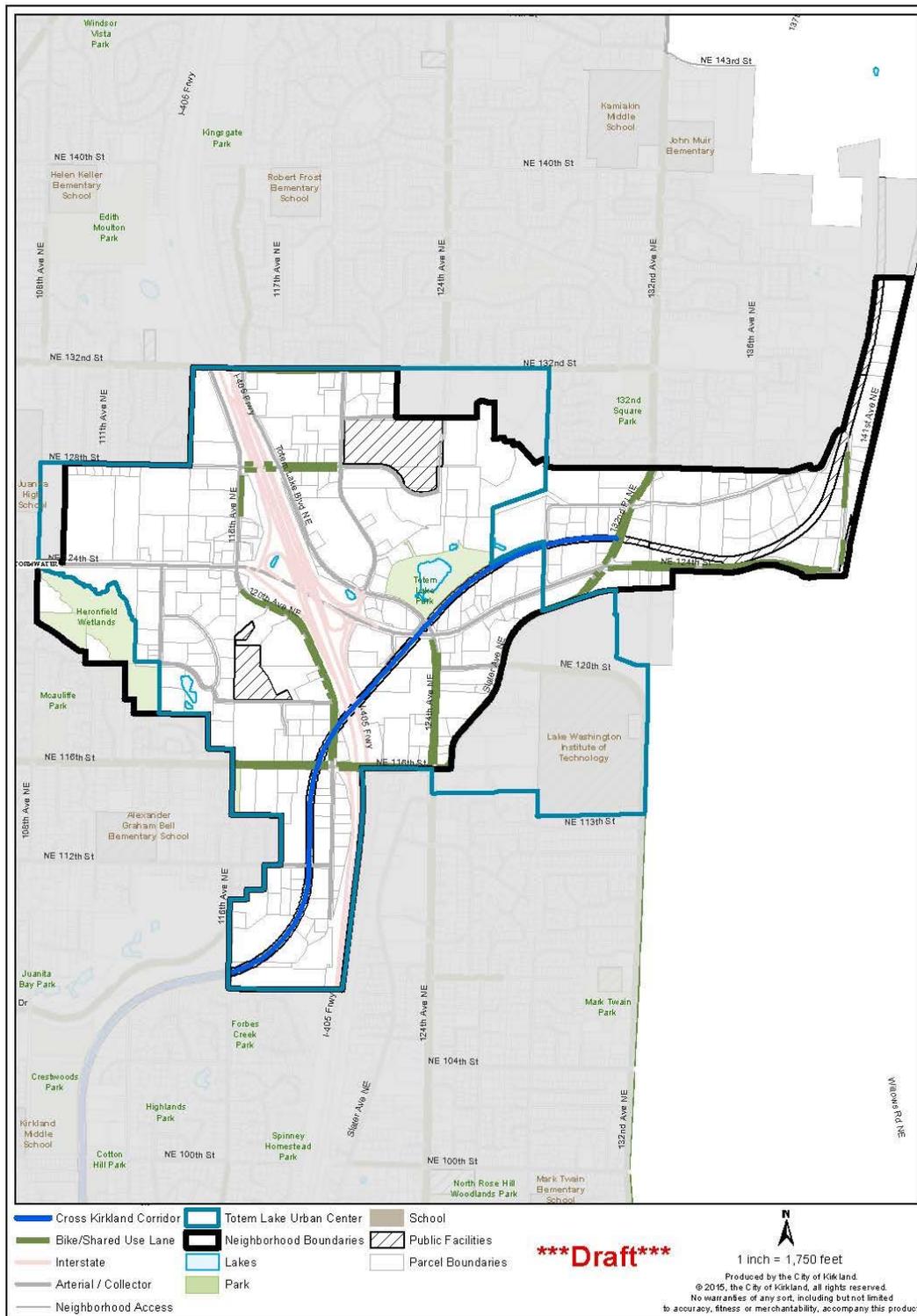


Figure TL-8 Totem Lake Bicycle System

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,

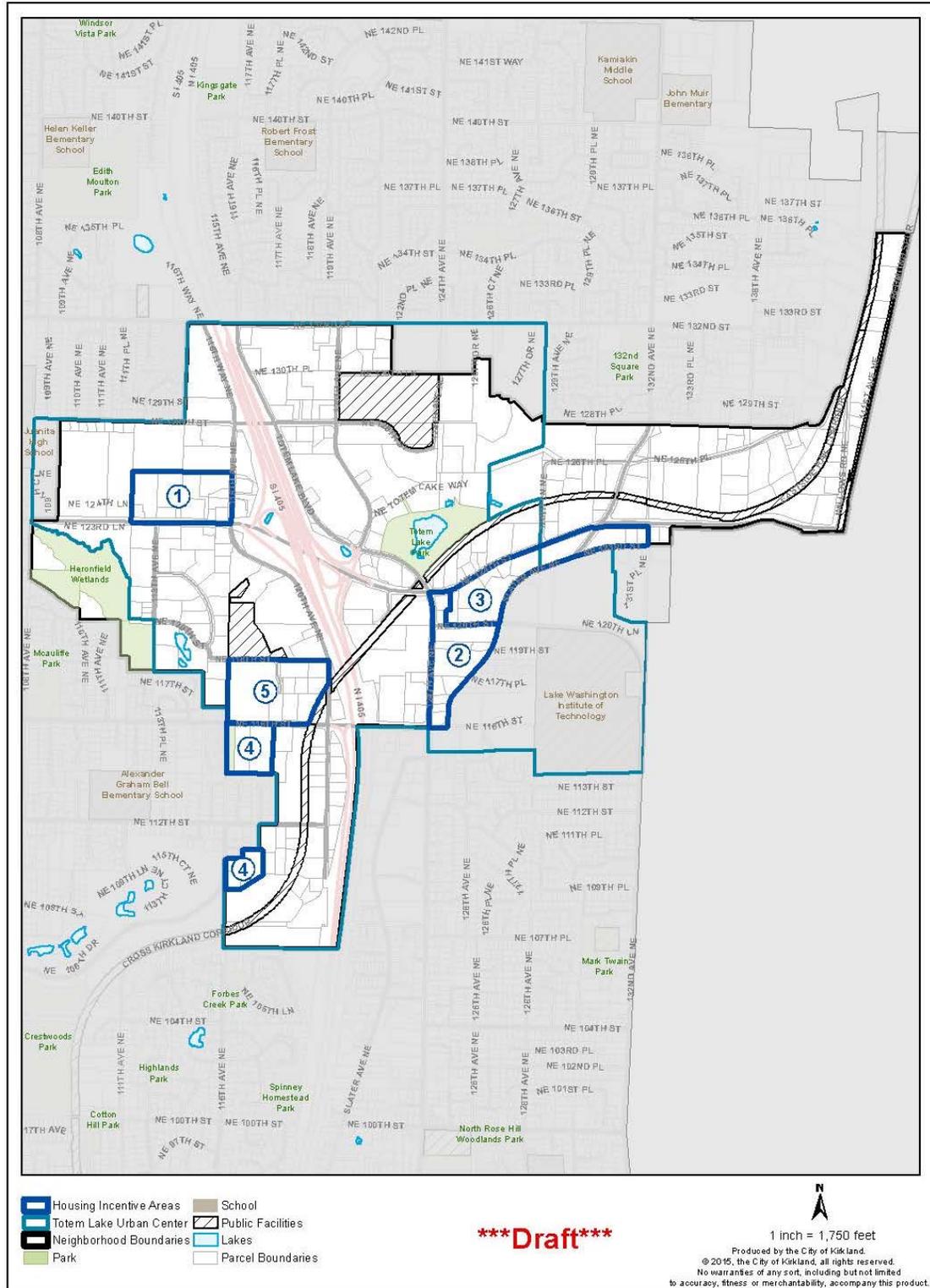


Figure TL-9: Totem Lake Housing Incentive Areas

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.

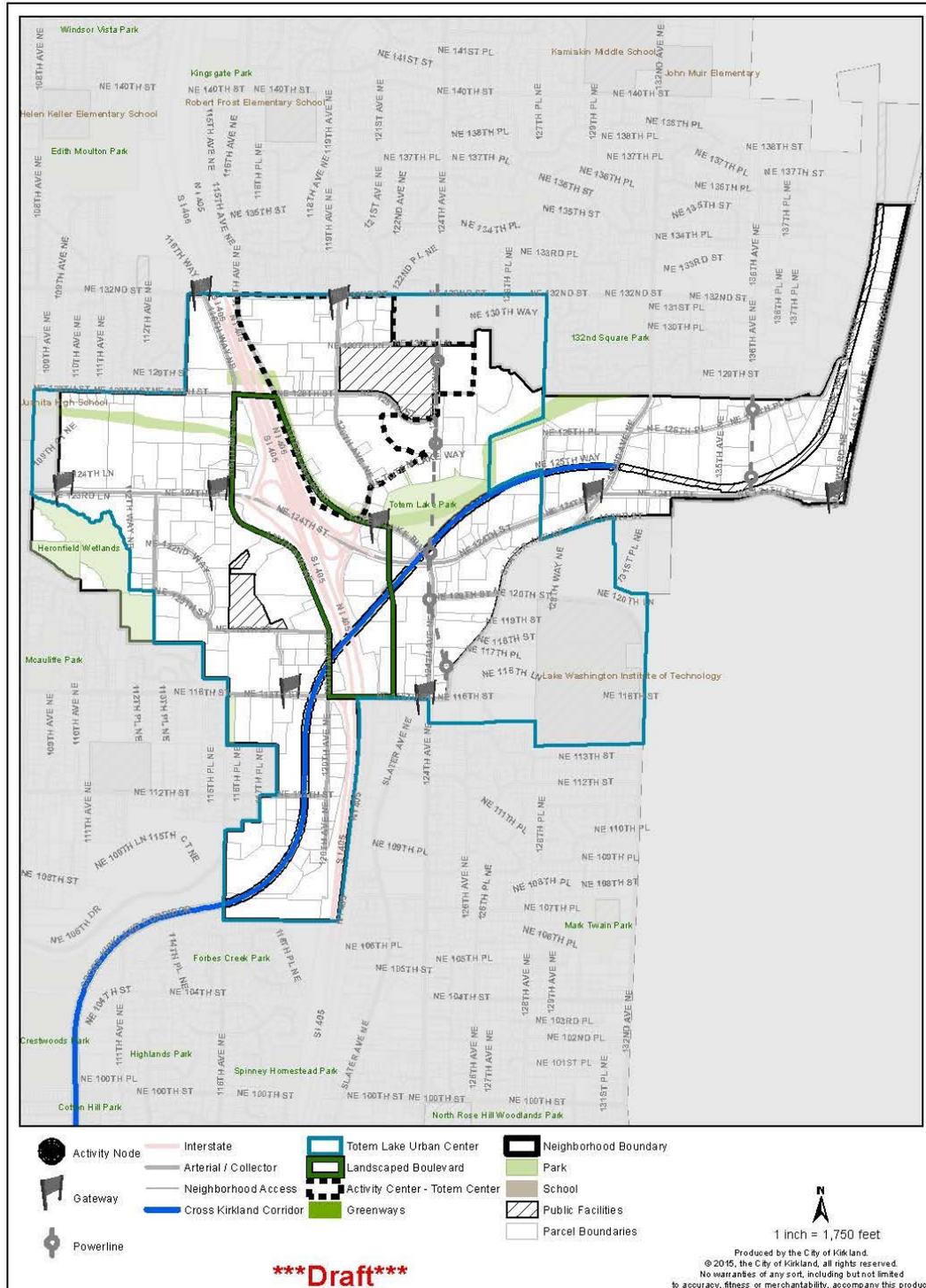


Figure TL-10 Totem Lake Urban Design

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.

