



MEMORANDUM

Date: August 5, 2015

To: Planning Commission

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

RE: TOTEM LAKE BUSINESS DISTRICT – HEARING ON AMENDMENTS TO
COMPREHENSIVE PLAN, ZONING MAP AND ZONING CODE
COMPREHENSIVE PLAN UPDATE, FILE NO. CAM13-00465, #5

I. RECOMMENDATION

- Hold public hearing and take public comments on the following items:
 - Totem Lake Business District Plan Update (see Attachments 1 and 2)
 - Zoning Code Amendments (see Attachment 3)
 - Zoning Map Amendments (see Attachment 4)

- Deliberate and make a recommendation to the City Council.

II. BACKGROUND

The Plan for the Totem Lake Business District is being updated as part of the Comprehensive Plan Update. In addition to the consideration of shared changes, such as improved maps and general updates under **consideration for the city's other** neighborhood and subarea plans, the update for the Totem Lake Business District includes a number of changes specific to the Totem Lake Business District to address:

- Requirements for Urban Centers and Regional Growth Centers;
- Direction from the City Council following Totem Lake code amendments adopted in 2012;
- Public input about Totem Lake;
- Preliminary direction in response to five Citizen Amendment Requests (CARs) within the district;
- Redundancies between the Totem Lake plan and other elements of the Comprehensive Plan;
- Improvements to the plan's format ;and
- Incorporation of changes related to other City efforts, such as the Totem Lake Park Master Plan.

Draft amendments to the Zoning Code and Zoning Map to implement changes to policy direction in the Plan are included in this update. Potential changes to the Municipal Code to include revisions to Design

Guidelines for the business district will be studied following the adoption of the Comprehensive Plan in 2015.

Please note that one major change is to rename the Totem Lake Neighborhood Plan to the Totem Lake Business District Plan, and all draft documents include this name change.

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.

If there is any additional information that would be helpful for the Planning Commission to have before the hearing in order to deliberate that evening, please contact staff as soon as possible.

III. PLANNING COMMISSION STUDY SESSIONS AND CITY COUNCIL BRIEFING

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](#)). Materials prepared for additional study sessions on general topics addressed in the Plan can be found [here \(April 23 Study Session\)](#) and [here \(May 28 Study Session\)](#).

The City Council held a briefing on the updates to the Totem Lake Business District Plan and associated amendments to the Zoning Map and Zoning Code on July 7th ([Council briefing materials](#)). The Council also received a briefing on the five Totem Lake Citizen Amendment Requests (CARs). At that time, the Council indicated preliminary support for an increase in building height in the TL 7A (new subarea) and TL 8 zones to 80 feet. Those changes are included in the draft Zoning Code amendments provided in Attachment 3, pages 20-21 and 27). The City Council did not provide additional suggested changes.

The Citizen Amendment Requests (CARs) in the Totem Lake Business District are being evaluated concurrently with the Plan update. Preliminary direction from the Planning Commission provided at study sessions on these requests is reflected in the draft update to the Totem Lake Business District Plan (Attachment 1). Materials prepared for study sessions on the Totem Lake CARs can be viewed [here \(Totem Commercial Center and Evergreen Healthcare\)](#), [here \(Rairdon, Morris and Astronics - Part 1\)](#) and [here \(Rairdon, Morris and Astronics - Part 2\)](#).

IV. REVISIONS TO THE TOTEM LAKE BUSINESS DISTRICT PLAN, ZONING CODE AND ZONING MAP

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). Attachment 3 contains the proposed changes to the Zoning Code. Proposed changes to the Zoning Map are shown in Attachment 4.

Please note that the page numbers referred to below are smaller, and shown in black on the attachments.

a. 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 the 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 subareas, and to move **policies from "topic" sections (such as Economic Development) to subarea 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 the Transportation Master Plan (*Note: See discussion in Section d.4 below regarding additional changes pending completion of the EIS and Planned Action Ordinance for Totem Lake*);
- 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 western boundary 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 preliminary 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 from Industrial (blue) to Commercial (red) (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 the 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 the **industrial area at City's easternmost border, at the base of the slope**. Policies address mitigation plans where impacts to critical areas are proposed (Astronics CAR).

b. 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 (Attachment 3, pages 2-11);
- Changes to **allow vehicle sales and service in TL 9A and TL 9B** subject to standards related to consolidation and environmental considerations (preliminary response to Rairdon CAR) (Attachment 3, pages 30 and 32);
- Changes 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 a new **subarea, "TL 7A,"** for this area, with remainder of TL 7 zone to be in a **new "TL 7B"** zone (preliminary response to Totem Commercial Center CAR) (Attachment 3, page 20);
- Change to **allow an increase in building height from 65' to 80' in the TL 8 zone** (in response to preliminary direction from the City Council on July 7) (see Attachment 3, page 26);
- Changes 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) (preliminary response to Astronics CAR) (Attachment 3, pages 24-25);
- Changes to **allow multifamily use within a limited area of TL 7**, north of NE 126th Place (preliminary response to Morris CAR) (Attachment 3, page 21);

- Limits on free-standing mini-storage use within the commercial areas of the Urban Center (Attachment 3, multiple zones) ;
- Addition of a 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 directed away from industrial traffic (Attachment 3, pages 49 and 53);
- **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) (Attachment 3, page 33);
- **Expansion of “Vehicle or boat repair, services, washing or rental” and “Restaurant or Tavern”** within TL 10B (Attachment 3, page 36);
- 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** (Attachment 3, pages 47, 49 and 53);
- **Miscellaneous other changes** to codify interpretations, etc.

c. Changes to Zoning Map

- Change in the land use designation from office (orange) to Transit-Oriented-Development (purple) for the **Kingsgate Park & Ride** (Attachment 4, page 3);
- Rezone one parcel (Parker medical office property) from **TL 2 to TL 1A**. The parcel is now in the same zone (TL 2) as the Totem Lake Mall but is not part of the redevelopment project. At the request of a property owner, the zoning for the property would be changed to the abutting TL 1A zone (Attachment 4, page 1);
- Rezone one parcel from **TL 1A to TL 3D** to include in the Evergreen Healthcare campus (Evergreen Health CAR) (Attachment 4, page 1);
- Create new **subareas TL 7A and 7B** and change the land use designation from **Industrial (blue) to Commercial (red)** (Totem Commercial Center CAR) (Attachment 4, page 2);
- Rezone one parcel from **TL 7 to RMA 3.6** (Morris CAR) (Attachment 4, page 3).
- Change the land use designation from **Medium Density Residential (light brown) to Commercial (red)** (Rairdon CAR) (Attachment 4, page 4).

d. Responses to Planning Commission direction – May 28th and June 11th Study Sessions

The Planning Commission provided direction on a number of additional changes to the draft Totem Lake Business District Plan and Zoning Code at the study sessions in May and June. These changes and the approach used to address them are discussed below:

Changes to the draft Totem Lake Business District Plan

1. **Issue:** The Planning Commission asked that public connections to the CKC be mapped.

Approach: Connections are not mapped in neighborhood plans, since they are either not known or there may be a desire to allow for flexibility in location. New policy TL-17.2 is added to address the objective to emphasize access and refer to the CKC Master Plan which contains some mapped access points in Totem Lake: **“Support development of the Cross Kirkland Corridor as a multipurpose trail with access points along the corridor”** (see Attachment 1, page 39).

2. **Issue:** The Planning Commission asked that a policy supporting the acquisition of the Eastside Rail Corridor be added. The City Council also discussed this issue at its meeting on June 16th, and expressed interest in working with other agencies to extend the CKC within Kirkland’s city limits north to Woodinville. Council members stated that they are not interested in funding this alone at this time.

Approach: New policy TL 17-3 is added to convey this interest: **“Coordinate with neighboring jurisdictions to obtain and develop the extension of the Cross Kirkland Corridor within Kirkland’s city limits”** (see Attachment 1, page 39).

3. **Issue:** The Planning Commission directed staff to add a specific goal in support of transit.

Approach: New goal TL-15 is added: **“Support and promote an improved transit system and access to transit hubs within the Urban Center”** (see Attachment 1, page 32).

4. **Issue:** The Planning Commission expressed several concerns about Figure TL-6, which identifies **“Potential New (Road) Connections” in Totem Lake** (see Attachment 1, page 35).

Approach: The identification and funding of new road connections in Totem Lake has been the subject of considerable inter-departmental discussion. The study of these connections is included in the Draft EIS, and a potential Planned Action Ordinance for Totem Lake. Some of these connections serve a broader, city-wide purpose, and funding through impact fees may be appropriate. Others serve as more local circulation routes and even as urban design-oriented improvements.

Staff and the EIS consultant team will continue to work together to determine the best approach to planning and funding these connections, and how this issue may be addressed in the Planned Action Ordinance for Totem Lake.

Zoning Code Amendments

5. **Issue:** New regulations allow for mixed use in TL 7A. At the study session on May 28th, the Planning Commission discussed the need for commercial use (*not necessarily retail*) on the ground floor of these structures. The direction to staff was to require an intervening commercial use, but not to require commercial use between structures and the CKC.

Approach: Draft regulations require that an intervening commercial use with a minimum depth of 20 feet be located between ground floor residential use and NE 124th Street. The regulations also require that commercial use on the ground floor must occupy at least 20%

of the area on the subject property. The objective for this regulation is to retain a commercial presence in the district to contribute to the vitality of this area within the Urban Center. The ground floor commercial use will also minimize potential conflicts between residential and light industrial uses (see Attachment 3, page 20, Special Regulation number 2).

6. **Issue:** The Planning Commission and City Council direction is for additional height in TL 7A. The direction was not specific as to whether this height increase should be limited to the new mixed use development use listing or all uses within the zone. Staff assumes that the objective was to increase building height for all uses within the zone.

At the City Council briefing on July 7th, the City Council also indicated support for an increase in building height within the TL 8 zone, due to its location within the core of the Urban Center.

Approach: Draft regulations provide for a maximum building height of 80' for all uses in TL 7A (see Attachment 3, page 20). Maximum building height would remain 45' for all uses in TL 7B. A change to provide for a maximum building height of 80' for all uses in the TL 8 zone is also provided in the draft regulations (see Attachment 3, page 26).

7. **Issue:** Extensive language is contained in the Totem Lake Business District Plan to address development in TL 9B. The Planning Commission directed staff to include this language in the Zoning Code chart for the TL 9B zone. It has not been clear whether the language should be removed from the Plan text.

Approach: Public testimony at both the June 11th Planning Commission study session and the June 7th City Council meeting requested that the specific standards for development in TL 9B be retained in the Comprehensive Plan. The proposed amendments provide this language in both the Plan and Zoning Code (see Attachment 1, page 69 and Attachment 3, page 31).

8. **Issue:** The Planning Commission expressed preliminary support for the concept of allowing a large, mixed-use development in the Parmac area (TL 10D and TL 10E). The Commission requested that draft regulations provide an incentive for development to be located next to (and possibly straddling) the CKC, to prevent conflicts between residential and industrial traffic, and to provide notice to future residents regarding the possibility for a continued industrial presence in the area.

Approach: A new use listing to allow a "Mixed Use Concept" in the Parmac area (zones TL 10D and TL 10E) is provided in the zoning charts. The draft regulations provide minimum standards for this development type. New design guidelines will be developed and studied by the Planning Commission following the adoption of the Comprehensive Plan that will provide more detail and direction for this new concept. Guidelines will likely address site design, orientation to the CKC, and measures to address vehicular and nonmotorized access to the CKC and away from industrial uses.

To provide an incentive for development to straddle the CKC, the draft regulations include an incentive for additional height (20 additional feet) for coordinated development that includes land on both sides of the corridor (see Attachment 3, pages 49 and 53).

e. Additional Changes to Plan and Zoning Code

A number of additional issues and/or changes arose during the process of revising these documents to reflect Planning Commission direction. These issues and the approach used to address them in the draft amendments is discussed below:

1. **Issue:** The elimination of Floor Area Ratio (FAR) in the TL 1B zone results in the loss of the incentive for residential development in this subarea. Under existing regulations, office use is allowed at a maximum FAR of 2.0, while residential use allowed an FAR of 3.0.

Approach: The regulations do not provide an alternative incentive for residential development. If this incentive is still desired for this subarea, this could be achieved through retention of FAR limits in this area, or through height regulations that allow greater building height for residential use (see Attachment 3, pages 2-11).

2. **Issue:** Existing regulations for the TL 7 zone allow Administrative Design Review (staff review, rather than the Design Review Board). The proposed amendments increase **maximum allowable building height to 80' in TL 7A.**

Approach: To enable the DRB to evaluate more complex projects that may affect the CKC and Totem Lake Park, the draft regulations include a revision to the General Regulations for the TL 7 zone to require **that structures over 45' in height in this area be reviewed through Design Review (Design Review Board)** (see Attachment 3, page 19).

3. **Issue:** Multifamily parking standards have been studied through a separate process, and the recently approved amendments (Ordinance 4487 – Multifamily Parking Amendments) revise parking standards for residential use in all Totem Lake zones that allow multifamily residential use, other than TL 7A.

Approach: Proposed amendments include multifamily parking standards for the TL 7A zone to be consistent with the new standards in place in the other Totem Lake zones (see Attachment 3, page 20).

4. **Issue:** Several design-related issues discussed during study sessions are not addressed by proposed regulations. These include sidewalk width and building orientation in TL 7A and specific design standards for the mixed use concept in TL 10D and TL 10E. The Draft EIS also notes the need for an analysis of shadows and shading from development surrounding Totem Lake Park.

Approach: These issues will be addressed through subsequent amendments to the Design Guidelines for Totem Lake.

5. **Issue:** The change in name from the Totem Lake Neighborhood to the Totem Lake Business District, and the changed name for the core area, from Totem Center to the Business District Core will create inconsistencies in references to these areas in several chapters of the Zoning Code.

Approach: Amendments to correct inconsistencies related to the name changes will be made to the following chapters of the Zoning Code: 3, 10, 92, 95, 105, 110, 142 and 180.

V. CRITERIA FOR AMENDING THE COMPREHENSIVE PLAN

The Zoning Code contains five criteria listed below for amending the Comprehensive Plan.

1. The amendment must be consistent with the Growth Management Act.
2. The amendment must be consistent with the countywide planning policies.
3. The amendment must not be in conflict with other goals, policies, and provisions of the Kirkland Comprehensive Plan.
4. The amendment will result in long-term benefits to the community as a whole, and is in the best interest of the community.
5. When applicable, the proposed amendment must be consistent with the Shoreline Management Act **and the City's adopted** shoreline master program.

The amended plan for the Totem Lake Business District is consistent with the GMA, **PSRC's Vision 2040** and Transportation 2040, the Countywide Planning Policies, and is internally consistent with the city-wide Element Chapters of the Comprehensive Plan. The policies in the plan mirrors many of the goals and policies in the city-wide Element Chapters, including the Land Use, Housing, Economic Development, Environment, and Transportation Elements. The Totem Lake Business District plan also contains land use maps **that support the City's future** assigned housing and job targets and the objectives for Urban Centers (Countywide Planning Policies) and Regional Growth Centers (PSRC).

The Totem Lake Business District plan will result in long-term benefits to the business district and the community overall and is in the best interest of the community because it establishes policies to address future growth in the business district, while maintaining the values of residents and the business community expressed in the 2013 visioning program, the 2014 neighborhood meetings and meetings with the Totem Lake business community.

VI. PUBLIC COMMENTS

Public comments related to the Totem Lake Business District Plan update are provided in Attachment 5. The Planning Commission has reviewed all of the written comments (with the exception of three new comments – see pages 1 (David Parker), 3 (Joanne Hedou) and 5 (Sam Kyle)) and considered them in developing the updated plan for Totem Lake.

Attachments:

1. Revised Totem Lake Business District Plan with strike outs and underlines
2. Revised Totem Lake Business District Plan (clean version)
3. Proposed Zoning Code Amendments
4. Proposed Zoning Map Amendments
5. Correspondence

Totem Lake Business District- Neighborhood

1. INTRODUCTION

Key changes in response to Planning Commission direction from the June study session are noted with blue text boxes. Text boxes that noted earlier changes in the June draft of this Plan have been removed, with the exception of notes to highlight draft revisions to incorporate preliminary direction on Totem Lake CARs.

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.

Totem Lake is designated as a regional “Urban Center”. The Totem Lake Urban Center boundaries incorporate the entire Totem Lake Business District with the exception of the light industry/office area north of NE 124th Street and east of 128th Lane NE and the wetland areas along the center’s western boundary, and the addition of land east of Slater and north of NE 116th Street that is included in the North Rose Hill Neighborhood (See Figure TL-1).

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

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

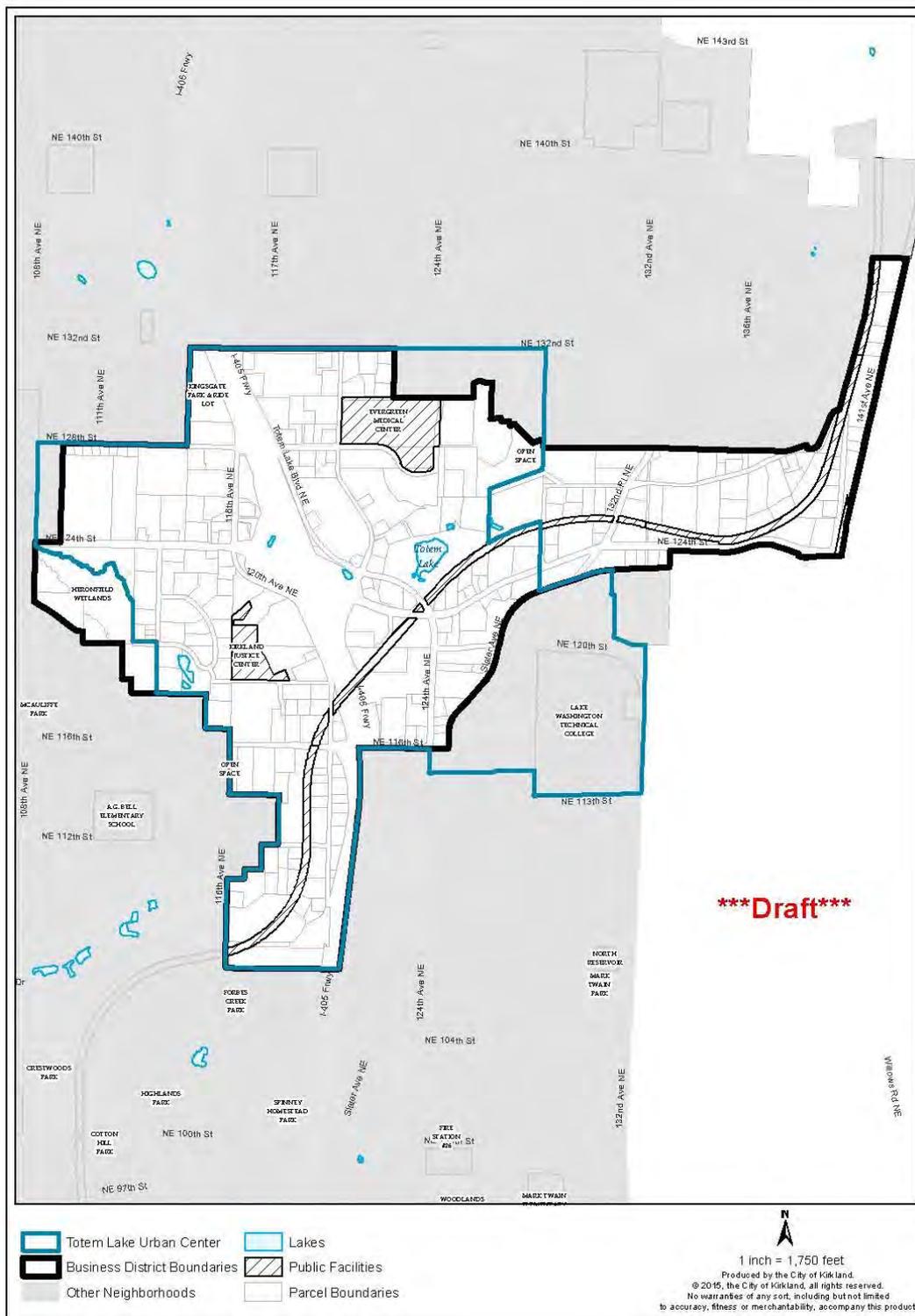


Figure TL-1: Totem Lake Business District and Urban Center Boundaries

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

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

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

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

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

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

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

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

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

2. VISION STATEMENT

Vision for 2035

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 ~~Health~~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 ~~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 ~~light~~ 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, and a strong tax base 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. ~~Vehicle 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 from a rail corridor 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 Health Medical Center.~~

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, each with unique conditions and opportunities. Additional goals and policies that apply in these subareas follow the general topic sections.

4. LAND USE

Totem Lake is Kirkland's primary center of activity, providing, in 2015, 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 adoption of the revised Plan.

Policy TL-1.1:

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

Minimum thresholds for development intensity are established within the core of the Urban Center, 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 (see Glossary, Appendix B).

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.

This map may be revised to reflect changes due to CARs, the Kingsgate P&R land use change, and the Parker rezone.

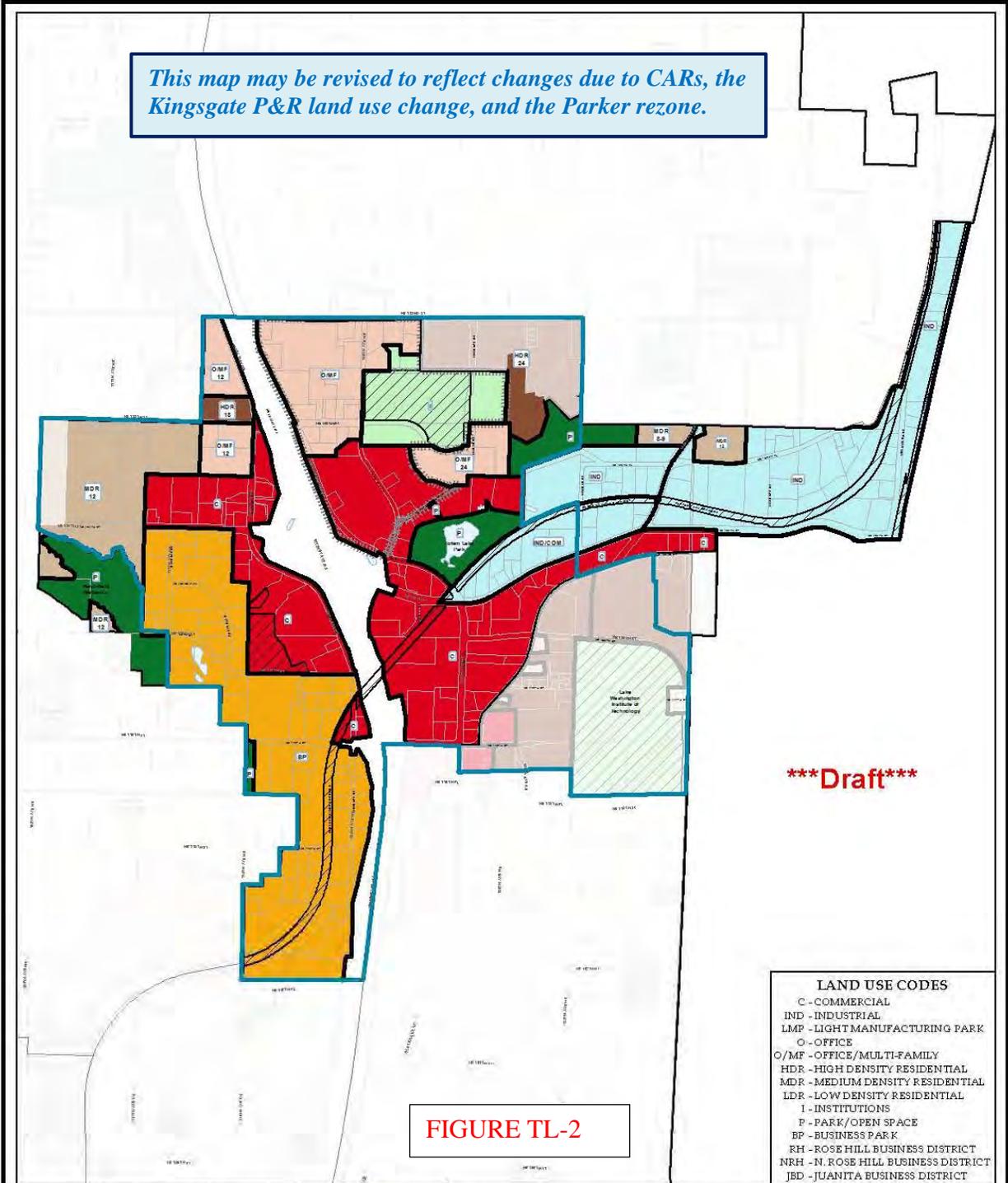


FIGURE TL-2

Totem Lake Business District & Urban Center Land Use Map

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

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



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

Policy TL-2.1:

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

Development standards should continue to direct the most intensive commercial development to the core of the business district. The area is home to Evergreen Health Medical Center, the city's largest employer, a regional transit center and the Totem Lake Mall. The greatest building height allowances in the Urban Center are established for the core to support its evolution to a compact, pedestrian-oriented hub with strong connections to transit, employment, housing and amenities. See also Business District Core subarea policies (see page 52).

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 industry/office 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 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 industry/office 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 industry/office 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 industry/office areas, these uses should be located or designed so that traffic and other impacts of the light 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 industry/office uses. Where preservation or development of light industry/office 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 light industry/office~~industrial~~ uses, calling for intensive development where supported by public services, and collaboration between the public and private sectors.

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

Policy TL-3.14.1:

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-1.2:

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

Staff recommends this policy be deleted since it is of a general nature, and covered in the Economic Development Element.

~~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 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 ~~industry/office~~~~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 to encourage 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 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 industry/office 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.

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 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:

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

~~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.~~

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 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.*~~

Policy TL-5.1:

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

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

6. ENVIRONMENT, PARKS AND OPEN SPACE

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

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

Policy TL-~~5~~14.1:

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~~.

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.

Policy TL-5.317.5:

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-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.

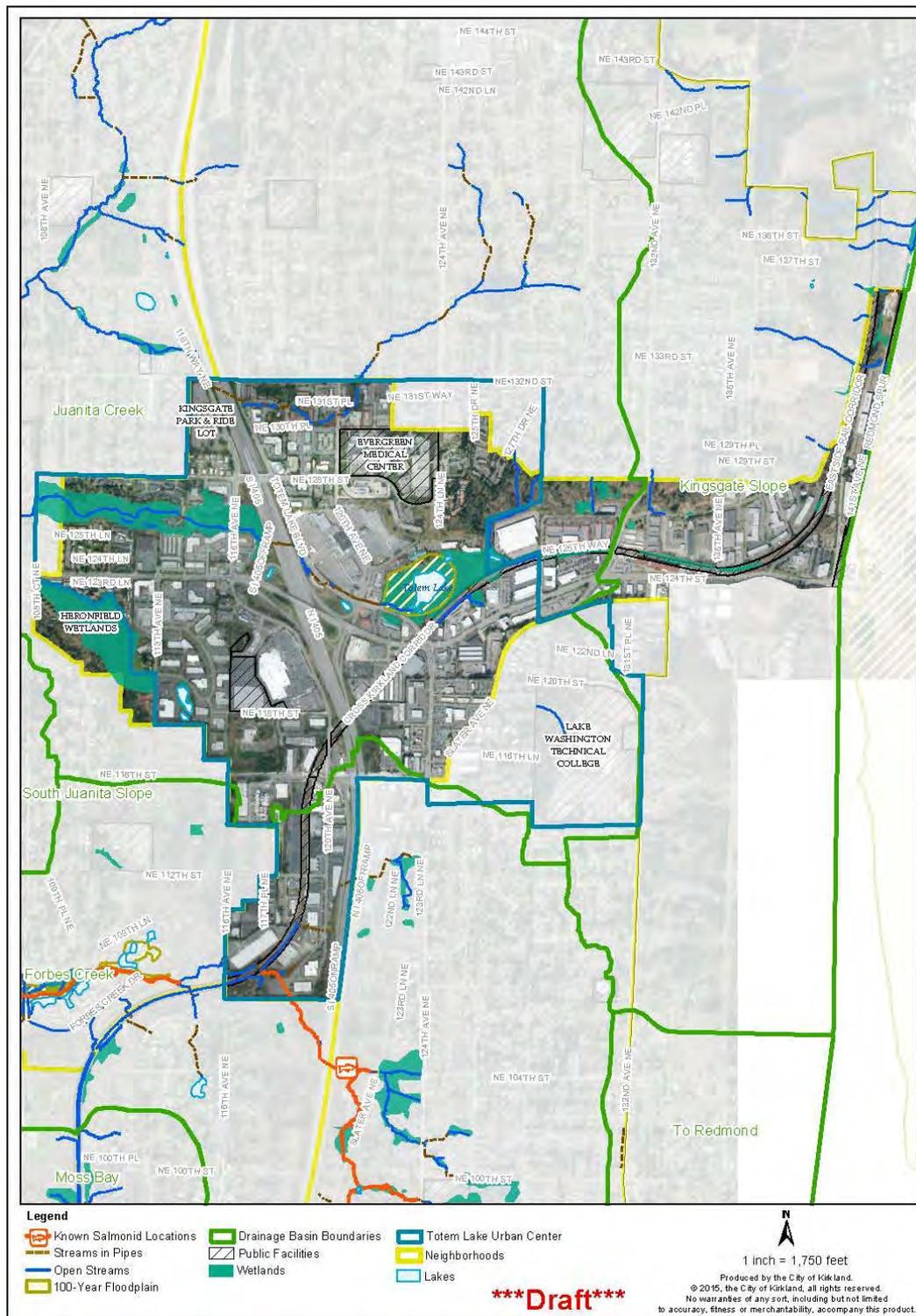


Figure TL-3 Totem Lake Wetlands, Streams, and Lakes

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.

Policy TL-~~6.417~~.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.

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 district~~neighborhood~~.

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 district~~neighborhood~~. 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 District~~Neighborhood~~. 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 Subarea~~Par 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 District~~Neighborhood~~ 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-11~~), and the hillside northeast of Totem Lake (~~District TL 9~~Figure TL-4), should retain vegetative cover to the maximum extent possible.

Policy TL-17.2:

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

~~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-17.3:

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

General policy covered in Environment Element. Deleted in response to direction from PC in June.

~~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.~~

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 provided by the Cross Kirkland Corridor for new parks, open spaces and recreational activities in Totem Lake,***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 and north, 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 the Comprehensive Plan: Public Services, Utilities and 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.

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-11.420.2:

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.

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

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 June. Key changes to the June version are noted with text boxes. Additional changes may be made to incorporate the Planned Action Ordinance for Totem Lake.

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.—The City should take advantage of the funding priority given to regionally designated Urban Centers to seek grants for funding transportation improvements. The Urban Center designation within the Totem Lake Business District 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-12: Strive to achieve, by 2035, a non-single occupancy vehicle mode share of 60% for peak period trips in the Totem Lake Urban Center.

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 transit- and pedestrian-supportive land uses and infrastructure, 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>

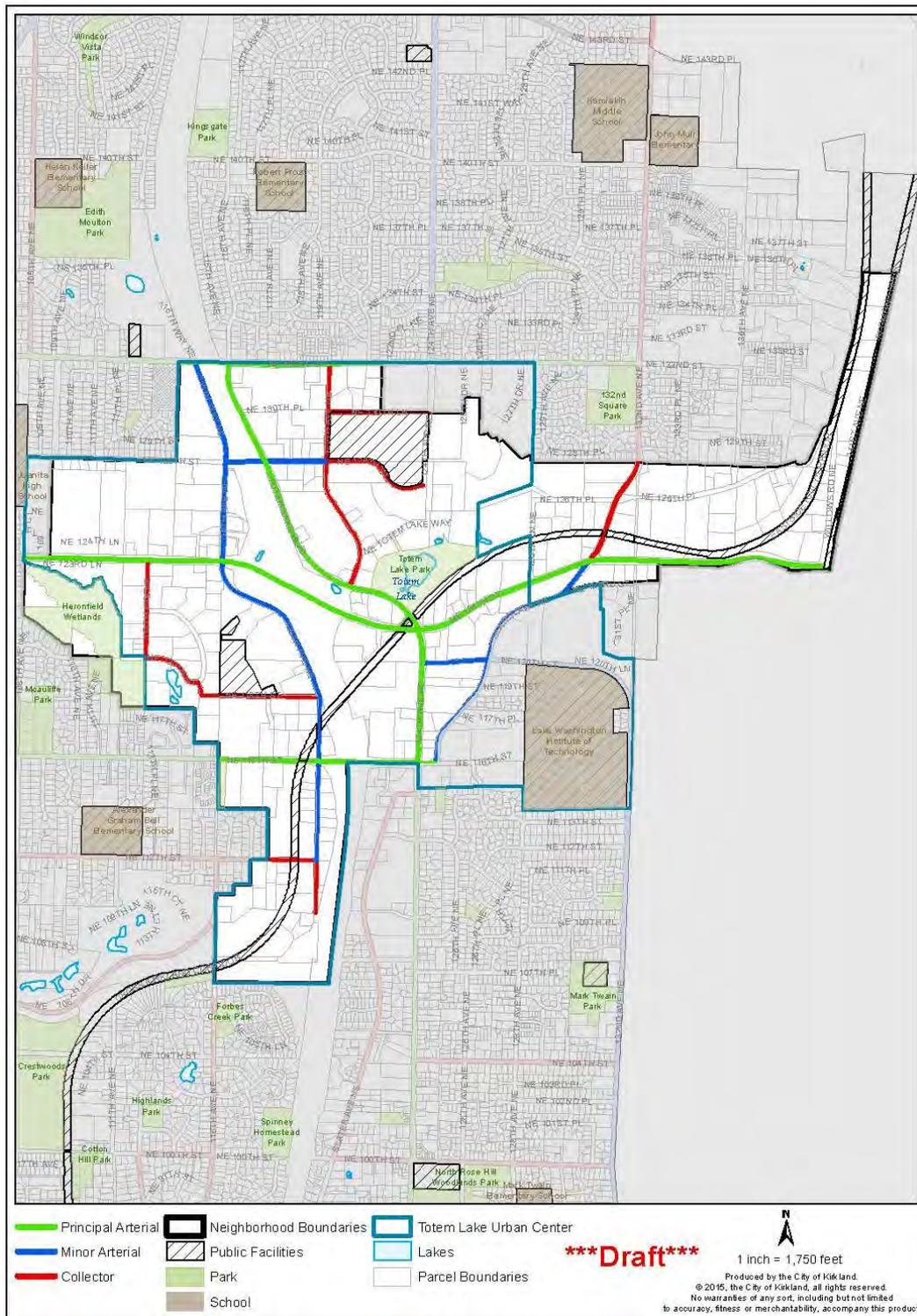


Figure TL-5 Totem Lake Street Classifications

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

Goal TL-1329: *Provide mobility within the business district neighborhood through ~~:(1) maximizing the efficiency and safety of the existing road network~~ efficient use of existing rights-of-way as the highest priority; ~~and (2) making strategic investments in intersections and street capacity to support planned land use.~~ expansion of arterials where the additional capacity is needed.*

Goal revised to be consistent with Transportation Element.

The transportation policies below are intended to provide mobility options for residents, workers, and visitors to the Totem Lake 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. Increase 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.

The district neighborhood has an established network of streets that serve vehicular needs. I-405 provides regional access to the business district 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 district 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.

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. Substantial reductions in

~~congestion from modest intersection improvements that support planned land use may be achieved in some areas, such as NE 132nd Street. Priorities for street improvements are established in the Transportation Element.~~

Policy TL-29.2:

~~— Provide arterial improvements to maintain mobility and meet the city's Level-of-Service (LOS) standard.~~

Deleted – Addressed in TMP/Transportation Element.

~~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 re-stripe 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.~~

~~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~~

Goal TL-1430: SupportExpand 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 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:

~~Support Implement an expanded transportation demand management (TDM) program efforts to reduce trip demand in the neighborhood and meet goals for non-drive alone trips in the Urban Center.~~

TDM seeks to modify travel behavior and encourage economical alternatives to the single-occupant vehicle. The City has ~~an~~ ongoing TDM and Commute Trip Reduction (CTR) programs that works with employers, ~~including those in the Totem Lake Neighborhood,~~ to reduce single-occupancy vehicle use and vehicle miles traveled. As discussed in the Transportation Element, innovative approaches should be implemented to improve ridesharing, vanpools and other types of services. ~~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 seek grant funding for program costs and partnering with transit and other agencies should be promoted. ~~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 and~~ 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 Urban Center 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 Master 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.~~

Goal TL-15: Support and promote an improved transit system and access to transit hubs within the Urban Center.

New goal in response to PC direction from 6/11/15. Policy and text relocated to support this goal.

Policy TL-~~15.130.3:~~

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.~~

Transit service to the Totem Lake Urban Center Neighborhood has will improved in recent years, with the completion ~~as a result of of~~ the planned direct access HOV lanes at I-405/NE 128th Street and nearby transit center

~~on the Evergreen Health campus facility.~~ These projects ~~have~~ are intended to improved the speed, reliability and use of regional express transit service in Kirkland, ~~and have been~~ These improvements are also an integral part of the plan and vision for the Totem Lake Urban Center. ~~Please refer to the Totem Center policies for additional policies regarding these facilities.~~ Additional improvements to Metro and Sound Transit service to and from the Urban Center should continue to be encouraged.

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, with improved access to transit hubs by walking and bicycling access. 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.~~

~~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-163.1: 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, large "superblocks" without internal connections, 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 neighborhood.~~

Policy TL-163.1.1:

Create a landscaped boulevard that connects the subareas within four quadrants of the business district~~neighborhood~~.