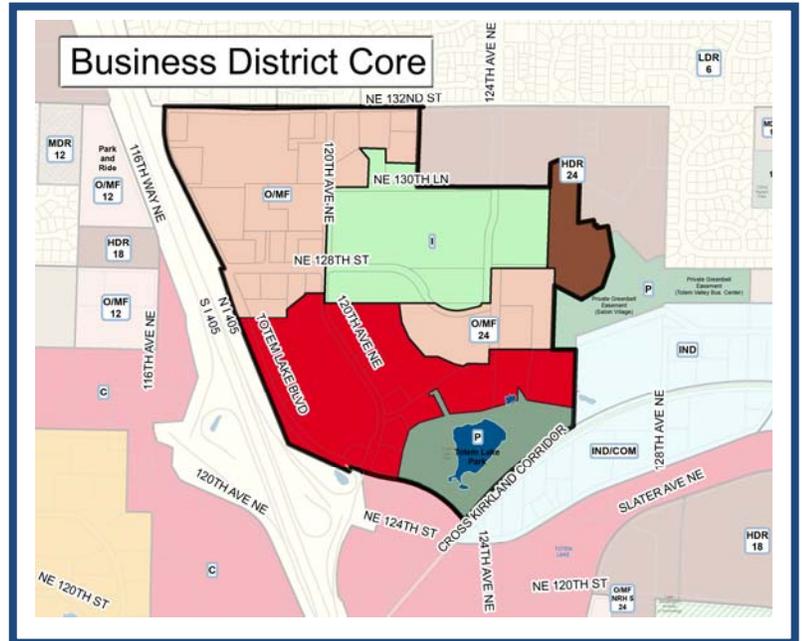
Techniques used could include limits on height, building bulk and placement, and lighting; setbacks of taller buildings away from residential neighborhoods; requirements for landscaping; noise control and other appropriate measures. Transitional regulations should include provisions for greenbelts, buffers 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.

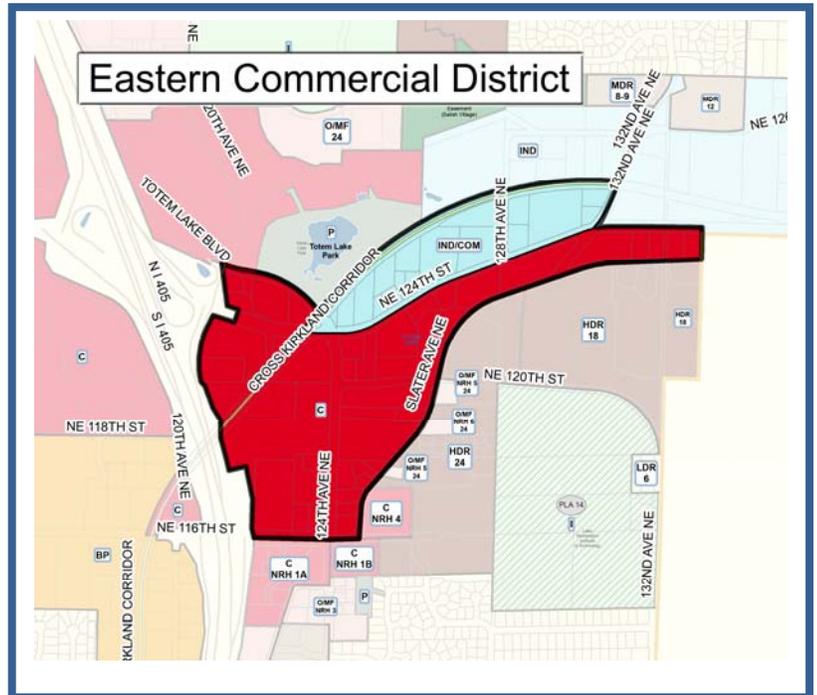
Eastern Commercial District

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 industrial (aerospace/high tech) or auto dealerships.

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

Policy TL-31.1:

Promote redevelopment of the commercial district located on the west side of 124th Avenue NE and south of NE 124th Street under a master plan for the entire area (district TL 5).



The retail area located east of I-405, west of 124th Avenue NE, south of NE 124th Street and north of NE 116th Street, presents a unique opportunity for the development of a planned, mixed-use district within the southern portion of the Totem Lake Business District. 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:

- ◆ Strengthened retail development,
- ◆ Greater building heights than those allowed in other commercial districts,

- ◆ 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.

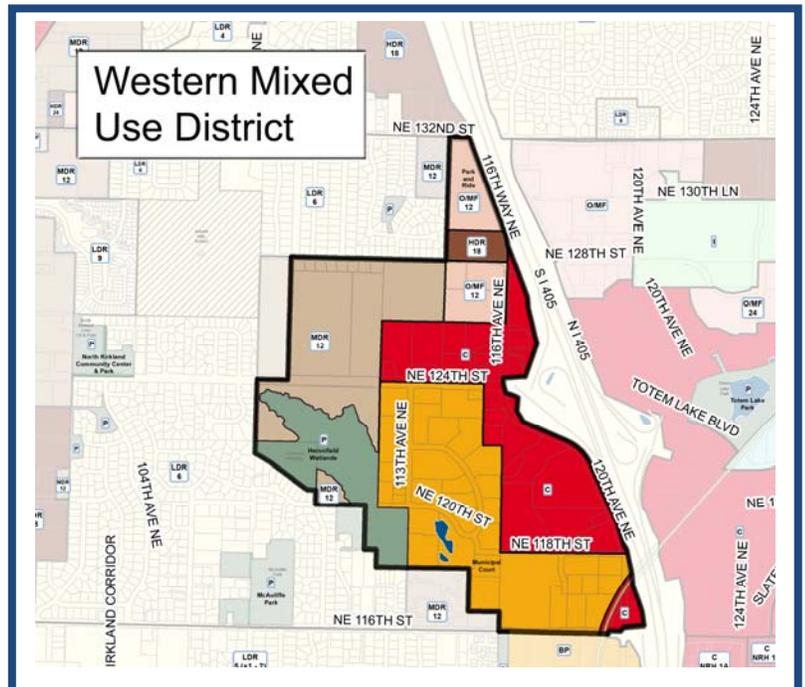
Within the southern upland portion of the Heronfield Wetlands, community members built and operate Jasper's Dog Park, a two-acre, fenced site that provides an opportunity for dogs to play and socialize off-leash, and for citizens to visit and enjoy the natural setting.

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:

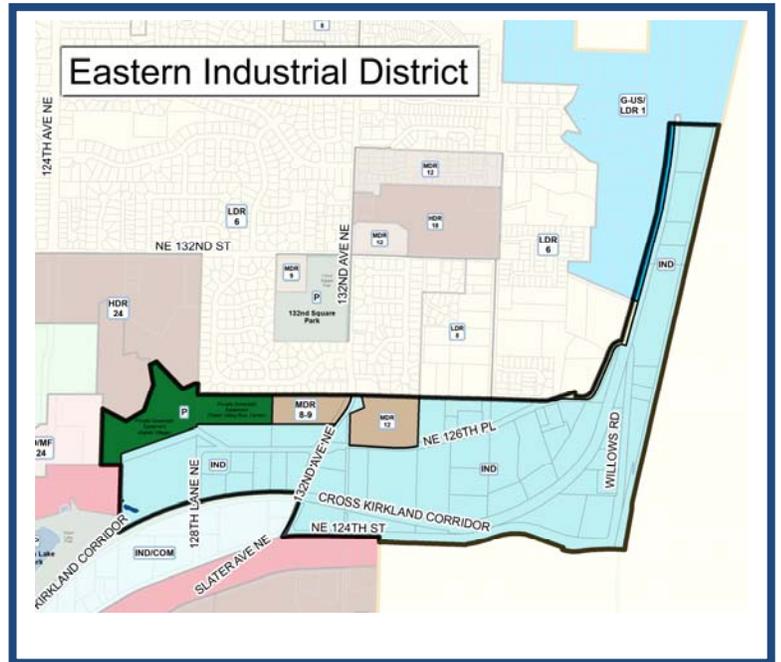
- Provides a mix of housing, offices, shops and services at the Park and Ride site.
- Provides for affordable housing.
- Establishes standards for high-quality site and building design
- Maximizes the effectiveness of transit-oriented-development through supporting necessary densities, expanding opportunities 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.

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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>	<p>YES</p> <p>Rezone Parcel 692840-0025 from TL 2 to TL 1A</p> <p>(Attachment 2, Map 1)</p>	(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.

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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>	<p>None</p>	<p>Intended to prevent use of commercial land in the Urban Center for this use which does not provide employment, tax revenue or vitality.</p>
TL 5	<ul style="list-style-type: none"> Eliminate FAR cap <p>(Memo Issue: #5)</p>	<p>None</p>	<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>		<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"> 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'. (Memo Issue #1) 		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) (Memo Issue: #10.b) 		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. 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) (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.</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.

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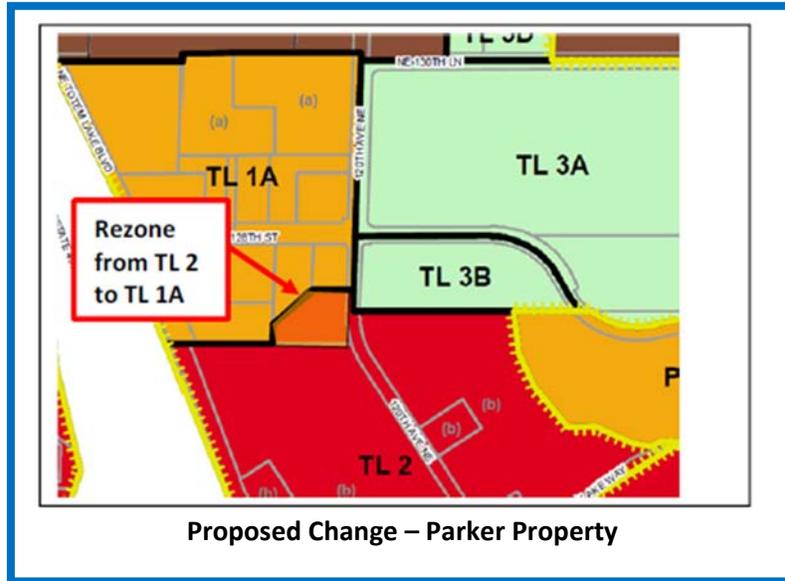
TOTEM LAKE ZONING CODE AND ZONING MAP AMENDMENTS			
ZONE	DESCRIPTION OF TEXT AMENDMENT	MAP CHANGE	PURPOSE
	<p>solid screening fence or wall) would apply.</p> <ul style="list-style-type: none"> ▪ Statement/special regulation to put those proposing residential development on notice that the site lies within 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"> o 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 <p>Eliminate Plate 37 (Memo Issue #11.b)</p>	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>

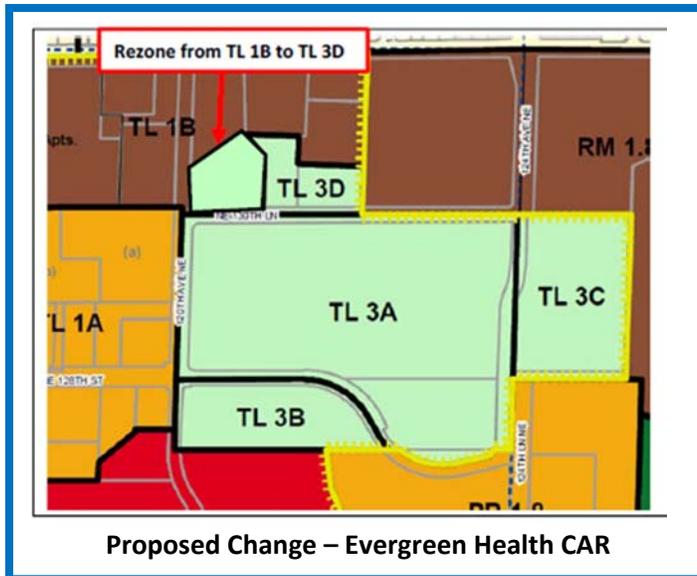
TOTEM LAKE ZONING MAP AMENDMENTS

Preliminary map changes are shown below:

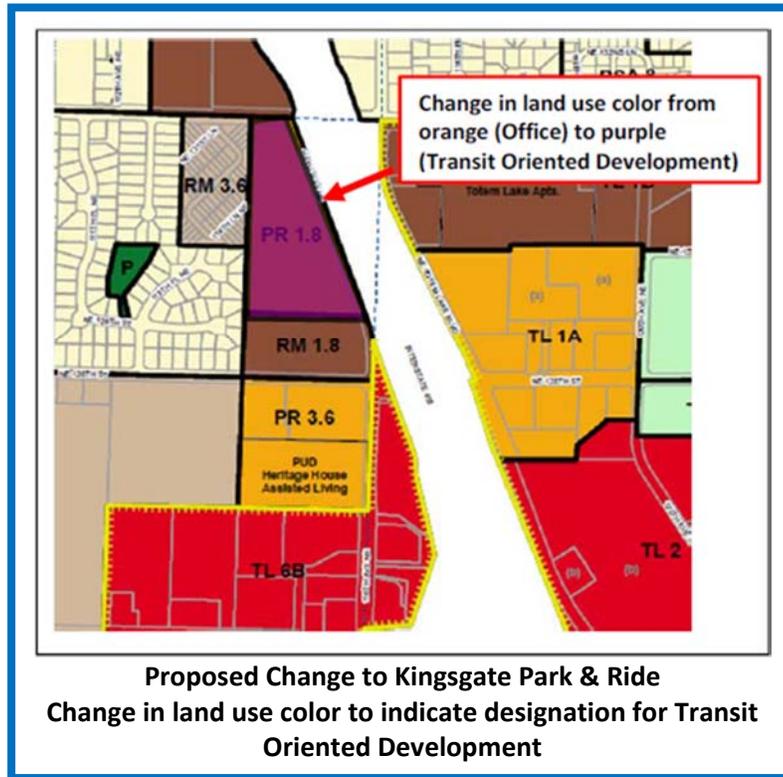
1. Rezone from TL 2 to TL 1A (Parker request)



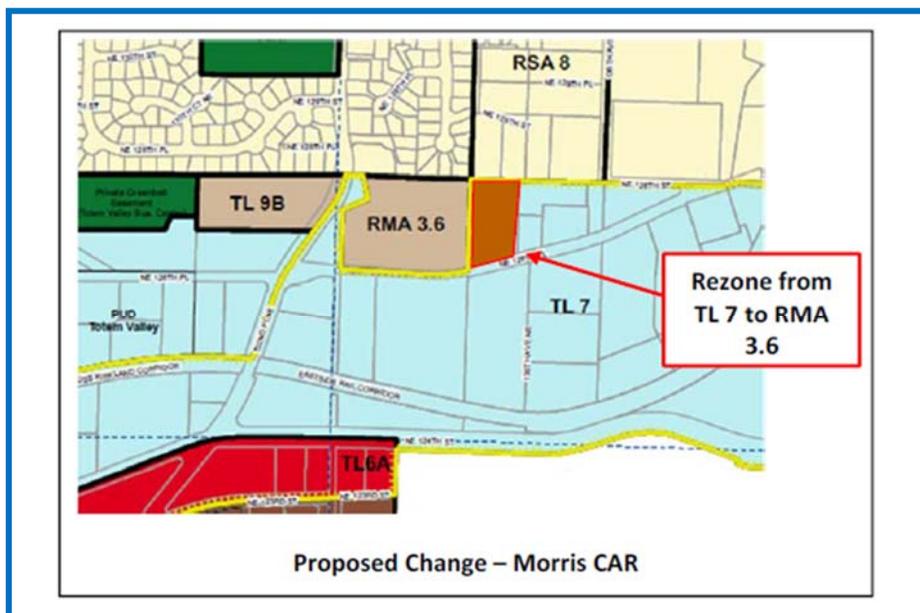
2. Evergreen Health CAR - Rezone from TL 1B to TL 3D



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:

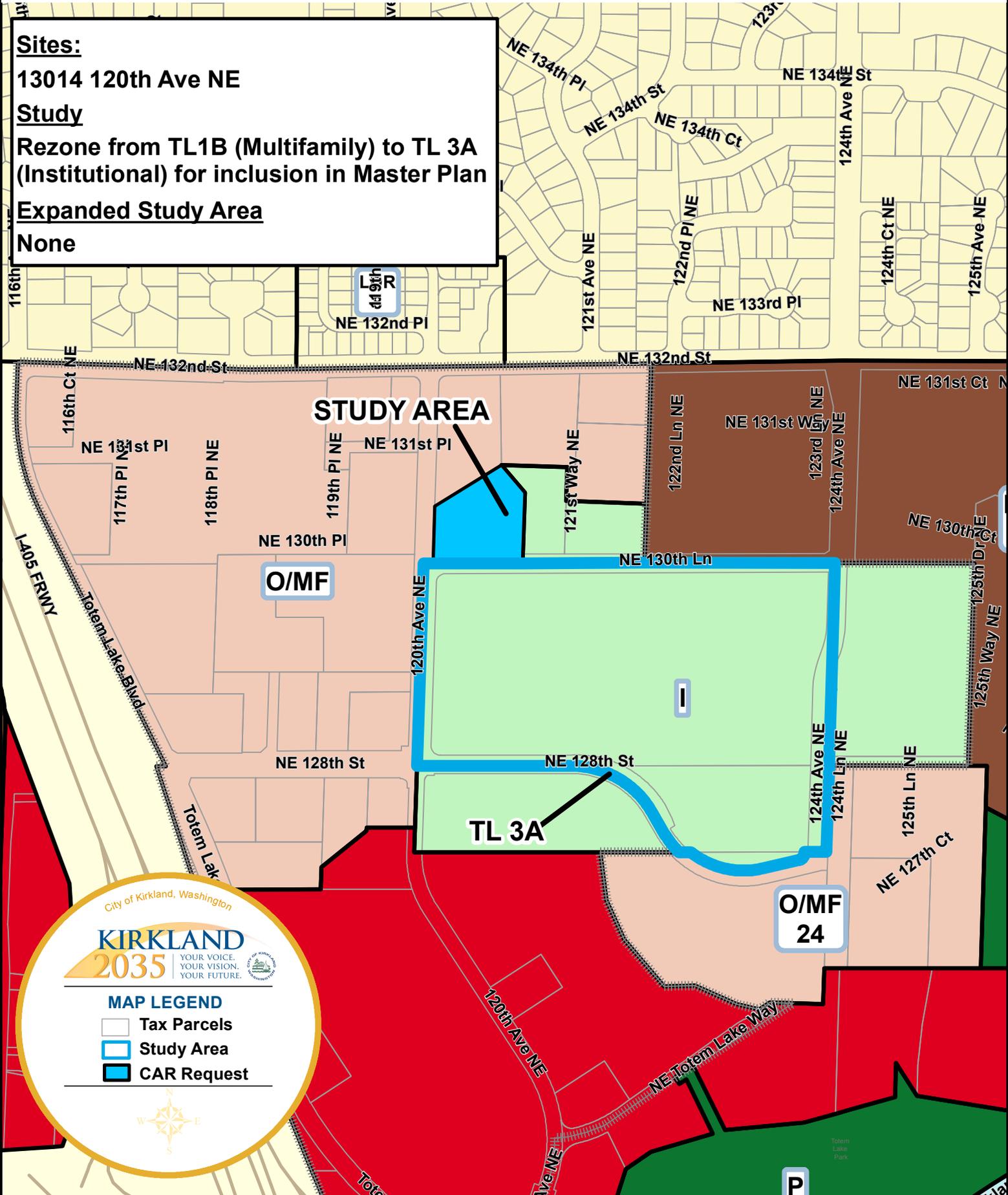
13014 120th Ave NE

Study

Rezone from TL1B (Multifamily) to TL 3A (Institutional) for inclusion in Master Plan