Although primarily for urban design purposes, the landscaped boulevard would not only connect visually the subareas~~four quadrants~~ of the business district~~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, NE 128th Street and 116th Avenue NE to the greatest extent possible. In some 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-~~163~~.2:

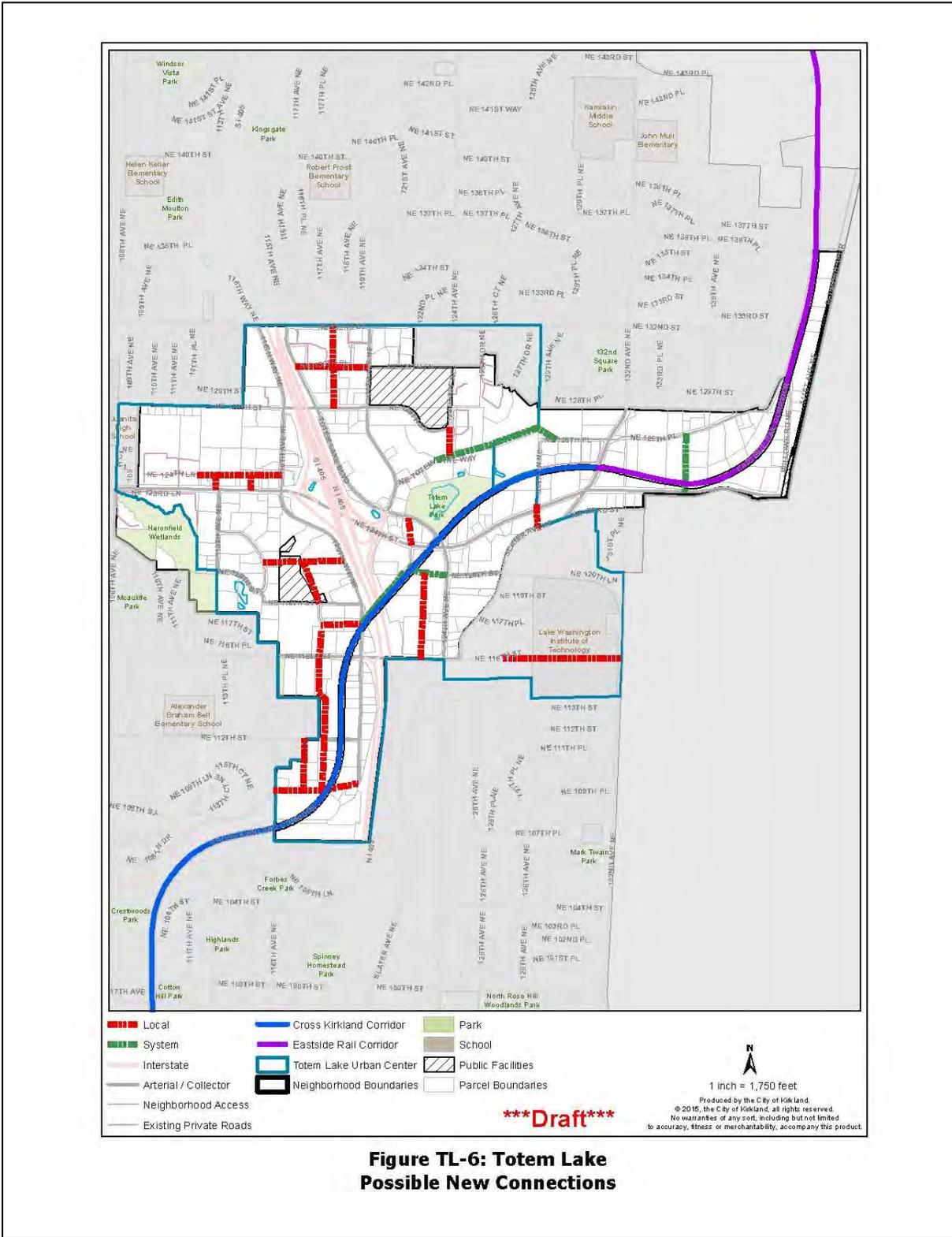
Seek opportunities to create a finer grid of smaller scale streets and new connections within the business district. Provide local access roads.

Revisions to policy and text to discuss potential new road connections shown on Figure TL-6.

The Totem Lake Business District~~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, and break up large blocks to provide better building orientation to the street and an improved street level environment.

With new development and redevelopment within the business district, the opportunity exists for the dedication of right-of-way to enable the creation of new through connections. General locations for ~~Several~~ potential new connections~~roads~~ are identified in Figure TL-6.

Figure TL-6 may change, pending completion of the Totem Lake Planned Action EIS.



Goal TL-~~17~~32: 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 Transportation Element and Transportation Master Plan provide specific policy direction and actions to support and enhance these modes. Active Transportation Plan (ATP) indicates that nonmotorized routes are deficient in the Totem Lake Neighborhood (Figures TL 9 and TL 10). Of particular note are inadequacies in the available east-west crossings of I-405.

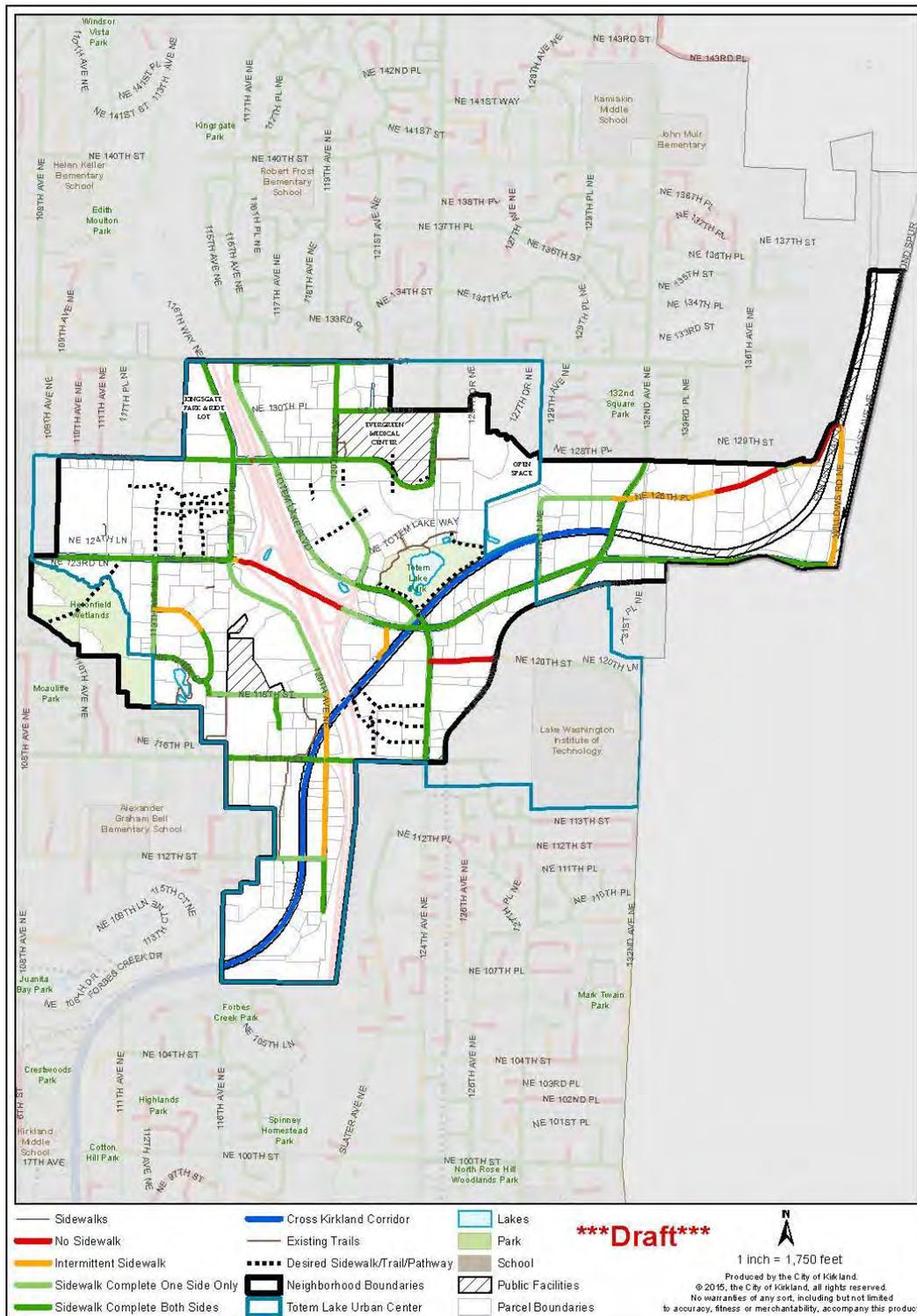


Figure TL-7

Totem Lake Pedestrian System

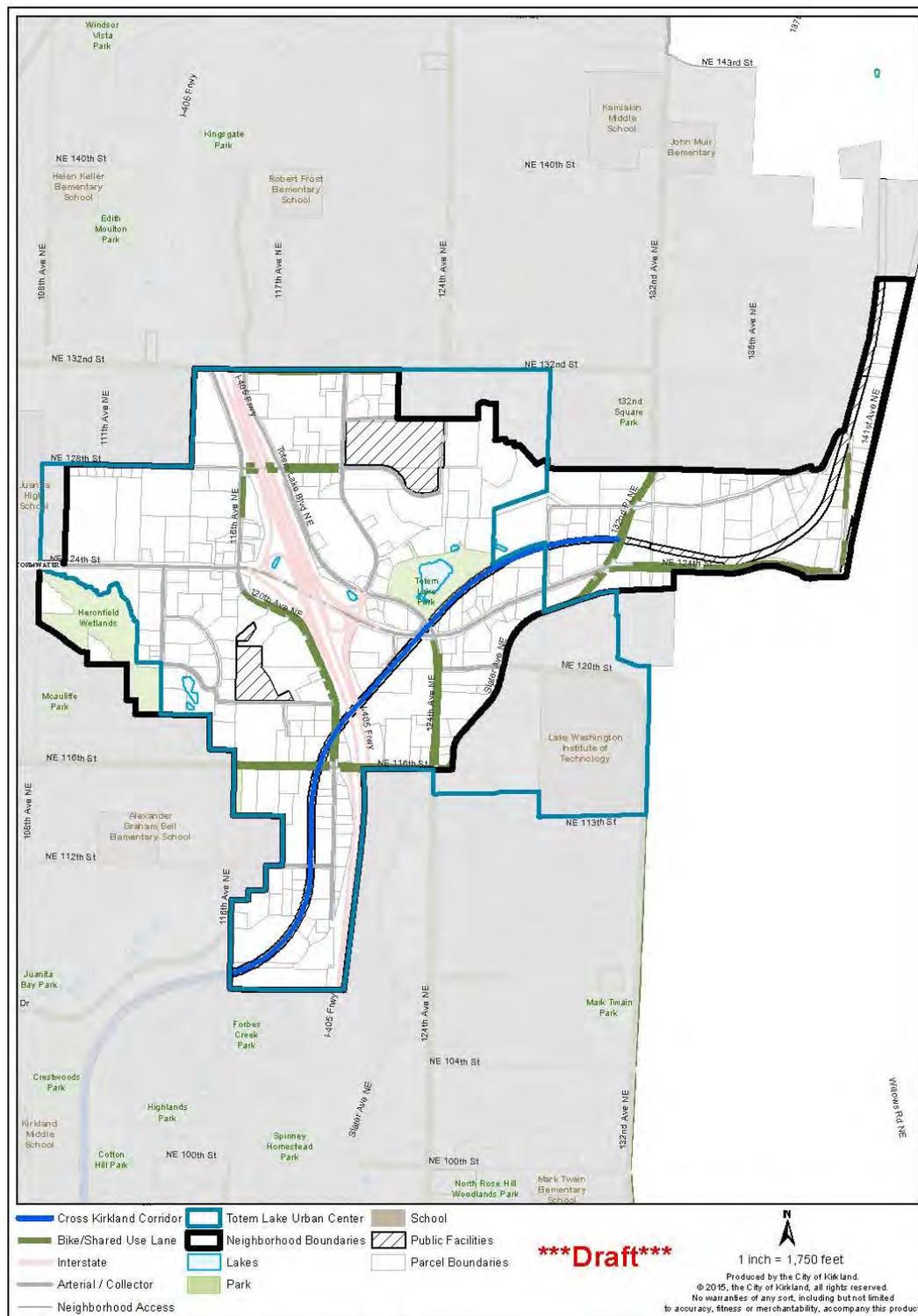


Figure TL-8 Totem Lake Bicycle System

Policy TL-1732.1:

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 (Figures TL-7 and TL-8).

The Totem Lake Business DistrictNeighborhood 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 Business DistrictNeighborhood to other neighborhoods, as well as to the Lake Washington Institute of TechnologyTechnical College, Juanita Beach, and the Forbes Creek Trail, should be considered in developing regional connections.

Policy TL-17.232.1:

Support development of the Cross Kirkland Corridor as a multipurpose trail with access points along the corridor.

The Cross Kirkland Corridor, ~~if it is developed, will~~ provides 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 Business DistrictNeighborhood. The trail could also be a precursor of a regional transportation facility traveling through the hearts of many Eastside cities. Public pedestrian and bicycle access should be provided for properties adjacent to the Cross Kirkland Corridor consistent with the CKC Master Plan and the PROS Plan.

New policy in response to PC direction in June. The PC asked that connections be mapped. Specific connections are not mapped in neighborhood plans, but some connections are shown within the CKC Master Plan.

Policy TL-17.3:

Coordinate with neighboring jurisdictions to obtain and develop the extension of the Cross Kirkland Corridor within Kirkland's city limits.

New policy in response to PC direction in June. This policy is consistent with a revised policy (T-7.6) in the TMP.

The extension of improvements to the CKC north to Woodinville would enable users of the corridor to travel seamlessly across jurisdictional borders.

Policy TL-32.2:

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

~~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-1833: Encourage coordination with regional transportation networkssystems.

The Totem Lake Business DistrictNeighborhood needs to be connected with larger transportation networkssystems 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 business districtneighborhood and external destinations.

Policy TL-1833.1:

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 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~~a~~ employment, retail and health services center~~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~~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 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.

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.

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.~~

Policy TL-1826.3:

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

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

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

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

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

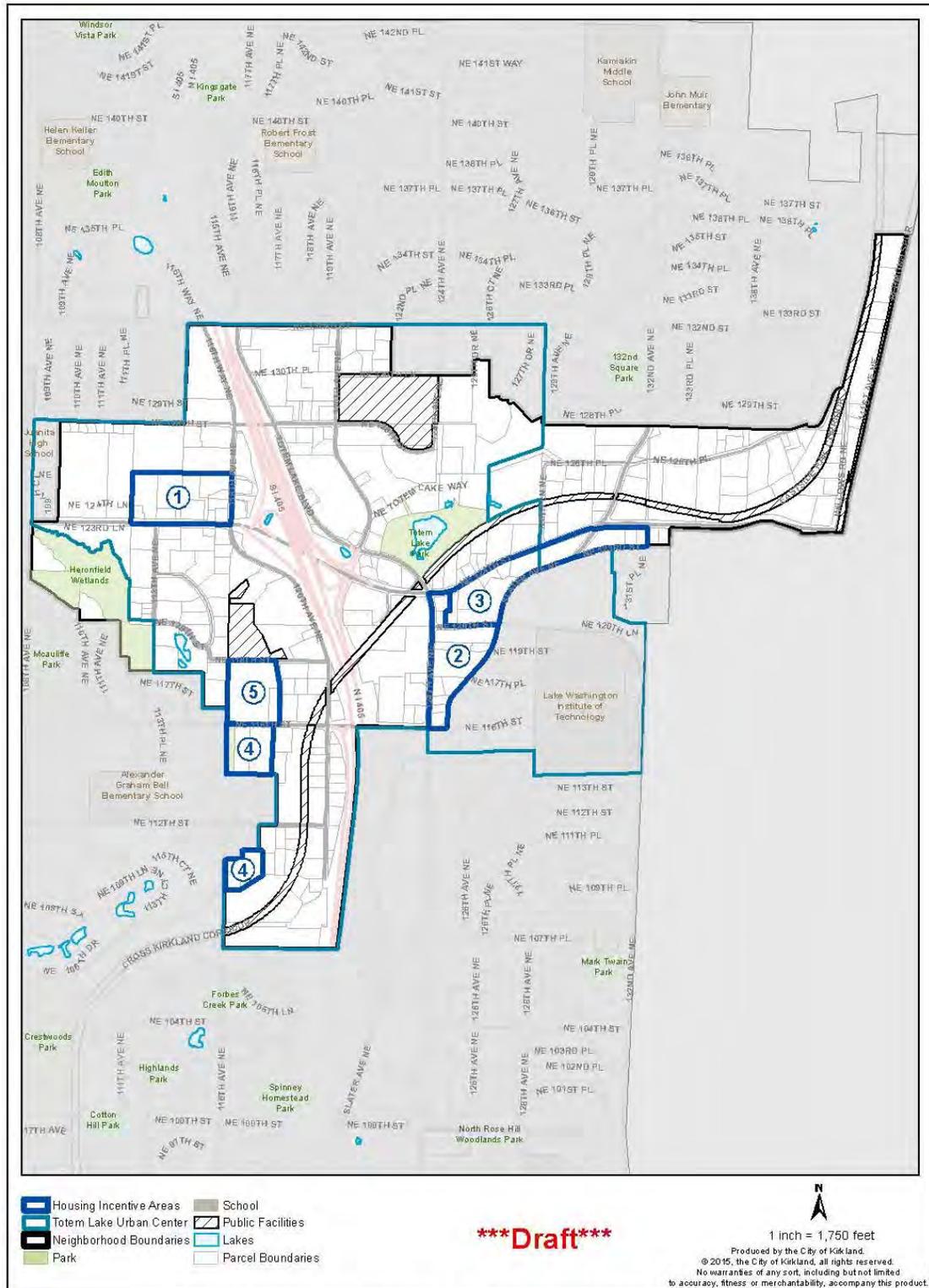


Figure TL-9: Totem Lake Housing Incentive Areas

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 (~~Incentive Areas 4 and 5 districts TL-10B and TL-10C~~ in Figure TL-914), 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 ~~Business District~~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 districtneighborhood. ~~The Kingsgate Park and Ride site, is owned by the Washington State Department of Transportation (WSDOT). City representatives have initiated discussions with WSDOT representatives regarding the concept and they have indicated that the agency has no long-term plans for the site that might preclude its use for TOD. The City should continue discussions with WSDOT regarding the potential for TOD at this site. 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.~~

This section has been revised following meeting of Kirkland and WSDOT representatives in June.

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 ~~expandeddeveloped~~ 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 ~~business district~~~~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.~~

~~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.

~~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 subarea sections, and sSpecific implementing direction based on these policies is provided in the Design Guidelines for Totem Lake. Future development will be reviewed by the City to ensure compliance with the Design Guidelines.

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

Policy TL-2021.1:

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

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

Policy TL-2021.2:

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

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

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

the balance of the ~~district~~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 business district~~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.~~

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 subareas~~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 new wider sidewalks along the street’s eastern edge overlooking Totem Lake Park.

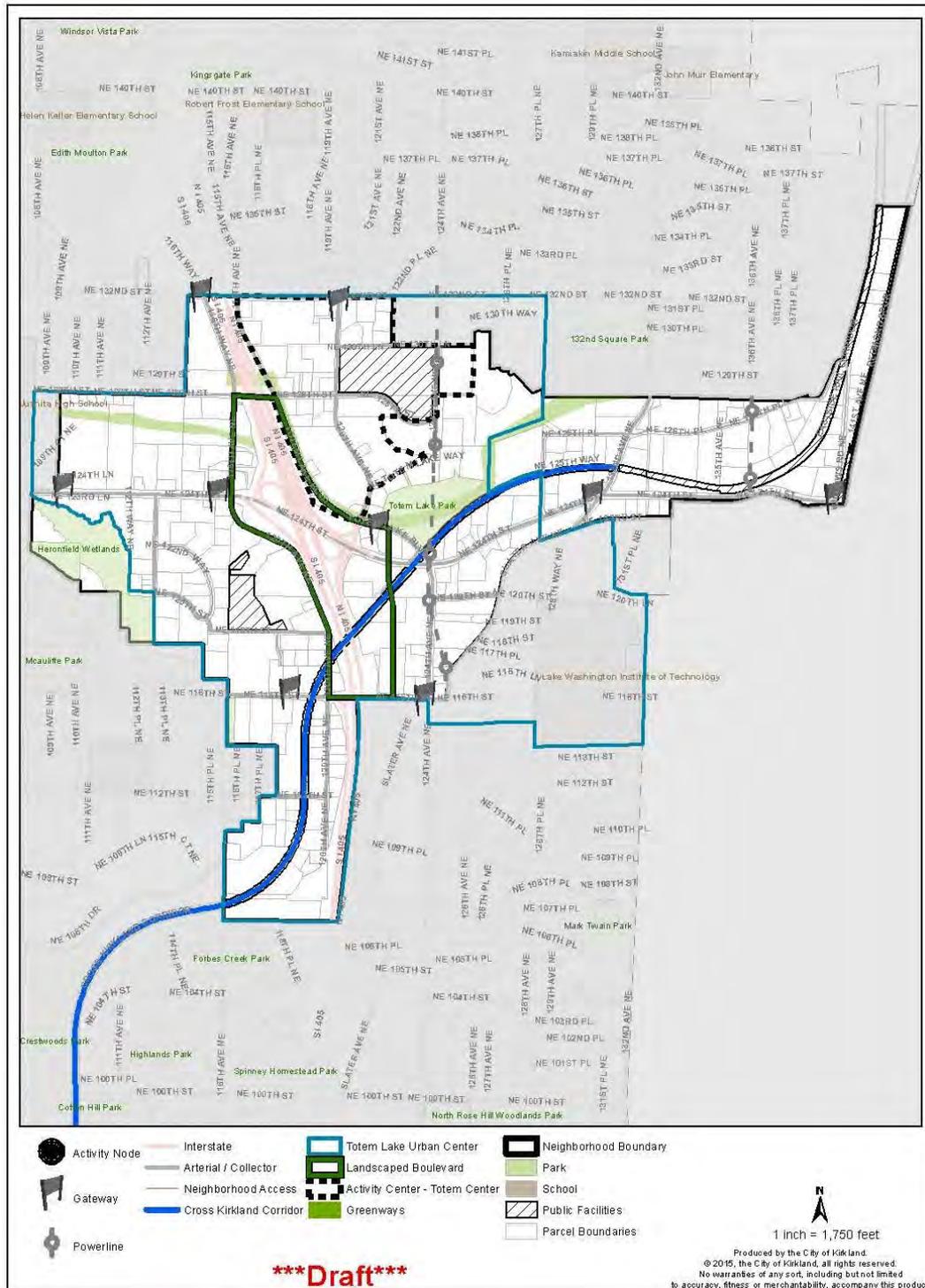


Figure TL-10 Totem Lake Urban Design

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 of an area. 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 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 business district's 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 district neighborhood. Expansion of these features, through both public and private measures, will help knit the district 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 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 area 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 light industrial, commercial and higher density multi-family uses in the business district neighborhood and single-family residential areas surrounding the 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.

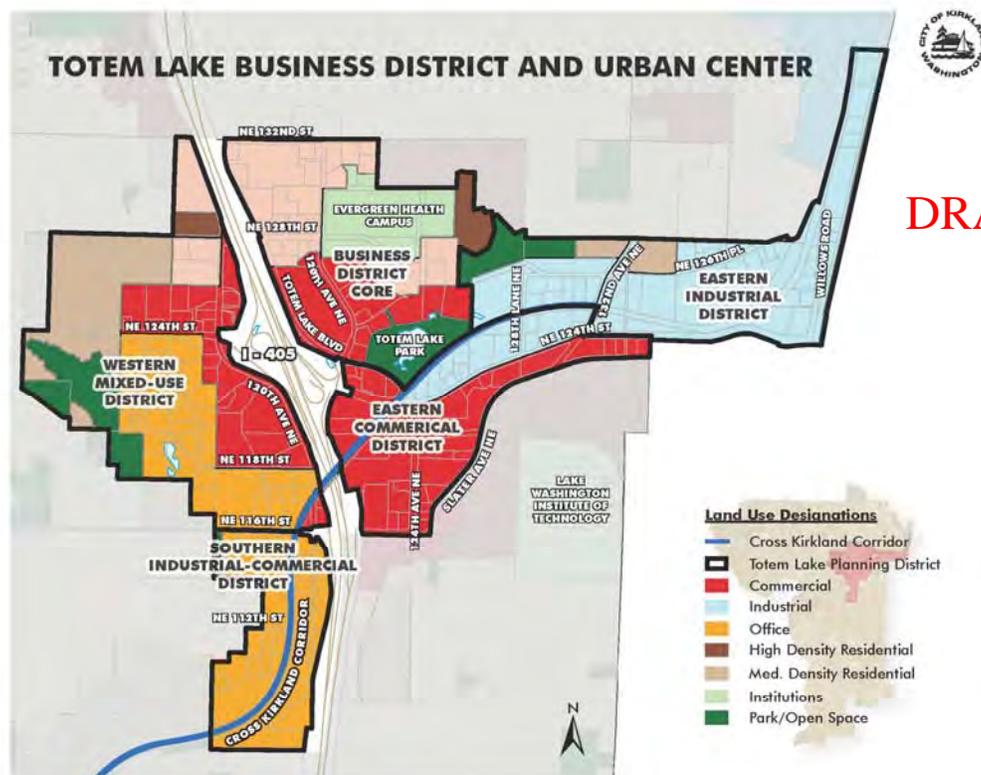
Policy TL-24.2:

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

11. SUBAREA GOALS AND POLICIES.

These areas have been reclassified as “subareas” rather than “sub-districts, as they were called in earlier versions of the Plan update.

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

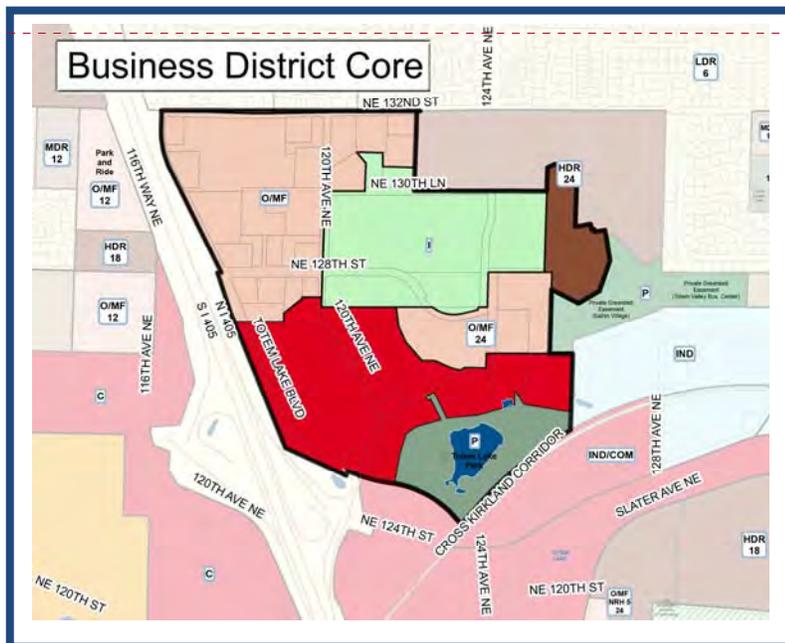


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Figure TL-11

Business District Core

~~The Business District Core Totem Center~~ is home to ~~the~~ Evergreen ~~Health~~Hospital 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.~~ As of 2015~~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 Totem Lake Business District Totem Center (Districts TL1, TL2 and TL3).

Policy TL-25.12.1:

Provide for increased intensity of development within the core of the Totem Lake 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 campus~~Hospital and Medical Center and the Totem Lake Mall play a key roles in the overall health and vitality of the ~~D~~istrict, 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~~istrict. ~~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. —

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.~~ Additional incentives should be explored to encourage residential development, and ~~improvements to public spaces and streetscapes should be considered as ways to make the subarea 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 of housing 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 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:

Promote high quality redevelopment 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 Medical Center~~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 Medical Center~~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 Healthospital 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 ~~Healthospital~~ Medical Center.

Future development on the Evergreen ~~Healthospital~~ 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 strengthdevelopment 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 Health hospital~~ to provide a pedestrian connection that allows access between the Medical Center campus 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.~~

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: SupportEstablish a transportation network in the Business District Core that emphasizes pedestrian and transit use, and is consistent with the regional transit plan.

Policy TL-13.1:

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

Sidewalks, bikeways and trails provide important transportation benefits. Safe and attractive pedestrian routes allow residents and workers to reach 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 pPotential 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.~~

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~~~~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 the Evergreen Health campus.

The 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 campus and transit center, and the spiral ramp and overpass from the park's southwestern edge over NE 124th Street.

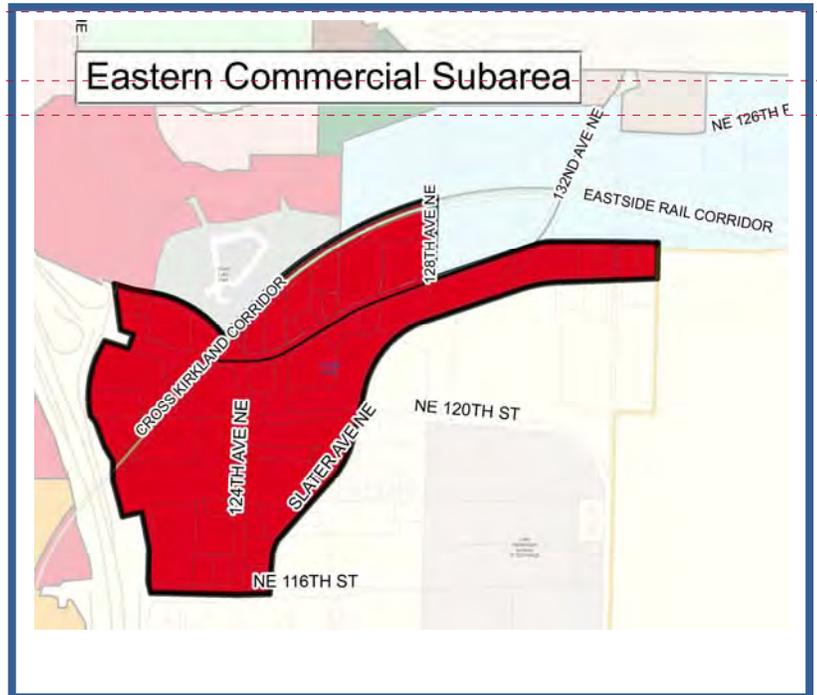
Eastern Commercial Subarea

The Eastern Commercial Subarea 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.

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.~~



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 area district located on the west side of 124th Avenue NE and south of NE 124th Street under a ~~Master Plan 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 ~~village 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 area 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 village, with a network of local access roads reducing the scale of the area 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.
- Accommodation for a vehicular connection to and across the Cross Kirkland Corridor (see Figure TL-6),
- ◆ ~~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.

Policy TL-31.2;

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

Where commercial and light industry/office 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 light industry/office/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.

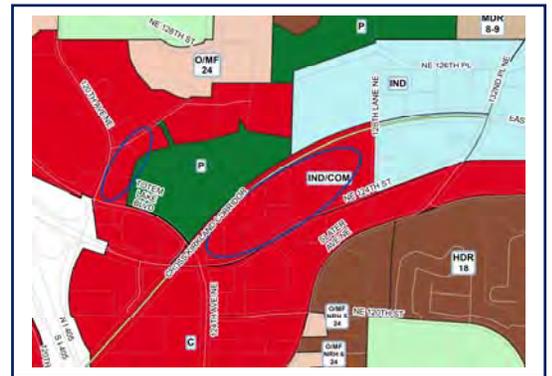
Residential use within this transitioning area is appropriate where proximity to Totem Lake Park serves as an amenity for the living environment. As the transition between new mixed use and residential developments and existing light industrial uses presents a compatibility challenge, the siting and 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 light industrial uses remain.

Policy TL 31.4

Avoid or minimize impacts of development on Totem Lake Park and the Cross Kirkland Corridor (CKC).

New policy added to address conclusions from the Totem Lake Shadow Impact Analysis of the EIS.

Taller structures and more intensive development may produce height/bulk and shading impacts on Totem Lake Park and the CKC. An evaluation of building orientation, bulk and mass and shadow impacts from development on the park and CKC in this area (see inset) should be included in the review of building and site design.

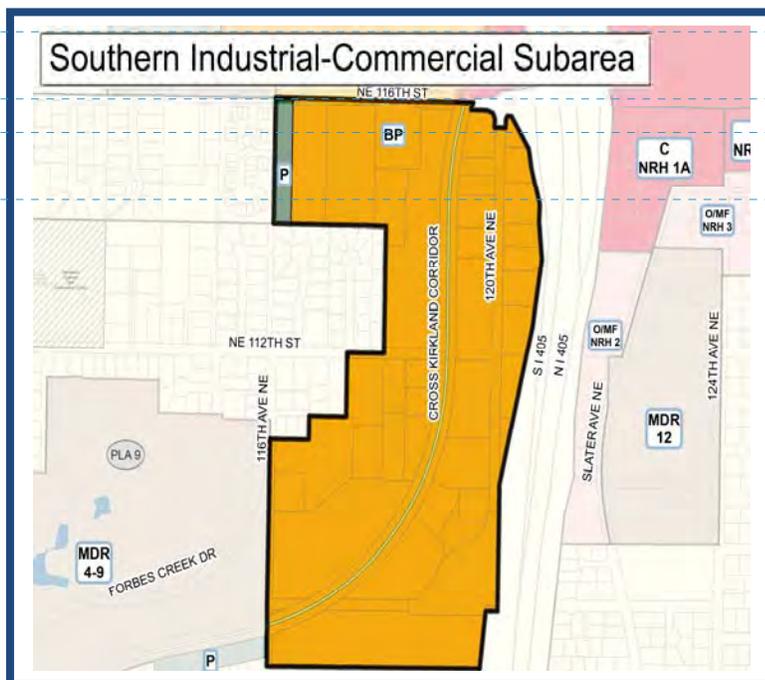


South Industrial-Commercial Subarea

The area south of NE 116th Street, historically known as Par Mac, is currently developed with a mix of light industry/industrial, office, retail, auto and service uses. Historically, this area was planned for and developed with manufacturing and light industry/office uses that may have benefitted 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 ~~t~~The existing space no longer meets the needs of many light 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 Subarea/Par Mac area was should be designated was 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 a Additional building height were provided established to encourage these uses in redevelopment of the area should 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.

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

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 industry/office or 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 light industry/office uses will enable the existing building stock to address changing needs.

Goal TL-33: *Accommodate residential use where appropriate within the subarea.*

Policy TL-33.1:

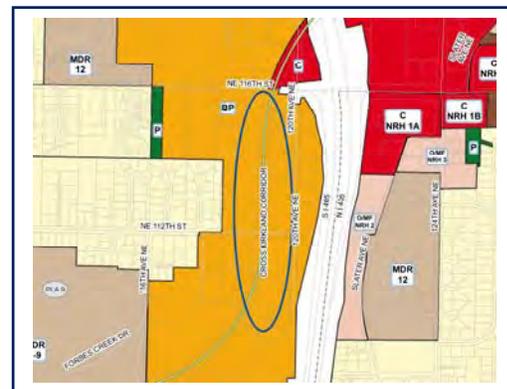
Accommodate residential use within the Housing Incentive Area located in this subarea.

Residential use is appropriate along the perimeter of this area, as shown in Figure TL-9 where conflicts with light industry/office 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 subarea, 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 industry/office uses. Flexibility in regulations is important, to enable consideration of the complex issues of siting this type of development in the Southern Industrial-Commercial Subarea.

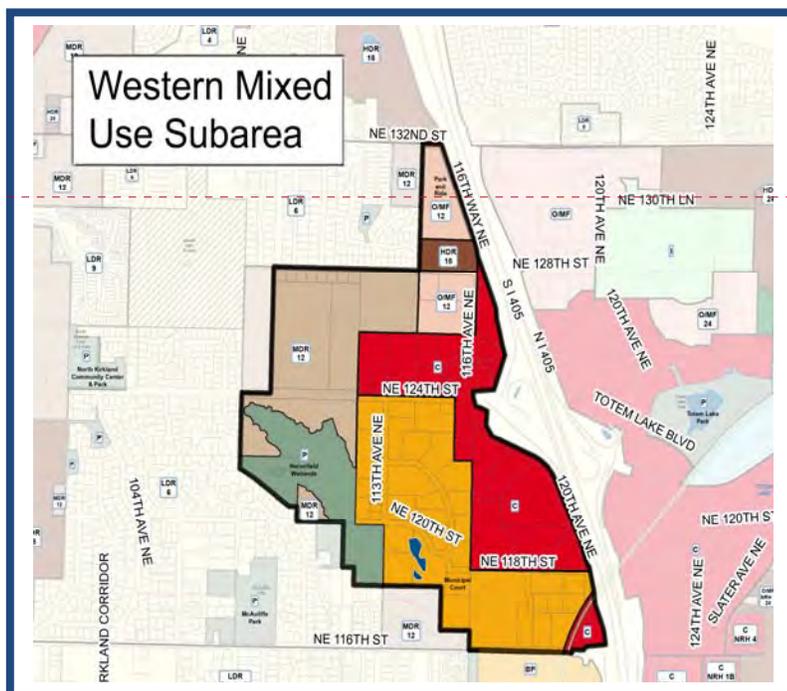


Design considerations associated with additional height will include views from the freeway, and the need to preserve some openness across the area. Existing industrial tenants in this area should continue to be supported through development standards that allow these uses to remain and expand.

Western Mixed-Use Subarea

The Western Mixed-Use Subarea 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 subarea'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 subarea. 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 subarea's western boundary.

Within the southern upland portion of the Heronfield Wetlands Open Space, 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 Subarea is designated as a **moderate-medium** landslide hazard area (see Figure TL-54). on the north side of NE 116th Street, west of I-405. 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 subarea (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.

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

The Kingsgate Park and Ride site, located at the subarea'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:

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.

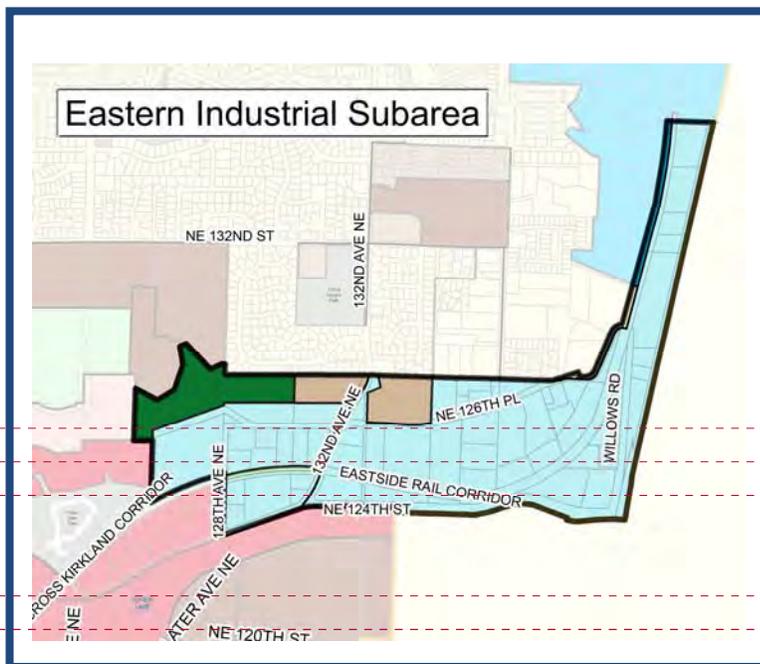
Policy TL-34.1: Encourage new transit-oriented development that:

- 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 Subarea

The Totem Lake Business District Neighborhood contains a large light industry/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-11). Land east of the Eastside Rail Corridor at Kirkland's easternmost boundary with King County is also included in this area. This area is developed with a variety of light industrial and service uses and is one of the few remaining light industrial areas in the City. While the industrial/commercial area in this subarea provides a range of services, over 90% of the jobs located here are tied to either light industry/office (aerospace/high tech) or auto dealerships.



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

The Eastern Industrial Subarea provides a close-in location for many businesses that are either light industry/office 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 Subarea 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 light industry/office industrial uses in the eastern portion of the business district neighborhood (district TL-9).

Light industry/office 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, light industry~~ 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 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, ~~light industry~~ industrial or ~~multifamily-retail~~ uses ~~is~~ are permitted in the southern portion of ~~the~~ 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 ~~accommodate~~ ~~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

At the meeting in June, the PC directed staff to move these conditions from the Plan to the Zoning Code. Public testimony has requested that it be retained in the Totem Lake Business District Plan. Does the PC still prefer to have this text included only in the Zoning Code?

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):

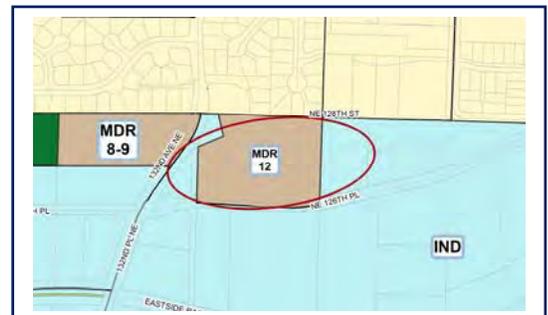
- a. Impacts to critical areas should be avoided. Where this is not practicable, impacts should be minimized. Mitigation plans may be proposed, based on a complete evaluation incorporating best available science, which result in an equal or greater level of function and value compared to the existing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

This new text incorporates preliminary direction for the Morris CAR.

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

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 industry/office area, residential development should include substantial buffers and other elements to minimize conflicts with existing and future light industry/office neighbors.



Policy TL-35.4:

This text incorporates preliminary direction for the Astronics CAR.

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

Along the eastern edge of the subarea, a significant grade change from the residential area at the top of the hill to the light industry/office 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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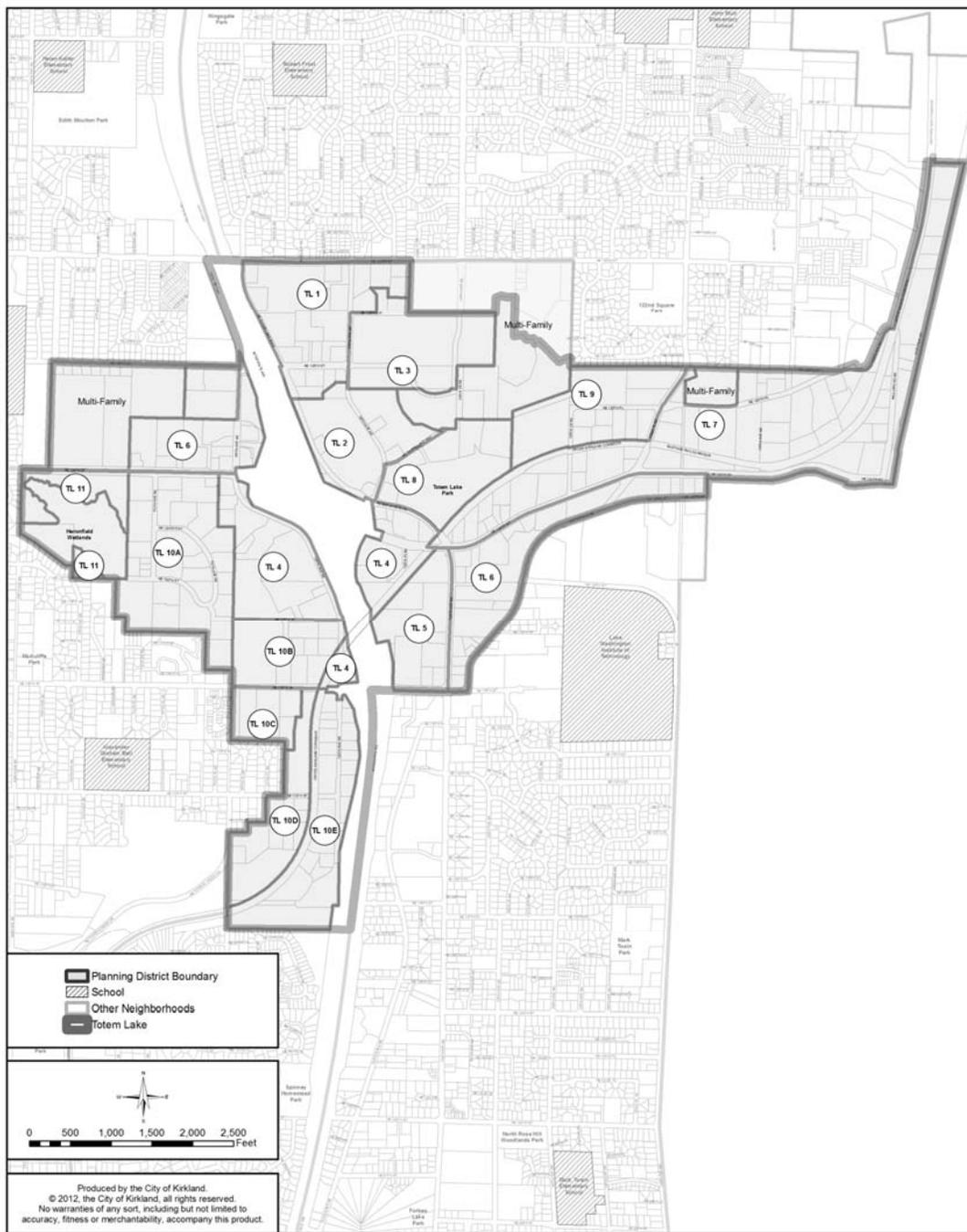


Figure TL-11: Totem Lake Planning Districts

XV.H-42

Totem Lake Neighborhood Land Use Matrix

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

Notes:

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

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

Totem Lake Business District

1. INTRODUCTION

The Totem Lake Business District is located in the northeastern part of the city, south of the Kingsgate Neighborhood, east of Juanita, and north of North Rose Hill and Highlands. The district encompasses about 1.3 square miles, generally bounded by NE 132nd Street on the north, Slater Avenue and Willows Road on the east, and the boundary created by established single-family residential areas on the south and west. The boundaries of the business district and urban center are very closely aligned.

Key changes in response to Planning Commission direction from the June study session are noted with blue text boxes. Text boxes that noted earlier changes in the June draft of this Plan have been removed, with the exception of notes to highlight draft revisions to incorporate preliminary direction on Totem Lake CARs.

Totem Lake is designated as a regional “Urban Center”. The Totem Lake Urban Center boundaries incorporate the entire Totem Lake Business District with the exception of the light industry/office area north of NE 124th Street and east of 128th Lane 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.

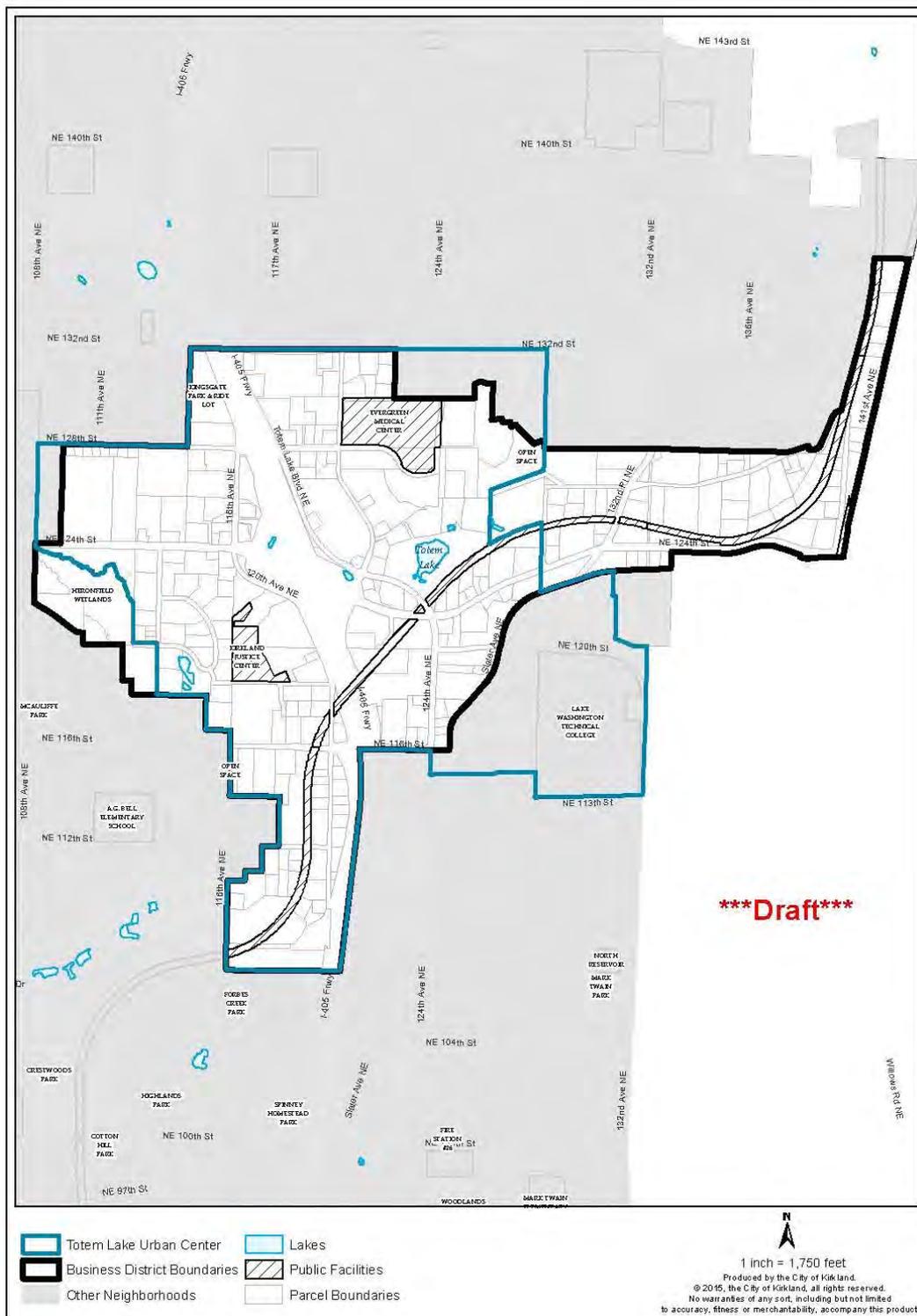


Figure TL-1: Totem Lake Business District and Urban Center Boundaries

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

Vision for 2035

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 Health 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, and a strong tax base 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 provide 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 from a rail corridor 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 Health Medical Center.

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, each with unique conditions and opportunities. Additional goals and policies that apply in these subareas follow the general topic sections.

4. LAND USE

Totem Lake is Kirkland's primary center of activity, providing, in 2015, 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)		

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 adoption of the revised Plan.

Policy TL-1.1:

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

Minimum thresholds for development intensity are established within the core of the Urban Center, 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 (see Glossary, Appendix B).

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.

This map may be revised to reflect changes due to CARs, the Kingsgate P&R land use change, and the Parker rezone.

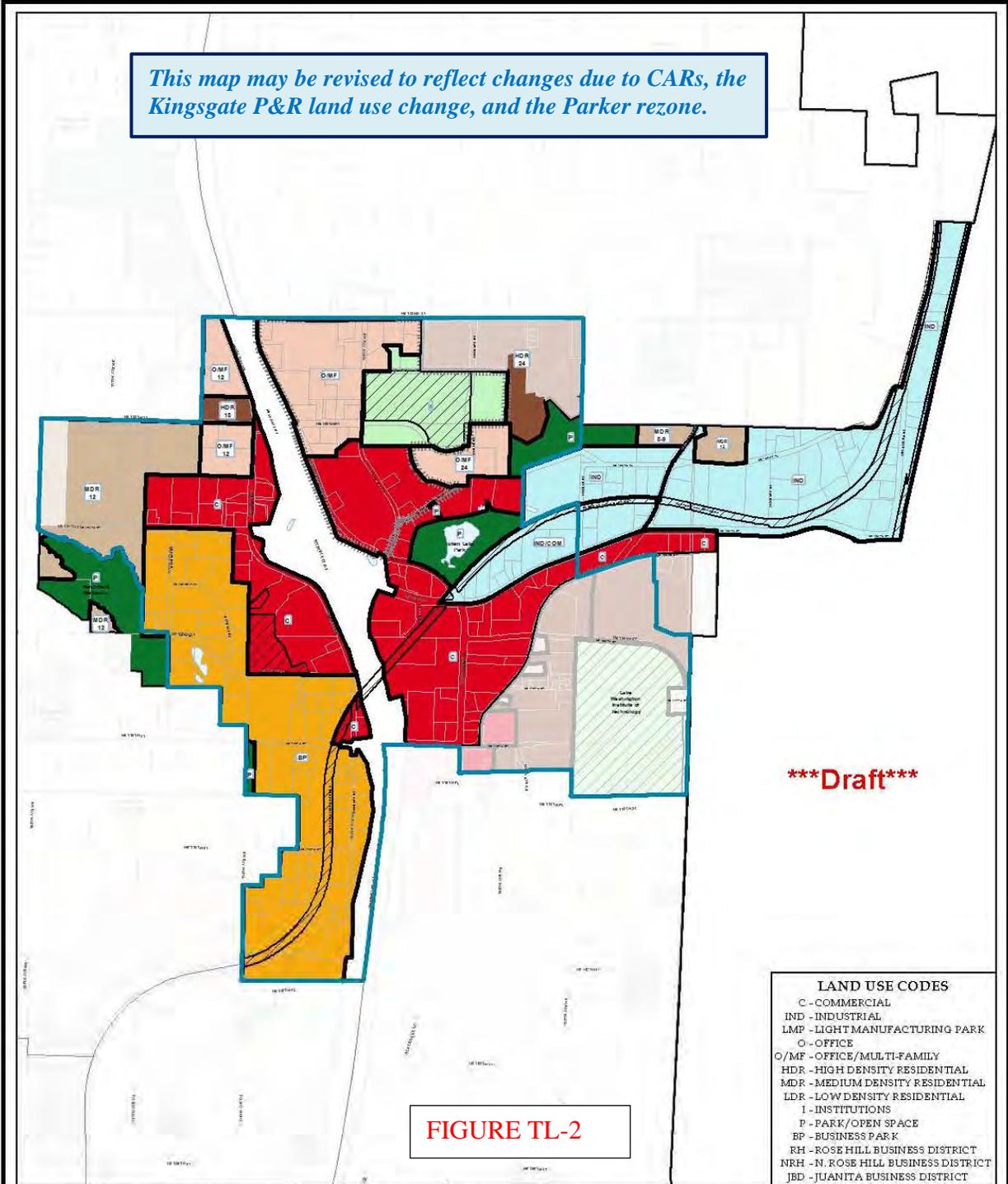


FIGURE TL-2

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

Totem Lake Business District & Urban Center Land Use Map

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

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



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

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 subarea policies (see page 52).

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 industry/office 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 industry/office 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 industry/office 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 industry/office areas, these uses should be located or designed so that traffic and other impacts of the light 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 industry/office uses. Where preservation or development of light industry/office 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 light industry/office 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 industry 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-3.3:

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 industry/office 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 to encourage 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, provide very minimal employment and almost no sales tax revenue to the City. 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 industry/office 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 areas 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.

Policy TL-5.3:

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-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.

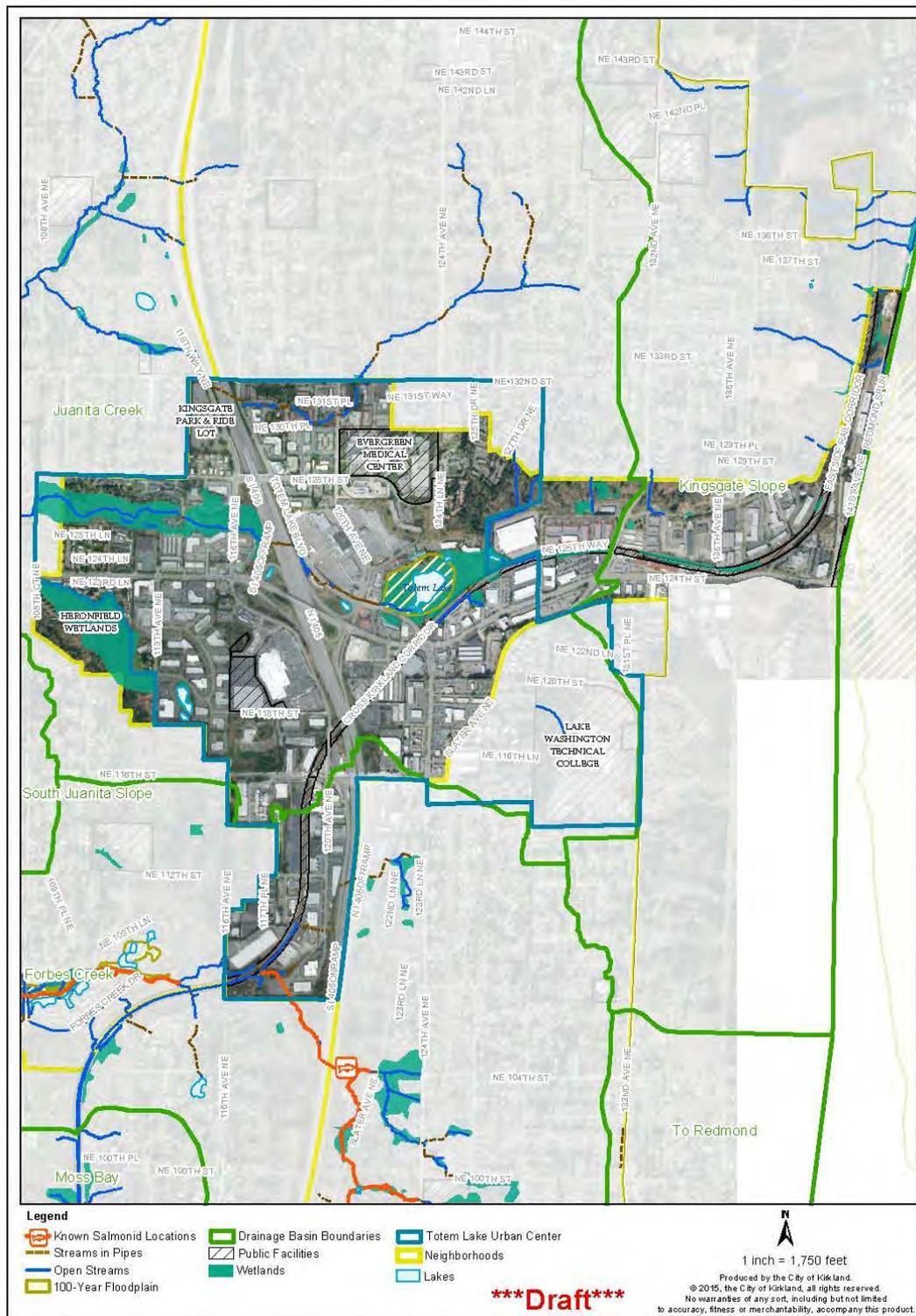


Figure TL-3

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.

Policy TL-6.4:

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.

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.

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 Subarea 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 (), and the hillside northeast of Totem Lake (Figure TL-4), should retain vegetative cover to the maximum extent possible.

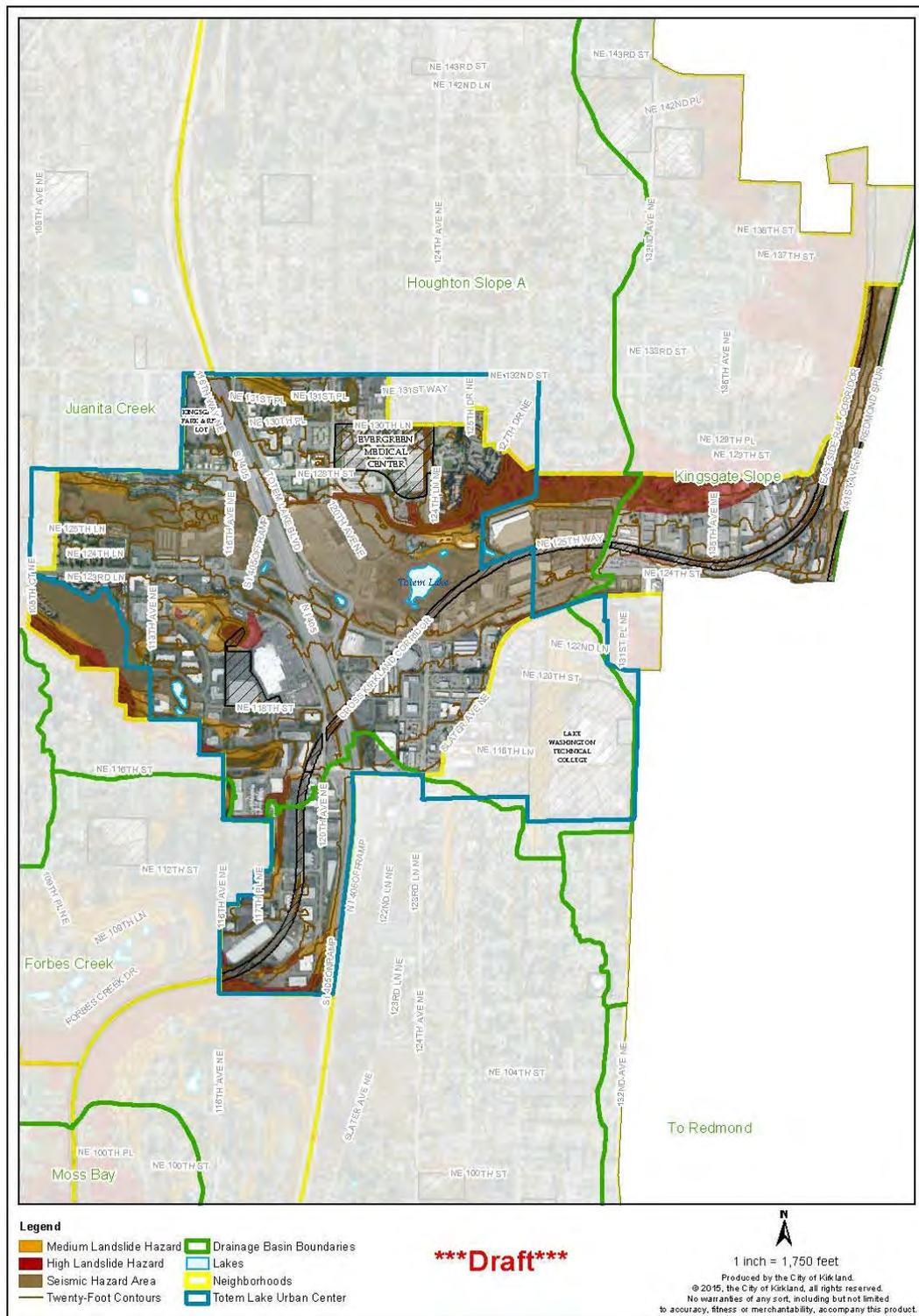


Figure TL-4 Totem Lake Geologically Hazardous Areas

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 provided by the Cross Kirkland Corridor for new parks, open spaces and recreational activities in Totem Lake.

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 and north, 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 the Comprehensive Plan: Public Services, Utilities and Capital Facilities. 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

This section has been revised since the Planning Commission's review in June. Key changes to the June version are noted with text boxes. Additional changes may be made to incorporate the Planned Action Ordinance for Totem Lake.

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. The City should take advantage of the funding priority given to regionally designated Urban Centers to seek grants for funding transportation improvements.

Goal TL-12: Strive to achieve, by 2035, a non-single occupancy vehicle mode share of 60% for peak period trips in the Totem Lake Urban Center.

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 transit- and pedestrian-supportive land uses and infrastructure, 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>

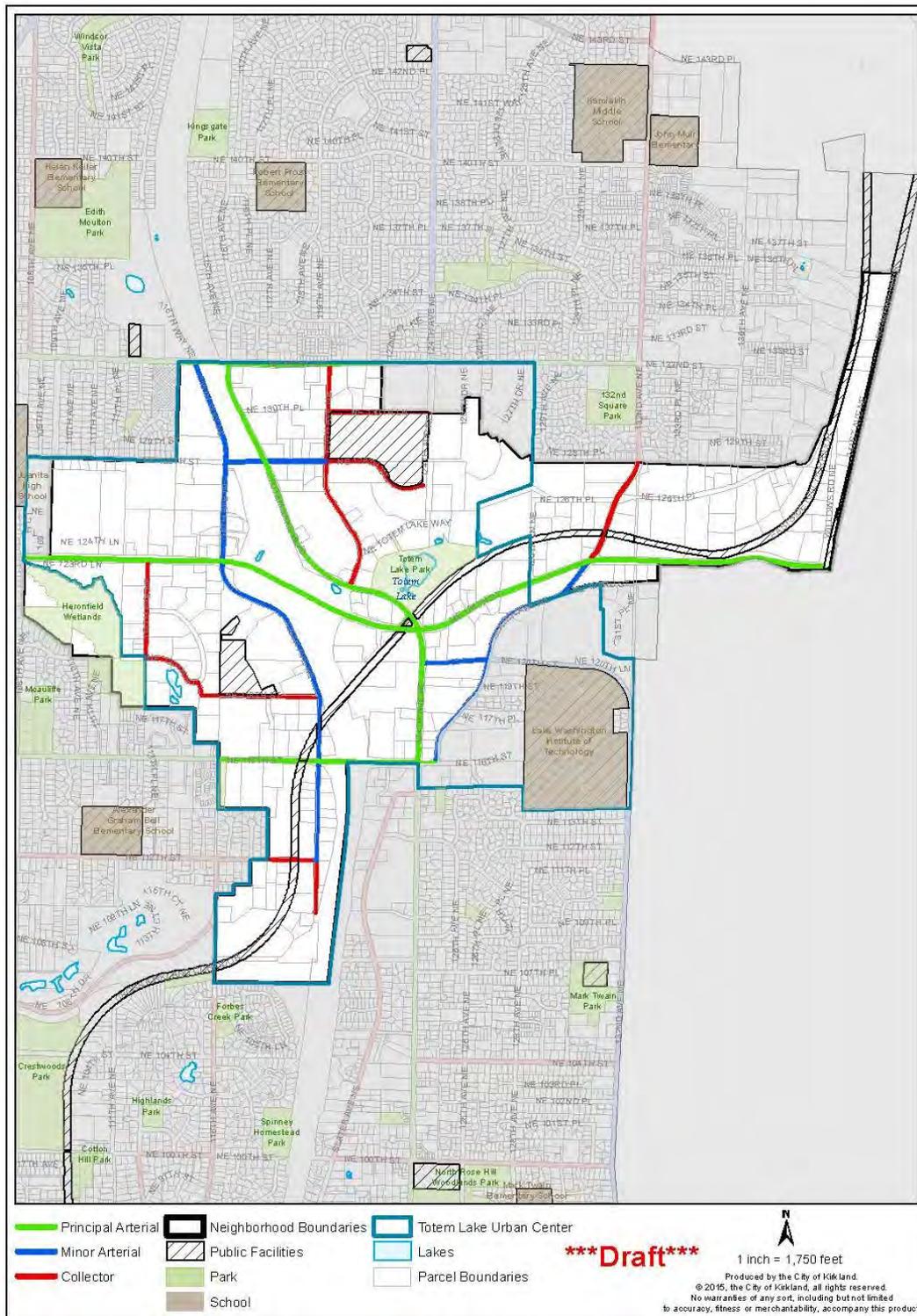


Figure TL-5 Totem Lake Street Classifications

Goal TL-13: Provide mobility within the business district through maximizing the efficiency and safety of the existing road network and making strategic investments in intersections and street capacity to support planned land use.

The district has an established network of streets that serve vehicular needs. I-405 provides regional access to the business 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 district. Collector streets distribute traffic from the arterials to local streets, giving access to individual properties (see Figure TL-5).

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. Substantial reductions in congestion from modest intersection improvements that support planned land use may be achieved in some areas, such as NE 132nd Street. Priorities for street improvements are established in the Transportation Element.

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

Policy TL-14.1:

Support transportation demand management (TDM) efforts to reduce trip demand and meet goals for non-drive alone trips in the Urban Center.

TDM seeks to modify travel behavior and encourage economical alternatives to the single-occupant vehicle. The City has ongoing TDM and Commute Trip Reduction (CTR) programs that works with employers to reduce single-occupancy vehicle use and vehicle miles traveled. As discussed in the Transportation Element, innovative approaches should be implemented to improve ridesharing, vanpools and other types of services.

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 seek grant funding for program costs and partnering with transit and other agencies should be promoted.

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), and 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 Urban Center while reducing the number of drive alone trips.

The Transportation Master 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.

Goal TL-15: Support and promote an improved transit system and access to transit hubs within the Urban Center.

New goal in response to PC direction from 6/11/15. Policy and text relocated to support this goal.

Policy TL-15.1:

Work with regional transit agencies to provide a full range of transit service to and within the Totem Lake 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. Additional improvements to Metro and Sound Transit service to and from the Urban Center should continue to be encouraged.

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, with improved access to transit hubs by walking and bicycling access. 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-16: Improve local circulation in the Totem Lake Business District.

The Totem Lake Business District has barriers to local circulation including I-405, the Cross Kirkland Corridor, large “superblocks” without internal connections, 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. .

Policy TL-16.1:

Create a landscaped boulevard that connects the subareas within the business district.

Although primarily for urban design purposes, the landscaped boulevard would not only connect visually the subareas of the business district 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, NE 128th Street and 116th Avenue NE to the greatest extent possible. In some areas 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-16.2:

Seek opportunities to create a finer grid of smaller scale streets and new connections within the business district.

Revisions to policy and text to discuss potential new road connections shown on Figure TL-6.

The Totem Lake Business District currently has a limited local street system. Development of a complete network of local access roads would facilitate vehicular, pedestrian and bicycle access to properties, reduce reliance on major arterial routes, and break up large blocks to provide better building orientation to the street and an improved street level environment.

With new development and redevelopment within the business district, the opportunity exists for the dedication of right-of-way to enable the creation of new through connections. General locations for potential new connections are identified in Figure TL-6.

Figure TL-6 may change, pending completion of the Totem Lake Planned Action EIS.

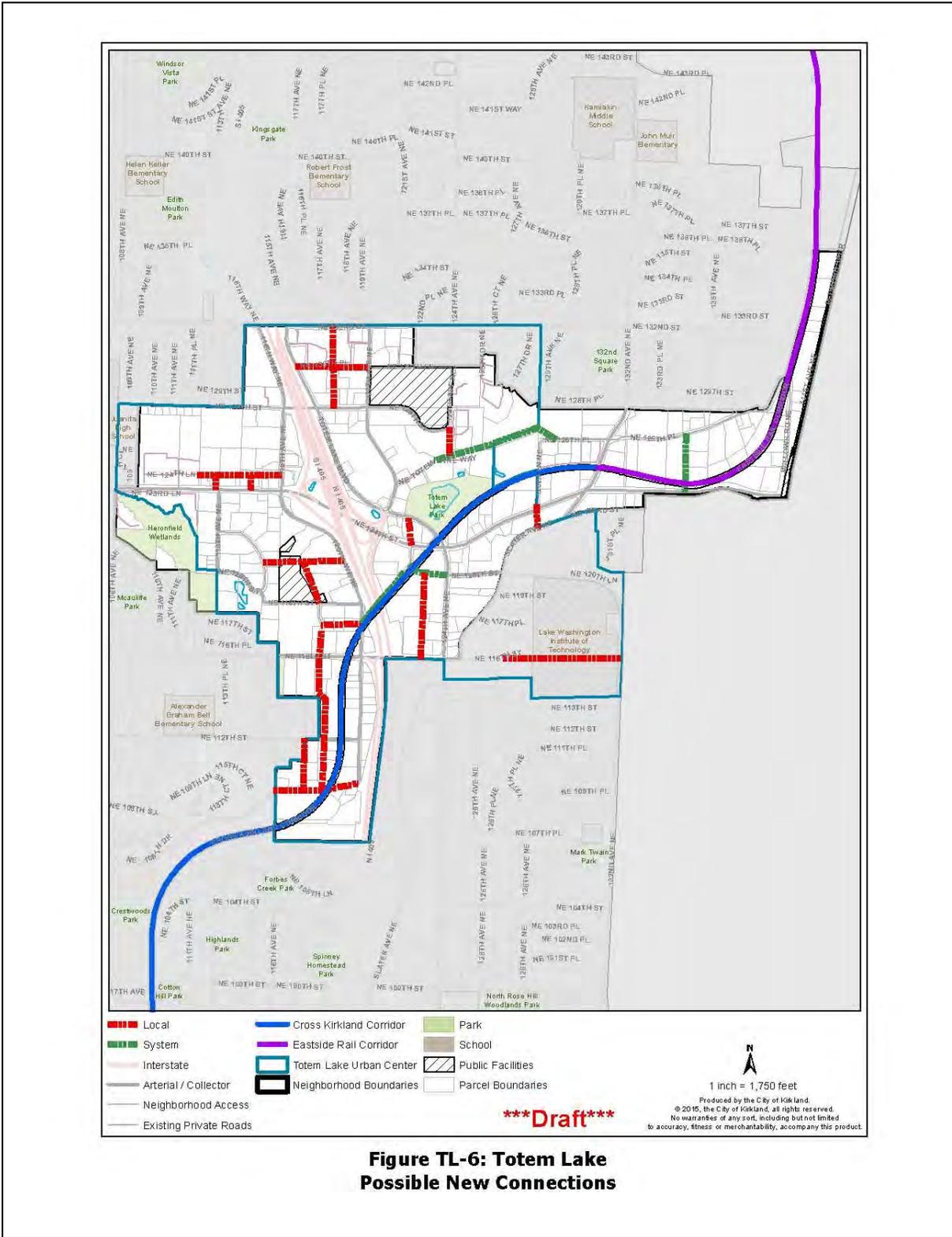


Figure TL-6: Totem Lake Possible New Connections

***Goal TL-17: 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 Transportation Element and Transportation Master Plan provide specific policy direction and actions to support and enhance these modes.