Expanded Study Area

None



STUDY AREA

O/MF

TL 3A

**O/MF
24**

City of Kirkland, Washington

MAP LEGEND

- Tax Parcels
- Study Area
- CAR Request

WOOSLEY/ TOTEM COMMERCIAL CENTER CAR

Sites:

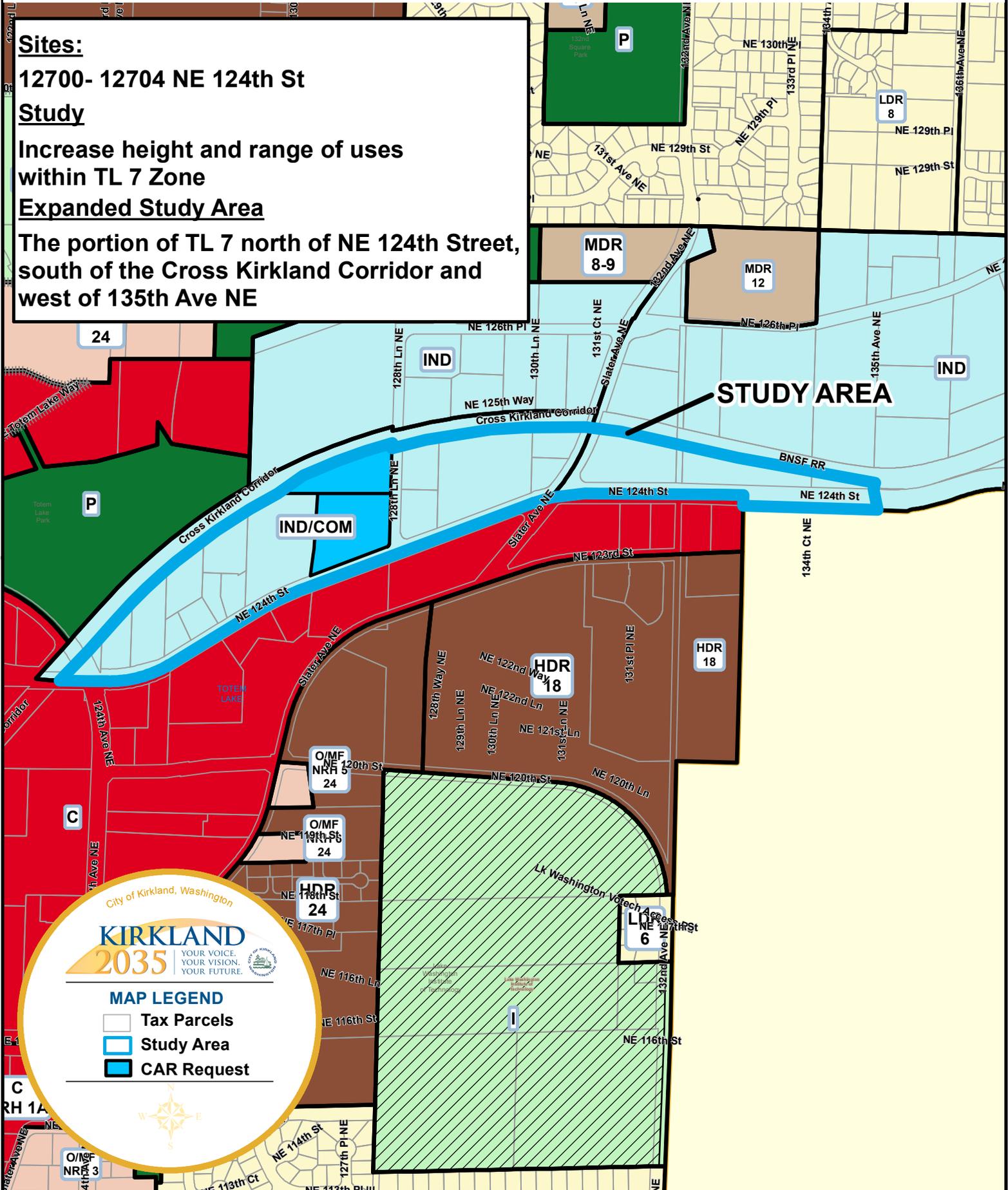
12700- 12704 NE 124th St

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



City of Kirkland, Washington



MAP LEGEND

- Tax Parcels
- Study Area
- CAR Request



Sites:

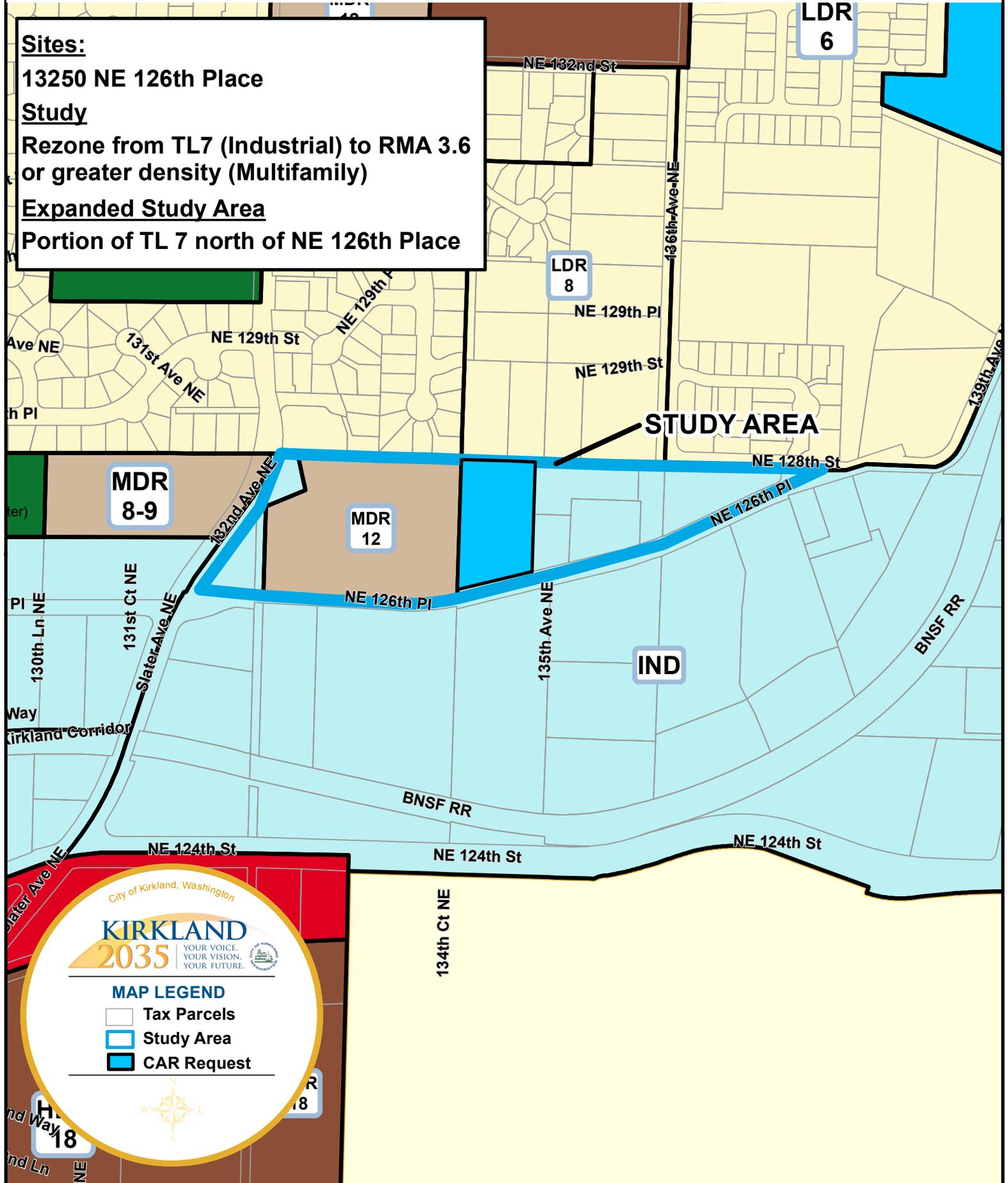
13250 NE 126th Place

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

City of Kirkland, Washington

MAP LEGEND

- Tax Parcels
- Study Area
- CAR Request

Sites:

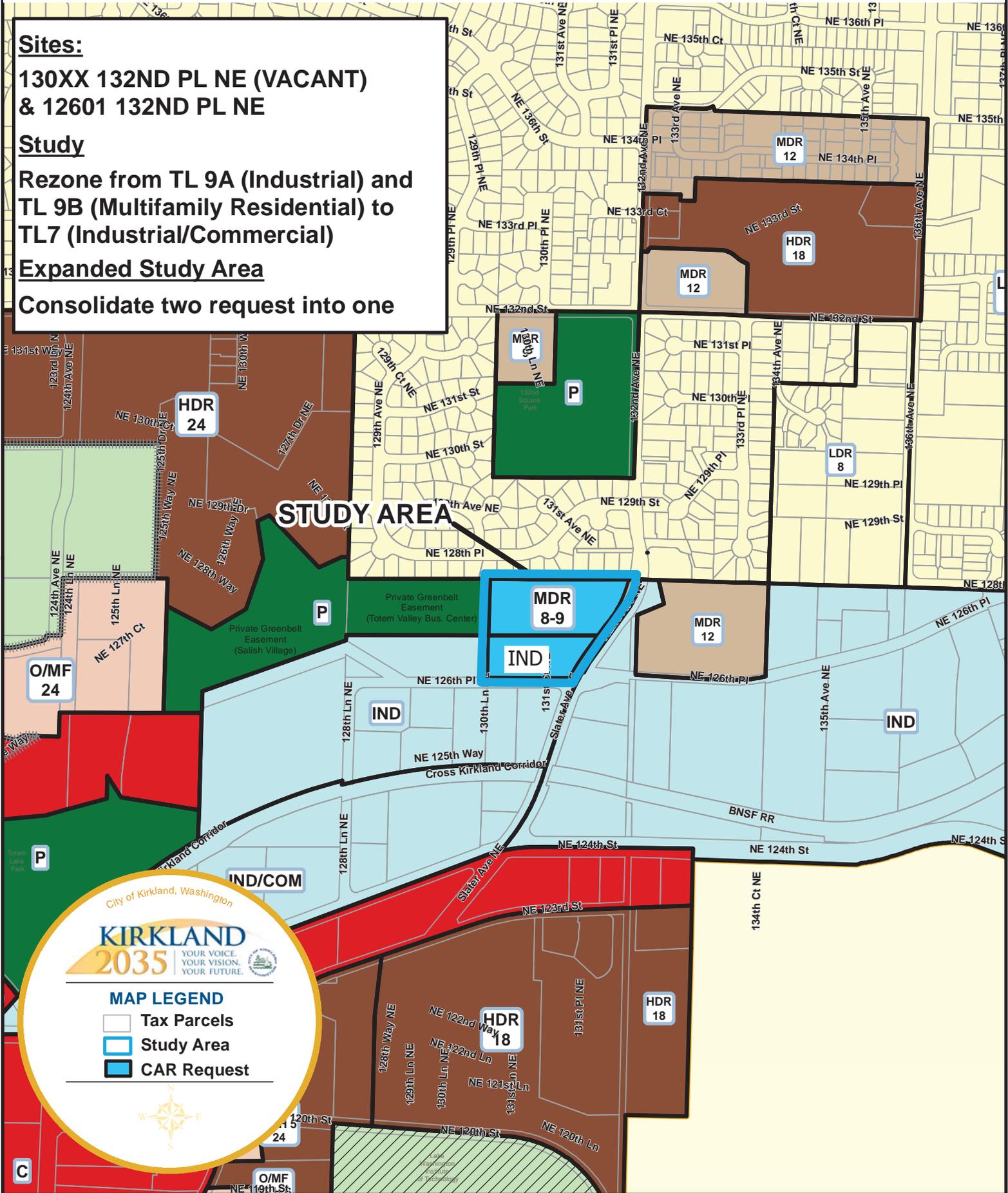
**130XX 132ND PL NE (VACANT)
& 12601 132ND PL NE**