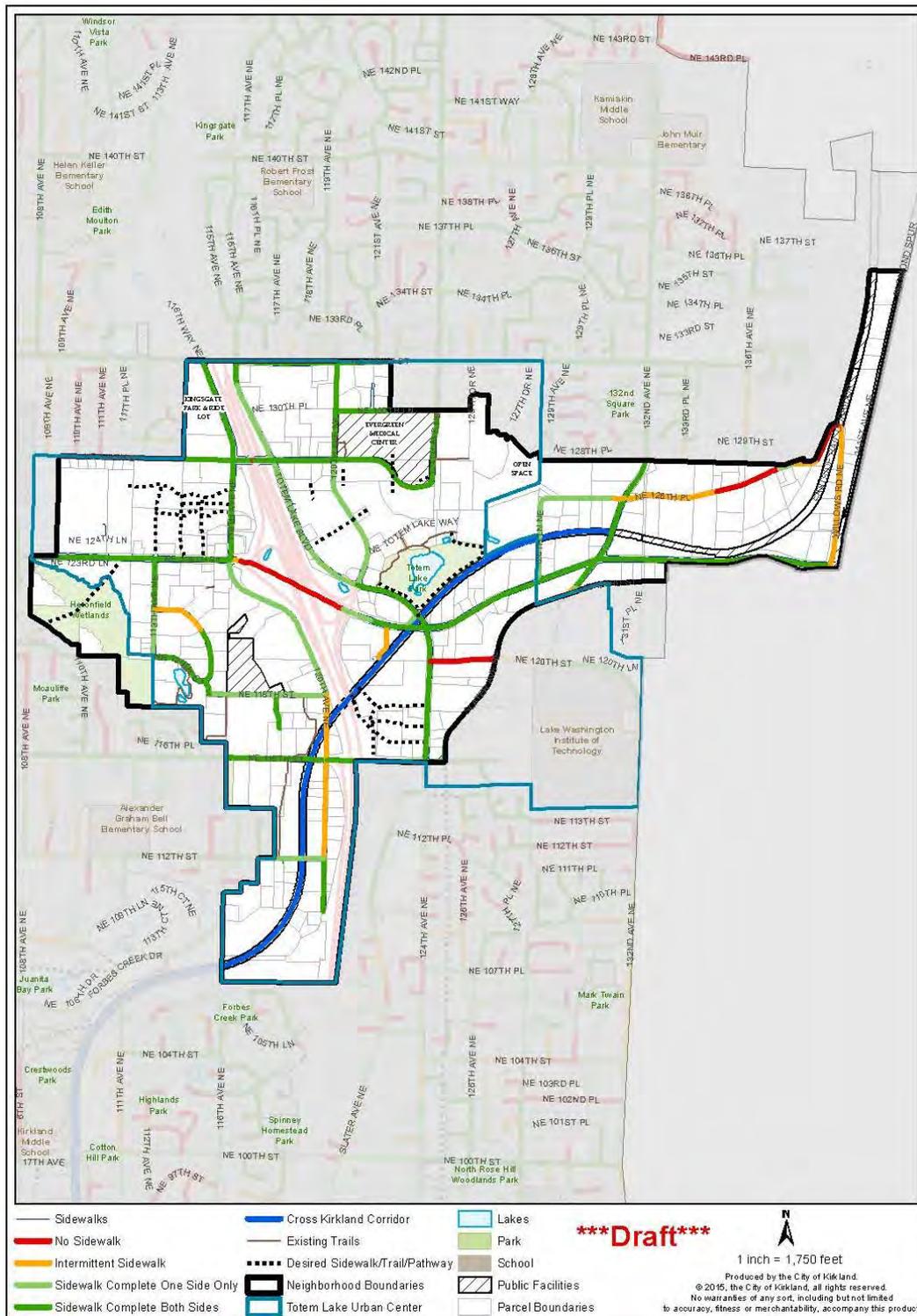


Figure TL-7

Totem Lake Pedestrian System

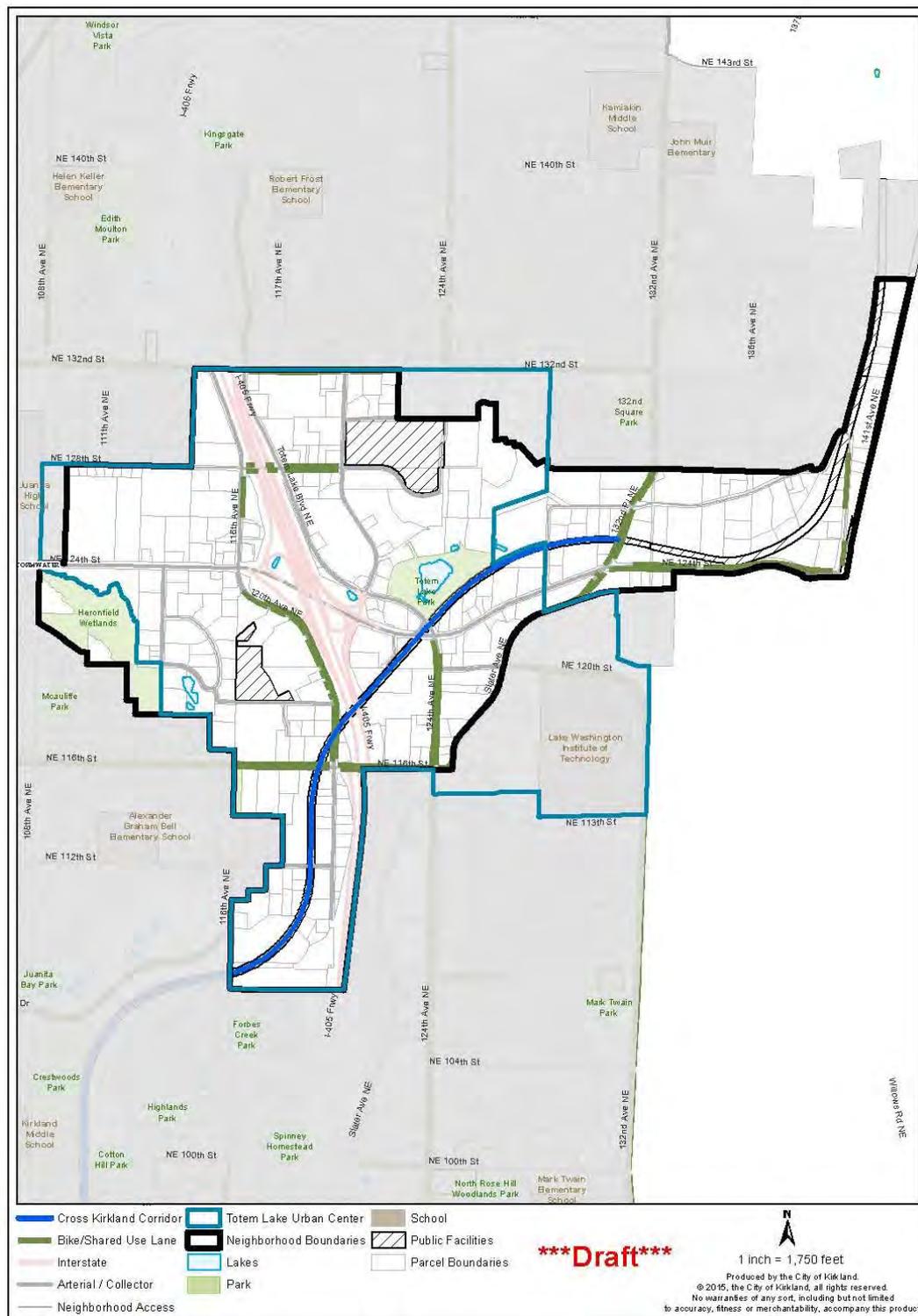


Figure TL-8 Totem Lake Bicycle System

Policy TL-17.1:

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 (Figures TL-7 and TL-8).

The Totem Lake Business District 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 Business District to other neighborhoods, as well as to the Lake Washington Institute of Technology, Juanita Beach, and the Forbes Creek Trail, should be considered in developing regional connections.

Policy TL-17.2:

Support development of the Cross Kirkland Corridor as a multipurpose trail with access points along the corridor.

The Cross Kirkland Corridor provides an important recreational opportunity, as well as a north-south bicycle and pedestrian route through much of the Totem Lake Business District. The trail could also be a precursor of a regional transportation facility traveling through the hearts of many Eastside cities. Public pedestrian and bicycle access should be provided for properties adjacent to the Cross Kirkland Corridor consistent with the CKC Master Plan and the PROS Plan.

New policy in response to PC direction in June. The PC asked that connections be mapped. Specific connections are not mapped in neighborhood plans, but some connections are shown within the CKC Master Plan.

Policy TL-17.3:

Coordinate with neighboring jurisdictions to obtain and develop the extension of the Cross Kirkland Corridor within Kirkland's city limits.

New policy in response to PC direction in June. This policy is consistent with a revised policy (T-7.6) in the TMP.

The extension of improvements to the CKC north to Woodinville would enable users of the corridor to travel seamlessly across jurisdictional borders.

Goal TL-18: Encourage coordination with regional transportation networks.

The Totem Lake Business District needs to be connected with larger transportation networks 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 business district and external destinations.

Policy TL-18.1:

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 Medical Center, 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.

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 ~~many~~ 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,

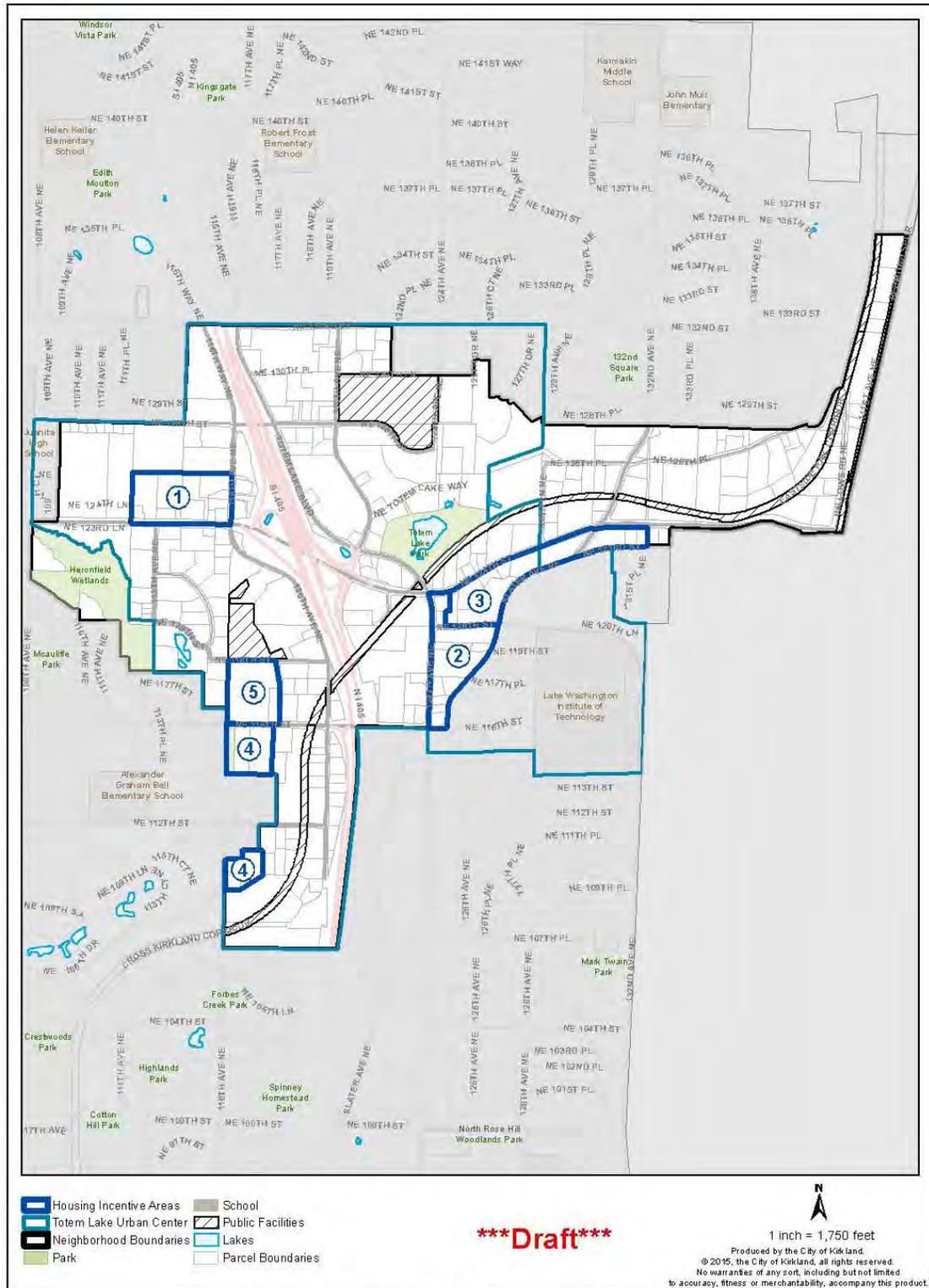


Figure TL-9: Totem Lake Housing Incentive Areas

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 (Incentive Areas 4 and 5 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 Business District, 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 district. The Kingsgate Park and Ride site, is owned by the Washington State Department of Transportation (WSDOT). City representatives have initiated discussions with WSDOT representatives regarding the concept and they have indicated that the agency has no long-term plans for the site that might preclude its use for TOD. The City should continue 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.

This section has been revised following meeting of Kirkland and WSDOT representatives in June.

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 business district. 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 subarea 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 district. 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 business district 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 subareas 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.

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 new wider sidewalks.

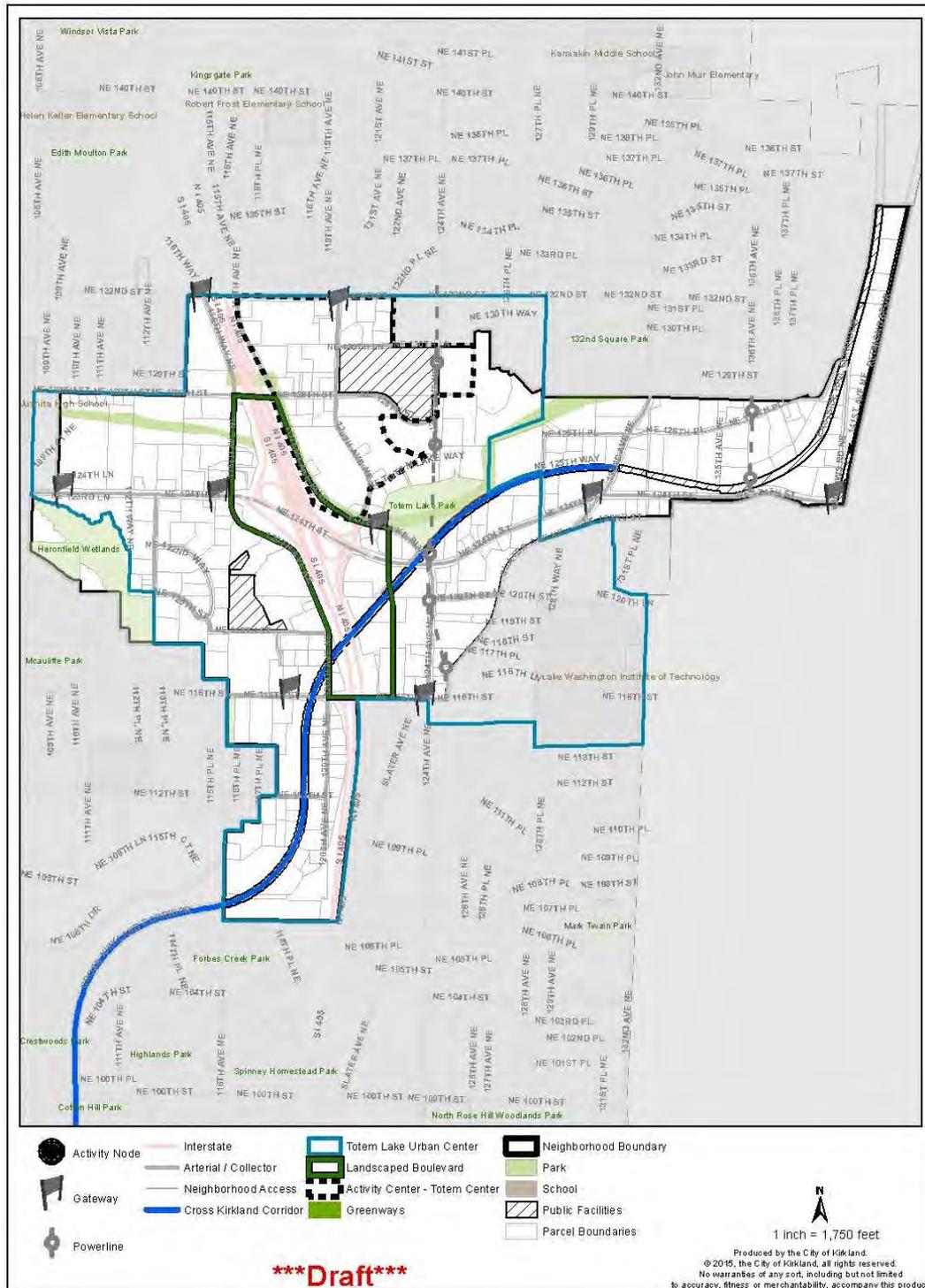


Figure TL-10

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 landscape of an area. 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 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-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 business district'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 district 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 area. 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 light 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.

Policy TL-24.2:

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

11. SUBAREA GOALS AND POLICIES.

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

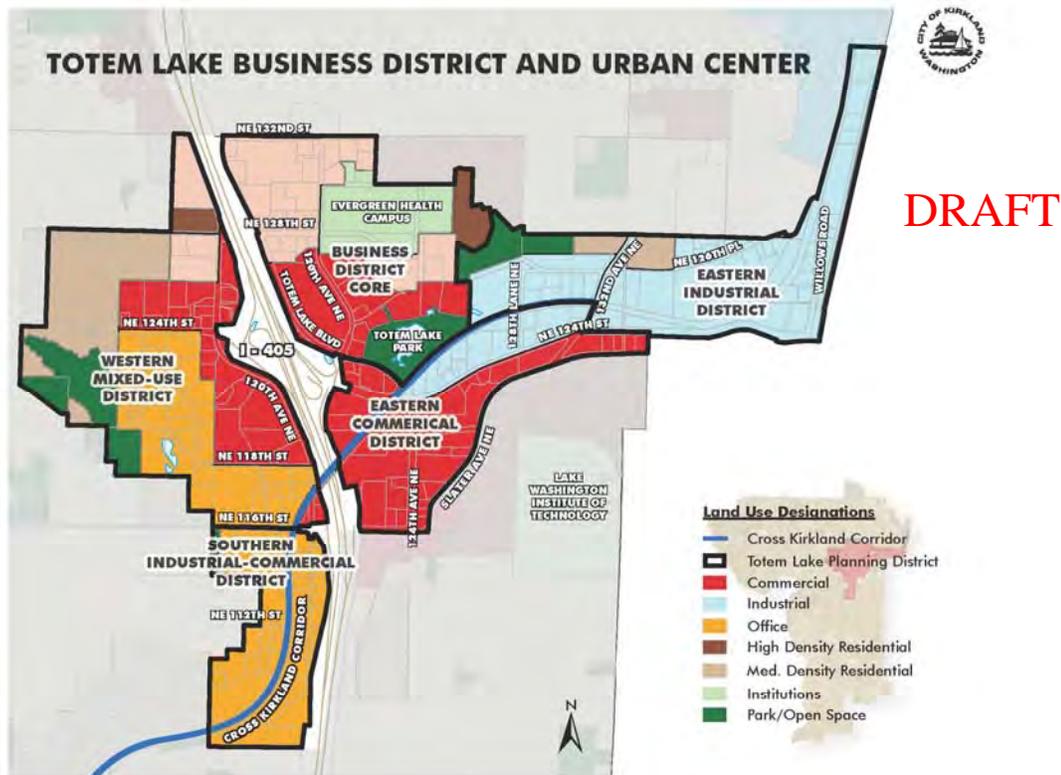
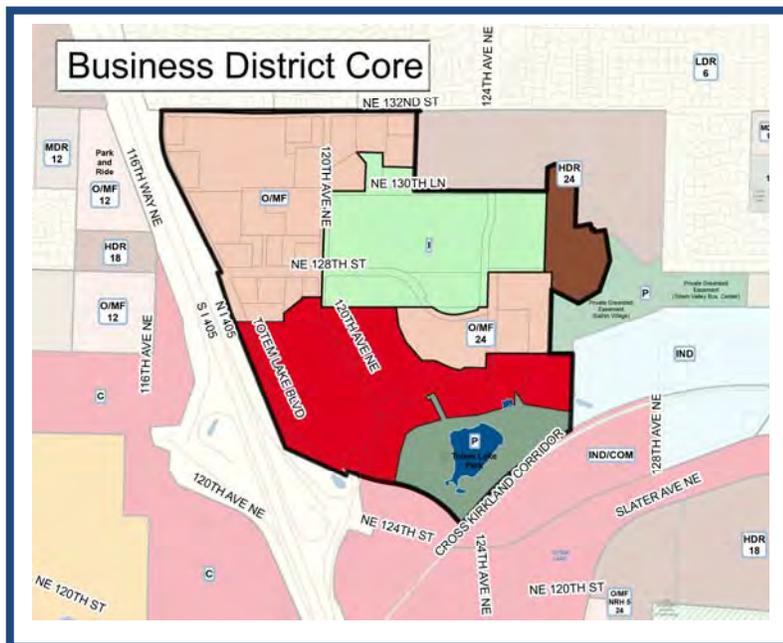


Figure TL-11

Business District Core

The Business District Core is home to Evergreen Health Medical Center, the Totem Lake Mall retail center, a variety of office/commercial uses, a regional transit center and Totem Lake Park. As of 2015, 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 Totem Lake Business District.

Policy TL-25.1:

Provide for increased intensity of development within the core of the Totem Lake 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 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. Additional incentives should be explored to encourage residential development. Improvements to public spaces and streetscapes should be considered as ways to make the subarea a more attractive and appealing place for residents. .

Policy TL-26.2:

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

Measures 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 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 Totem Lake Park Master Plan.

Policy TL-27.1:

Promote high quality redevelopment 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.

As the City's largest employer, the Evergreen Health Medical Center provides significant economic value to the community. The Medical Center 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 Medical Center 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 Health 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 Health Medical Center.

Future development on the Evergreen Health 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.

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 Evergreen Health to provide a pedestrian connection that allows access between the Medical Center campus, 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: Support a transportation network in the Business District Core that emphasizes pedestrian and transit use.

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 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 the Evergreen Health campus.

The 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 campus and transit center, and the spiral ramp and overpass from the park's southwestern edge over NE 124th Street.

Eastern Commercial Subarea

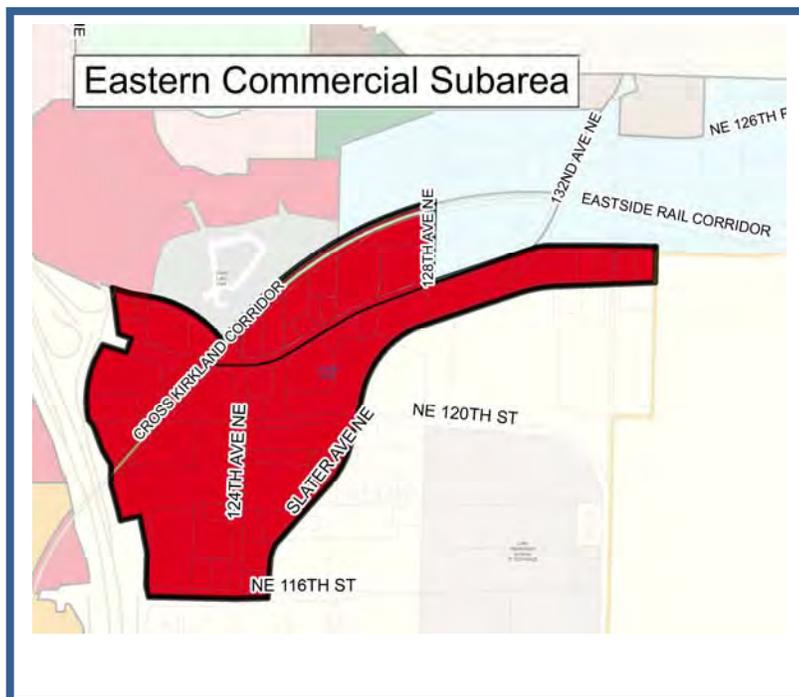
The Eastern Commercial Subarea contains much of the Totem Lake Business District's commercial land. This area is planned for mixed use, including high density residential, particularly in the designated Housing Incentive Areas west of 124th Avenue NE. Auto dealerships are also a prominent land use in the area, both north and south of NE 124th Street, east of 124th Avenue NE.

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

Policy TL-31.1:

Promote redevelopment of the commercial area located on the west side of 124th Avenue NE and south of NE 124th Street under a master plan for the entire area (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 village 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 area 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 village, with a network of local access roads reducing the scale of the area 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.
- Accommodation for a vehicular connection to and across the Cross Kirkland Corridor (see Figure TL-6),
- ♦ 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 industry/office 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 light industry/office/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.

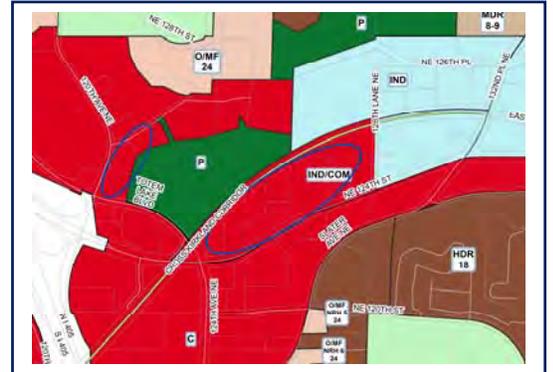
Residential use within this transitioning area is appropriate where proximity to Totem Lake Park serves as an amenity for the living environment. As the transition between new mixed use and residential developments and existing light industrial uses presents a compatibility challenge, the siting and 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 light industrial uses remain.

Policy TL 31.4

Avoid or minimize impacts of development on Totem Lake Park and the Cross Kirkland Corridor (CKC).

New policy added to address conclusions from the Totem Lake Shadow Impact Analysis of the EIS.

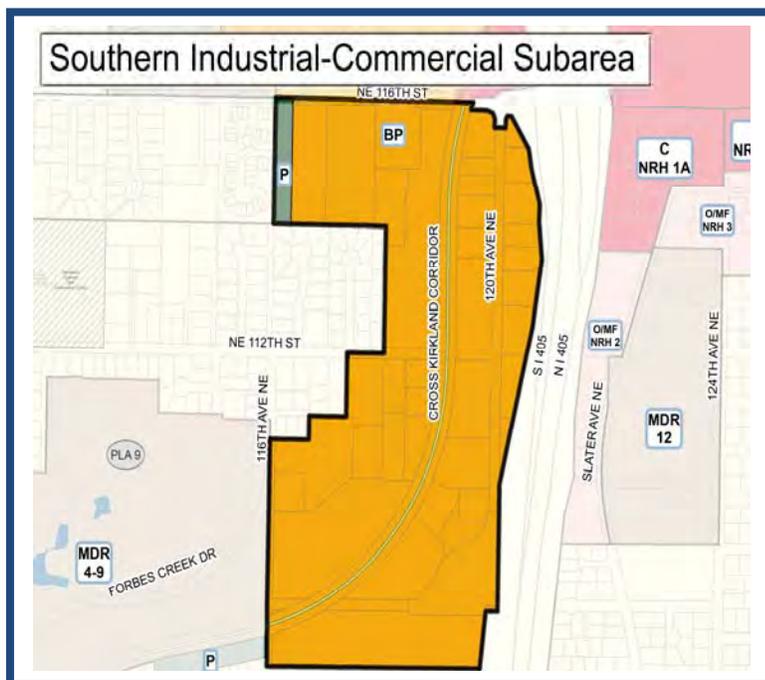
Taller structures and more intensive development may produce height/bulk and shading impacts on Totem Lake Park and the CKC. An evaluation of building orientation, bulk and mass and shadow impacts from development on the park and CKC in this area (see inset) should be included in the review of building and site design.



South Industrial-Commercial Subarea

The area south of NE 116th Street, historically known as Par Mac, is currently developed with a mix of light industry, office, retail, auto and service uses. Historically, this area was planned for and developed with manufacturing and light industry/office uses that may have benefitted 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. The existing space no longer meets the needs of many light industrial tenants.



When the plan for the Totem Lake Business District was updated in 2002, the South Industrial-Commercial Subarea 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 light industry/office areas are functioning well with generally good vacancy rates for industrial space. Despite deficiencies in the existing space in the Southern Industrial-Commercial Subarea in meeting the needs of light industry/office tenants, the area continues to provide over one third of the City's light industry/office space. Flexibility in regulations to allow expansion and redevelopment for light industrial uses would provide support to strengthen this sector within the subarea.

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 through development incentives and flexibility, while continuing to allow for existing light industrial uses to expand and new light industry/office or 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 light industry/office uses will enable the existing building stock to address changing needs.

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

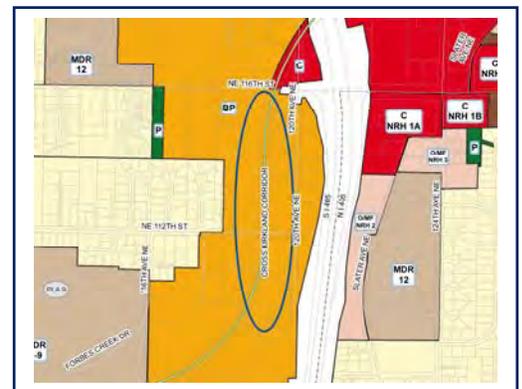
Accommodate residential use within the Housing Incentive Area located in this subarea.

Residential use is appropriate along the perimeter of this area, as shown in Figure TL-9 where conflicts with light industry/office 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.

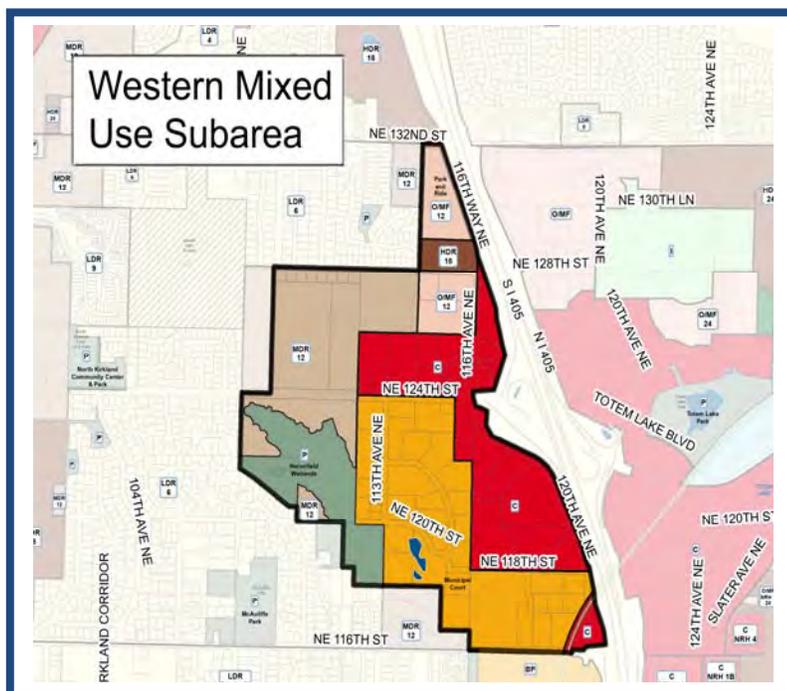
Growth in employment in businesses located along the CKC south of this subarea, has expanded the City's housing needs. An opportunity exists to address this need through providing residential development along the corridor, where residents could enjoy direct access to employment along the bike or future 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 industry/office uses. Flexibility in regulations is important, to enable consideration of the complex issues of siting this type of development in the Southern Industrial-Commercial Subarea.



Western Mixed-Use Subarea

The Western Mixed-Use Subarea 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 subarea'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 subarea. 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 subarea's western boundary.

Within the southern upland portion of the Heronfield Wetlands Open Space, 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 Subarea 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 subarea (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.

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

The Kingsgate Park and Ride site, located at the subarea'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:

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 Subarea

The Totem Lake Business District contains a large light industry/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 also included in this area. The area is developed with a variety of light industrial and service uses and is one of the few remaining light industrial areas in the City. While the industrial/commercial area in this subarea provides a range of services, over 90% of the jobs located here are tied to either light industry/office (aerospace/high tech) or auto dealerships.

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

The Eastern Industrial Subarea provides a close-in location for many businesses that are either light industry/office 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.

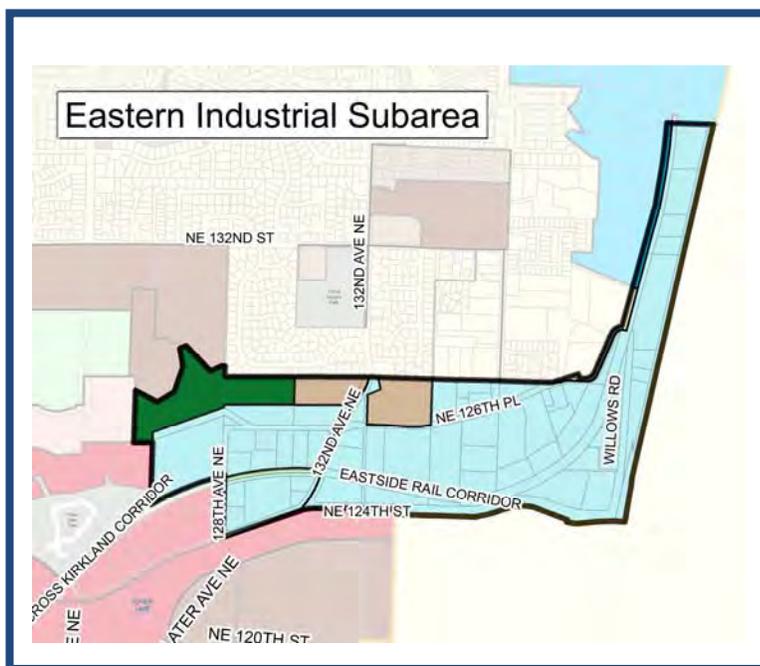
Environmental features present in some areas of the Eastern Industrial Subarea make development with traditional light industrial structures challenging. Flexibility for a variety of uses is appropriate in these areas.

Policy TL-35.1:

Support the continued existence of light industry/office uses in the eastern portion of the business district. Light industry/office 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, light industry 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, light industry or retail uses is 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:

Revisions incorporate preliminary direction on Rairdon CAR.

- (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 accommodate 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.

At the meeting in June, the PC directed staff to move these conditions from the Plan to the Zoning Code. Public testimony has requested that it be retained in the Totem Lake Business District Plan. Does the PC still prefer to have this text included only in the Zoning Code?

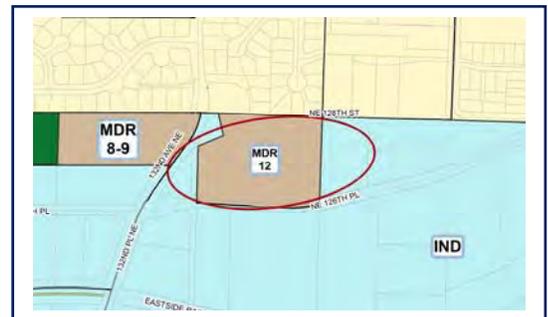
- h. Surface water runoff should be maintained at predevelopment levels.
 - i. Vehicular access should be from south of the slope. If necessary, access may be from 132nd Avenue NE; provided, that such access is limited to one point and meets other City standards.
 - j. Where residential uses are allowed, 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 provide 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:

This new text incorporates preliminary direction for the Morris CAR.

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 light industry/office 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 industry/office area, residential development should include substantial buffers and other elements to minimize conflicts with existing and future light industry/office neighbors.



Policy TL-35.4:

This text incorporates preliminary direction for the Astronics CAR.

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

Along the eastern edge of the subarea, a significant grade change from the residential area at the top of the hill to the light industry/office 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.



New General Regulation

Chapter 55 – TOTEM LAKE (TL) ZONES

55.05 User Guide – TL 1A zone.

The charts in KZC [55.09](#) contain the basic zoning regulations that apply in the TL 1A zone of the city. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

Section 55.07



Section 55.07 – GENERAL REGULATIONS

1. Refer to Chapter [1](#) KZC to determine what other provision of this Code may apply to the subject property.
2. All ground floor uses shall be a minimum of 13 feet in height. This regulation does not apply to parking garages or property with no frontage on NE 128th Street.
3. In addition to the height exceptions established by KZC [115.60](#), the following exceptions to height regulations in TL zones are established:
 - a. Decorative parapets may exceed the height limit by a maximum of four feet; provided, that the average height of the parapet around the perimeter of the structure shall not exceed two feet.
 - b. For structures with a peaked roof, the peak may extend eight feet above the height limit if the slope of the roof is equal to or greater than four feet vertical to 12 feet horizontal.
4. The minimum required front yard is 10 feet, unless otherwise prescribed in the use zone chart. Ground floor canopies and similar entry features may encroach into the front yard, provided the total horizontal dimension of such elements may not exceed 25 percent of the length of the structure. No parking, other than underground parking, may encroach into the required 10-foot front yard.
5. The ability to accommodate new development in the TL 1A zone is dependent upon the construction of two new streets: 119th Avenue NE, between NE 128th Street and NE 130th Place, and NE 130th Place, between 120th Avenue NE and Totem Lake Boulevard NE, as shown on Plate [34A](#). Consistent with and to the extent authorized by applicable statutes and court decisions, new development on properties across which these streets in whole or in part extend shall contribute to the creation of the streets as follows:
 - a. With all new development, the portions of these streets crossing the subject property shall be dedicated as public right-of-way consistent with Plate [34A](#); and
 - b. With all new development exceeding 30 feet in height, the streets shall be improved consistent with Plate [34A](#).
 Minor deviations in the location and width of the streets may be approved by the Public Works Director if the deviations will not negatively affect the functioning of the streets.
6. Properties located between TL 2 and NE 128th Street may be required to provide a pedestrian connection between TL 2 and NE 128th Street.

This amendment is related to the Parker rezone.

[link to Section 55.09 tab](#)

7. Land located at the southeast corner of this zone (Parcel 692840-0025) is subject to the following:

- a. Vehicular access for development over 30 feet in height must be provided from the north or west.
- b. Maximum building height may not exceed 65 feet above average building elevation.

The Kirkland Zoning Code 4479, passed March 3, 2014
Disclaimer: The City Clerk's Office for ordinances passed above.

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 55.09	USE ⇩ REGULATIONS ⇩	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.010	Office Use	D.R., Chapter 142 KZC	None	10'	0'	0'	85% See Spec. Reg. 5.	30' to 160' above average building elevation. See Spec. Reg. 4.	B	D	See Chapter 105 KZC	<ol style="list-style-type: none"> The minimum floor area ratio (FAR) for development on the subject property is 1.0, or 100 percent of lot size. The maximum floor area ratio (FAR) for development over 65 feet in height on the subject property is 2.0, or 200 percent of lot size, except as provided in Special Regulation 3 below. When combined with residential use, the maximum FAR for this use is determined as follows: (% office use x 2) + (% residential use x 3) = FAR of each use allowed on the subject property. Maximum FAR is determined based on parcel size, prior to any road dedication required pursuant to General Regulation 5 for this zone. On parcels where road dedication is required pursuant to General Regulation 5, the maximum floor area ratio (FAR) for development over 65 feet in height may be increased by an additional 0.2 FAR for each 10 percent or portion thereof of the subject property required to be dedicated. Where this use is combined with residential use, the maximum FAR for the residential use may be increased by an additional 0.3 of residential use for each 10 percent or portion thereof of the subject property required to be dedicated. Building height may be increased as follows: <ol style="list-style-type: none"> Building height may exceed 30 feet above average building elevation if one of the following public improvements is provided: <ol style="list-style-type: none"> Dedication and improvement of new streets pursuant to General Regulation 5; or Where General Regulation 5 does not apply, the development of pedestrian-oriented elements that exceed the requirements of KZC 92.15 and Chapter 105 KZC. Examples include pedestrian walkways through the subject property, public plazas, public art and fountains. Building height may be increased up to 160 feet above average building elevation; provided, that: <ol style="list-style-type: none"> Development on the subject property complies with 4(a) above. Design of buildings meets guidelines for towers set forth in Design Guidelines (Chapter 142 KZC, and Chapter 3.30 KMC).

OFFICE USE:
 * Delete Special Regulation 2
 * Delete Special Regulation 3

SPECIAL REGULATIONS WILL BE RENUMBERED WHERE REGULATIONS ARE ADDED OR DELETED.

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS													
Section 55.09	USE ↓ REGULATIONS ↑	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)		
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure	
				Front	Side	Rear							
.020	Restaurant or Tavern	D.R., Chapter 142 KZC	Same as primary use. See Spec. Reg. 1.									1 per each 100 sq. ft. of gross floor area.	1. This use is only permitted as an accessory use to another permitted use within this zone. It may not be located in a separate structure from the primary use.
.030	Any Retail Establishment, other than those specifically listed in this zone, selling goods and providing services including banking and other financial services		1 per each 300 sq. ft. of gross floor area.	1. This use is only permitted as an accessory use to another permitted use within this zone. It may not be located in a separate structure from the primary use. 2. The location of drive-through facilities may not compromise pedestrian movement. 3. The following uses and activities are prohibited: a. The sale, service, and/or rental of motor vehicles, sailboats, motor boats, and recreational trailers; provided, that motorcycle sales, service, or rental is permitted if conducted indoors; b. Retail establishments providing storage services unless accessory to another permitted use; c. Storage and operation of heavy equipment except normal delivery vehicles associated with retail uses; d. Outdoor storage of bulk commodities, except in the following circumstances: 1) If the square footage of the storage area is less than 10 percent of the retail structure, 2) If the commodities represent growing stock in connection with horticultural nurseries, whether the stock is in open ground, pots, or containers.									
.040	Attached or Stacked Dwelling Units or Residential Suites	None	10'	0'	0'	85% See Spec. Reg. 6.	30' to 160' above average building elevation. See Spec. Reg. 5.	C	A	See KZC 105.25.	<p>1. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use.</p> <p>2. Residential development must provide a minimum density of 50 dwelling units per gross acre.</p> <p>3. The maximum floor area ratio (FAR) for development over 65 feet in height on the subject property is 3.0, or 300 percent of lot size, except as provided in Special Regulation 4 below. When combined with office use, the maximum FAR for this use is determined as follows: (% office use x 2) + (% residential use x 3) = FAR of each use allowed on the subject property. Maximum FAR is determined based on parcel size, prior to any road dedication required pursuant to General Regulation 5 for this zone.</p> <p>REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE</p>		

ATTACHED OR STACKED DWELLING UNITS OR RESIDENTIAL SUITES
 * Delete Special Regulation 3
 * Delete Special Regulation 4

Section 55.09

Zone
TL 1A

USE ZONE CHART

Section 55.09		USE ↓ REGULATIONS →		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS									
				Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
					Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage				
			Front	Side	Rear								
.040 Attached or Stacked Dwelling Units or Residential Suites (continued)											<p>REGULATIONS CONTINUED FROM PREVIOUS PAGE</p> <p>4. On parcels where road dedication is required pursuant to General Regulation 5, the maximum floor area ratio (FAR) for development over 65 feet in height may be increased by an additional 0.30 FAR for each 10 percent or portion thereof of the subject property required to be dedicated. Where this use is combined with office use, the maximum FAR for the office use may be increased by an additional 0.2 of office use for each 10 percent or portion thereof of the subject property required to be dedicated.</p> <p>5. Building height may be increased as follows:</p> <p>a. Building height may exceed 30 feet above average building elevation, if:</p> <ol style="list-style-type: none"> 1) One of the following public improvements is provided: <ol style="list-style-type: none"> a) Dedication and improvement of new streets pursuant to General Regulation 5; or b) Where General Regulation 5 does not apply, the development of pedestrian-oriented elements that exceed the requirements of KZC 92.15 and Chapter 105 KZC. Examples include pedestrian walkways through the subject property, public plazas, public art and fountains; and 2) Provides for at least 10 percent of the units in new residential developments of four units or greater as affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives. <p>b. Building height may exceed 80 feet and be increased up to 160 feet above average building elevation, with the height increases to be based on the following considerations:</p> <ol style="list-style-type: none"> 1) Development on the subject property complies with 5(a) above. 2) Design of buildings meets guidelines for towers set forth in Design Guidelines (Chapter 142 KZC, and Chapter 3.30 KMC). 3) Floor plates may not exceed 10,000 square feet per floor, for the portion of the building above 80 feet in height, except on those parcels where road dedication is required pursuant to General Regulation 5. On these parcels, floor plates may not exceed 20,000 square feet on floors between 80 feet and 120 feet in height. Beyond 120 feet in height, floor plates may not exceed 10,000 square feet per floor. <p>REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE</p>		

Section 55.09

Zone
TL 1A

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 55.09	USE ↓ REGULATIONS ↑	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.070	Assisted Living Facility	D.R., Chapter 142 KZC	None	10'	0'	0'	85% See Spec. Reg. 5.	30' to 160' above average building elevation. See Spec. Reg. 4.	B	A	See KZC 105.25.	<ol style="list-style-type: none"> Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use. The maximum floor area ratio (FAR) for development over 65 feet in height on the subject property is 3.0, or 300 percent of lot size, except as provided in Special Regulation 3 below. Maximum FAR is determined based on parcel size, prior to any road dedication required pursuant to General Regulation 5 for this zone. On parcels where road dedication is required pursuant to General Regulation 5, the maximum floor area ratio (FAR) for development over 65 feet in height may be increased by an additional 0.30 FAR for each 10 percent or portion thereof, of the subject property required to be dedicated. Building height may be increased as follows: <ol style="list-style-type: none"> Building height may exceed 30 feet above average building elevation, if: <ol style="list-style-type: none"> One of the following public improvements is provided: <ol style="list-style-type: none"> Dedication and improvement of new streets pursuant to General Regulation 5; or Where General Regulation 5 does not apply, the development of pedestrian-oriented elements that exceed the requirements of KZC 92.15 and Chapter 105 KZC. Examples include pedestrian walkways through the subject property, public plazas, public art and fountains; and Provides for at least 10 percent of the units in new residential developments of four units or greater as affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives. Building height may exceed 80 feet and be increased up to 160 feet above average building elevation, with the height increases to be based on the following considerations: <ol style="list-style-type: none"> Development on the subject property complies with 4(a) above. Design of buildings meets guidelines for towers set forth in Design Guidelines (Chapter 142 KZC, and Chapter 3.30 KMC).

ASSISTED LIVING FACILITY
 * Delete Special Regulation 2
 * Delete Special Regulation 3

REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 55.09	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.070	Assisted Living Facility (continued)									3) Floor plates may not exceed 10,000 square feet per floor, for the portion of the building above 80 feet in height, except on those parcels where road dedication is required pursuant to General Regulation 5. On these parcels, floor plates may not exceed 20,000 square feet on floors between 80 feet and 120 feet in height. Beyond 120 feet in height, floor plates may not exceed 10,000 square feet per floor. 4) Portions of structures exceeding 80 feet in height must be separated by at least 60 feet, both on the subject property and from taller building elements on adjacent properties. 5. Increases in lot coverage may be considered if: a. Land dedication on the subject property provided pursuant to General Regulation 5 limits area available for development on the property; and/or b. Other techniques used to provide open space result in superior landscaping, such as the use of gardens on lower portions of structures or on rooftops, the provision of visual and pedestrian access to public garden areas, or other approaches that provide for useable green space.		
.080	Convalescent Center or Nursing Home	D.R., Chapter 142 KZC	None	10'	0'	0'	85% See Spec. Reg. 4.	30' to 160' above average building elevation. See Spec. Reg. 3.	C	B	1 for each bed.	1. The maximum floor area ratio (FAR) for development over 65 feet in height on the subject property is 3.0, or 300 percent of lot size, except as provided in Special Regulation 2 below. Maximum FAR is determined based on parcel size, prior to any road dedication required pursuant to General Regulation 5 for this zone. 2. On parcels where road dedication is required pursuant to General Regulation 5, the maximum floor area ratio (FAR) for development over 65 feet in height may be increased by an additional 0.30 FAR for each 10 percent or portion thereof of the subject property required to be dedicated. REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE

CONVALESCENT CENTER OR NURSING HOME
 * Delete Special Regulation 1
 * Delete Special Regulation 2

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 55.15	USE ↓ REGULATIONS ↑	Required Review Process	MINIMUMS			MAXIMUMS		Landscaping Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.010	Office Use	D.R., Chapter 142 KZC	None	10' See Spec. Reg. 4.	0'	0'	85% See Spec. Reg. 5.	30' to 45' above average building elevation. See Spec. Reg. 1.	C	D	<p>If a medical, dental, or veterinary office, then 1 per each 200 sq. ft. of gross floor area, otherwise 1 per 300 gross floor area.</p> <ol style="list-style-type: none"> Building height may exceed 30 feet up to 45 feet above average building elevation, if one of the following public improvements is provided: <ol style="list-style-type: none"> Dedication and improvement of new streets pursuant to General Regulation 4; or Where General Regulation 4 does not apply, the development of pedestrian-oriented elements that exceed the requirements of KZC 92.15 and Chapter 105 KZC. Examples include pedestrian walkways through the subject property, public plazas, public art and fountains. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: <ol style="list-style-type: none"> The assembled or manufactured goods are subordinate to and are dependent upon this use. The outward appearance and impacts of this use with ancillary assembly or manufacturing must be no different from other office uses. The following regulations apply to veterinary offices only: <ol style="list-style-type: none"> May only treat small animals on the subject property. Outside runs and other outside facilities for the animals are not permitted. Site must be designed so noise from this use is not audible off the subject property. A certification to this effect, signed by an acoustical engineer, must be submitted with the development permit application. A veterinary office is not permitted if the subject property contains dwelling units. Twenty-foot yard required where properties abut NE 132nd Street. <ol style="list-style-type: none"> Increases in lot coverage may be considered if: <ol style="list-style-type: none"> Land dedication on the subject property provided pursuant to General Regulation 4 limits area available for development on the property; and/or Other techniques used to provide open space result in superior landscaping, such as the use of gardens on lower portions of structures or on rooftops, the provision of visual and pedestrian access to public garden areas, or other approaches that provide for useable green space. 	

SPECIAL REGULATIONS WILL BE RENUMBERED WHERE REGULATIONS ARE ADDED OR DELETED.

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 55.15	USE ↓ REGULATIONS ↑	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.020	Development Containing Both Office Use and Attached or Stacked Dwelling Units or Residential Suites	D.R., Chapter 142 KZC	None	10' See Spec. Reg. 3.	0'	0'	85% See Spec. Reg. 5.	30' to 160' above average building elevation. See Spec. Reg. 4.	C	D	See Chapter 105 KZC.	<p>1. The maximum floor area ratio (FAR) for this use is determined as follows: (% office use x 2) + (% residential use x 3) = FAR of each use allowed on the subject property. The maximum floor area ratio (FAR) for office use is 1.0.</p> <p>2. On parcels where land dedication is required pursuant to General Regulation 4, the maximum floor area ratio (FAR) may be increased by an additional 0.3 of residential use for each 10 percent or portion thereof of the subject property required to be dedicated.</p> <p>3. Twenty-foot yard required where properties abut NE 132nd Street.</p> <p>4. Building height is regulated as follows:</p> <p>a. Building height may exceed 30 feet above average building elevation, if:</p> <ol style="list-style-type: none"> 1) One of the following public improvements is provided: <ol style="list-style-type: none"> a) Dedication and improvement of new streets pursuant to General Regulation 4; or b) Where General Regulation 4 does not apply, the development of pedestrian-oriented elements that exceed the requirements of KZC 92.15 and Chapter 105 KZC. Examples include pedestrian walkways through the subject property, public plazas, public art and fountains; and 2) Provides for at least 10 percent of the units in new residential developments of four units or greater as affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives. <p>b. Building height may be increased up to 160 feet above average building elevation; provided, that:</p> <ol style="list-style-type: none"> 1) Development on the subject property complies with 4(a) above, 2) Design of buildings meets guidelines for towers set forth in Design Guidelines (Chapter 142 KZC, and Chapter 3.30 KMC). 3) Floor plates may not exceed 10,000 square feet per floor, for the portion of the building above 80 feet in height. 4) Methods for mitigating any significant shadowing and lighting impacts of the increased building height on the residential areas to the north are proposed. 5) Taller elements of buildings would be stepped back from the perimeter of TL 1B boundaries, away from adjacent residential zones.

DEVELOPMENT CONTAINING BOTH OFFICE USE AND ATTACHED OR STACKED DWELLING UNITS OR RESIDENTIAL SUITES:
 * Delete Special Regulations 1 and 2

REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 55.15	USE ↓ REGULATIONS ↘	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.050	Attached or Stacked Dwelling Units or Residential Suites	D.R., Chapter 142 KZC	None	10' See Spec. Reg. 5.	0'	0'	85% See Spec. Reg. 7.	30' to 160' above average building elevation. See Spec. Reg. 6.	C	A	See KZC 105.25.	<ol style="list-style-type: none"> Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use. Residential development must provide a minimum density of 50 dwelling units per gross acre. The maximum floor area ratio (F.A.R.) for development over 65 feet in height on the subject property is 3.0, or 300 percent of lot size. Maximum F.A.R. is determined based on parcel size, prior to any road dedication required pursuant to General Regulation 4 for this zone. On parcels where road dedication is required pursuant to General Regulation 4, the maximum floor area ratio (F.A.R.) may be increased by an additional 0.30 for each 10 percent or portion thereof of the subject property required to be dedicated. Twenty-foot yard required where properties abut NE 132nd Street. Building height is regulated as follows: <ol style="list-style-type: none"> Building height may exceed 30 feet above average building elevation, if: <ol style="list-style-type: none"> One of the following public improvements is provided: <ol style="list-style-type: none"> Dedication and improvement of new streets pursuant to General Regulation 4; or Where General Regulation 4 does not apply, the development of pedestrian-oriented elements that exceed the requirements of KZC 92.15 and Chapter 105 KZC. Examples include pedestrian walkways through the subject property, public plazas, public art and fountains; and Provides for at least 10 percent of the units in new residential developments of four units or greater as affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives. Building height may be increased up to 160 feet above average building elevation; provided, that: <ol style="list-style-type: none"> Development on the subject property complies with 6(a) above. Design of buildings meets guidelines for towers set forth in Design Guidelines (Chapter 142 KZC, and Chapter 3.30 KMC). Floor plates may not exceed 10,000 square feet per floor, for the portion of the building above 80 feet in height. Methods for mitigating any significant shadowing and lighting impacts of the increased building height on the residential areas to the north are proposed.

ATTACHED OR STACKED DWELLING UNITS OR RESIDENTIAL SUITES:

 * Delete Special Regulations 3 and 4.

REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE

Section 55.15		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS									
		Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage				
USE ↓	REGULATIONS ↓		Front	Side	Rear						
.070	School, Day-Care Center or Mini-School or Mini-Day-Care (continued)										REGULATIONS CONTINUED FROM PREVIOUS PAGE 4. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 5. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements. 6. When included as an accessory use within the structure of a primary use with a taller height limit, the height limit for the primary use applies. 7. Increases in lot coverage may be considered if: a. Land dedication on the subject property provided pursuant to General Regulation 4 limits area available for development on the property; and/or b. Other techniques used to provide open space result in superior landscaping, such as the use of gardens on lower portions of structures or on rooftops, the provision of visual and pedestrian access to public garden areas, or other approaches that provide for useable green space.
.080	Assisted Living Facility	D.R., Chapter 142 KZC	None	10' See Spec. Reg. 4.	0'	0'	85% See Spec. Reg. 6.	30' to 160' above average building elevation. See Spec. Reg. 5.	C	A	1 per assisted living unit. 1. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use. 2. The maximum floor area ratio (FAR) for development over 65 feet in height on the subject property is 3.0, or 300 percent of lot size. Maximum FAR is determined based on parcel size, prior to any road dedication required pursuant to General Regulation 4 for this zone. 3. On parcels where road dedication is required pursuant to General Regulation 4, the maximum floor area ratio (FAR) may be increased by an additional 0.30 for each 10 percent or portion thereof, of the subject property required to be dedicated. 4. Twenty-foot yard required where properties abut NE 132nd Street. 5. Building height is regulated as follows: a. Building height may exceed 30 feet above average building elevation, if: 1) One of the following public improvements is provided: a) Dedication and improvement of new streets pursuant to General Regulation 4; or REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE

ASSISTED LIVING FACILITY:
 * Delete Special Regulations 2 and 3

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 55.15	USE ↓ REGULATIONS ↘	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.090	Convalescent Center or Nursing Home	D.R., Chapter 142 KZC	None	10' See Spec. Reg. 1.	0'	0'	80%	30' to 160' above average building elevation. See Spec. Reg. 4.	C	B	1 for each bed.	<ol style="list-style-type: none"> 1. Twenty-foot yard required where properties abut NE 132nd Street. 2. The maximum floor area ratio (FAR) for development over 65 feet in height on the subject property is 3.0, or 300 percent of lot size. Maximum FAR is determined based on parcel size, prior to any road dedication required pursuant to General Regulation 4 for this zone. 3. On parcels where road dedication is required pursuant to General Regulation 4, the maximum floor area ratio (FAR) may be increased by an additional 0.30 for each 10 percent or portion thereof of the subject property required to be dedicated. 4. Building height is regulated as follows: <ol style="list-style-type: none"> a. Building height may exceed 30 feet above average building elevation, if one of the following public improvements is provided: <ol style="list-style-type: none"> 1) Dedication and improvement of new streets pursuant to General Regulation 4; or 2) Where General Regulation 4 does not apply, the development of pedestrian-oriented elements that exceed the requirements of KZC 92.15 and Chapter 105 KZC. Examples include pedestrian walkways through the subject property, public plazas, public art and fountains; and b. Building height may be increased up to 160 feet above average building elevation; provided, that: <ol style="list-style-type: none"> 1) Development on the subject property complies with 4(a) above. 2) Design of buildings meets guidelines for towers set forth in Design Guidelines (Chapter 142 KZC, and Chapter 3.30 KMC). 3) Floor plates may not exceed 10,000 square feet per floor, for the portion of the building above 80 feet in height. 4) Methods for mitigating any significant shadowing and lighting impacts of the increased building height on the residential areas to the north are proposed. 5) Taller elements of buildings would be stepped back from the perimeter of TL 1B boundaries, away from adjacent residential zones. 6) Portions of structures exceeding 80 feet in height must be separated by at least 60 feet, both on the subject property and from taller building elements on adjacent properties.

CONVALESCENT CENTER OR NURSING HOME:

* Delete Special Regulations 2 and 3.

REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 55.33	USE ↓ REGULATIONS →	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.010	Vehicle Service Station	D.R., Chapter 142 KZC	22,500 sq. ft.	40'	15' on each side	15'	80%	30' average building elevation.	A	E	See KZC 105.25.	<ol style="list-style-type: none"> May not be more than two vehicle service stations at any intersection. Gas pump islands may extend 20 feet into the front yard. Canopies or covers over gas pump islands may not be closer than 10 feet to any property line. Outdoor parking and service areas may not be closer than 10 feet to any property line. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations.
.020	A Retail Establishment providing storage services. See also Spec. Regs. 1 and 2.		None	10'	0'	0'		65' above average building elevation.				<ol style="list-style-type: none"> May include accessory living facilities for resident security manager. This use not permitted if any portion of the subject property is located within 150 feet of the Cross Kirkland Corridor.
.030	A Retail Establishment providing vehicle or boat sales or vehicle or boat service or repair. See Spec. Reg. 2.											<ol style="list-style-type: none"> Outdoor vehicle or boat parking or storage areas must be buffered as required for a parking area in KZC 95.45. See KZC 115.105, Outdoor Use, Activity and Storage, for additional regulations. Vehicle and boat rental and used vehicles or boat sales are allowed as part of this use.
.040	Restaurant or Tavern										1 per each 100 sq. ft. of gross floor area.	<ol style="list-style-type: none"> For restaurants with drive-in or drive-through facilities: <ol style="list-style-type: none"> One outdoor waste receptacle shall be provided for every eight parking stalls. Access for drive-through facilities shall be approved by the Public Works Department. Drive-through facilities shall be designed so that vehicles will not block traffic in the right-of-way while waiting in line to be served. Access for drive-through facilities shall not be located between the building and the Cross Kirkland Corridor.
.050	Any Retail Establishment, other than those specifically listed in this zone, selling goods, or providing services including banking and related financial services										1 per each 300 sq. ft. of gross floor area.	<ol style="list-style-type: none"> Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: <ol style="list-style-type: none"> The assembled or manufactured goods are directly related to and are dependent upon this use, and are available for purchase and removal from the premises. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other retail uses.

1. Delete Use: Retail establishment providing storage services and Special Regulations for this use.
2. Add new Special Regulation to general Retail use listing to allow storage use when accessory to another use.

2. Retail establishments providing storage services are not permitted in this zone unless accessory to another permitted use.

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 55.39	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS				MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.010	Master Plan Development See Spec. Reg. 1.	D.R., Chapter 142 KZC.	2 acres	10'	0'	0'	80%	None. See Spec. Reg. 6.	See Spec. Reg. 1(h).	See Spec. Reg. 4.	See KZC 105.25.	1. A Master Plan for development of the entire subject property must be approved. The Master Plan must establish a circulation system for vehicles and pedestrians that integrates with existing and planned circulation throughout the TL 5 zone. The plan must be pedestrian-oriented and incorporate the following design principles: <ol style="list-style-type: none"> a. Siting of buildings oriented to the pedestrian network; isolated building pads should be minimized. b. Storefront orientation to pedestrian and vehicular circulation routes. c. Ground floor spaces designed in a configuration which encourages pedestrian activity and visual interest. Uses other than retail, restaurants, and taverns may be permitted on the ground floor of structures only if the use and location do not compromise the desired pedestrian orientation and character of the development. d. Pedestrian connections internal to the site that provide convenient pedestrian mobility and contribute to pedestrian activity and visual interest. e. Shared vehicular connections to 124th Avenue NE. f. Clearly identifiable building and pedestrian access points and entryways. g. Provision of useable public spaces, plazas or pocket parks, and public amenities, such as art, sculpture, fountains or benches. h. Use of landscaping to emphasize entries into buildings and pedestrian areas, to enhance public spaces, and to screen blank walls and service areas. Landscaping should also be provided in plazas, along pedestrian circulation routes, and in parking areas. i. Placement of parking areas behind buildings located on pedestrian-oriented streets and pathways. j. Placement of loading and service areas away from 124th Avenue NE and pedestrian areas. k. Location of drive-through facilities to not compromise the pedestrian orientation of the development.

REGULATIONS CONTINUED ON NEXT PAGE

SEE REVISIONS ON SUBSEQUENT PAGES

Section 55.39		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS									
		Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage				
USE ↓	REGULATIONS ↑		Front	Side	Rear						
.010	Master Plan Development (Continued)									<p>REGULATIONS CONTINUED FROM PREVIOUS PAGE</p> <ol style="list-style-type: none"> Development must include commercial use on the ground floor with gross floor area equal to or greater than 20 percent of the area of the subject property. Minor floor area reductions may be approved by the Planning Official if the applicant demonstrates that meeting the requirement is not feasible given the configuration of existing or proposed improvements and that the commercial space is configured to maximize its visibility and pedestrian orientation. The following uses are not permitted within a Master Plan: <ol style="list-style-type: none"> Retail establishments providing storage services unless accessory to another permitted use; Outdoor storage of bulk commodities, except in the following circumstances: <ol style="list-style-type: none"> If the outdoor storage involves vehicles for sale associated with a vehicle dealership; If the square footage of the storage area is less than 20 percent of the total square footage of the use it is serving; or Storage and operation of heavy equipment except normal delivery vehicles associated with retail uses. Signs for a development approved under this provision must be proposed within a Master Sign Plan application (KZC 100.80) for all signs within the project. At least 10 percent of the units provided in new residential developments of four units or greater shall be affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives. Building height may exceed the limits set forth in General Regulation 3; provided, that development on the property within the Master Plan does not exceed: <ol style="list-style-type: none"> The maximum floor area ratio (FAR) of 2.0, or 200 percent of lot size for office buildings over 65 feet in height. The maximum floor area ratio (FAR) of 2.5, or 250 percent of lot size for residential buildings over 65 feet in height. <p>Land dedicated for roads pursuant to General Regulation 2 may be included in the land used to calculate FAR.</p> Parcels may be added to a previously approved Master Plan, if the applicable criteria set forth in the notice of approval for the approved Master Plan are met. 	

MASTER PLAN DEVELOPMENT:
* Delete Special Regulation 6 (FAR).



SPECIAL REGULATIONS WILL BE RENUMBERED WHERE REGULATIONS ARE ADDED OR DELETED.

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 55.39	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.020	Vehicle Service Station	D.R., Chapter 142 KZC.	22,500 sq. ft.	40'	15' on each side	15'	80%	35' above average building elevation.	A	E	See KZC 105.25.	<ol style="list-style-type: none"> May not be more than two vehicle service stations at any intersection. Gas pump islands may extend 20 feet into the front yard. Canopies or covers over gas pump islands may not be closer than 10 feet to any property line. Outdoor parking and service areas may not be closer than 10 feet to any property line. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations.
.030	A Retail Establishment providing vehicle or boat sales or vehicle or boat service or repair. See Spec. Reg. 1.	None	10'	0'	0'	See Spec. Reg. 2.						C
.040	Restaurant or Tavern						<ol style="list-style-type: none"> For restaurants with drive-in or drive-through facilities: <ol style="list-style-type: none"> One outdoor waste receptacle shall be provided for every eight parking stalls. Access for drive-through facilities shall be approved by the Public Works Department. Drive-through facilities shall be designed so that vehicles will not block traffic in the right-of-way while waiting in line to be served. 					
.050	A Retail Establishment providing storage services. See also Spec. Regs. 1 and 2.										See KZC 105.25.	<ol style="list-style-type: none"> May include accessory living facilities for resident security manager. This use not permitted if any portion of the subject property is located within 150 feet of the Cross Kirkland Corridor.

Delete Use: Retail establishment providing storage services and Special Regulations for this use.

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 55.39	USE ↓ REGULATIONS →	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.060	Any Retail Establishment other than those specifically listed in this zone, selling goods, or providing services including banking and related financial services	D.R., Chapter 142 KZC.	None	10'	0'	0'	80%	35' above average building elevation.	C	E	1 per each 300 sq. ft. of gross floor area.	1. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: a. The assembled or manufactured goods are directly related to and are dependent upon this use, and are available for purchase and removal from the premises. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from
.070	Office Use								D	If a medical, dental or veterinary office, then 1 per each 200 sq. ft. of gross floor area. Otherwise, 1 per each 300 sq. ft. of gross floor area.	permitted. c. Site must be designed so that noise from this use will not be audible off the subject property. A certification to this effect, signed by an acoustical engineer, must be submitted with the development permit application. 2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.	
.080	Hotel or Motel								E	1 per each room. See also Spec. Reg. 2.	1. May include ancillary meeting and convention facilities. 2. Excludes parking requirements for ancillary meeting and convention facilities. Additional parking requirement for these ancillary uses shall be determined on a case-by-case basis.	
.090	Entertainment, Cultural and/or Recreational Facility									See KZC 105.25.		
.100	Private Lodge or Club								B	1 per each 300 sq. ft. of gross floor area.		

Add new Special Regulation to general Retail use listing to allow storage use when accessory to another use.

2. Retail establishments providing storage services are not permitted in this zone unless accessory to another permitted use.

Section 55.45

Zone
TL 6A,
6B

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 55.45	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.010	Vehicle Service Station	D.R., Chapter 142 KZC. See Gen. Reg. 6.	22,500 sq. ft.	40'	15' on each side	15'	80%	35' above average building elevation.	A	E	See KZC 105.25.	1. May not be more than two vehicle service stations at any intersection. 2. Gas pump islands may extend 20 feet into the front yard. Canopies or covers over gas pump islands may not be closer than 10 feet to any property line. Outdoor parking and service areas may not be closer than 10 feet to any property line. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations.
.020	A Retail Establishment providing vehicle or boat sales or vehicle or boat service or repair. See Spec. Reg. 3.			None	10'	0'						0'
.030	Restaurant or Tavern								1. For restaurants with drive-in or drive-through facilities: a. One outdoor waste receptacle shall be provided for every eight parking stalls. b. Access for drive-through facilities shall be approved by the Public Works Department. Drive-through facilities shall be designed so that vehicles will not block traffic in the right-of-way while waiting in line to be served.			
.040	A Retail Establishment providing storage services. See also Spec. Reg. 1.										See KZC 105.25.	1. May include accessory living facilities for resident security manager.

Delete Use: Retail establishment providing storage services and Special Regulations for this use.



DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 55.45	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.050	Any Retail Establishment, other than those specifically listed in this zone, selling goods or providing services, including banking and related financial services	D.R., Chapter 142 KZC. See Gen. Reg. 6.	None	10'	0'	0'	80%	45' above average building elevation. See Gen. Reg. 11.	C	E	1 per each 300 sq. ft. of gross floor area.	1. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: <ol style="list-style-type: none"> The assembled or manufactured goods are directly related to and are dependent upon this use, and are available for purchase and removal from the premises. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other retail uses.
.060	Office Use								D	If a medical, dental or veterinary office, then 1 per each 200 sq. ft. of gross floor area. Otherwise, 1 per each 300 sq. ft. of gross floor area.	2. Retail establishments providing storage services are not permitted in this zone unless accessory to another permitted use. <ol style="list-style-type: none"> Site must be designed so that noise from this use will not be audible off the subject property. A certification to this effect, signed by an acoustical engineer, must be submitted with the development permit application. A veterinary office is not permitted in any development containing dwelling units. 2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: <ol style="list-style-type: none"> The ancillary assembled or manufactured goods are subordinate to and dependent on this use. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses. 	
.070	Hotel or Motel								E	1 per each room. See also Spec. Reg. 2.	1. May include ancillary meeting and convention facilities. 2. Excludes parking requirements for ancillary meeting and convention facilities. Additional parking requirement for these ancillary uses shall be determined on a case-by-case basis.	
.080	Entertainment, Cultural and/or Recreational Facility									See KZC 105.25.		

Add new Special Regulation to general Retail use listing to allow storage use when accessory to another use.

2. Retail establishments providing storage services are not permitted in this zone unless accessory to another permitted use.

55.47 User Guide – TL 7 zone.

The charts in KZC [55.51](#) contain the basic zoning Use. Once you locate the use in which you are interested, look in the left hand column entitled

Insert the following text:
In TL 7A, Design Review (DR), chapter 142 KZC. In TL 7B, a

Section 55.49



Section 55.49 – GENERAL REGULATIONS

The following regulations apply to all uses in this zone unless otherwise noted:

1. Refer to Chapter [1](#) KZC to determine what other provisions of this code may apply to the subject property.
2. A hazardous liquid pipeline extends through the TL 7 zone. Refer to Chapter [118](#) KZC for regulations pertaining to properties near hazardous liquid pipelines.
3. Any development activities requiring Design Review approval pursuant to KZC [142.15](#) in this zone shall be reviewed through Administrative Design Review (ADR), pursuant to KZC [142.25](#). The guidelines contained in the Design Guidelines for the Totem Lake Neighborhood, adopted by KMC [3.30.040](#), shall be applied in lieu of the design regulations in Chapter [92](#) KZC.
4. Access for drive-through facilities must be approved by the Public Works Official. See Chapter [105](#) KZC for requirements.
5. Some development standards or design regulations may be modified as part of the design review process. See Chapters [92](#) and [142](#) KZC for requirements.
6. Development adjoining the Cross Kirkland Corridor or Eastside Rail Corridor shall comply with the standards of KZC [115.24](#).

[link to Section 55.51 table](#)

The Kirkland Zoning Code is current through Ordinance 4479, passed March 3, 2015.

Disclaimer: The City Clerk's Office has the official version of the Kirkland Zoning Code. Users should contact the City Clerk's Office for ordinances passed subsequent to the ordinance cited above.

City Website: <http://www.kirklandwa.gov/> (<http://www.kirklandwa.gov/>)
City Telephone: (425) 587-3190
Code Publishing Company (<http://www.codepublishing.com/>)
eLibrary (<http://www.codepublishing.com/elibrary.html>)

Section 55.51

Zone TL 7

Zone TL 7A, 7B

SE ZONE CHARTER

1.2 per studio unit
 1.3 per 1 bedroom unit
 1.6 per 2 bedroom unit
 1.8 per 3 or more bedroom unit
 See KZC 105.20 for visitor parking requirements.

Height of Structure for all uses: TL 7A: 80' above A.B.E. TL 7B: 45' above A.B.E.

DIRECTIONS:

Section 55.51	USE ↓ REGULATIONS →	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.010	Packaging of Prepared Materials Manufacturing See Spec. Regs. 1 and 3.	D.R., Chapter 142 KZC. See Gen. Reg. 3.	None	10'	0'	0'	90%	45' above average building elevation.	A	C	1 per each 1,000 sq. ft. of gross floor area.	1. The following manufacturing uses are permitted: a. Food, drugs, stone, clay, glass, china, ceramics products, electrical equipment, scientific or photographic equipment; b. Fabricated metal products, but not fabrication of major structural steel articles; c. Cold storage; d. Packaging of prepared materials; e. Textile, leather, wood, paper and plastic products from pre-prepared material; and f. Other compatible uses which may involve manufacturing, processing, assembling, fabrication and handling of products, and research and technological processes. 2. May include, as part of this use, accessory retail sales, office or service utilizing not more than 35 percent (50 percent for properties located within 150 feet of the Cross Kirkland or Eastside Rail Corridor) of the gross floor area of the building.

Add new use listing:
MIXED USE DEVELOPMENT CONTAINING ATTACHED OR STACKED DWELLING UNITS

1.5 Acres

80%

80' above average building elevation.

See Special Reg, 5.

New Special Regulations for this use

MIXED USE DEVELOPMENT CONTAINING ATTACHED OR STACKED DWELLING UNITS:

1. This use is permitted only in TL 7A.
2. Development must include commercial use on the ground floor with gross floor area equal to or greater than 20 percent of the area of the subject property. Minor floor area reductions may be approved by the Planning Official if the applicant demonstrates that meeting the requirement is not feasible given the configuration of existing or proposed improvement and that the commercial space is configured to maximize its visibility and pedestrian orientation. Residential use may be located on the ground floor of a structure only if there is an intervening commercial use with a minimum depth of 20 feet, (as measured from the face of the building on NE 124th Street), between this use and NE 124th Street).
3. The ground floor of structures shall be a minimum of 13 feet in height.
4. Site design must accommodate future pedestrian connections to the CKC.
5. Landscaping for this use must comply with Section 95.42.1. Where an existing residential use exists on the adjacent property, Section 95.42.2 shall apply.
6. At least 10 percent of the units provided in new residential developments of four units or greater shall be affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 for additional affordable housing requirements and incentives.
7. Developers and residents in this zone should be aware that this property lies within a district containing and allowing future development of uses of light industry/office nature, and impacts typically associated with these uses, such as noise and odor, may be experienced by residents.

These amendments would implement changes related to the Totem Commercial Center CAR.

(Revised 12/14)

Section 55.51

Zone
TL 7

USE ZONE CHART

Height of Structure for all uses: TL 7A: 80' above A.B.E.
TL 7B: 45' above A.B.E.

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 55.51	USE ↓	REGULATIONS →	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
				Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
					Front	Side	Rear						
.060	A Retail Establishment providing storage services. See Spec. Regs. 1 and 2.	D.R., Chapter 119 KZC. See General Reg. 3	None	10'	0'	0'	90%	45' above average building elevation.	A	E	See KZC 105.25.	1. May include accessory living facilities for resident security manager. 2. This use not permitted if any portion of the subject property is located within 150 feet of the Cross Kirkland or Eastside Rail Corridor.	
.070	A Retail								B	E	1 per each 300 sq. ft. of gross floor area.	3. This use is not permitted in TL 7A unless accessory to another permitted use.	
.080	A Retail Establishment selling building materials or providing rental services						80%						
.100	High Technology						90%						

New Special Regulation for Retail Storage Use.

These amendments would implement the changes related to the Morris CAR

Add new use: ATTACHED OR STACKED DWELLING UNITS

3,600 s.f. per unit

Parking Requirements for Attached or Stacked Dwelling Units:
 1.2 per studio unit
 1.3 per 1 bedroom unit
 1.6 per 2 bedroom unit
 1.8 per 3 or more bedroom unit
 See KZC 105.20 for visitor parking requirements.

Special Regulations for: ATTACHED OR STACKED DWELLING UNITS:
 1. This use is permitted only in TL 7B, north of NE 126th Place, east of 132nd Ave NE and west of the RMA 3.6 zone.
 2. Landscaping for this use must comply with Section 95.42.1. Where an existing residential use exists on the adjacent property, Section 95.42.2 shall apply.
 3. At least 10 percent of the units provided in new residential developments of four units or greater shall be affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 for additional affordable housing requirements and incentives.
 4. Developers and residents in this zone should be aware that this property lies within a district containing and allowing future development of uses of light industry/office nature, and impacts typically associated with these uses, such as noise and odor, may be experienced by residents.

USE ZONE CHART

Height of Structure
for all uses: TL
7A: 80' above
A.B.E.
TL 7B: 45' above
A.B.E.

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 55.51	USE ↓ REGULATIONS ↑	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.110	Office Use	D.R., Chapter 142 KZC. See Gen. Reg. 3.	None	10'	0'	0'	80%	45' above average building elevation.	C See also Spec. Reg. 1(a).		If a medical, dental, or veterinary office, then 1 per each 200 sq. ft. of gross floor area. Otherwise, 1 per each 300 sq. ft. of gross floor area.	1. The following regulations apply only to veterinary offices: a. If there are outdoor runs or other outdoor facilities for the animals, then use must comply with Landscape Category A. b. Outside runs and other outside facilities for the animals must be set back at least 10 feet from each property line and must be surrounded by a fence or wall sufficient to enclose the animals. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations.
.120	Any Retail Establishment other than those specifically listed in this zone, selling goods or providing services including banking and related services (See Spec. Reg. 1).								B	E	1 per each 300 sq. ft. of gross floor area.	1. This use is only permitted on properties located north of NE 124th Street, south of the Cross Kirkland Corridor right-of-way and west of 135th Avenue NE. 2. Outdoor storage for this use must be buffered as established in Chapter 95 KZC for Landscaping Category A. 3. No drive-through or drive-in facilities are permitted.
.130	Restaurant or Tavern										1 per each 100 sq. ft. of gross floor area.	b. Within 150 feet of the Cross Kirkland or Eastside Rail Corridor. 2. No drive-through or drive-in facilities are permitted.
.140	Entertainment, Cultural and/or Recreational Facility											
.150	Hotel or Motel										1 per each room. See Spec. Reg. 2.	1. May include meeting and convention facilities. 2. Excludes parking requirements for ancillary meeting and convention facilities. Additional parking requirement for those ancillary uses shall be determined on a case-by-case basis.
.160	A Retail Establishment providing printing, publishing, or duplicating services										1 per each 300 sq. ft. of gross floor area.	1. Gross floor area for this use may not exceed 3,000 sq. ft. For a larger printing or publishing facility, see wholesale printing or publishing listing in this use zone.

Add new Special Regulation to general Retail use listing to allow storage use when accessory to another use.

4. Retail establishments providing storage services are not permitted in TL 7A unless accessory to another permitted use.

Height of Structure for all uses: TL 7A: 80' above A.B.E.
TL 7B: 45' above A.B.E.