Study

**Rezone from TL 9A (Industrial) and
TL 9B (Multifamily Residential) to
TL7 (Industrial/Commercial)**

Expanded Study Area

Consolidate two request into one



City of Kirkland, Washington



MAP LEGEND

- Tax Parcels
- Study Area
- CAR Request



Sites:

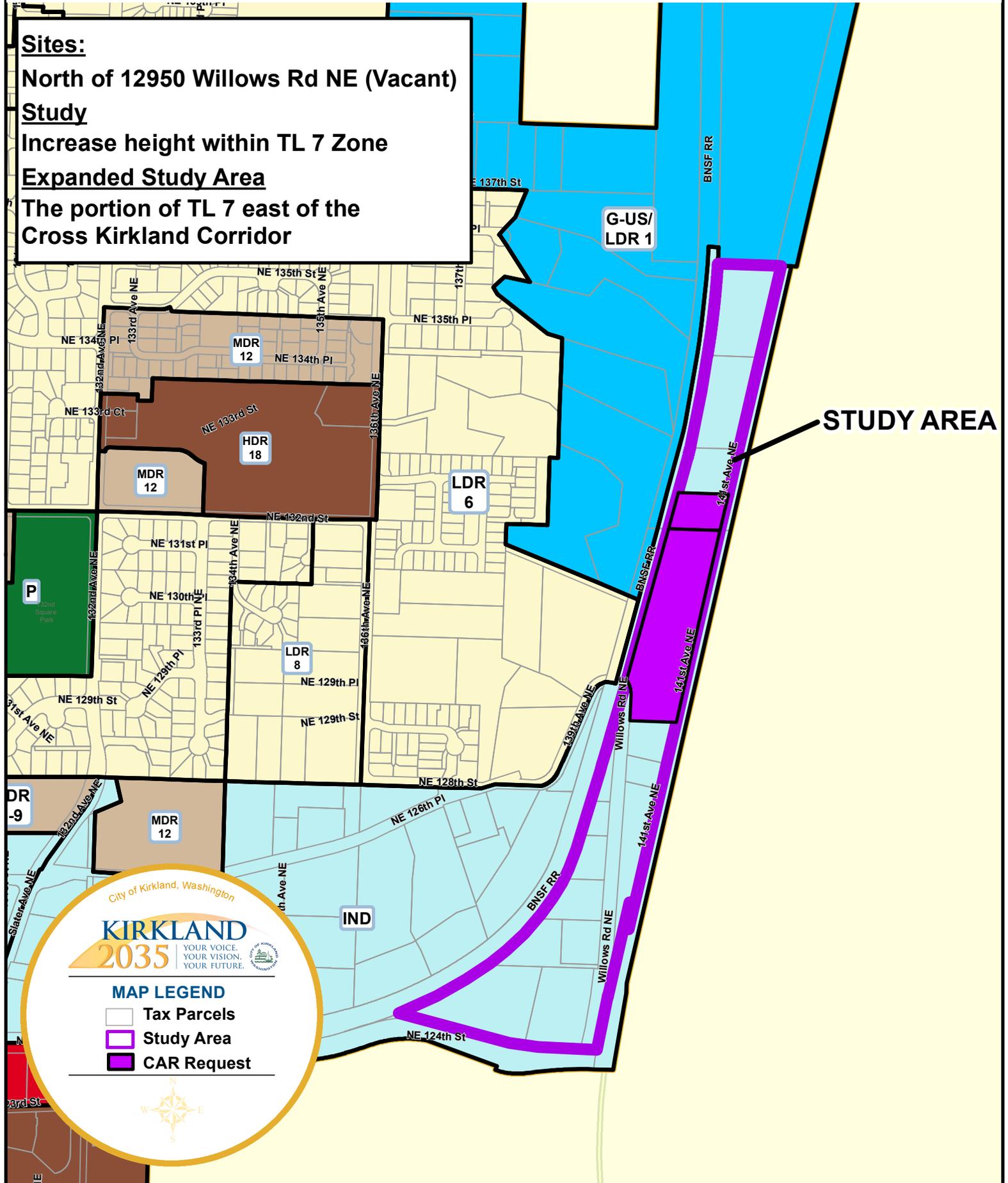
North of 12950 Willows Rd NE (Vacant)

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



**CITY OF KIRKLAND****Department of Public Works****123 Fifth Avenue, Kirkland, WA 98033 425.587.3800****www.kirklandwa.gov**

MEMORANDUM

To: Kurt Triplett, City Manager

From: David Godfrey, Transportation Manager
Kathy Brown, Public Works Director

Date: July 1, 2015

Subject: LETTER TO SOUND TRANSIT REGARDING ST3 DRAFT PRIORITY PROJECTS LIST

RECOMMENDATION:

It is recommended that the City Council reviews a draft of the enclosed letter to the Sound Transit Board of Directors (Attachment A) prior to sending the letter. The letter provides additional formal input to the Sound Transit 3 (ST3) Long Range Plan (LRP) and Priority Project List (PPL). More detailed descriptions of Kirkland's interests was recommended by Sound Transit staff and Eastside Sound Transit Board members. The letter has been reviewed by the Transportation Commission and their suggestions have been incorporated.

BACKGROUND DISCUSSION:

Sound Transit is currently conducting public outreach to finalize their PPL. Projects from this list will be used to develop a System Plan which, pending additional revenue authority from the State Legislature, will go to the voters as an ST3 ballot measure as early as November 2016. This letter builds upon the previous letter sent by the Council and clearly articulates which projects the City wants on the PPL, as well as changes the City would like to see to projects already on the PPL. It is important to comment on the PPL because only those projects can be considered for the System Plan.

Formal letters with comments from jurisdictions are due July 15, 2015 with the Sound Transit Board of Directors refining and finalizing the PPL at their August 27th, 2015 Board meeting.

Staff have worked with Bellevue, Redmond and Issaquah to develop a Joint Interest Statement.

Summary of Comment Letter

Add Bus Rapid Transit (BRT) between Totem Lake and Issaquah via Bellevue to the PPL.
Addition of this project to the PPL provides flexibility and ensures that all HCT options can be considered when developing the System Plan. The transit network should be optimized around this investment, including rerouting buses to improve access to Kirkland.

Requests specific elements of AC-5: I-405 BRT between Lynnwood and SeaTac in HOV/Managed lanes where possible.

In the draft letter, the City of Kirkland strongly requests that a NE 85th Street Station and high-quality connection to Downtown Kirkland be a part of any I-405 BRT project. The letter also requests that creative solutions for improving access to I-405 BRT in Totem Lake be included in this project.

Modify project AC-6: Light Rail from Totem Lake to Issaquah via Bellevue.

Modifications include addition of a Downtown Kirkland station, additional stations in Totem Lake and a station in Downtown Bellevue.

Adds detail to project ES-6: ST Express interim supporting bus service, including capital and operating elements.

The letter requests specific capital and service improvements that increase access to and quality of SR 520 bus service.

Adds detail to project PR-1: System Access Program

General changes and city specific projects that should be added to the system access program are identified. This includes general bus-rail integration planning, mitigation planning for Route 255, and pedestrian/bicycle access investments.

Adds detail to project PR-3: Transit Oriented Development (TOD) Program

Kirkland is requesting participation and financial support from Sound Transit on City TOD priorities, including redevelopment of Kingsgate and Houghton Park and Ride. The draft letter also requests that Sound Transit participate and support transportation and land use planning near stations such as the Totem Lake Mall.

Modifies PR-6: Northern Lake Washington HCT Crossing Study

The City is requesting an expanded study scope that includes both near- and mid-term improvements to cross-lake travel between Kirkland and Seattle.

States support for PR-2: Innovation & Technology Program

The letter simply states support for the program.

States support for SP-3: Light Rail extension from Overlake Transit Center to SE Redmond to Downtown Redmond

The letter states support for this project as key ST3 priority.

Joint Interest Statement

The ST3 Joint Interest Statement was developed to communicate the shared vision of Kirkland, Bellevue, Redmond and Issaquah in a clear and unified voice. The interest statement is structured along five unifying principles:

1. *Fund Eastside needs.* Eastside communities have growing transportation challenges and an ST3 must fully fund the investments necessary to keep our communities moving.
2. *Connect regional growth centers within the Eastside.* As the Eastside grows and becomes denser, HCT is needed to maintain mobility between Eastside centers. Extension of East Link to Redmond is key. Light rail between Totem Lake and Issaquah

via Bellevue is critical, but if that investment cost exceeds the financial capacity of ST3, BRT should be explored.