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 55.51	USE ↓ REGULATIONS →	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.220	School or Day-Care Center See Spec. Reg. 6	D.R., Chapter 142 KZC.	None	10'	0'	0'	80%	45' above average building elevation.	D	B	See KZC 105.25.	<ol style="list-style-type: none"> 1. A six-foot-high fence is required only along the property lines adjacent to the outside play areas. 2. Hours of operation may be limited to reduce impacts on nearby residential uses. 3. An on-site passenger loading area must 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 nearby residential uses. 4. May include accessory living facilities for staff persons. 5. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses.
.230	Public Utility								C			6. This use is not permitted in the TL 7B zone unless it is accessory to a primary use, and: <ol style="list-style-type: none"> a. It will not exceed 20% of the gross floor area of the building; b. It is integrated into the design of the building.
.240	Government Facility Community Facility								See Spec. Reg. 1.			
.250	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										

New restrictions on School/Day Care Center Use in TL 7B

6. This use is not permitted in the TL 7B zone unless it is accessory to a primary use, and:

- a. It will not exceed 20% of the gross floor area of the building;
- b. It is integrated into the design of the building.

Section 55.51



USE ZONE CHART

Height of Structure for all uses: TL 7A: 80' above A.B.E.
TL 7B: 45' above A.B.E.

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 55.51	USE ↓ REGULATIONS →	Required Review Process	MINIMUMS			MAXIMUMS		Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)		
			Lot Size	REQUIRED YARD (See Ch. 115)											
				Front	Side	Rear									
.00	A Retail establishment providing storage services. See Spec. Regs. 1 and 2.	D.R., Chapter 142 KZC. See Gen. Reg. 3.	None	10'	0'	0'	90%	45' above average building elevation.	A		See KZC 105.25.	1. May include accessory living facilities for resident security manager. 2. This use not permitted if any portion of the subject property is located within 150 feet of the Cross Kirkland or Eastside Rail Corridor.			
.00	A Retail establishment providing building construction, plumbing, electrical, landscaping, or pest control services												B	1 per each 300 sq. ft. of gross floor area.	1. Outdoor storage for this use must be buffered as established in Chapter 95 KZC for Landscaping Category A.
.080	A Retail establishment selling building materials or														
							80%								
							90%								
	A Retail establishment providing rental services														
.100	High Technology								A	D	If manufacturing, then 1 per each 1,000 sq. ft. of gross floor area. If office, then 1 per 300 sq. ft. of gross floor area. otherwise, see KZC 105.25.	4. For property located east of the Eastside Rail Corridor, northeast of the terminus of Willows Road NE and west of the Kirkland city limits, the following regulations apply: a. Building height may be increased to 75' for elevator overrides and other rooftop appurtenances. Rooftop screening must comply with Section 115.120.3. b. 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 provide a greater level of function and value are preferred.			

These amendments would implement the changes related to the Astronics CAR

New Special Regulations for High Technology use.
New reference in height column to Special Regulation related to building height.

45'. See Spec. Reg. 4.a

4. For property located east of the Eastside Rail Corridor, northeast of the terminus of Willows Road NE and west of the Kirkland city limits, the following regulations apply:
a. Building height may be increased to 75' for elevator overrides and other rooftop appurtenances. Rooftop screening must comply with Section 115.120.3.
b. 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 provide a greater level of function and value are preferred.

Height of Structure for all uses: TL 7A: 80' above A.B.E.
TL 7B: 45' above A.B.E.

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 55.51	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.110	Office Use	D.R., Chapter 142 KZC. See Gen. Reg. 2.	None	10'	0'	0'	80%	45' above average building elevation.	C See also Spec. Reg. 1(a).	If a medical, dental, or veterinary office, then 1 per each 200 sq. ft. of gross floor area. otherwise, 1 per each 300 sq. ft. of gross floor area.	1. The following regulations apply only to veterinary offices: a. If there are outdoor runs or other outdoor facilities for the animals, then use must comply with Landscape Category A. b. Outside runs and other outside facilities for the animals must be set back at least 10 feet from each property line and must be surrounded by a fence or wall sufficient to enclose the animals. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations.	
.112	goods or providing services including banking and related services (See Spec. Reg. 1).								B	1 per each 300 sq. ft. of gross floor area.	1. .2. For property located east of the Eastside Rail Corridor, northeast of the terminus of Willows Road NE and west of the Kirkland city limits, the following regulations apply: a. Building height may be increased to 75' for elevator overrides and other rooftop appurtenances. Rooftop screening must comply with Section 115.120.3. b. 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 provide a greater level of function and value are preferred	
.130	Restaurant or Tavern									1 per each 100 sq. ft. of gross floor area.	1. 2.	
	providing printing, publishing, or duplicating services									1 per each room. See Spec. Reg. 2.	1. 2.	
										1 per each 300 sq. ft. of gross floor area.	1.	

New Special Regulations for Office use. New reference in height column to Special Regulation related to building height.

45'. See Spec. Reg. 2.a

.2. For property located east of the Eastside Rail Corridor, northeast of the terminus of Willows Road NE and west of the Kirkland city limits, the following regulations apply:
a. Building height may be increased to 75' for elevator overrides and other rooftop appurtenances. Rooftop screening must comply with Section 115.120.3.
b. 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 provide a greater level of function and value are preferred

These amendments would implement changes related to the Astronics CAR.

Revise Height of Structure for all uses in TL 8 zone to 80' above average building elevation.

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 55.57	USE ↓ REGULATIONS →	Required Review Process	Lot Size	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARD (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.010	Hotel or Motel See Gen. Reg. 2.	D.R., Chapter 142 KZC. See Gen. Reg. 8.	None	10'	5' each side	10'	70%	65' above average building elevation.	B	E	See KZC 105.25.	<ol style="list-style-type: none"> The following uses are not allowed: The sale, service, and/or rental of motor vehicles, sailboats, motor boats, and recreational trailers, vehicle service station, and storage services; provided, that motorcycle sales, service, or rental is permitted if conducted indoors. Ancillary assembly and manufactured goods on the premises of this use are permitted only if: <ol style="list-style-type: none"> The assembled or manufactured goods are directly related to and are dependent on this use, and are available for purchase and removal from the premises. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other retail uses. Outdoor storage and drive-in or drive-through facilities are not permitted.
.020	Entertainment, Cultural and/or Recreational Facility See Gen. Reg. 2.											
.040	Any Retail Establishment, other than those specifically listed in this zone, selling goods or providing services, including banking and related financial services. See Spec. Reg. 1.											
.050	Restaurant or Tavern											

Revise to 80'

Section 55.57

Zone
TL 8

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 55.57	USE ⇓ REGULATIONS ⇓	Required Review Process	Lot Size	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARD (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.060	Office Use See Gen. Reg. 2.	D.R., Chapter 142 KZC. See Gen. Reg. 8.	None	10'	5' each side	10'	70%	65' above average building elevation.	C	D	See KZC 105.25.	<ol style="list-style-type: none"> The following regulations apply to veterinary offices only: <ol style="list-style-type: none"> May only treat small animals on the subject property. Outside runs and other outside facilities for the animals are not permitted. Site must be designed so that noise from this use will not be audible off the subject property. A certification to this effect, signed by an acoustical engineer, must be submitted with the development permit application. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: <ol style="list-style-type: none"> The ancillary assembled or manufactured goods are subordinate to and dependent on this use. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.
.070	Attached or Stacked Dwelling Units See Gen. Reg. 2.				5' each side See Spec. Reg. 3.	10' See Spec. Reg. 4.			D	A		<ol style="list-style-type: none"> Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use. At least 10 percent of the units provided in new residential developments of four units or greater shall be affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives. The side yard may be reduced to zero feet if the side of the dwelling unit is attached to a dwelling unit on an adjoining lot. If one side of a dwelling unit is so attached and the opposite side is not, the side that is not attached must provide a minimum side yard of five feet. The rear yard may be reduced to zero feet if the rear of the dwelling unit is attached to a dwelling unit on an adjoining lot.

Revise to 80'

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 55.57	USE ↓ REGULATIONS ↓	Required Review Process	Lot Size	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARD (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.080	Development containing attached or stacked dwelling units and offices, restaurants or taverns, or retail uses allowed in this zone. See Gen. Reg. 2. See Spec. Reg. 1.	D.R., Chapter 142 KZC. See Gen. Reg. 8.	None	10'	5' each side. See Spec. Reg. 6.	10' See Spec. Reg. 7.	70%	65' above average building elevation.	B	E	See KZC 105.25.	<ol style="list-style-type: none"> A veterinary office is not permitted in any development containing dwelling units. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use. Ancillary assembly and manufactured goods on the premises of this use are permitted only if: <ol style="list-style-type: none"> The assembled or manufactured goods are subordinate and directly related to and dependent on this use, and are available for purchase and removal from the premises. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other retail or office uses. At least 10 percent of the units provided in new residential developments of four units or greater shall be affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives. The equivalent of the additional gross floor area constructed above 35 feet over ABE must be dedicated to residential use. Residential use may be located anywhere in the building above the ground floor. The side yard may be reduced to zero feet if the side of the dwelling unit is attached to a dwelling unit on an adjoining lot. If one side of a dwelling unit is so attached and the opposite side is not, the side that is not attached must provide a minimum side yard of five feet. The rear yard may be reduced to zero feet if the rear of the dwelling unit is attached to a dwelling unit on an adjoining lot.
.090	Private Lodge or Club See Gen. Reg. 2.				5' each side.	10'			C	B		

Revise to 80'



Section 55.57

Zone
TL 8

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 55.57	USE ↓ REGULATIONS →	Required Review Process	Lot Size	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARD (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.100	School Day-Care Center, Mini-School or Mini-Day-Care Center See Gen. Reg. 2.	D.R., Chapter 142 KZC. See Gen. Reg. 8.	None	10'	5' on each side	10'	70%	65'-above average building elevation.	D	B	See KZC 105.25.	<ol style="list-style-type: none"> 1. A six-foot-high fence is required only along the property lines adjacent to the outside play areas. 2. An on-site passenger loading area must 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. 3. May include accessory living facilities for staff persons. 4. The location of parking and passenger loading areas shall be designed to reduce impacts on any nearby residential uses.
.110	Assisted Living Facility Convalescent Center Nursing Home See Gen. Reg. 2.											<ol style="list-style-type: none"> 1. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.
.120	Public Utility See Gen. Reg. 2.				20' on each side	20'			A			<ol style="list-style-type: none"> 1. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.
.130	Government Facility or Community Facility See Gen. Reg. 2.				10' on each side				C See Spec. Reg. 1			
.140	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										

Revise to 80'



DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 55.61	USE ↓ REGULATIONS →	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.140	Mini-Day-Care See Spec. Reg. 1.	None	None	10'	0'	0'	80%	Same as primary use.	D	B	See KZC 105.25.	<ol style="list-style-type: none"> This use is permitted if accessory to a primary use, and: <ol style="list-style-type: none"> It will not exceed 20 percent of the gross floor area of the building; The use is integrated into the design of the building. A six-foot-high fence is required along the property lines adjacent to the outside play areas. To reduce impacts on nearby residential uses, hours of operation of the use may be limited and parking and passenger loading areas relocated. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses. May include accessory living facilities for staff persons.
.150	Recycling Center											<ol style="list-style-type: none"> May deal in metal cans, glass, and paper. Other materials may be recycled if the Planning Director determines that the impacts are no greater than those associated with recycling metal cans, glass, or paper. The individual will have the burden of proof in demonstrating similar impacts.
.160	Public Utility								C	B		<ol style="list-style-type: none"> Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.
.170	Government Facility Community Facility								See Spec. Reg. 1.			
.180	Vehicle or Boat Repair, Services, Storage, or Washing								A	E		<ol style="list-style-type: none"> Outdoor vehicle or boat parking or storage areas must be buffered as required for a parking area in KZC 95.45. See KZC 115.105, Outdoor Use, Activity and Storage, for additional regulations. Access from drive-through facilities must be approved by the Public Works Department. Drive-through facilities must be designed so that vehicles will not block traffic in the right-of-way while waiting in line to be served.
.190		Development standards will be determined on case-by-case basis. See Chapter 49 KZC for required review process.										

These amendments would implement changes related to the Rairdon CAR.

Add Vehicle Sales use, and Special Regulations for this use.

Add Sales to this use listing

- Vehicle or boat sales are permitted on parcels abutting 132nd Avenue NE only.
- For lighting requirements associated with development, see KZC 115.85(2). In addition, no internal illumination of wall surfaces is allowed.
- Outdoor loudspeaker systems are prohibited.

55.62 User Guide – TL 9B zone.

The charts in KZC [55.64](#) contain the basic zoning regulations that apply in the TL 9B zone of the City. Use these charts by reading down Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

Section 55.63

Zone
TL 9B

Section 55.63 – GENERAL REGULATIONS

The following regulations apply to all uses in this zone unless otherwise noted:

1. Refer to Chapter [1](#) KZC to determine what other provisions of this code may apply to the subject property.
2. All development or associated land surface modifications shall be set back 100 feet from the north boundary.
3. Vehicular access shall be from the 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.

Text to be inserted:
for uses other than "A Retail Establishment providing vehicle or boat sales, repair, services, storage or washing",

[link to S](#)

New General Regulations to include:

4. For residential development:

- 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 accommodate 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.

The Kirkla
4479, pass
Disclaimer:
Kirkland Zc
Office for o
above.

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 55.64	USE ↓ REGULATIONS ↑	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.010	Detached Dwelling Units	Process IIA, Chapter 150 KZC	5,000 sq. ft.	20'	5'	10'	60%	30' above average building elevation.	E	A	2.0 per unit.	1. For this use, only one dwelling unit may be on each lot regardless of the size of the lot. 2. Chapter 115 KZC contains regulations regarding home occupa-
.020	Detached, Attached or Stacked Dwelling Units										1.7 per unit.	
					stacked units, 5', but 2 side yards must equal at least 15'. See Spec. Reg. 4.			units: 50' above average building elevation. See Spec. Reg. 6.				
.030	Church		7,200 sq. ft.		20'	20'	70%	30' above average building elevation.	C	B	1 for every 4 people based on maximum occupancy of worship. See Spec. Reg. 2	

New use listing and standards for vehicle sales use, to be developed with parcel in TL 9A.

1. This use is allowed only when included in development of the adjoining parcel to the south in TL 9A.
2. An expanded buffer, greater than 100 feet, from the parcel's north property line must be provided. The buffer must be placed in a recorded, protective easement.
3. 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 provide a greater level of function and value are preferred.
4. For lighting requirements associated with development, see KZC 115.85(2). In addition, no internal illumination of wall surfaces is allowed.
5. Outdoor loudspeaker systems are prohibited.

A Retail Establishment providing vehicle or boat sales, repair, services, storage or washing.

Planned Unit Development, Process

None 20' 5' 10' 70%

30' above average building elevation

A

E

See KZC 105.25

These amendments would implement changes related to the Rairdon CAR.

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 55.69	USE ⇓ REGULATIONS ⇓	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.020	Office Use High Technology	D.R., Chapter 142 KZC. See Gen. Reg. 5.	None	10'	5' but 2 side yards must equal at least 15'	10'	80%	See Spec. Reg. 2.	C See Spec. Reg. 3.	D	If manufacturing, then 1 per each 1,000 sq. ft. of gross floor area. If office, then 1 per each 300 sq. ft. of gross floor area. If a medical, dental, or veterinary office, then 1 per each 200 sq. ft. of gross floor area. Otherwise, see KZC 105.25.	<ol style="list-style-type: none"> Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: <ol style="list-style-type: none"> The ancillary assembled or manufactured goods are subordinate to and dependent on this use. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses. Maximum building height for this use is as follows: <ol style="list-style-type: none"> If adjoining a residential zone other than TL 11, then 25 feet above average building elevation. South of either NE 120th Street or NE 118th Street, 35 feet above average building elevation. Elsewhere in this zone, 55 feet above average building elevation. Outdoor storage is prohibited. The following regulations apply only to veterinary offices: <ol style="list-style-type: none"> If there are outdoor runs or other outdoor facilities for the animals, then use must comply with Landscape Category A. Outdoor runs and other outdoor facilities for the animals must be set back at least 10 feet from each property line and must be surrounded by a fence or wall sufficient to enclose the animals. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations.
.030	Restaurant or Tavern See Spec. Reg. 1.				0' 0'		55' above average building elevation.		C	E	1 per 100 sq. ft. of gross floor area.	<ol style="list-style-type: none"> This use is only allowed on parcels with frontage on NE 124th Street, unless the restaurant existed prior to December 31, 2005, as an accessory use to a permitted primary use. For restaurants with drive-in or drive-through facilities: <ol style="list-style-type: none"> One outdoor waste receptacle shall be provided for every eight parking stalls. Access for drive-through facilities shall be approved by the Public Works Department. Drive-through facilities shall be designed so that vehicles will not block traffic in the right-of-way while waiting in line to be served.

New Special Regulation to allow restaurants or taverns throughout the zone, with limitations on size and drive-in and drive-through facilities.

1. Where this use is located on a parcel without frontage on NE 124th Street:
 a. Gross floor area for the use may not exceed 4,000 s.f.
 b. Drive-in and drive-through facilities are not permitted.

USE ZONE CHART

NEW USE LISTING TO CODIFY INTERPRETATION 15-1

across for REGULATIONS

Section 55.69	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.110	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										

Entertainment, Cultural and/or Recreational Facility

D.R. Chapter 142 KZC

None

10'

5' but 2 side yards must equal at least 15'

10'

80%

See Spec. Reg. 2

A

E

See KZC 105.25

- The use shall be conducted within a wholly enclosed building.
- Maximum building height for this use is as follows:
 - If adjoining a residential zone other than TL 11, then 25 feet above average building elevation.
 - South of either NE 120th Street or NE 118th Street, 35 feet above average building elevation.
 - Elsewhere in this zone, 55 feet above average building elevation.
- The structure containing the use shall have been in existence on December 31, 2005, and shall not be altered, changed, or otherwise modified to accommodate the use if the cost of such alteration, change, or modification exceeds 30 percent of the replacement cost of that building. However, expansion of the floor area of this use may not exceed 20 percent of the existing gross floor area of the building.
- The use must be discontinued when there is an alteration, change, or other work in a consecutive 12-month period to the space in which the use is located, and the cost of the alteration, change or other work exceeds 30 percent of the replacement cost of that space.

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 55.75	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.010	Attached or Stacked Dwelling Units See Spec. Reg. 1.	D.R., Chapter 142 KZC. See Gen. Reg. 5.	None	10'	5' but 2 side yards must equal at least 15'	10' See Spec. Reg. 5.	70%	65' above average building elevation.	D	A	1.7 per unit.	1. This use is permitted only on parcels located west of the 118th Avenue NE right of way alignment (see Plates 36 and 37, Chapter 180 KZC). 2. At least 10 percent of the units provided in new residential developments of four units or greater shall be affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives. 3. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use. 4. The side yard may be reduced to zero feet if the side of the dwelling unit is attached to a dwelling unit on an adjoining lot. If one side of a dwelling unit is so attached and the opposite side is not, the side that is not attached must provide a minimum side yard of five feet. 5. The rear yard may be reduced to zero feet if the rear of the dwelling unit is attached to a dwelling unit on an adjoining lot.

Reference to Plate 36 was an error. Revise Special Regulation 1 as follows:
 1. This use is permitted only on parcels located west of the 118th Avenue NE right of way alignment (see Housing Incentive Area 5, Plate 37, Chapter 180 KZC).

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 55.75	USE ↓ REGULATIONS ↓	Required Review Process	Lot Size	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARD (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.090	High Technology	D.R., Chapter 142 KZC. See Gen. Reg. 5.	None	10'	0'	0'	70%	55' above average building elevation.	C See Spec. Reg. 3.	D If manufacturing, then 1 per each 1,000 sq. ft. of gross floor area. If office, then 1 per 300 sq. ft. of gross floor area. Otherwise, see KZC 105.25.	<ol style="list-style-type: none"> This use may include research and development, testing, assembly, repair or manufacturing or offices that support businesses involved in the pharmaceutical and biotechnology, communications and information technology, electronics and instrumentation, computers and software sectors. Refer to KZC 115.105 for provisions regarding outside use, activity and storage. Any outdoor storage area shall be buffered according to Landscape Category A. 	
.095	Vehicle or Boat Repair, Services, Washing or Rental See Spec. Reg. 1.								E See KZC 105.25.	<ol style="list-style-type: none"> The use is permitted only on parcels that abut 120th Avenue NE. Outdoor vehicle or boat parking or storage areas must be buffered as required for a parking area in KZC 95.45. See KZC 115.105, Outdoor Use, Activity and Storage, for additional regulations. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses. 		
.100	Mini-Day-Care See Spec. Reg. 5.										<ol style="list-style-type: none"> A six-foot-high fence is required along the property lines adjacent to the outside play area. Hours of operation may be limited to reduce impacts on nearby residential uses. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses. May include accessory living facilities for staff persons. This use is permitted if accessory to a primary use, and: <ol style="list-style-type: none"> It will not exceed 20 percent of the gross floor area of the building; and The use is integrated into the design of the building. 	

Revise Special Regulation 1 as follows:
1. This use is permitted on parcels abutting NE 118th Street, east of 118th Avenue NE.

USE ZONE CHART

NEW USE LISTING TO CODIFY INTERPRETATION 15-1

for REGULATIONS

Section 55.75	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.110	Church	D.R., Chapter 142 KZC. See Gen. Reg. 5.	None	10'	0'	0'	70%	55' above average building elevation.	C	B	1 for every 4 people based on maximum occupancy load of any area of worship. See Special Regulation 2.	1. The use shall be conducted within a wholly enclosed building, unless the parcel abuts the Cross Kirkland Corridor (CKC). Outdoor activities may be located only between the CKC and the building. 2. The structure containing the use shall have been in existence on December 31, 2005, and shall not be altered, changed, or otherwise modified to accommodate the use if the cost of such alteration, change, or modification exceeds 30 percent of the replacement cost of that building. However, expansion of the floor area of this use may not exceed 20 percent of the existing gross floor area of the building.
.120	A Retail Establishment providing storage services See Spec. Reg. 3.	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review proposals.	None	10'	0'	0'	70%	55' above average building elevation.	A	E	See KZC 105.25.	1. is an alteration, change, or other work in a consecutive 12-month period to the space in which the use is located, and the cost of the alteration, change or other work exceeds 30 percent of the replacement cost of that space. 4. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.
.130	Public Utility								B	1.		
.140	Government Facility or Community Facility								C See Spec. Reg. 1	2. 3.		
.150	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review proposals.										
.160	School or Day-Care Center	D.R., Chapter 142 KZC. See Gen. Reg. 5.	None	10'	0'	0'	70%	55' above average building elevation.	C	B	See KZC 105.25.	1. The use must be discontinued when there is an alteration, change, or other work in a consecutive 12-month period to the space in which the use is located, and the cost of the alteration, change or other work exceeds 30 percent of the replacement cost of that space. 4. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.

Entertainment, Cultural and/or Recreational Facility

D.R. Chapter 142 KZC. See Gen. Reg 5

None

10'

0'

0'

70%

55' above average building elevation

C See Spec Reg 4

B

See KZC 105.25

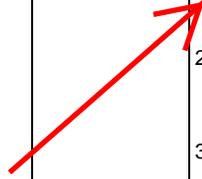
1. The use shall be conducted within a wholly enclosed building, unless the parcel abuts the Cross Kirkland Corridor (CKC). Outdoor activities may be located only between the CKC and the building.
2. The structure containing the use shall have been in existence on December 31, 2005, and shall not be altered, changed, or otherwise modified to accommodate the use if the cost of such alteration, change, or modification exceeds 30 percent of the replacement cost of that building. However, expansion of the floor area of this use may not exceed 20 percent of the existing gross floor area of the building.
3. The use must be discontinued when there is an alteration, change, or other work in a consecutive 12-month period to the space in which the use is located, and the cost of the alteration, change or other work exceeds 30 percent of the replacement cost of that space.
4. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 55.81	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.010	Attached or Stacked Dwelling Units See Spec. Reg. 1.	D.R., Chapter 142 KZC. See Gen. Reg. 5.	None	10'	5' but 2 side yards must equal at least 15'. See Spec. Reg. 5.	10' See Spec. Reg. 6.	80%	Where adjoining a low density zone, 30' above average building elevation. Otherwise, up to 65' above average building elevation. See Spec. Reg. 3.	D	A	1.7 per unit.	1. This use is permitted as a freestanding development only in locations identified on Plate 37 as "Stand-Alone Housing Areas" (see Plate 37, Chapter 180 KZC). If developed in a mixed-use project with three stories of office or high technology use, it may be located throughout the TL 10C zone. 2. At least 10 percent of the units provided in new residential developments of four units or greater shall be affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives. 3. No portion of a structure may exceed the following heights above the elevation of NE 116th Street, as measured at the midpoint of the frontage of the subject property on NE 116th Street: a. Within 20 feet of NE 116th Street, 35 feet. b. Within 30 feet of NE 116th Street, 45 feet. c. Within 40 feet of NE 116th Street, 65 feet. 4. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use. 5. The side yard may be reduced to zero feet if the side of the dwelling unit is attached to a dwelling unit on an adjoining lot. If one side of a dwelling unit is so attached and the opposite side is not, the side that is not attached must provide a minimum side yard of five feet. 6. The rear yard may be reduced to zero feet if the rear of the dwelling unit is attached to a dwelling unit on an adjoining lot.

Revise Special Regulation 1 as follows:
1. This use is permitted only in Housing Incentive Area 4 (see Plate 37).



Section 55.81

Zone
TL 10C

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 55.81	USE ↓ REGULATIONS ↑	Required Review Process	Lot Size	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARD (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.020	Warehouse Storage Service	D.R., Chapter 142 KZC. See Gen. Reg. 5.	None	20'	5' but 2 side yards must equal at least	10'	80%	Where adjoining a low density zone, 30' above average building elevation. Otherwise, up to 35' above average building elevation.	D	C	1 per each 1,000 sq. ft. of gross floor area.	<ol style="list-style-type: none"> May include, as part of this use, accessory retail sales, office or service occupying no more than 20 percent of the gross floor area. The landscaping and parking requirements for these accessory uses will be the same as for the primary use. The structure containing the use shall have been in existence on December 31, 2005, and shall not be altered, changed, or otherwise modified to accommodate the use if the cost of such alteration, change, or modification exceeds 30 percent of the replacement cost of that building. However, expansion of the floor area of this use may not exceed 20 percent of the existing gross floor area of the building. The use must be discontinued when there is an alteration, change, or other work in a consecutive 12-month period to the space in which the use is located, and the cost of the alteration, change or other work exceeds 30 percent of the replacement cost of that space. Refer to KZC 115.105 for provisions regarding outdoor use, activity and storage.
.030	Wholesale Trade											
.040	Industrial Laundry Facility											
.050	Wholesale Printing or Publishing											
.060	Wholesale Establishment or Contracting Services in Building Construction, Plumbing, Electrical, Landscaping, or Pest Control				0'	0'		Where adjoining a low density zone, 30' above average building elevation. Otherwise, 35' above average building elevation.	B	E		<ol style="list-style-type: none"> May include, as part of this use, accessory retail sales, office or service occupying no more than 20 percent of the gross floor area. The landscaping and parking requirements for these accessory uses will be the same as for the primary use. Outdoor storage for this use must be buffered as established in Chapter 95 KZC for Landscaping Category A. The structure containing the use shall have been in existence on December 31, 2005, and shall not be altered, changed, or otherwise modified to accommodate the use if the cost of such alteration, change, or modification exceeds 30 percent of the replacement cost of that building. However, expansion of the floor area of this use may not exceed 20 percent of the existing floor area of the building. The use must be discontinued when there is an alteration, change, or other work in a consecutive 12-month period to the space in which the use is located, and the cost of the alteration, change or other work exceeds 30 percent of the replacement cost of that space. Refer to KZC 115.105 for provisions regarding outdoor use, activity and storage.

Delete special regulations that restrict development, expansion and modification of structures designed for light industrial types of uses.

SPECIAL REGULATIONS WILL BE RENUMBERED WHERE REGULATIONS ARE ADDED OR DELETED.

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 55.81	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.070	A Retail Establishment providing banking and related financial services	D.R., Chapter 142 KZC. See Gen. Reg. 5.	None	10'	0'	0'	80%	Same as primary use.	C	E	1 per each 300 sq. ft. of gross floor area.	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. It will not be located in a separate structure from the primary use; c. It will not exceed 50 percent of the ground floor area of the building; d. The use is integrated into the design of the building; and e. There is no vehicle drive-in or drive-through.
.080	Office Use						Where adjoining a low density zone, then 30' above average building elevation. Otherwise, 45' above average building elevation. See also Spec. Regs. 2 and 3.	C See also Spec. Reg. 1(a).	D	If medical, dental or veterinary office, then 1 per each 200 sq. ft. of gross floor area. Otherwise, 1 per each 300 sq. ft. of gross floor area.	1. The following regulations apply only to veterinary offices: a. If there are outdoor runs or other outdoor facilities for the animals, then use must comply with Landscape Category A. b. Outside runs and other outside facilities for the animals must be set back at least 10 feet from each property line and must be surrounded by a fence or wall sufficient to enclose the animals. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations. 2. When three stories of this use are developed in a mixed use project with attached or stacked dwelling units, building height may be increased by 10 feet per floor of residential use, not to exceed 65 feet above average building elevation. 3. No portion of a structure may exceed the following heights above the elevation of NE 116th Street, as measured at the midpoint of the frontage of the subject property on NE 116th Street: a. Within 20 feet of NE 116th Street, 35 feet. b. Within 30 feet of NE 116th Street, 45 feet. c. Within 40 feet of NE 116th Street, 55 feet.	

Delete Special Regulation that encourages mixed use.

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 55.81	USE ⇕ REGULATIONS ⇓	Required Review Process	Lot Size	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARD (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.090	High Technology	D.R., Chapter 142 KZC. See Gen. Reg. 5.	None	10'	0'	0'	80%	Where adjoining a low density zone, then 30' above average building elevation. Otherwise, 45' above average building elevation. See also Spec. Regs. 2 and 3.	A	D	If manufacturing, then 1 per each 1,000 sq. ft. of gross floor area. If office, then 1 per 300 sq. ft. of gross floor area. Otherwise, see KZC 105.25.	<ol style="list-style-type: none"> This use may include research and development, testing, assembly, repair or manufacturing or offices that support businesses involved in the pharmaceutical and biotechnology, communications and information technology, electronics and instrumentation, computers and software sectors. When three stories of this use are developed in a mixed use project with attached or stacked dwelling units, building height may be increased by 10 feet per floor of residential use, not to exceed 65 feet above average building elevation. No portion of a structure may exceed the following heights above the elevation of NE 116th Street, as measured at the midpoint of the frontage of the subject property on NE 116th Street: <ol style="list-style-type: none"> Within 20 feet of NE 116th Street, 35 feet. Within 30 feet of NE 116th Street, 45 feet. Within 40 feet of NE 116th Street, 55 feet. May include, as part of this use, accessory retail sales or service occupying not more than 20 percent of the gross floor area. The landscaping and parking requirements for these accessory uses will be the same as for the primary use. Refer to KZC 115.105 for provisions regarding outside use, activity and storage.

Delete Special Regulation that encourages mixed use.

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 55.81	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.100	School, Day-Care Center, Mini-School or Mini-Day-Care Center See Spec. Reg. 1.	D.R., Chapter 142 KZC. See Gen. Reg. 5.	None	10'	0'	0'	80%	Same as primary use.	D	B	See KZC 105.25.	1. This use is permitted if accessory to a primary use, and: <ol style="list-style-type: none"> It will not exceed 20 percent of the gross floor area of the building; 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. 5. May include accessory living facilities for staff persons.
.110	Public Utility							Where adjoining a low density zone, then 30' above average building elevation. Otherwise, 45' above average building elevation. See also Spec. Regs. 2 and 3.	C See Spec. Reg. 1.	B		1. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses. 2. When three stories of this use are developed in a mixed-use project with attached or stacked dwelling units, building height may be increased by 10 feet per floor of residential use, not to exceed 65 feet above average building elevation. 3. No portion of a structure may exceed the following heights above the elevation of NE 116th Street, as measured at the midpoint of the frontage of the subject property on NE 116th Street: <ol style="list-style-type: none"> Within 20 feet of NE 116th Street, 35 feet. Within 30 feet of NE 116th Street, 45 feet. Within 40 feet of NE 116th Street, 55 feet.
.120	Government Facility Community Facility											
.130	Vehicle or Boat Sales, Repair, Services, Washing or Rental See Spec. Reg. 1.									E		1. Vehicle or boat sales or rental uses are only permitted if the property abuts NE 116th Street. 2. Outdoor vehicle or boat parking or storage areas must be buffered as required for a parking area in KZC 95.45. See KZC 115.105, Outdoor Use, Activity and Storage, for additional regulations.
.140	Restaurant or Tavern See Spec. Reg. 1.							Same as primary use.	C		1 per each 100 sq. ft. of gross floor area.	1. This use is permitted if accessory to a primary use, and: <ol style="list-style-type: none"> It will not exceed 20 percent of the gross floor area of the building; It is not located in a separate structure from the primary use; The use is integrated into the design of the building; There is no vehicle drive-in or drive-through.

Delete Special Regulation that encourages mixed use.



Section 55.81

Zone
TL 10C

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS													
Section 55.81	USE ⇓ REGULATIONS ⇓	Required Review Process	MINIMUMS			MAXIMUMS		Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARD (See Ch. 115)									
				Front	Side	Rear							
.150	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.											
.160	Entertainment, Cultural and/or Recreational Facility	D.R., Chapter 142 KZC. See Gen. Reg. 5.	None	20'	0'	0'	80%	Where adjoining a low density zone, 30' above average building elevation. Otherwise, 35' above average building elevation.	A	E	See KZC 105.25.	1. The use shall be conducted within a wholly enclosed building. 2. The structure containing the use shall have been in existence on June 1, 2004, and shall not be altered, changed, or otherwise modified to accommodate the use if the cost of such alteration, change, or modification exceeds 30 percent of the replacement cost of that building. 3. The use must be discontinued when there is an alteration, change, or other work in a consecutive 12-month period to the space in which the use is located, and the cost of the alteration, change or other work exceeds 30 percent of the replacement cost of that space.	

Revise Special Regulation 1 as follows:
 1. The use shall be conducted within a wholly enclosed building, unless the parcel abuts the Cross Kirkland Corridor (CKC). Outdoor activities may be located only between the CKC and the building.

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 55.87	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.010	Packaging of Prepared Materials Manufacturing See Spec. Regs. 1 and 2.	D.R., Chapter 142 KZC. See Gen. Reg. 3.	None	20'	0'	0'	80%	Where adjoining a low density zone, 30' above average building elevation. Otherwise, 35' above average building elevation.	A	C	1 per each 1,000 sq. ft. of gross floor area. 1 per each 1,000 sq. ft. of gross floor area. Tasting rooms 1 per each 100 sq. ft. of gross floor area.	<ol style="list-style-type: none"> The following manufacturing uses are permitted: <ol style="list-style-type: none"> Food, drugs, stone, clay, glass, china, ceramics products, electrical equipment, scientific or photographic equipment; Fabricated metal products, but not fabrication of major structural steel forms, heavy metal processes, boiler making, or similar activities; Cold mix process only of soap, detergents, cleaning preparations, perfumes, cosmetics, or other toilet preparations; Packaging of prepared materials; Textile, leather, wood, paper and plastic products from pre-prepared material; and Other compatible uses which may involve manufacturing, processing, assembling, fabrication and handling of products, and research and technological processes. May include, as part of this use, accessory retail sales, or service using not more than 20 percent (50 percent for properties located within 150 feet of the Cross Kirkland Corridor) of the gross floor area. The floor area of accessory office use is not limited. The landscaping and parking requirements for these accessory uses will be the same as for the primary use. The structure containing the use shall have been in existence on December 31, 2005, and shall not be altered, changed, or otherwise modified to accommodate the use if the cost of such alteration, change, or modification exceeds 30 percent of the replacement cost of that building. However, expansion of the floor area of this use may not exceed 20 percent of the existing gross floor area of the building. The use must be discontinued when there is an alteration, change, or other work in a consecutive 12-month period to the space in which the use is located, and the cost of the alteration, change or other work exceeds 30 percent of the replacement cost of that space. Refer to KZC 115.105 for provisions regarding outdoor use, activity and storage. Breweries, wineries, and distilleries may include tasting rooms, accessory retail sales, or office utilizing not more than 20 percent of the gross floor area (no limit for properties located within 150 feet of the Cross Kirkland Corridor).
.015	Breweries, Wineries and Distilleries											

Delete special regulations that restrict development, expansion and modification of structures designed for light industrial types of uses.

SPECIAL REGULATIONS WILL BE RENUMBERED WHERE REGULATIONS ARE ADDED OR DELETED.

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 55.87	USE ⇓ REGULATIONS ⇓	Required Review Process	MINIMUMS			MAXIMUMS		Landscaping Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.020	Warehouse Storage Service	D.R., Chapter 142 KZC. See Gen. Reg. 3.	None	20'	0'	0'	80%	Where adjoining a low density zone, 30' above average building elevation. Otherwise, 35' above average building elevation.	A	C	1 per each 1,000 sq. ft. of gross floor area.	<ol style="list-style-type: none"> 1. May include, as part of this use, accessory retail sales, or service occupying no more than 20 percent of the gross floor area. The landscaping and parking requirements for these accessory uses will be the same as for the primary use. 2. The structure containing the use shall have been in existence on December 31, 2005, and shall not be altered, changed, or otherwise modified to accommodate the use if the cost of such alteration, change, or modification exceeds 30 percent of the replacement cost of that building. However, expansion of the floor area of this use may not exceed 20 percent of the existing gross floor area of the building. 3. The use must be discontinued when there is an alteration, change, or other work in a consecutive 12-month period to the space in which the use is located, and the cost of the alteration, change or other work exceeds 30 percent of the replacement cost of that space. 4. Refer to KZC 115.105 for provisions regarding outdoor use, activity and storage.
.030	Wholesale Trade											
.040	Industrial Laundry Facility											
.050	Wholesale Printing or Publishing											
.060	Wholesale Establishment or Contracting Services in Building Construction, Plumbing, Electrical, Landscaping, or Pest Control								E		<ol style="list-style-type: none"> 1. May include, as part of this use, accessory retail sales, office or service occupying no more than 20 percent of the gross floor area. The landscaping and parking requirements for these accessory uses will be the same as for the primary use. 2. Outdoor storage for this use must be buffered as established in Chapter 95 KZC for Landscaping Category A. 3. The structure containing the use shall have been in existence on December 31, 2005, and shall not be altered, changed, or otherwise modified to accommodate the use if the cost of such alteration, change, or modification exceeds 30 percent of the replacement cost of that building. However, expansion of the floor area of this use may not exceed 20 percent of the existing gross floor area of the building. 4. The use must be discontinued when there is an alteration, change, or other work in a consecutive 12-month period to the space in which the use is located, and the cost of the alteration, change or other work exceeds 30 percent of the replacement cost of that space. 5. Refer to KZC 115.105 for provisions regarding outdoor use, activity and storage. 	

Delete special regulations that restrict development, expansion and modification of structures designed for light industrial types of uses.



USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 55.87	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.070	A Retail Establishment providing banking and related financial services	D.R., Chapter 142 KZC. See Gen. Reg. 3.	None	10'	0'	0'	80%	Same as primary use.	B	E	1 per each 300 sq. ft. of gross floor area.	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; c. It will not be located in a separate structure from the primary use; d. It will not exceed 50 percent of the ground floor area of the building; and e. There is no vehicle drive-in or drive-through.
.080	High Technology						Where adjoining a low density zone, 30' above average building elevation. Otherwise, 80' above average building elevation. See Spec. Reg. 1.	C See Spec. Reg. 5.	D	If manufacturing, then 1 per each 1,000 sq. ft. of gross floor area. If office, then 1 per 300 sq. ft. of gross floor area. Otherwise, see KZC 105.25.	1. If this use is located within the "Stand-Alone Housing Areas" (see Plate 37, Chapter 180 KZC), maximum building height is 65 feet above average building elevation. 2. This use may include research and development, testing, assembly, repair or manufacturing or offices that support businesses involved in the pharmaceutical and biotechnology, communications and information technology, electronics and instrumentation, computers and software sectors. 3. May include as part of this use, accessory retail sales or service occupying not more than 20 percent of the gross floor area. The landscaping and parking requirements for these accessory uses will be the same as for the primary use. 4. Refer to KZC 115.105 for provisions regarding outside use, activity and storage. 5. Any outdoor storage area must be buffered according to Landscape Category A.	
.090	Office Use							also Spec. Reg. 2(a).		If a medical, dental, or veterinary office, then 1 per each 200 sq. ft. of gross floor area. Otherwise, 1 per each 300 sq. ft. of gross floor area.	1. If this use is located within the "Stand-Alone Housing Areas" (see Plate 37, Chapter 180 KZC), maximum building height is 65 feet above average building elevation. 2. The following regulations apply only to veterinary offices: a. If there are outdoor runs or other outdoor facilities for the animals, then use must comply with Landscape Category A. b. Outside runs and other outside facilities for the animals must be set back at least 10 feet from each property line and must be surrounded by a fence or wall sufficient to enclose the animals. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations.	

Revise Special Regulation 1 as follows:
 1. If this use is located in Housing Incentive Area 4 (see Plate 37), maximum building height is 65 feet above average building elevation.

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 55.87	USE ↓ REGULATIONS ↓	Required Review Process	Lot Size	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARD (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.100	Attached or Stacked Dwelling Units See Spec. Reg. 1.	D.R., Chapter 142 KZC. See Gen. Reg. 3.	None	10'	5', but 2 side yards must equal at least 15'. See Spec. Reg. 4.	0'	80%	Where adjoining a low density zone, 30' above average building elevation. Otherwise, 65' above average building elevation. See Spec. Reg. 1.	D	A	1.7 per unit.	1. This use is permitted as a free-standing development only in locations identified on Plate 37 as "Stand-Alone Housing Areas" (see Plate 37, Chapter 180 KZC). If developed in a mixed-use project with three stories of office or high technology use, it may be located throughout the TL 10D zone. 2. At least 10 percent of the units provided in new residential developments of four units or greater shall be affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives. 3. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use. 4. The side yard may be reduced to zero feet if the side of the dwelling unit is attached to a dwelling unit on an adjoining lot. If one side of a dwelling unit is so attached and the opposite side is not, the side that is not attached must provide a minimum side yard of five feet.
.110	Day-Care Center and Mini-Day-Care Center See Spec. Reg. 1.			10'	0'					ZC 5.	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. 5. May include accessory living facilities for staff persons. 6. The location of parking and passenger loading areas shall be designed to reduce impacts on any nearby residential uses.	

Revise Special Regulation 1 as follows:
 1. This use is permitted only in Housing Incentive Area 4 (see Plate 37).
 Add new Special Regulation 2:
 2. Developers and residents in this zone should be aware that this property lies within a district containing and allowing future development of uses of a light industry/office nature, and impacts typically associated with these uses, such as noise and odor, may be experienced by residents.



USE ZONE CHART

Section 55.87	USE ↓ REGULATIONS ↑	DIRECTIONS: FIRST, read directions										Special Regulations (See also General Regulations)
		Required Review Process	Lot Size	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 10)	Required Parking Spaces (See Ch. 105)	
				REQUIRED YARD (See Ch. 115)	Lot Coverage	Height of Structure	Front	Side				
.120	Public Utility	D.R., Chapter 142 KZC. See Gen. Reg. 3.	None	10'	0'	0'	80%	Where adjoining a low density zone, 30' above average building elevation. Otherwise, 35' above average building elevation.	C	B	See KZC 105.25.	1. If this use is located within the "Stand-Alone Housing Areas" (see Plate 37, Chapter 180 KZC), maximum building height is 65 feet above average building elevation. 2. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.
.130	Government Facility Community Facility											
.140	Restaurant or Tavern See Spec. Reg. 1.									ch 100 gross floor area.	1. This use is only permitted as a primary use on properties located within 150 feet of the Cross Kirkland Corridor. On other properties, this use is only permitted if accessory to a primary use, where: a. It will not exceed 20 percent of the gross floor area of the building; b. It is not located in a separate structure from the primary use; c. The use is integrated into the design of the building. 2. No vehicle drive-in or drive-through facilities are permitted.	
.150	Entertainment, Cultural and/or Recreational Facility		20'					Where adjoining a low density zone, 30' above average building elevation. Otherwise, 35' above average building elevation.	A		See KZC 105.25.	1. The use shall be conducted within a wholly enclosed building. 2. The structure containing the use shall have been in existence on June 1, 2004, and shall not be altered, changed, or otherwise modified to accommodate the use if the cost of such alteration, change, or modification exceeds 30 percent of the replacement cost of that building. 3. The use must be discontinued when there is an alteration, change, or other work in a consecutive 12-month period to the space in which the use is located, and the cost of the alteration, change or other work exceeds 30 percent of the replacement cost of that space.
.160	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										

Housing Incentive Area 4 (see Plate 37)

Revise Special Regulation 1 as follows:
1. The use shall be conducted within a wholly enclosed building, unless the parcel abuts the Cross Kirkland Corridor (CKC). Outdoor activities may be located only between the CKC and the building.

New Mixed Use Concept Development Standards

Special Regulations

Use	Review Process	Lot Size	Required Yards Front Side Rear	Lot Cov.	Height of Structure	Landscape	Sign Cat.	Required Parking
<p>Development containing Stacked or Attached dwelling units and one or more of the following uses:</p> <ul style="list-style-type: none"> • Retail establishments, including restaurants and taverns and/or • Office uses 	D.R. Chapter 142 KZC	10 Acres	10' 0' 0'	80%	80' above average building elevation. See Spec. Reg. 5	See Spec. Reg. 6	E	See 105.25
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1. A development which includes one or more of the uses specifically listed in this “use” column may also include one or more of the other uses allowed in this zone.
2. Development must be located on property adjacent to the Cross Kirkland Corridor (CKC), and provide building and site orientation to the CKC.
3. Vehicular and pedestrian access must be oriented away from primary access routes for industrial traffic.
4. Developers and residents in this zone should be aware that this property lies within a district containing and allowing future development of uses of a light industry/office nature, and impacts typically associated with these uses, such as noise and odor, may be experienced by residents.
5. Maximum building height for development that includes land on both sides of the CKC is 100 feet. At least 25% of the gross floor area of the development must be on either side of the corridor to satisfy this requirement.
6. The landscaping requirement adjacent to property in TL 10D shall comply with Section 95.42.1. Where existing residential use abuts the parcel boundaries, Section 95.42.2 applies.

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS													
Section 55.93	USE ↓ REGULATIONS ↑	Required Review Process	MINIMUMS			MAXIMUMS		Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARD (See Ch. 115)									
				Front	Side	Rear							
.010	Packaging of Prepared Materials Manufacturing See Spec. Regs. 1 and 2.	D.R., Chapter 142 KZC	None	20'	0'	0'	80%	Where adjoining a low density zone, 30' above average building elevation. Otherwise, 35' above average building elevation.	A	C	1 per each 1,000 sq. ft. of gross floor area.	<ol style="list-style-type: none"> The following manufacturing uses are permitted: <ol style="list-style-type: none"> Food, drugs, stone, clay, glass, china, ceramics products, electrical equipment, scientific or photographic equipment; Fabricated metal products, but not fabrication of major structural steel forms, heavy metal processes, boiler making, or similar activities; Cold mix process only of soap, detergents, cleaning preparations, perfumes, cosmetics, or other toilet preparations; Packaging of prepared materials; Textile, leather, wood, paper and plastic products from pre-prepared material; and Other compatible uses which may involve manufacturing, processing, assembling, fabrication and handling of products, and research and technological processes. May include as part of this use, accessory retail sales, or service occupying not more than 20 percent of the gross floor area (50 percent for properties located within 150 feet of the Cross Kirkland Corridor). The landscaping and parking requirements for these accessory uses will be the same as for the primary use. The structure containing the use shall have been in existence on December 31, 2005, and shall not be altered, changed, or otherwise modified to accommodate the use if the cost of such alteration, change, or modification exceeds 30 percent of the replacement cost of that building. However, expansion of the floor area of this use may not exceed 20 percent of the existing gross floor area of the building. The use must be discontinued when there is an alteration, change, or other work in a consecutive 12-month period to the space in which the use is located, and the cost of the alteration, change or other work exceeds 30 percent of the replacement cost of that space. Breweries, wineries and distilleries may include tasting rooms, accessory retail sales, or office utilizing not more than 20 percent of the gross floor area (no limit for properties located within 150 feet of the Cross Kirkland Corridor). 	
.015	Breweries, Wineries, and Distilleries										1 per each 1,000 sq. ft. of gross floor area. Tasting rooms 1 per each 100 sq. ft. of gross floor area.		

Delete special regulations that restrict development, expansion and modification of structures designed for light industrial types of uses.

SPECIAL REGULATIONS WILL BE RENUMBERED WHERE REGULATIONS ARE ADDED OR DELETED.

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 55.93	USE ⇩ REGULATIONS ⇨	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.020	Warehouse Storage Service	D.R., Chapter 142 KZC	None	20'	0'	0'	80%	Where adjoining a low density zone, 30' above average building elevation. Otherwise, 35' above	A	C	1 per each 1,000 sq. ft. of gross floor area.	<ol style="list-style-type: none"> May include, as part of this use, accessory retail sales, or service occupying no more than 20 percent of the gross floor area. The landscaping and parking requirements for these accessory uses will be the same as for the primary use. The structure containing the use shall have been in existence on December 31, 2005, and shall not be altered, changed, or otherwise modified to accommodate the use if the cost of such alteration, change, or modification exceeds 30 percent of the replacement cost of that building. However, expansion of the floor area of this use may not exceed 20 percent of the existing gross floor area of the building. The use must be discontinued when there is an alteration, change, or other work in a consecutive 12-month period to the space in which the use is located, and the cost of the alteration, change or other work exceeds 30 percent of the replacement cost of that space.
.030	Wholesale Trade											
.040	Industrial Laundry Facility											
.050	Wholesale Printing or Publishing											
.060	A Retail Establishment providing banking and related financial services											
.070	Office Use	10'	Where adjoining a low density zone, then 50' above average building elevation. Otherwise, 80' above average building elevation.	C See also Spec. Reg. 1(a).	D	If medical, dental or veterinary office, then 1 per each 200 sq. ft. of gross floor area. Otherwise, 1 per each 300 sq. ft. of gross floor area.	<ol style="list-style-type: none"> The following regulations apply only to veterinary offices: <ol style="list-style-type: none"> If there are outdoor runs or other outdoor facilities for the animals, then use must comply with Landscape Category A. Outside runs and other outside facilities for the animals must be set back at least 10 feet from each property line and must be surrounded by a fence or wall sufficient to enclose the animals. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations. 					

Delete special regulations that restrict development, expansion and modification of structures designed for light industrial types of uses.



Section 55.93

Zone
TL 10E

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS													
Section 55.93	USE ↓ REGULATIONS ↑	Required Review Process	MINIMUMS			MAXIMUMS		Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARD (See Ch. 115)									
				Front	Side	Rear							
.130	Entertainment, Cultural and/or Recreational Facility	D.R., Chapter 142 KZC	None	20'	0'	0'	80%	Where adjoining a low density zone, 30' above average building elevation. Otherwise, 35' above average building elevation.	A	E	See KZC 105.25.	1. The use shall be conducted within a wholly enclosed building. 2. The structure containing the use shall have been in existence on June 1, 2004, and shall not be altered, changed, or otherwise modified to accommodate the use if the cost of such alteration, change, or modification exceeds 30 percent of the replacement cost of that building. 3. The use must be discontinued when there is an alteration, change, or other work in a consecutive 12-month period to the space in which the use is located, and the cost of the alteration, change or other work exceeds 30 percent of the replacement cost of that space.	
.140	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.											

Revise Special Regulation 1 as follows:
 1. The use shall be conducted within a wholly enclosed building, unless the parcel abuts the Cross Kirkland Corridor (CKC). Outdoor activities may be located only between the CKC and the building.

New Mixed Use Concept Development Standards

Special Regulations

Use	Review Process	Lot Size	Required Yards Front Side Rear	Lot Cov.	Height of Structure	Landscape	Sign Cat.	Required Parking
Development containing Stacked or Attached dwelling units and one or more of the following uses: • Retail establishments, including restaurants and taverns and/or • Office uses	D.R. Chapter 142 KZC	10 Acres	10' 0' 0'	80%	80' above average building elevation. See Spec. Reg. 5	See Spec. Reg. 6	E	See 105.25
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1. A development which includes one or more of the uses specifically listed in this “use” column may also include one or more of the other uses allowed in this zone.
2. Development must be located on property adjacent to the Cross Kirkland Corridor (CKC), and provide building and site orientation to the CKC.
3. Vehicular and pedestrian access must be oriented away from primary access routes for industrial traffic.
4. Developers and residents in this zone should be aware that this property lies within a district containing and allowing future development of uses of a light industry/office nature, and impacts typically associated with these uses, such as noise and odor, may be experienced by residents.
5. Maximum building height for development that includes land on both sides of the CKC is 100 feet. At least 25% of the gross floor area of the development must be on either side of the corridor to satisfy this requirement.
6. The landscaping requirement adjacent to property in TL 10D shall comply with Section 95.42.1. Where existing residential use abuts the parcel boundaries, Section 95.42.2 applies.

Use		Required Review Process:					
		RM, RMA	WD I	WD III	PLA 2	PLA 3B	PLA 6F
		I = Process I, Chapter 145 KZC IIA = Process IIA, Chapter 150 KZC IIB = Prc None = NP = Use Not Per # = Applicable Special Regulations					
20.20.050	Convalescent Center	IIA 2, 4	NP	NP	NP	NP	IIA 4
20.20.060	Detached, Attached, or Stacked Dwelling Units	None 2, 21, 22, 23	I 44	I 9	IIB 9	IIB 9	None
20.20.070	Detached Dwelling Unit	None 24	None	None	NP	None	None 24
20.20.080	Entertainment, Cultural and/or Recreational Facility	NP	NP	NP	NP	NP	NP
20.20.090	Golf Course	NP	NP	NP	NP	NP	NP
20.20.100	Government Facility	IIA 2, 17	IIA	IIA	IIA 17	IIB	IIA
20.20.110	Grocery Store, Drug Store, Laundromat, Dry Cleaners, Barber Shop, Beauty Shop or Shoe Repair Shop	IIA 27	NP	NP	NP	NP	NP
20.20.120	Hotel or Motel	NP	NP	NP	NP	IIB 10	NP
20.20.130	Marina	NP	I 6, 28	NP	NP	I 6, 28	NP
20.20.140	Mini-School or Mini-Day-Care Center	None 2, 29, 30, 31, 32, 33	NP	NP	IIB 30, 31, 33, 34, 35	NP	None 30, 31, 33, 34, 35
20.20.150	Nursing Home	IIA 2, 4	NP	NP	NP	NP	IIA 4

- a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use.
- b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.

PU-40. In the PLA 2 zone, portions of the park located within the wetlands must be devoted exclusively to passive recreation that is not consumptive of the natural environment.

PU-41. Outside storage is not permitted.

PU-42. Drive-in or drive-through facilities are prohibited.

PU-43. Structured play areas must be set back from all property lines as follows:

- a. Twenty feet if this use can accommodate 50 or more students or children.
- b. Ten feet if this use can accommodate 13 to 49 students or children.

PU-44 If the subject property lies in the RMA 3.6 zone and is adjacent to property within the TL 7B zone, the following shall apply:

- a. Landscaping on the subject property abutting the TL 7B boundary shall comply with Section 95.42.1. Otherwise, Category D applies.
- b. Developers and residents should be aware that this property lies adjacent to a district containing and allowing future development of uses of a light industry/office nature, and impacts typically associated with these uses, such as noise and odor, may be experienced by residents.

(Refer to KZC [20.20](#), Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC [20](#))

USE	Minimum Lot Size	REQUIRED YARDS (See Ch. 115 KZC)		
		Front	Side	Rear (or setback)
20.30.010 Assisted Living Facility ¹	3,600 sq. ft. PLA 6H: 2 acres PLA 17: 2 acres ¹¹	20' RM, RMA: 20' ² WD I: 30' ^{4, 5, 36, 37} WD III, PLA 3B: 30' ^{5, 22, 38}	5' ³³ RMA: 5' WD I, WD III, PLA 3B: 5' ^{5, 33}	WD I, WD PLA 3B: ⁵
20.30.020 Boat Launch (for nonmotorized boats)	None	See Chapter 83 KZC.		

115.85 Lighting Regulations

1. General Requirements – All interior and exterior lighting in any zone must comply with this section.
 - a. Efficient Light Sources – Energy-efficient light sources shall be used in any development and use of land.
 - b. State Code – The requirements of the Washington State Energy Code with respect to the selection and regulation of light sources shall be complied with.
 - c. Glare from Subject Property Prohibited – The applicant shall select, place and direct light sources so that glare produced by any light source, to the maximum extent possible, does not extend to adjacent properties or to the right-of-way.

2. Exterior Lighting Requirements for the Rose Hill Business District and for the Vehicle Sales Use in the TL 9A zone in the Totem Lake Business District.
 - a. General – In addition to the requirements of subsection (1) of this section, the following regulations contained in this section apply to all exterior lighting to be installed or modified in RH zones within the Rose Hill Business District, and for the Vehicle Sales use within the TL 9A zone in the Totem Lake Business District. The intent of this section is to discourage excessive lighting and to protect low density residential zones from adverse impacts that can be associated with light trespass from nonresidential and medium to high density residential development.
 - b. Standards – The following standards shall apply to all exterior lighting on buildings, all open air parking areas and equipment storage yards:
 - 1) All exterior building-mounted and ground-mounted light fixtures for open air parking areas, including rooftop parking area light fixtures, shall be directed downward and use “fully shielded cut off” fixtures as defined by the Illuminating Engineering Society of North America (IESNA), or other appropriate measure to conceal the light source from adjoining uses. Manufacturer specification sheets for the lighting fixtures including photometric data shall be included with lighting plans; and

**PLATE 37
TO REPLACE FORMER PLATE 37
WHICH WILL BE DELETED**

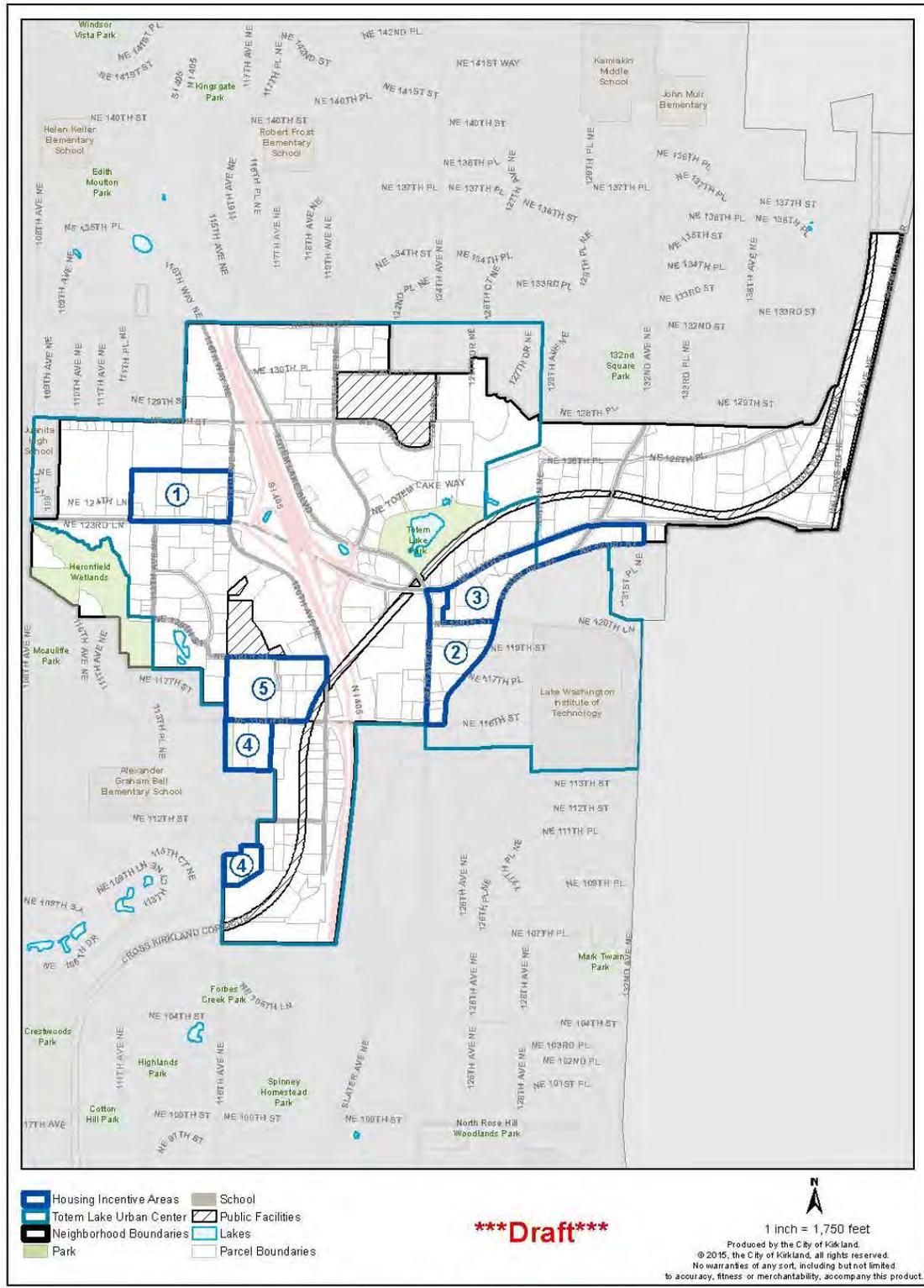
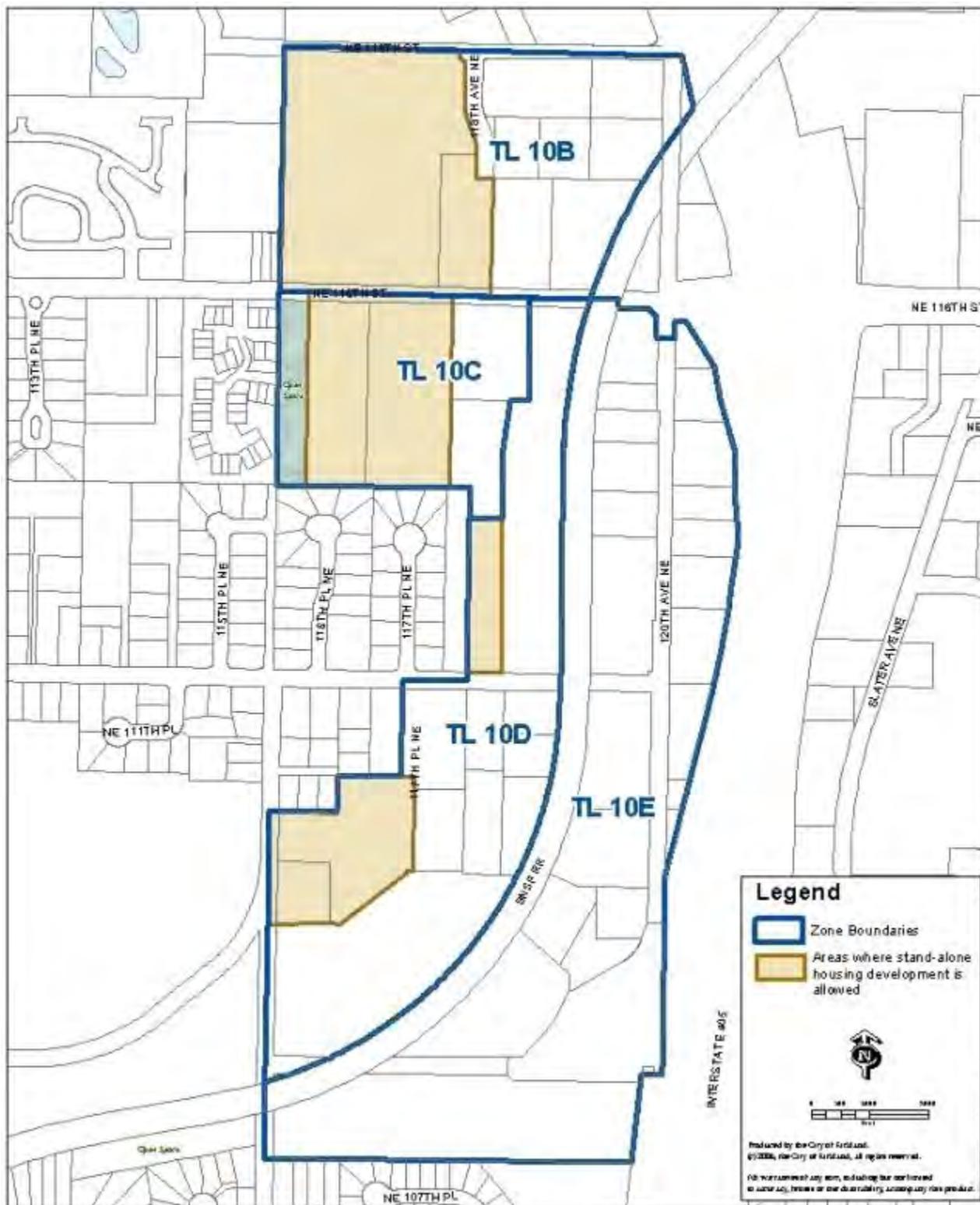


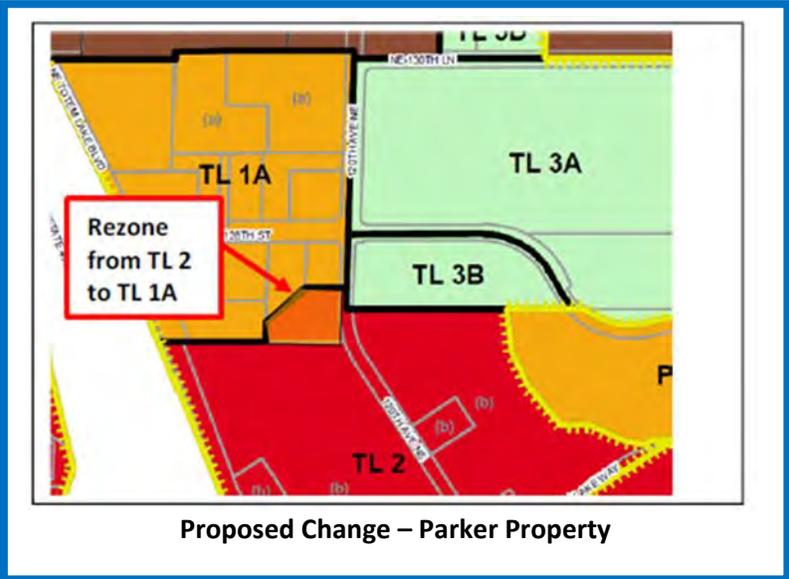
Plate 37 : Totem Lake Housing Incentive Areas



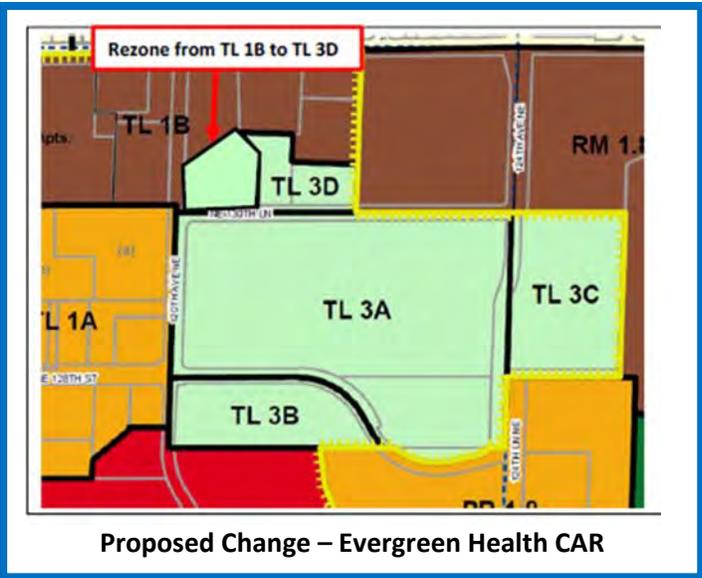
TOTEM LAKE ZONING MAP AMENDMENTS

Preliminary map changes are shown below:

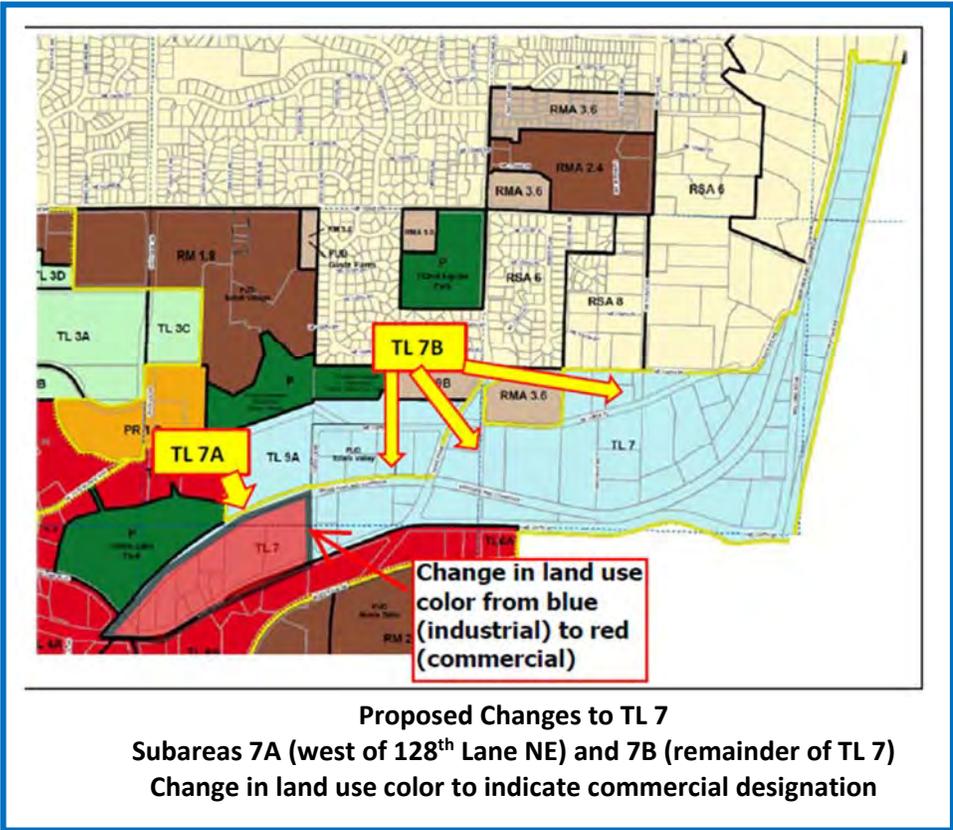
1. Rezone from TL 2 to TL 1A (Parker request)



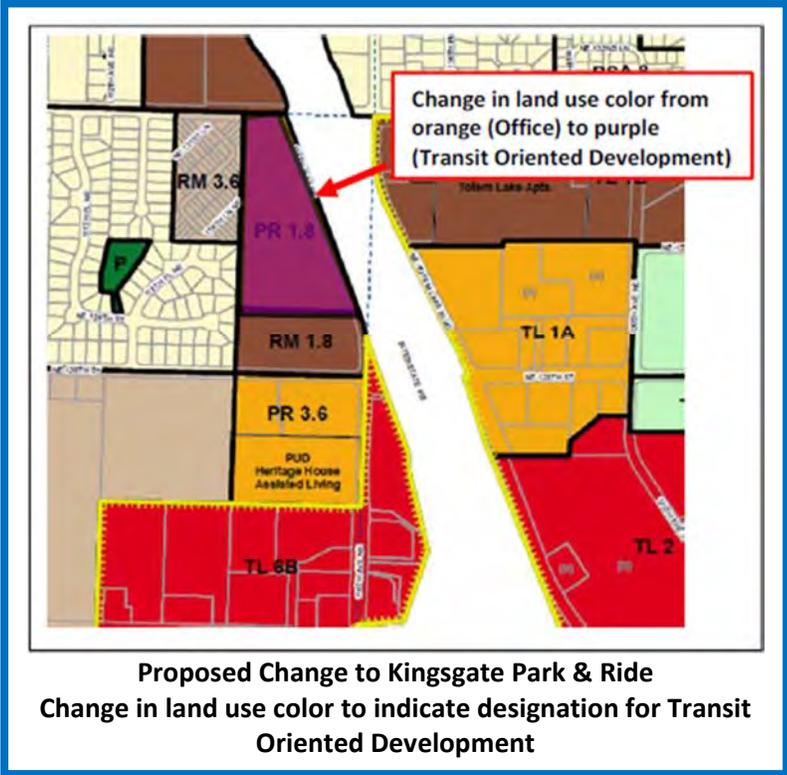
2. Evergreen Health CAR - Rezone from TL 1B to TL 3D



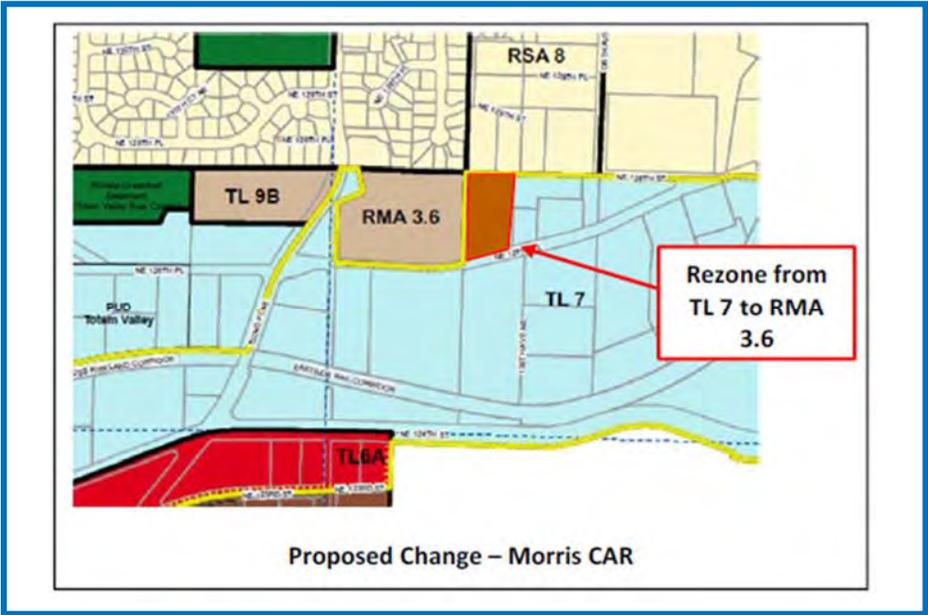
3. Totem Commercial Center CAR – Creation of Subareas TL 7A and TL 7B



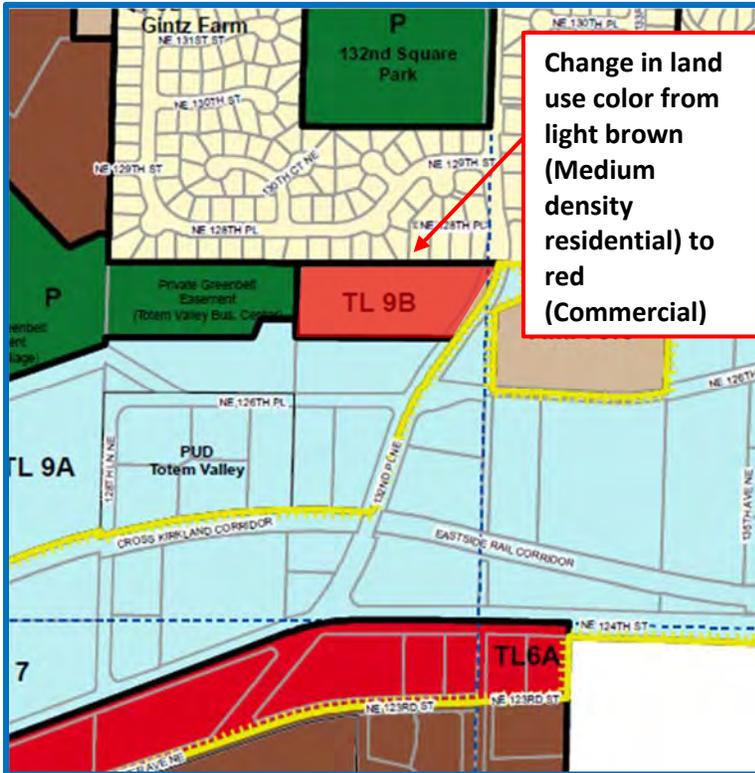
4. Kingsgate Park and Ride – Change of land use designation to support Transit Oriented Development



5. Morris CAR – Rezone from TL 7 to RMA 3.6



6. Rairdon CAR – Change in land use designation for limited commercial (vehicle sales and storage) use.



INSTITUTE PROPERTIES

August 03, 2015

To: Kirkland Planning Commission
 Attn: Dorian Collins, AICP
dcollins@kirklandwa.gov
 Phone: 425.587.324 Fax: 425.587.3232

Kirkland City Hall, 123 5th Avenue
 Kirkland, Washington 98033-6189

Re: Regarding Amendment related to Rezone of Parker Property (Parcel 692840-0025)

Regarding the attached amendment for the rezone from the Totem Lake Mall's TL 2 to that of TL 1A, Article 7, Subsection b, currently states,

- (a.) Vehicular traffic for development over 30 feet in height must be provided from the North or West).
- (b.) Maximum building height may not exceed 65 feet above average building elevation.