3. *Connect the Eastside with the region.* Implementation of I-405 BRT and expansion of regional ST Express service is important for maintaining connections with the rest of region.
4. *Provide an integrated regional transit system with access enhancements.* Passengers should be able to easily get to HCT by bus, on foot, on bike or by private automobile. Integrated planning around station siting, bus circulation and TOD are important early steps. Shared financial commitment to pedestrian and bicycle access improvements are also important.
5. *Support system expansion.* Support facilities and planning for future investments are required for ongoing and future delivery of service.

ST3 Draft Priority Projects List Development 2015 Timeline:

- June 4 – July 8: Public Comment/Public Meetings (Online Survey; ST Board Meetings; and five Subarea Public Meetings)
- July 15: City Letters with comments of Draft Priority Projects List are due
- August: Sound Transit Board advances Priority Projects List, based on public outreach and jurisdictional input
- October: Financing templates available
- Fall/Winter: Evaluate projects and create templates

Next Steps

Staff will finalize the letter, incorporating feedback from Council, for submittal to Sound Transit. With Council approval, the Joint Interest Statement will also be transmitted to Sound Transit. A motion to approve both the letter and the Joint Interest Statement will authorize the Mayor to sign the documents and send them to Sound Transit.

Attachment A: Draft Kirkland letter commenting on Draft Priority Projects List

July 8, 2015

King County Executive Dow Constantine
Chair, Sound Transit Board of Directors
c/o Board Administrator
Sound Transit
401 S Jackson St.
Seattle, WA 98104

RE: City of Kirkland's Comments on the ST3 Priority Project List – 2nd Letter with Details

Dear Executive Constantine,

I am writing to provide you, as Chair of the Sound Transit Board of Directors, with more input on the Sound Transit 3 (ST3) Priority Project List (PPL). As a follow-up to my June 9, 2015 letter, this letter is intended to provide you and the Board with a brief summary of the City of Kirkland's priorities, along with more detailed input on the PPL. Sound Transit staff advised City of Kirkland staff that this follow up letter, with more detail on concepts for specific projects, would be helpful to the Board in its review of the PPL.

First, I would like to thank you and the Board for providing the opportunity to comment on the list of priority projects that the Board is advancing for further study. It is exciting to plan for projects that will eventually become part of the System Plan, and the City of Kirkland looks forward to a set of investments that will meet our city's needs and achieve the regional goals of Sound Transit's long range planning efforts. The City would like to work collaboratively with Sound Transit to identify creative transit solutions where existing ideas don't fully address city goals. City of Kirkland staff and I understand the regional nature of Sound Transit's service and our goal is to ensure Kirkland's residents, employees, and visitors have access to that service. Our suggestions are not intended to prescribe specific project scopes; rather, our intent is to provide ideas for achieving outcomes that will meet our common goals.

I am optimistic that the final PPL will include projects in and around Kirkland, improving mobility to our residents, employees, and visitors, and inspiring Kirkland voters to support the upcoming ST3 ballot measure. In keeping with regional planning strategies, the City of Kirkland is planning for growth of 7,000 new households and 22,000 new jobs over the next 20 years. Mobility provided by Sound Transit will play an important role in accommodating that growth.

In reviewing the PPL, the City of Kirkland has worked closely with our neighboring cities on the Eastside. The Cities of Bellevue, Redmond, Issaquah, and Kirkland have identified our common interests for our subarea of the Puget Sound Region. These common interests are expressed in the enclosed Joint Interest Statement.

Review of June 9th Letter

As a brief reminder, my June 9, 2015 letter (attached for your convenience) outlined our city's high-level goals for ST3. Below is a summary of those priorities:

- Delivering Sound Transit 2 (ST2) Commitments: Completing I-405 Bus Rapid Transit (BRT), with Kirkland access at NE 85th Street and the Totem Lake Urban Center is a key priority for Kirkland. The extension of the East Link to Redmond and High Capacity Transit (HCT) connecting Issaquah and Bellevue are also high priorities for the Eastside.

- Connecting downtown Kirkland to regional transit service on I-405.
- Connecting Kirkland's major employment centers (such as Evergreen Hospital in the Totem Lake Urban Center, and Google on the 6th Street Corridor) to regional transit service on I-405. Considering Bus Rapid Transit (BRT) as well as light rail along the Eastside Rail Corridor between Totem Lake and Bellevue, with a connection to Issaquah. At a minimum, BRT connecting these Eastside hubs should be added to the PPL.
- Supporting Transit-Oriented Development (TOD) in the Totem Lake Urban Center.
- Investing in an integrated transit network.
- Identifying the financial capacity of the Eastside Subarea.

In the following months, Sound Transit will be developing "project templates" that document the ridership, costs, and other performance measures of each project. Below are comments that Kirkland Transportation staff and I view as critical to the appropriate development of these project templates. Additionally, we have noted where details of some PPL projects should be enhanced or changed, and we would like to express our support for other projects as they have been proposed.

A number of community stakeholders have joined us in support of a future ST3 plan and we are pleased to attach their letters of support. Finally, Kirkland has worked closely with the cities of Bellevue, Issaquah, and Redmond to identify common interests, which have been compiled into a Joint Interest Statement for ST3, which is also attached to this letter. We hope you find this joint statement of particular value given the broad support it represents.

Alignment of Goals

The Sound Transit Board established seven criteria, against which various system expansion scenarios were weighed to guide the formation of ST3. Kirkland's transit priorities and actions are in line with those criteria, as outlined below:

1. **Completing the Spine.** Kirkland supports investments in East Link as well as additional HCT corridors that complement the spine, such as I-405 BRT and HCT between Totem Lake, Downtown Kirkland, Downtown Bellevue and Issaquah.
2. **Ridership.** Currently 22 bus routes serve Kirkland, with a combined daily ridership of approximately 24,000 passengers. The Route 255 represents 26% of this ridership with routes 245, 532, and 535 representing an additional 30% of riders. Kirkland supports a ridership focused package that balances HCT investments to dense areas like Downtown Kirkland and Totem Lake, while also investing in high ridership commuter oriented ST Express service to Bellevue and Seattle.
3. **Designated Centers.** Totem Lake is one of four regional growth centers in the central Eastside. Totem Lake currently has one-third of Kirkland's employment and will grow to nearly one-half of all Kirkland employment by 2035. In addition to existing medical, educational and business centers, Totem Lake will see redevelopment of a major mall site. Another important consideration is a number of recent rezoning approvals that have significantly increased development capacity

directly adjacent to the Cross Kirkland Corridor.

4. **Transit supportive land use.** Currently Kirkland is the 4th densest city in King County thanks to its dense historic core and increasingly dense Totem Lake area. Employment densities in the 6th Street corridor, where Google is now doubling its footprint, is a growing transit market with transit supportive land uses. Increased service and connectivity is critical to this area.
5. **Socio-economic equity.** Kirkland has aggressive policies and regulations for the creation of affordable housing. These policies have led to numerous new affordable housing units, including those at the South Kirkland Park and Ride. In 2014, Kirkland became a signatory to the Growing Transit Communities Pact.
6. **Additional transit integration.** Because King County Metro provides much of Kirkland's transit service, the City is keenly interested in working with Sound Transit to improve integration of the transit system. Kirkland's transit centers in downtown and Totem Lake were both funded through Sound Move and we look forward to building on those investments.
7. **Multi-modal access.** Kirkland has worked for decades to improve multi-modal transportation mobility, with the acquisition and development of the Cross Kirkland Corridor clearly illustrating the City's commitment to non-motorized transportation. Many of Kirkland's bike lanes date back decades, and Kirkland is leading the way on enhanced crosswalks using in-road flashing beacons for bicycle and pedestrian safety. In 2006, Kirkland became the first community in Washington State to adopt a complete streets ordinance. Multimodal access, and connectivity to non-motorized networks are essential elements of Kirkland's Transportation Master Plan.

Detailed Comments on the PPL

To add specificity to the high-level comments provided in my June 9 letter, below are more detailed comments on the draft PPL.

In general, Kirkland, like Sound Transit, is interested in connecting people with transit. In many cases, this might result in an expensive connection, bringing a transit line to a new station located off the main route and causing delays for passengers using the main line. Another option would be to instead build a more reasonably priced connection to bring passengers to that main route using a connector that does not slow the main system down with additional stops. It is this second concept that Kirkland is recommending in several cases. Sound Transit's street car connection to the Capitol Hill light rail station is an example of this concept in operation.

Request for a new project:

"AC-6 BRT": Add Bus Rapid Transit (BRT) from Kirkland (Totem Lake) to Issaquah via Bellevue to the PPL

Kirkland is strongly supportive of light rail between Totem Lake and Bellevue, however the City wants to ensure other options are available when developing a System Plan, should light rail not move forward. A BRT version similar in alignment to the proposed light rail should be added to the PPL as an alternative.

- This project should be similar to alternative C2 from the South Transit [Kirkland-Bellevue-Issaquah Corridor Report](#). Project C2 consists of BRT from Totem Lake to Issaquah via the Cross Kirkland Corridor, Downtown Bellevue, Richards Road and I-90. The alignment primarily consists of exclusive busway (with grade separation at key locations) or HOV lanes. (See Figure 1 below)
- Analysis of this project should assume that BRT service between Totem Lake and Seattle is also provided on this corridor because the major capital components (excluding buses) are included in project C2 as described above. Project B1a from the Sound Transit [University District-Kirkland-Redmond Corridor Report](#), illustrates this overlap. Routing in Seattle should be determined at a later date. (See Figure 2 below)
- Working with Metro, Sound Transit should determine how this investment can be leveraged and integrated with other bus service. Areas of investigation should include:
 - How can bus service on I-405 and SR 520 be routed along this corridor to better serve Kirkland?
 - How can local and express routes use this corridor?
 - How can this investment fit into the broader eastside transit network? (e.g. Bellevue, Redmond, Issaquah, Seattle and Kirkland (BRISK) concept from Seattle Transit Blog)
- The alignment should have a station in -- or high-quality connection to -- Downtown Kirkland, as well as 2-3 stations in Totem Lake.
- The "project template" should be consistent with the Cross Kirkland Corridor Master Plan, including a paved multiuse trail.
- In order to properly scope and evaluate this project, Kirkland staff should work in close coordination with ST and consultant staff on project template development and assumptions.

Comments about projects already on the PPL:

AC-5: I-405 Bus Rapid Transit from Lynnwood to SeaTac in HOV/managed lanes where available

Kirkland is supportive of this project contingent on a NE 85th Street station with high-quality connection to Downtown Kirkland and access improvements in Totem Lake. A station in the vicinity of NE 85th Street should be included in any I-405 BRT project template.

- Full direct access ramps to NE 85th Street as assumed in alternative A2 of Sound Transit's [I-405 Bus Rapid Transit Corridor Report](#) is a reasonable baseline assumption for this station. An inline station on I-405 should be studied as an alternative.
- Any station in this vicinity must have high-quality, fixed guideway (or functional equivalent) connection between the new station, Downtown Kirkland, the Cross Kirkland Corridor and the 6th Street corridor. For comparison purposes, a bus-based connection should also be explored, however any connection must be fast, frequent and reliable.

- Creativity should be used with regard to the routing and modal choices studied in the project template so that the capital and service investments Sound Transit should make in order to facilitate this connection can be fully understood and evaluated.
- The First Hill Streetcar is a good example of a creative approach to improving access to regional transit. A similar approach could be used along NE 85th Street to connect the I-405 BRT with downtown Kirkland.
- This BRT route must do more than simply access the Totem Lake Urban Center at the NE 128th Street direct access ramp. Instead, there must be multiple stops in the Totem Lake Urban Center, including in the vicinity of NE 116th Street. Again, creativity should be used with regard to the routing and modal choices studied by Sound Transit in the project template so that the capital and service investments of various connection alternatives can be fully understood and evaluated.
- The trunk and branch service pattern, with multiple routes combining on I-405 as they head towards Bellevue, is preferable because it would increase the frequency of buses passing through Kirkland and provide more routing flexibility. This project serves multiple Sound Transit subareas and thus the cost should be appropriately shared. In order to properly scope and evaluate this project, Kirkland staff should work in close coordination with ST and consultant staff on project template development and assumptions.
- This project must access Downtown Bellevue and seamlessly connect with the wide range of transit service that is available there.
- Although planning efforts now focus on BRT, the City of Kirkland would like to better understand why Light Rail on I-405 has not been considered as an alternative to BRT on I-405.

AC-6: Light Rail from Totem Lake to Issaquah via Bellevue

Kirkland is strongly supportive of this project, with several changes to alignment and station locations:

- Rename this project to Light Rail from Kirkland (Totem Lake) to Issaquah via Bellevue. Using Kirkland in the title will help citizens better understand the nature of the project.
- The alignment should have a station in -- or high-quality connection to -- Downtown Kirkland as well as 2-3 stations in Totem Lake.
- The "project template" should be consistent with the Cross Kirkland Corridor Master Plan including a paved multiuse trail.
- Kirkland encourages Sound Transit to study how access to Downtown Bellevue can be improved.
- In order to properly scope and evaluate this project, Kirkland staff should work in close coordination with ST and consultant staff on project template development and assumptions.

- Study the possibility of using streetcar technology, rather than light rail technology for some connections, which could make it easier to serve downtown Kirkland.

ES-6: ST Express interim supporting bus service, including capital and operating elements

Kirkland is supportive of this project, including how access to service can be improved for Kirkland residents and employees. The addition of capital investments and more detailed discussion of ST Express service as an integrated part of the regional transit system is critical.

- ST Express bus service is a key part of the transit serviced provided by Sound Transit on the Eastside now and into the future. The City would like the words "interim supporting" to be removed from project name to reflect this fact.
- This project should address current overcrowding issues on ST Express service along I-405 in the short term through increase peak hour service or additional routes.
- Improve access to bus service on I-405 per City's comments on AC-5.
- Improve access to bus service on SR 520 as well as improve service across SR 520.
 - Include a full direct access ramp with bus stops at SR 520 and 108th Ave NE. This will allow passengers to access service on SR 520 from the South Kirkland Park and Ride as well as local bus routes.
 - While the proposed changes to Route 540 makes service to UW more frequent and reliable in the morning (Houghton P&R has significant excess parking capacity while South Kirkland is over capacity making it difficult to find parking), this change makes it more difficult for Route 540 riders to get home during off-peak periods. The City would like Sound Transit to increase off-peak span of service Route 540 to address this issue.
- Identify and make capital investments that support future bus-rail integration at UW Station.
- Evaluate the ST Express bus service changes that are necessary to serve future growth in the Totem Lake Urban Center, including connections to the growing employment center at South Lake Union.

PR-1: System Access Program to fund research, analysis and implementation of facilities for one or more modes, including pedestrians, bicyclists, transit and private vehicles, to improve access to the HCT system.

Kirkland is supportive of this program and would like to ensure specific details are included in the project template.

- Rename this project to "System Access and Integration Program." This change broadens the scope and brings it into alignment with current integration initiatives.
- Increased emphasis should be placed on rail-bus integration. For example, identification, planning, and implementation of mitigation measures should removal of Route 255 from the

Downtown Seattle Transit Tunnel be necessary.

- Sound Transit should work with cities to identify and fund pedestrian and bicycle access improvements up to ½ mile and 2 miles respectively from ST stations.
- Because more riders will be accessing Sound Transit by bicycle, the extra demand must be quantified and capacity for carrying bicycles on Sound Transit must be set to meet the increased demand.
- Update station design standards with an emphasis on how to develop high-quality, seamless transfers between Light Rail and buses.
- This program should include both future HCT stations as well as existing HCT stations.

PR-3: Transit Oriented Development (TOD) Program to fund planning and due diligence of transit-supportive land use activities

Kirkland is supportive of this program, however a broader scope including both active participation and support of TOD planning and implementation are desired. The City of Kirkland encourages Sound Transit to take the following steps:

- Partner with WSDOT and the City of Kirkland to develop TOD at the Kingsgate and Houghton park and rides with the goals of increasing ridership, increasing park and ride capacity and advancing socio-economic equity.
- Actively participate in and support City of Kirkland planning initiatives around existing and future HCT stations, including land use and transportation planning, especially in the Totem Lake area.
- Locate HCT stations in TOD supportive places such as Downtown Kirkland.
- Work with The Village at Totem Lake LLC on how mall redevelopment and HCT investments can complement one another.

PR-6: Northern Lake Washington HCT Crossing Study

Kirkland would like the scope of this study expanded to include near- and mid-term investments that would improve cross-lake travel between Kirkland and Seattle. Investments could include improvements to existing bus service, new direct access ramps, HOV to HOV flyover ramps between SR 520 and I-405, etc.

PR-2: Innovation & Technology Program: Program to fund research, analysis and implementation of innovative best practices, partnerships, and technologies to increase ridership, improve service and enhance regional mobility outside of new investments in large capital projects.

Kirkland is very supportive of developing innovative ways in which technology can increase the use of transit. This includes tools such as Pronto Bike Share or real-time parking availability information at Transit Centers and Park and Rides. Improvements to rider facilities such as improved lighting, shelters and next bus arrival information should also be included in this project.

SP-3: Light Rail extension from Overlake Transit Center to SE Redmond to Downtown Redmond (Per the Record of Decision)

This project is the final extension of the East Link spine and Kirkland is supportive of this project as a key ST3 priority.

Once again I would like to thank you and the Sound Transit Board for the opportunity to comment. The City of Kirkland looks forward to continued collaboration between our organizations, particularly during this critical time when potential projects are being scoped and evaluated. Working together in partnership between Sound Transit, King County Metro Transit, and subarea cities, I believe we can create a project list that voters will support to meet our region's long-term public transportation needs.

Sincerely,

Amy Walen
Mayor, City of Kirkland

cc: Sound Transit Board of Directors
Kirkland City Council
Kurt Triplett, City Manager, City of Kirkland
Kathy Brown, Public Works Director, City of Kirkland
Bellevue City Council
Redmond City Council
King County Council

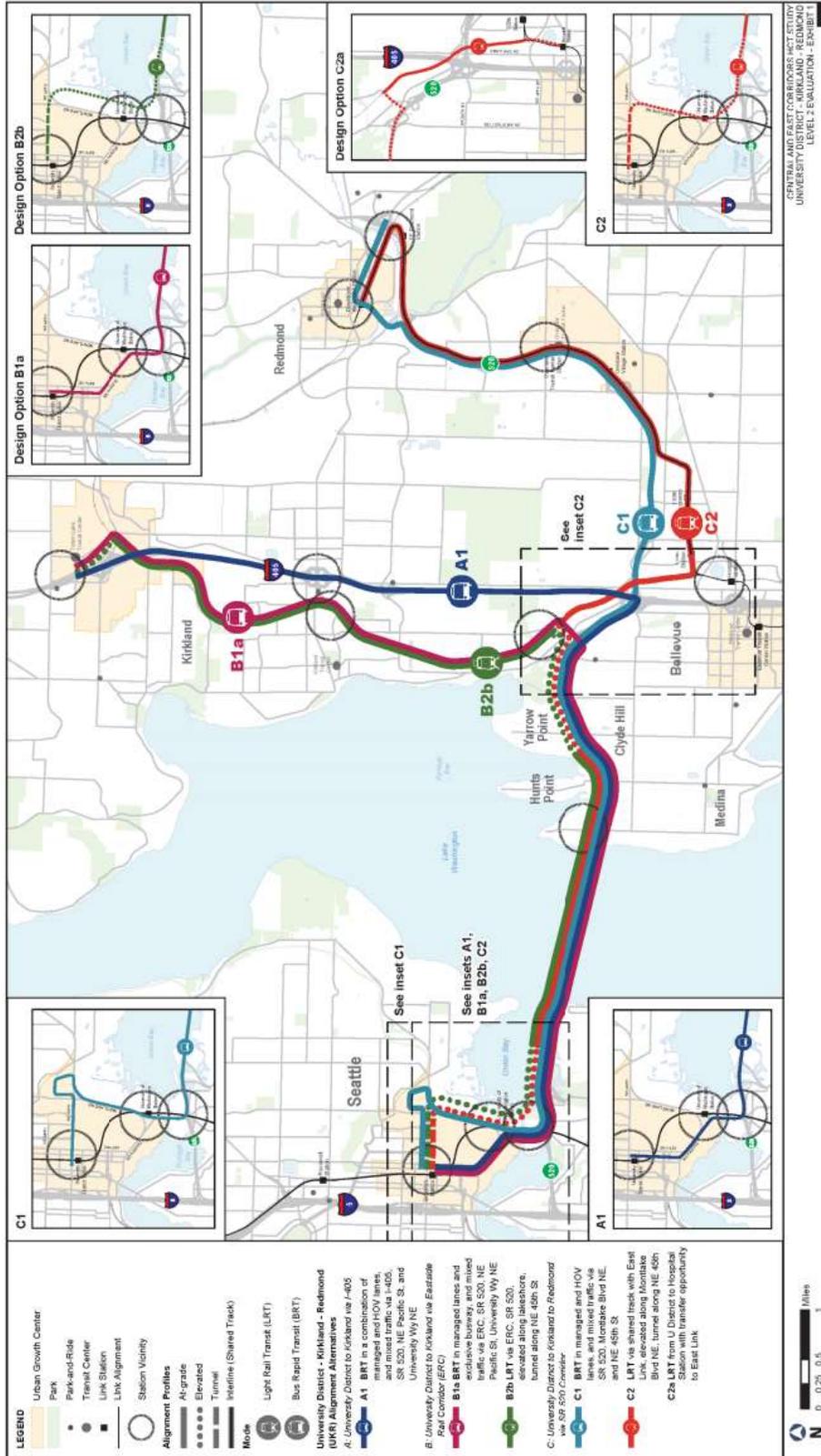
Figure 1:

Exhibit ES-1: Level 2 Evaluation Alternatives



Figure 2:

Exhibit 4. Level 2 Alternatives



Letters of Support:

DRAFT

Joint Interest Statement:**Sound Transit Phase 3 (ST3) System Plan Joint Interest Statement
Cities of Bellevue, Issaquah, Kirkland, and Redmond
[FINAL REVIEW DRAFT]**

The cities of Bellevue, Issaquah, Kirkland, and Redmond share the following interests in the Sound Transit Phase 3 (ST3) System Plan. These shared interests are in addition to city-specific interest statements or comment letters that may be provided to Sound Transit.

Fund Eastside needs – ST3 must fully fund investments necessary to meet Eastside transit needs throughout the duration of the ST3 System Plan. The regional transit system must provide viable alternative travel options within the Eastside and connect the Eastside with the region.

Connect regional growth centers within the Eastside – Eastside cities have many common interests and goals and are interconnected both economically and geographically. We are boldly reshaping our regional growth centers and downtowns into dense, mixed-used, urban centers. Much of the Eastside transit demand is for travel among Eastside centers and ST3 must invest in service to meet that travel demand.

- Complete the East Link spine to Downtown Redmond; this should be a primary goal of any ST3 package.
- Build light rail from Totem Lake to Issaquah via Bellevue to connect these Eastside regional growth centers with fast, frequent and reliable transit service; delivering this connection within the ST3 timeline is imperative. If light rail is beyond the financial capacity of the Eastside in ST3, then other HCT connections such as Bus Rapid Transit (BRT) should be implemented instead.
- Invest in High Capacity Transit (HCT) and additional Regional Express Service (REX) to ensure that people can travel within the Eastside and beyond.

Connect the Eastside with the region – ST3 should continue the legacy of strengthened connections between the Eastside and Snohomish County, South King County and Seattle.

- Implement high-quality BRT along I-405, consistent with but not limited to capital and operational investments identified in the I-405 Master Plan; improved access to I-405 BRT, including “last mile” connections and transit connections to activity centers must also be provided.
- Invest in enhanced and expanded REX service between Eastside cities and the region, including adding service to overcrowded and high ridership routes and implementing capital investments that improve the quality of these services including BRT type investments.

Provide an integrated regional transit system with access enhancements – Sound Transit, King County Metro, and cities must work together to develop a fully integrated regional transit system with enhanced access that supports local and regional plans.

- Integrate all Sound Transit and King County Metro transit service into a regional network that seamlessly connects light rail, bus rapid transit, regional express and local bus service regardless of which agency is providing the service.
- Invest in Transit Oriented Development (TOD) to support High Capacity Transit by becoming an early and active partner in TOD and participate in subarea planning as part of ST3.
- Fund non-motorized station access improvements, such as pedestrian and bicycle facilities, in ST3 and identify them early in project planning and design.
- Advance performance-based initiatives in ST3 that maximize the utilization of existing Park-and-Ride lots and provide increased capacity where appropriate.

Support system expansion – Provide operational services, capital improvements and future planning to support the expanded regional transit system.

- Provide facilities and services necessary to operate and maintain the expanded regional transit system, with facility and service planning completed early in the process.
- Lay the foundation for the next phase of regional transit investments by funding studies of future system upgrades and extensions as part of the ST3 System Plan.



June 9, 2015

Sound Transit Board Chair
King County Executive Dow Constantine
c/o Board Administrator
Sound Transit
401 S Jackson St.
Seattle, WA 98104

RE: City of Kirkland's Comments on the Sound Transit 3 (ST3) Priority Project List

Dear Executive Constantine,

I am writing to you in your role as Chair of the Sound Transit Board, as well as in your role as King County Executive, providing regional leadership in transit planning. The City of Kirkland has been tracking the ST3 Long Range Plan updates process with interest and appreciates that Sound Transit staff has engaged the City of Kirkland and other stakeholders throughout the process. In December 2014 the Sound Transit Board adopted an updated Long Range Plan (LRP), which is a required element of Sound Transit's authorizing legislation.

I would like to take this opportunity to provide you with input on the ST3 Project Priority List (PPL). The LRP is a blueprint for the long-term vision of the region's High Capacity Transit (HCT) network. In and around Kirkland, the LRP identifies transit on the following corridors:

- **SR 520:** Regional express bus and/or HCT from the Seattle side of SR 520 to Redmond
- **I-405:** Regional express bus, bus rapid transit (BRT), and/or light rail (LRT)
- **Eastside Rail Corridor:** HCT from SR 522 to SR 520 serving the Totem Lake Urban Center and South Kirkland Park and Ride
- **SR 522:** Regional express bus and/or HCT from I-5/NE 145th Street to I-405

The LRP update leveraged corridor studies, which included studies of the Eastside Rail Corridor (LRT, BRT, and commuter rail), I-405 BRT, Kirkland-Bellevue-Issaquah (LRT and BRT), and University District-Kirkland-Redmond (LRT and BRT).

Currently the Sound Transit Board is developing a draft Priority Project List, which begins to narrow down the corridors and modes that will be considered for an updated System Plan. The System Plan could then be taken to the voters as an ST3 package in November 2016. A staff draft of the PPL was presented to the Sound Transit Executive Committee on May 7th and included completion of LRT to downtown Redmond, I-405 BRT and LRT from Totem Lake to Issaquah via the ERC and I-90.

Over the next months the City of Kirkland will engage with Sound Transit, as well as other Eastside cities, to suggest potential additions or changes to the PPL. Once the PPL has been developed, the City of Kirkland would like to actively work with Sound Transit to further refine projects on the PPL to ensure the best possible projects are considered for the System Plan.

The City of Kirkland eagerly looks forward to supporting an ST3 package that delivers improved transit service to the City's residents. Kirkland has long supported regional transit investments including Sound Move and ST2 because transit is key to the Kirkland's land use, economic development, livability, and

sustainability goals. Kirkland has a long tradition of investing in the quality of life of its communities, and a ST3 package that meaningfully advances HCT service through Kirkland would provide a much needed alternative to driving.

The City of Kirkland looks forward to increased transit oriented development (TOD), especially in the Totem Lake Urban Center where HCT investments could be a catalyst for development. Currently roughly one-third of Kirkland's employment is in Totem Lake and as the City grows, a greater share of housing and employment growth must occur in Totem Lake. By 2031 nearly half of Kirkland's employment is planned for the Totem Lake Urban Center.

ST3 Priority Project List Comments

City of Kirkland staff has synthesized its major comments on the PPL in the list below. This list does its best to present the City's priorities in a brief and simple way. City of Kirkland staff and I look forward to working directly with the Sound Transit Board and the Sound Transit staff to discuss these priorities. Kirkland staff will also be developing additional details to be presented at future points in the public process.

- **Identify the Financial Capacity of the Eastside.** The City would like to understand the financial capacity of the East Subarea under both the House and Senate proposals as this will influence the City's priorities moving forward. Kirkland understands there is a limit to the dollars that can be allocated to the eastside and will prioritize projects based on financial realities.
- **Advance ST2 Investments.** Deliver on investments and planning from Sound Move and ST2. Completing investments in I-405 BRT is a key priority of the City with improved access for Kirkland residents at NE 85th Street and the southern portion of the Totem Lake Urban Center. The extension of East Link to downtown Redmond should also be a strong priority, as should an HCT connection from Issaquah to Bellevue.
- **Connect Downtown Kirkland, Google, and the 6th Street corridor to regional transit service on I-405.** Downtown Kirkland is one of the densest and most established historic downtowns on the Eastside and development projects are underway that will bring thousands of new jobs and hundreds of new housing units to Downtown Kirkland and the 6th Street within the next five years. ST3 must provide a high-quality connection between these areas and regional transit service on I-405. Fixed guideway connections or people movers to the corridors are potential solutions. The City would like to work with Sound Transit to identify ways in which access to regional transit service can be accomplished.
- **Consider BRT as well as LRT along the Eastside Rail Corridor between Totem Lake, Bellevue and Issaquah.** The City would like to see both BRT and LRT included in the PPL, with one of these two HCT projects included in a final ST3 package. The potential revenue constraints to funding LRT along the ERC makes it prudent to keep lower cost options like BRT on the table. The city requests that Sound Transit work with the City to better develop these concepts including routing through Downtown Kirkland and the Totem Lake area.
- **Support TOD in the Totem Lake Urban Center.** The City sees Transit Oriented Developments (TOD) as essential for its continued growth and economic development, with the Totem Lake Urban Center at the heart of this goal. This includes both TOD on publically owned land, such as the Kingsgate P&R, but also TOD on privately owned land. Improved access to HCT, beyond that provided by the Totem Lake Freeway Station, could help catalyze development in the Totem

Lake area. Recommendations of the Growing Transit Communities partnership (of which Kirkland is a member) should guide these investments.

- **Provide additional detail for some projects on the priority project list.** It is hard for the City to respond to the bus based aspects of the PPL due to the lack of detail. Even with a build out of the HCT system a variety of Eastside corridors will still have Express Bus service. For example the City would like AC-5 (I-405 BRT) to be better defined in the PPL including capital investments and service patterns. Project ES-6 (ST Express service) is another project in which additional detail in the PPL is important for the City. The City will provide more detailed feedback on these projects at a later date.
- **Invest in an integrated transit network.** Much of the City's transit service is provided by King County Metro. As the region's HCT network grows, change to some of Kirkland's core routes, particularly the 255, could be made. The City requests that Sound Transit, Metro and other partners work together to better detail these potential changes and identify investments that can be made as part of ST3 to develop a seamless and integrated transit network in the future. Capital investments such as freeway stations, direct access ramps, transfer station improvements, and speed/reliability improvements should all be considered.

Sincerely,



Amy Walen
Mayor, City of Kirkland

cc: Sound Transit Board
King County Council
Bellevue City Council
Kirkland City Council