What amendment (a.) does is that it land locks our property for any future development. It makes it non-assessable from the east (120th Avenue NE), as well as from the south (the mall side). It would make it impossible to develop the property independently, consistent with the zoning capabilities of the of the other TL 1A properties surrounding it. As with most older wood medical buildings in the area, the value of any future sale is directly related to the ability for a future development of the property. With the attached amendment, our property substantially devalued.

Currently the subject property ingress and egress is provided by 2 accesses.

1. Our property owns Title to a large Ingress and Egress and Parking Easement on Mall Property for south side access to our property and building. This runs in perpetuity with the land and cannot be taken away. The mall is burdened by this easement. Any redevelopment of our property would be able to utilize this easement. This was not taken into consideration by whoever attached this amendment.
2. A driveway into the property off of 120th Avenue NE, located at the base (flat land) of the hill leading up to NE 128th. The drive sits on the outside curve of the road, yielding better visibility that if it were on a straight road, and certainly better than if it were sitting on an inside corner like the drive across the street that leads to the Trader Joes parking lot (the future site of a large mall parking garage).

I have been told that this amendment (for greater than 30 ft. building height), which eliminates access off of 120th Avenue NE and requires access off of NE 128th through properties north of ours, was because of safety concerns. I am not aware of any accident at our driveway site in the 20 years that we have owned the building. I would be interested in whether the current driveway into Trader Joes, across the street will be required to be eliminated, as well, when the parking garage is built. There is also a very large driveway on the east side of 120th NE, half way up the hill, across 120th/east of our property, which leads into a large parking garage at Evergreen Medical Center. Would this be considered unsafe as well?

INSTITUTE PROPERTIES

A suggestion for consideration by the Planning Commission would be for this property's TL 1A rezone not to be burdened by an amendment (which contain items that the permit process will address, contingent upon the proposed building square footages, setbacks, type of occupancy, building heights, parking requirements, and also on how you access the building and property). If the east entrance is considered unsafe at that time, it can be eliminated then and other access to the property will be known, whether to the west or north if those properties are a part of the redevelopment or to the south, as it now exists.

We would not have asked for a rezone away from the mall TL 2, to that of the surrounding TL 1A properties, if we had known that the process would devalue our property and constrain any future development consistent with the possibilities of those adjacent TL 1A properties.

Please allow the rezone to go through without the amendments and allow any future development to run its course with the permit process whereupon building heights, zoning requirements and access to the property are met.

Sincerely,

David L. Parker PhD
Institute Properties LLC
Managing Partner

Teresa Swan, Senior Planner
Department of Planning and Community Development
City of Kirkland, 123 5th Avenue, Kirkland, WA 98033
tswan@kirklandwa.gov
City of Kirkland Draft EIS Plan Update Comments

Dear Ms Swan,

As a long term resident of the City of Kirkland and member of the community organizations Sustainable Kirkland (SK) and Edible Kirkland Nourishing Network (EKNN), I respectfully submit the comments below in response to the 2015 Comprehensive Plan Update and Totem Lake Planned Action - Draft Environmental Impact Statement (DEIS) published by the City on June 24, 2015.

I feel that the plan does not provide adequate guidance or assistance to Kirkland residents in the development and sustenance of long term food security in the community. In the Comprehensive Plan Vision Statement the DEIS proposes replacing the existing 17 Framework Goals with a newly proposed set of Guiding Principles. Included in the new Guiding Principles are two statements relevant to the goal of developing a secure food system and supporting the preservation of a locally significant historic site. The statements below are included in recommended Guiding Principles copied from pages 79 and 80 of the DEIS. (Italics are mine.)

- **Under “Sustainable”**

- Social – Health and human *services that fulfill the basic needs of all people* without regard to income, age, race, gender, or ability.

- **Under “Livable”**

- Community Design – High quality and attractive architectural design and landscaping, and preservation of historic buildings *and sites*.

I have a specific interest in protecting an orchard located in Totem Lake that currently is referred as “Larry’s Orchard” which is a great example of a producing and restorable orchard that could be integrated into overall food system planning. Located at 12321 120th PI NE on the site of an LA Fitness club, the orchard has significance to both community food security and “fulfillment of basic needs of all people” as well as being of local and statewide historic significance. It could be a key piece of a citywide food growing system that does contribute to food security and an icon of the Kirkland community’s interest in a strong local food system. Because of its historic significance it is also a tie to the agricultural past of Kirkland.

Larry’s Orchard was planted in 1989 on the site of the then new Larry’s Market as a demonstration garden. The trees themselves are heritage varieties brought to western Washington via the Oregon Trail and the town of Steilacoom. Heritage varieties are species of trees that were commonly grown in the past but which, in most cases, have been used less since the development of commercial apple warehouses. The species have adapted to our climate and hardier. They are often the apples older residents remember as the apples of their childhood. Some of the varieties are considered more flavorful and of better quality than currently mass produced apples. The orchard could be a resource for grafts in addition to being a food source and of historic significance.

In February of 2015, the first steps were made in preserving Larry’s Orchard. Organized by members of the Edible Kirkland Nourishing Network (EKNN), the orchard was pruned by students from the Horticultural Program at the Lake Washington Institute of Technology (LWIT). Students from LWIT were excited by the opportunity to work with these historic trees and the instructor expressed hope that pruning and maintenance of the orchard would continue.

I will deeply appreciate your thoughtful consideration of these comments and inclusion of stronger language in the Comprehensive Plan Update to promote food security in the City of Kirkland. Larry’s Orchard is an icon of the city’s heritage and making the development of a food system that ensures long term food security a goal well integrated into the Comprehensive Plan Update fulfills the intent of two of the new Guiding Principles.

Sincerely, Joanne Hedou, Kirkland Resident 1985-2015

Photographs from the February 2015 Pruning of Larry's Orchard with Mark Musick of Washington Tilth Producers and the Lake Washington Institute of Technology Horticulture Program



From: kdc@olyphen.com [<mailto:kdc@olyphen.com>]
Sent: Thursday, July 30, 2015 8:30 AM
To: Dorian Collins <DCollins@kirklandwa.gov>
Cc: 'Carolyn Mcnicoll' <cmcnicoll@mindspring.com>
Subject: RE: Citizen Amendment Requests "Morris"

Dorian

I guess I didn't review all of the proposed changes in all the land use issues and most important is the Astronics Corp proposal for a change in height limits to 75ft....and planning is suggesting it to only pertain to properties east of the rail road....?

This maybe a little late to request but....in view of the Morris request to increase their height limits along with the zone changes....and our property has a lot of the same similarities as the Astronics properties (including same zoning) is it possible to include our property into the increase height limit request of 75 ft

As much as I would like to, I am unable to make it to the open house/community meeting on the 13th as I will be out of town

Sam Kyle

Dorian Collins

From: Brent Carson <brc@vnf.com>
Sent: Wednesday, January 21, 2015 6:05 PM
To: Dorian Collins
Cc: 'grairdon@rairdon.com'
Subject: RE: Totem Lake Business District Plan Update

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Ms. Collins,

I am writing on behalf of Rairdon/RC 124th LLC, the applicant for the Citizen Amendment Request to change the zoning of TL 9A (Industrial) and TL 9B (Multifamily Residential) to TL 7 (Industrial/Commercial).

Staff has presented for Planning Commission discussion at the January 22nd Study Session a draft Plan, including new proposed sub-districts and new specific policies applicable within the Totem Lake Business District and within specific sub-districts. For example, draft Policy TL – 4.3 proposes that vehicle dealerships be in an “industry cluster.” Draft Policy TL - 24.2 proposes an “auto district” in the Eastern Commercial District.

The current draft has been prepared in advance of any discussion concerning the six Citizen Amendment Requests. Staff has noted that future discussion on these CARs may influence the land use and policy direction in this plan.

We would request that any discussion on draft Policy TL – 4.3 and TL – 24.2 and any discussion on the boundaries for the sub-districts that include the six CARs be deferred until after the Planning Commission has the opportunity to consider the CARs. This will provide a more thoughtful assessment and assure better consistency in the final draft plan.

Thank you.

Brent Carson | Partner

**VanNess
Feldman LLP**

719 Second Avenue, Suite 1150
Seattle, Washington 98104-1728

(206) 623-9372 | brc@vnf.com | vnf.com

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From: Dorian Collins [mailto:DCollins@kirklandwa.gov]
Sent: Wednesday, January 21, 2015 1:36 PM
Cc: Dorian Collins; Teresa Swan
Subject: Totem Lake Business District Plan Update

You are receiving this information because you have expressed interest in the update of the Totem Lake Neighborhood (Business District) Plan and/or the Citizen Amendment Requests (CAR's) for properties located within the Totem Lake

Neighborhood and Urban Center. **If you haven't done so already, please sign up for the listserv for Totem Lake Business District updates to receive updates about the process, changes to meeting dates and other important information:** [Totem Lake Business District Update Webpage](#).

Totem Lake Neighborhood (Business District) Plan Update: The Planning Commission will be considering preliminary updates to the Totem Lake Neighborhood Plan at their meeting tomorrow evening, **January 22, 2015. The meeting begins at 7:00 p.m.**, and this topic is the second item scheduled for discussion (please see [AGENDA](#)). Please also see the [MATERIALS FOR PLANNING COMMISSION](#) review at their meeting tomorrow night. At the meeting, Planning staff will present the draft changes to the Totem Lake Business District Plan for review by the Planning Commission. The Commission may provide direction to staff for changes to be incorporated and considered at a meeting later this spring.

Citizen Amendment Requests (CARs): The proposed updates to the Totem Lake Plan to be discussed on January 22nd **do not include specific changes to the areas that are included for study under the Citizen Amendment Request (CAR) process.** Materials provided by applicants (including applications and maps) for the Totem Lake CARs can be found [HERE](#) and [HERE \(Walen\)](#). Those requests, and potential revisions to the Totem Lake Plan related to the requests, will be considered at subsequent study sessions. The first City of Kirkland Planning Commission meetings to study these requests are scheduled for the following dates, but are **subject to change**:

- Walen: February 26
- Evergreen Health: March 12
- Totem Commercial Center: March 12
- Morris: April 16
- Rairdon: April 16
- Astronics: April 16

At the meetings scheduled for study of the CARs, preliminary options regarding the CARs will be presented, along with all written public comment received up to that point, for consideration by the Planning Commission. They may or may not provide preliminary direction to staff at the meeting. You will have an opportunity to speak or submit written comments at the beginning of the study session on each of the CARs, or you may submit written information that can be included in the staff memo if it is received at least 10 days before the meeting.

The Planning Commission is tentatively scheduled to hold a public hearing on all CAR's and Neighborhood Plans, including Totem Lake, on September 10, 2015. After the hearing, the Commission will make a final recommendation to the City Council who will make a decision on the CAR's as part of the Comprehensive Plan update process.

All Planning Commission and City Council meetings are open to the public and you are encouraged to attend. Please let me know if you have any questions. I look forward to seeing you at upcoming meetings.

Sincerely,

Dorian

Dorian Collins, AICP
Senior Planner
(425) 587-3249
dcollins@kirklandwa.gov

Participate in the Comprehensive Plan update process to plan for Kirkland's future....
Learn how at www.kirklandwa.gov/Kirkland2035 and www.ideasforum.kirklandwa.gov

Print

Close

FW: Institute Properties Request for zoning change

From: **Parker David** (parkersite@msn.com)
Sent: Thu 1/15/15 11:21 AM
To: Parker David (parkersite@msn.com)
1 attachment
IP LTR Planning Comm Rezone Jan 15 2015.doc (32.8 KB)

From: parkersite@msn.com
To: dcollins@kirklandwa.gov
Subject: Institute Properties Request for zoning change
Date: Thu, 15 Jan 2015 11:20:01 -0800

Dorian Collins AICP
Senior Planner
Planning and Community Development
City of Kirkland

Thank you for taking the time yesterday, to discuss with us our request to change the Institute Properties zoning from TL 2 to TL 1A.

Please find attached the correspondence which outlines the reasons for our request and the background of our property which probably dictated the original TL 2 zoning associated with the mall and why we believe that our existing property is more consistent with the adjoining TL 1A properties surrounding us on the north and west.

With the understanding that the Planning Commission is holding a meeting @ 7:00 pm, Thursday, January 22, 2015, I would like to make a request for a very brief statement to them (not more than a couple of minutes) and be there to answer any questions that they may have regarding the request.

If I am able to address the Planning Commission, do I need a prop of the zoning map to be able to point out things, or do you already have that capability to show the zoning map there to talk to?

Sincerely,

David L. Parker PhD
Physiologist
Institute Properties LLC
Managing Partner
12707 120th Avenue NE

Kirkland, Washington 98034

Bus Phone: 425.820.2110

Bus Fax: 425.820.2111

Cell: 206.819.4994

Personal Email: parkersite@msn.com

Business Email: parker@washington-institute.com

INSTITUTE PROPERTIES

January 14, 2015

To: Kirkland Planning Commission
 Attn: Dorian Collins, AICP
dcollins@kirklandwa.gov
 Phone: 425.587.3249 Fax: 425.587.3232

Kirkland City Hall, 123 5th Avenue
 Kirkland, Washington 98033-6189

Re: Request for rezone from TL2 to TL1A

Institute Properties is located adjacent to the Totem Lake Mall at 12707 120th Avenue NE in the City of Kirkland. The current zoning of this property is the same as the Totem Lake Mall; TL2.

The history of our property shows that the mall originally owned this property, and during 1978 constructed the existing building with Main Roads, a Washington Corporation. The current zoning is consistent with the original mall ownership of the property at that time, reflecting the zoning evident for the overall mall itself.

The property was purchased from the mall in October, 1981 by Jack Padrick's group, Kinsman Investors 111. It has been owned and operated, independent of the Totem Lake Malls group, since that time, a period over 33 years.

Institute Properties signed a lease with option to purchase property with Padrick's group in 1995, consummating the purchase in November 1997. Since our original occupancy at this property with Clinical Sports Medicine Professionals, Orthopedic and Sports Medicine Clinics, an Ambulatory Surgery Center and Physical Therapy, it is evident that our independent existence and operation as a Medical Professional Property is more consistent with the properties abutting our property lines on the north and west side, than that of the mall.

Any future redevelopment of our property should not be tied to the Totem Lake Mall, but would most likely be part of a redevelopment of the super block north of the mall which is currently made up of medical professional properties, of which we share boundaries with.

We are asking the City of Kirkland Planning Commission to consider changing our zoning from TL 2 (which is associated with the mall) to TL 1A (which is consistent with the properties that we share boundaries within the superblock north of the mall).

We have no plans at this time for redevelopment of our property, but given the circumstances of new ownership and eminent redevelopment of the mall property, and the potential for growth of the Evergreen Medical Campus, which we share, it is relevant at this time to ask for this change in zoning designation.

Sincerely,

David L. Parker PhD
 Institute Properties LLC
 Managing Partner

Dorian Collins

From: Duana Kolouskova <Kolouskova@jmmmlaw.com>
Sent: Monday, April 20, 2015 4:34 PM
To: Dorian Collins
Subject: RE: Kirkland Planning Commission - Thursday, April 23, 2015 at 7:00 pm

Hi Dorian – thanks for your voicemail back, tried you but missed you again. ☺ email might be easiest considering our schedules (you being out tomorrow and me in a hearing during the day Wednesday and Thursday).

A few questions and comments for you in light of your staff report and our prior meeting:

- As to Policy 4.2, is the City still proposing the new language that was in the original draft? You may recall this language was of concern my clients with respect to their necessary auto inventory. That language seemed to contradict the policies and plan language encouraging auto retail, which necessarily involves finding appropriate locations for inventory (what the City calls storage but seems to us to be better termed inventory). You, Paul, Eric and my clients had some lengthy discussion as to what the Urban Center might mean as it was unclear from our review what areas would be in the 'urban center' and how that would affect inventory...
- As to Policy 4.3, I had in my notes from our meeting that the city was in agreement with my clients to leave in the language originally proposed to be stricken. It looks now from the way the staff report is put together that the City still wants to remove that language? Could you please let me know what the City's position is on that.
- As to Policy 24.2, we continue to find this policy language confusing and setting the stage for what would be largely impossible standards to either adopt or enforce. First, it is unclear whether this policy indicates that auto dealerships along 124th Avenue and NE 124th Street are expected to meet Urban Center policies and priorities. We understood from our meeting that such was not the City's intent, as these uses are of significant value to the City but are not considered to be within the core Urban Center. None the less, the policy language still seems to indicate some level of compliance with Urban Center values. My clients had talked at length with you, Eric and Paul about the difficulties and some impossibilities of use consolidation considering the significant restrictions set forth in the auto franchise agreements. For example, signage, landscaping and inventory management (parking of inventory) are all expressly restricted through the franchise agreements. Despite that, the City still seems to wish to keep language encouraging consolidation in the policies. I just wanted to remind you of those concerns and let you know I will keep bringing those concerns up with the planning commission and as these policies are developed.

Thank you very much for your ongoing review.

Duana Koloušková
 Johns Monroe Mitsunaga Koloušková, PLLC
 Bellefield Office Park
 11201 S.E. 8th Street, Suite 120
 Bellevue, WA 98004
 (425) 467-9966 (direct)
 (425) 451-2818 (fax)
www.jmmklanduselaw.com

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PLANNING DEPARTMENT

BY _____



Johns Monroe
Mitsunaga Koloušková
P L L C

Robert D. Johns • Michael P. Monroe • Darrell S. Mitsunaga • Duana T. Koloušková

Ms. Dorian Collins
City of Kirkland
Planning and Community Development
123 5th Avenue
Kirkland, WA 98033

March 7, 2013

Re: 12601 132nd Place NE
TPN 2826059128
Comprehensive Plan Update and TDR Study

Dear Ms. Collins:

As you are aware, this office represents RC 124th LLC and Mr. Greg Rairdon with respect to property located at 12601 132nd Place NE. Thank you for your time to discuss the City's upcoming Comprehensive Plan study and amendments, scheduled to take place over the course of 2013 and 2014.

The subject property is currently zoned TL 9A and we would like to see the City rezone the property to allow for higher utility, for example, to the TL 7 zone. We feel such a rezone has merit for inherent utility of the property as well as for a long-term use that is consistent with the surrounding area as it develops and the City's interest in fostering long term, committed economic growth.

We respectfully request that the City include this property in its Comprehensive Plan and zoning review both with respect to a rezone and with respect to potential TDR receiving sites. Please be so kind as to list me as the primary contact related to this property for any communications and opportunities for public involvement.

Sincerely,

Duana T. Koloušková

Direct Tel: (425) 467-9966

Email: kolouskova@jmmllaw.com

cc: Paul Stewart, Deputy Director
Client

1833-1 Ltr re 12601 Property 3-7-13

To: The Kirkland City Council

cc: Kirkland Planning Commission

We, the North Rose Hill Neighborhood Association, are writing to register our objection with the process that is being used to review our northern boundary and the proposal to move a significant portion of our neighborhood to Totem Lake. Our issue is that this review is being conducted with the Planning Commission, at the direction of the City Council, as part of the Totem Lake neighborhood, with no mention of NRH or notification to our neighborhood that such a review is underway.

We also object to having the Lake Washington Technical College and the commercial area in this same area considered as part of the transfer review. Removing these two areas from our neighborhood would leave our residents in that area vulnerable to increased density and height, with little or no opportunity to offer comment. To stay informed of any future plans would mean having to monitor two neighborhoods through any rezoning process and not being notified. Also, the College has been a good neighbor and we feel we have also been good neighbors to them.

If this boundary revision is such a great idea, why is there this atmosphere of seeming secrecy surrounding the review? It feels as if the City is not interested to have input from the neighborhood, either positive or negative. Rethink how this review could have been conducted. The City could have come to our neighborhood meeting and presented the idea. Just maybe, with sound reasoning on the part of the City, the neighborhood could have gotten behind this idea. The City could have viewed the neighborhood as an asset, not as something to ignore. We are in the midst of the 2035 update and this could have been an idea for our neighborhood to consider.

It would be appreciated if someone from the City, with knowledge of this issue, reached out to our neighborhood and set up a time for a discussion of what exactly is happening and what the expected impact will be and how our neighborhood will be kept informed of changes to our neighborhood comprehensive plan. We look forward to being contacted.

Thank you,
North Rose Hill Neighborhood Association

Margaret Carnegie, Chair
Karen Tennyson, Vice Chair
Larry McKinney, Secretary
Mike Stoltz, Treasurer
Robert Iracheta
Katrina Thomas

Linda Jones
Kaylee Nilan
Sharon Clark
Don Schmitz
Ellina Waldman

From: Suzanne Scallon [<mailto:suzaol01@noa.nintendo.com>]
Sent: Tuesday, October 22, 2013 10:24 AM
To: Janice Coogan
Subject: Rename the Waterfront area of Kirkland the "Central Waterfront District"

Janice,

Thank you for reading my note. I am a long time resident of Kirkland and passionately support our community and businesses. I have heard that there is a proposal floating around to rename the waterfront area of Kirkland "Central Waterfront District". I love this idea and wholly support this direction.

Additionally I also heard that the "Central Business District" would only encompass Totem Lake area. I also support this direction.

Please accept this note as my recommendation and support renaming the two above mentioned areas.

Respectfully,
Suzanne Scallon
10304 NE 60th ST
Kirkland, WA
425.922.7107

10/19/13

TL



Share your thoughts

City of Kirkland Suggestion Form



Suggestion — Comment — Idea

Totem Lake Mall area traffic flow has always been a problem. Suggest making 120th Ave all one-way north bound (3 lanes). Gets rid of many left turn traffic congestion & keeps 3 lanes directly up to Evergreen Health -

How would you like staff to follow-up with you? (Please check box and provide contact information.)

Your name: Don Dicks

- Mail (Please provide address): _____
- E-mail (Please provide e-mail): jdond66@hotmail.com
- Phone (Please provide phone number): _____
- Not necessary for staff to follow up.

Kirkland 2035

"Central Waterfront District" A path forward to a better Kirkland

Charles A. Pilcher

"You string some letters together, and you make a word. You string some words together, and you make a sentence, then a paragraph, then a chapter. Words have power." Chloe Neill, Firespell

Summary:

To more accurately define Kirkland's signature waterfront social and cultural hub currently referred to as "Downtown," the 2035 Kirkland Comprehensive Plan must remove the outdated term "Central Business District" (CBD) ¹ and rename it the **"Central Waterfront District."** Doing so will help us best focus our planning for the area fronting Kirkland's greatest physical asset, Lake Washington.

The Past:

100 years ago Kirkland's waterfront was a key to its economy and growth. Commerce, both people and goods, came and went from one side of Lake Washington to the other. Our "Downtown" *needed* to be on the water, and our "Central Business District" grew up around it. Maps and photos of that era showed nothing but farms and forest everywhere else.

When the Kirkland ferry was replaced decades ago by floating bridges, Lake Washington was eliminated as an avenue of commerce to and from the west, and "Downtown" lost 1/4 of its transportation grid. All traffic is now compressed into 3 single-lane roadways: Market Street on the north, Central Way on the east, and Lake Street on the south. Most consumer businesses, like JC Penney, Ben Franklin, Bill Petter's Volvo dealership, the theater, Betty's Apparel, Sears, etc. have either moved or closed. Shoppers now travel to Totem Lake ², Costco, Home Depot, Bellevue Square, and other shopping areas with better access from all directions and more land to accommodate parking.

Going downtown to do business with tycoons like Peter Kirk or the Curtis family belong to a bygone era, along with shipbuilding, steel mills, logging and farming. Times have changed.

Change: "Appropriate evolution" and "overlooked opportunity"

Kirkland's "Downtown" has evolved in two stages. First, in the early 1900's, small shops grew up along Moss Bay to serve the needs of the greater Kirkland community. This stage was

¹ See map, Appendix A.

² See map, Appendix B.

"appropriate evolution," even if rather haphazard and minimally planned. Development met the needs of the community for several decades - until the opening of not one but two floating bridges.

Hastened in the early 1970's by the opening of Evergreen Hospital, Totem Lake, and Interstate 405, the stage of "overlooked opportunity" began. This stage failed to acknowledge a paradigm shift in commerce and capitalize on opportunities resulting from the freeway, bridges and better commercial options adjacent to new interchanges. Unfortunately, we continued to refer to "Downtown" as our "Central Business District," overlooking more important aspects of the area's prime lakefront location. As a result, our historic central core became more densely developed. The value of Kirkland's major asset, Lake Washington, remained unrealized. In fact, a surface parking lot now occupies the most valuable parcel in Kirkland at Marina Park.

The Present:

The present Kirkland Comprehensive Plan describes "Downtown" as follows:

*Downtown Kirkland provides a strong sense of community identity for all of Kirkland. This identity is derived from Downtown's physical setting along the **lakefront**, its distinctive topography, and the human scale of existing development. This identity is reinforced in the minds of Kirklanders by Downtown's historic role as the cultural and civic heart of the community.*

*Future growth and development of the Downtown must recognize its unique identity, complement ongoing civic activities, **clarify Downtown's natural physical setting**, enhance the open space network, and add pedestrian amenities. These qualities will be encouraged by attracting economic development that emphasizes diversity and quality within a hometown setting of **human scale**. [**Bold** emphasis added.]*

Kirkland Comprehensive Plan, Moss Bay Neighborhood Downtown Plan, p. XV.D-4

Is this not an appropriate vision?

The Future: Will the "Central Business District become an "Urban Center"

As of 2013 Totem Lake is the only area in Kirkland designated as an "Urban Center,"³ the highest intensity development for a city specified in the Growth Management Act. "Downtown" - referred to in our plans as the "Central Business District" is designated - and appropriately so - as a lower intensity "Activity Center."

³ See Kirkland's presentation to the Growth Management Policy Board, Puget Sound Regional Council, 3/11/2010 http://www.psrc.org/assets/3636/Kirkland_RGC_to_GMPB_03-2010.pdf.

However, the City Council is currently considering a proposal to also designate the "Central Business District" and waterfront as an "Urban Center." According to [King County Metro's "Growth Concept,"](#) this could require our "Central Business District" to:

- have 15,000 jobs within 1/2 mile of the "Downtown" transit center
- be 1 1/2 square miles (960 acres) in size (the current **CBD** from Heritage Park to Brink Park and east to Parkplace equals only about 1/3 of a square mile, or 190 acres.)
- accommodate 50 employees and 15 households per acre (thus a total of nearly 50,000 employees and 14,400 households in the overall "Urban Center.")⁴

Is this really something Kirkland citizens want?

Totem Lake has become - and must be - Kirkland's new "Central Business District."⁵ With good freeway access, an area of approximately 1.3 square miles and a variety of zoning opportunities, it is an appropriate "Urban Center" and should be the focus of large scale business, commercial and high density residential development. Other than the Totem Lake Mall, mired in controversy and legal disputes, the area is thriving. It will soon include our new Public Safety Building and perhaps someday a new City Hall.

Currently, businesses located around Totem Lake account for 1/3 of Kirkland's jobs and tax revenue, while "Downtown" accounts for about 7%. The CBD on our waterfront would thus have to grow 450% to equal that. To whom does that make sense?

So, what can we do to maintain the best of both worlds: development and ambience?

"Central Waterfront District": A Very Real Opportunity:

As we look forward to Kirkland 2035 and re-write our Comprehensive Plan to spell out our vision, the time has come to **eliminate the term "Central Business District" (CBD) from our lexicon. The CBD should be renamed the "Central Waterfront District"**⁶ (CWD) to acknowledge the important role that Lake Washington plays in defining Kirkland.

Our pedestrian friendly waterfront attracts people from all over the Puget Sound area. When visitors and local residents think of Kirkland, they think of our restaurants, shops, galleries, walkways, library, performing arts center, parks and beaches - all along our waterfront.

⁴ *King County Metro System Growth Concept, Transit Task Force, August 5, 2010, page 8. www.kingcounty.gov/.../RTTF_080510_DraftPresentation_.ashx At a minimum, an "Urban Center" requires 18 "Activity Units" per acre (1 job or 1 resident = 1 "Activity Unit.") The goal is 45 "Activity Units" per acre. Totem Lake had 20.33 "Activity Units" in 2007, 1/3 residents, 2/3 jobs. Plans call for a total of 44 "Activity Units in the area by 2031, 1/4 residents and 3/4 jobs. Even though it is too small to become an "Urban Center," at 200 acres, the CBD would require a minimum of 3600 and a target of 9000 "Activity Units." If it were 50/50 jobs and residents, that would equal 4500 residents and 4500 jobs in our "Downtown."*

⁵ *Renaming the Totem Lake "Urban Center" as the new "Central Business District is optional.*

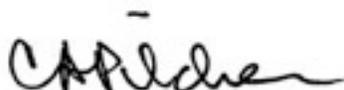
⁶ *"Waterfront Business District," "Waterfront Commercial District," or any designation containing the word "waterfront" are other options*

In fact, a May 10, 2013, article in the Seattle Times highlighted some of the great places to visit around Seattle. Kirkland was lauded for its views of the lake, small-town feel, retail area, marina, boutiques, galleries, coffee shops, upscale restaurants, and mix of midcentury low-rise and multistory modern residential buildings. The article went on to recommend that visitors "follow a pedestrian- and dog-friendly scenic route south along Lake Washington Boulevard past the city's half-dozen waterfront parks (don't miss the outdoor sculptures or views of the Olympic Mountains) to Carillon Point, home to a hotel, small shops and places to eat."

As noted above, our current Comprehensive Plan already recognizes the importance of "Downtown" for opportunities other than intense commercial development. References to our lakefront setting, human scale, cultural and civic heart, etc. in that document are purposeful. They should remain, and be emphasized by changing the name from CBD to CWD.

"Central Waterfront District" best reflects the nature, tradition, and utilization of this unique area at our City's core. Our waterfront is our community's anchor, cultural oasis, and tourist center, and should always be top of mind when people think of "Downtown" Kirkland. Dropping the term "Central Business District" or CBD and replacing it with the term "Central Waterfront District" or CWD will help our City focus on the best ways to maximize the value of our scenic waterfront location. Using contemporary design concepts, we can preserve its historical past, assure a healthy, robust, sustainable, and livable Kirkland for the next generation, and help the City grow economically.

Our waterfront is our greatest asset. We must capitalize on it. Words have power.⁷ **Let's rename the CBD⁸ and refer to that area in all future planning documents as the "Central Waterfront District."**

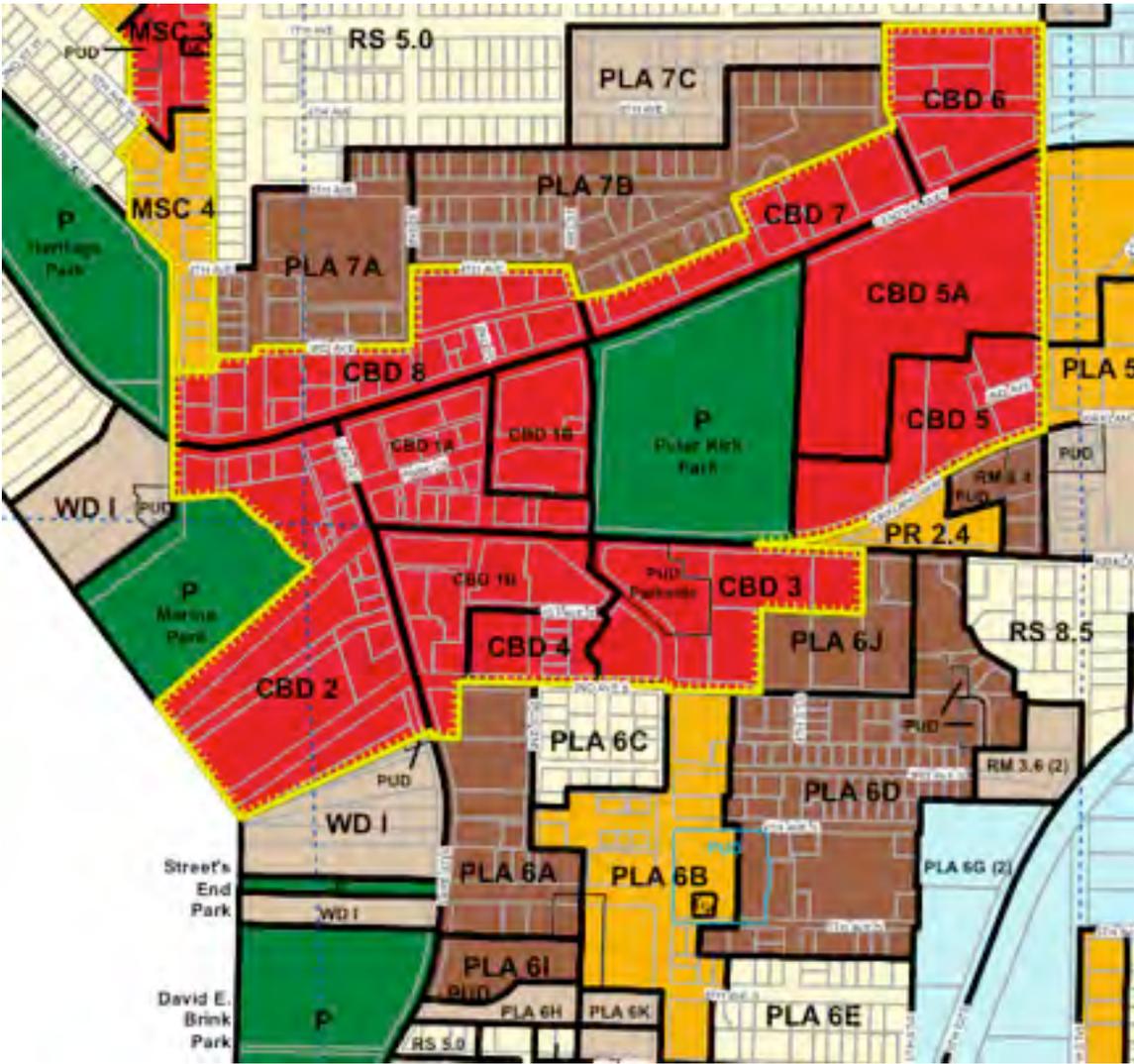


Charles A. Pilcher
Kirkland

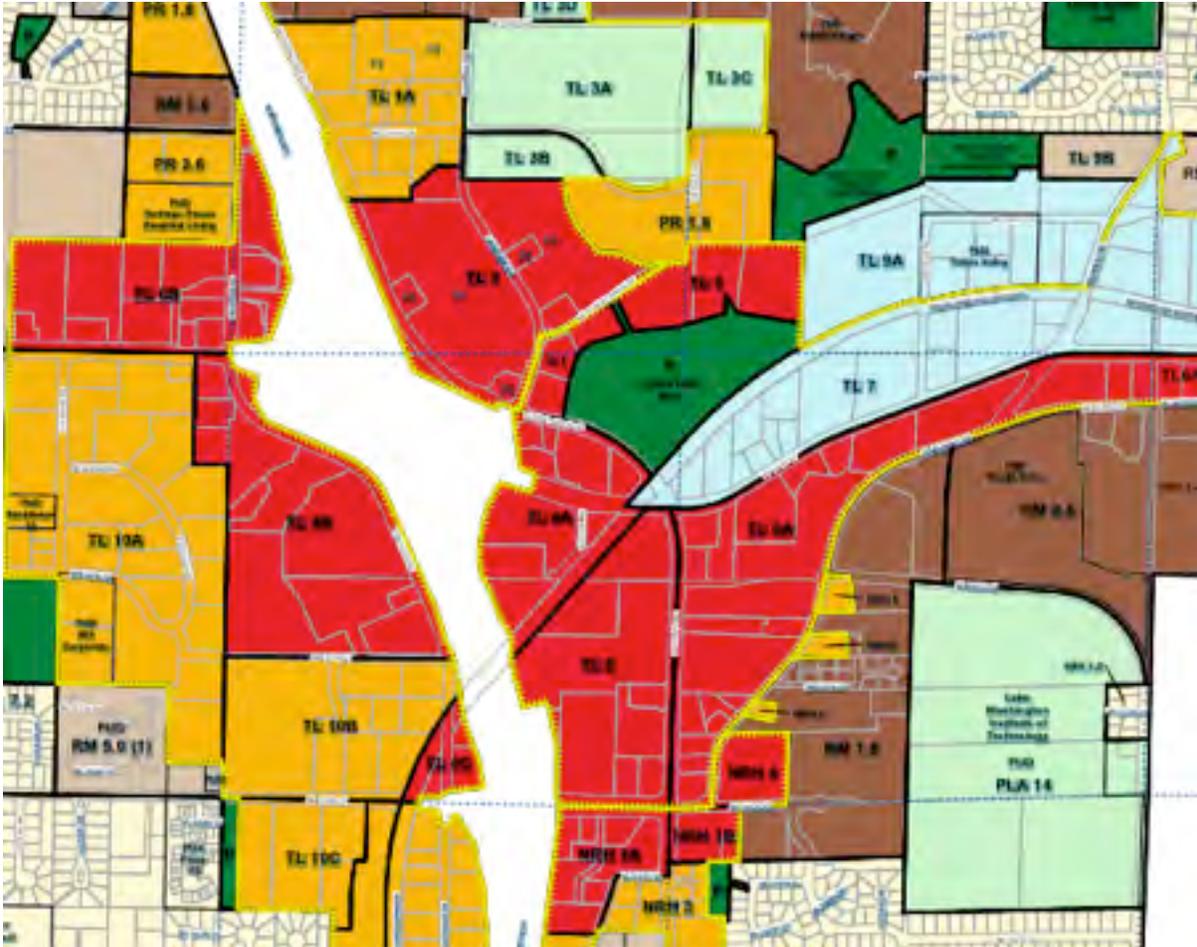
⁷ See Appendix C.

⁸ Changing the name merely emphasizes what our City already envisions for this area. There should be no need for significant changes in current projects or zoning. However, a greater recognition of the asset this area is to our City may encourage changes in land use in the future.

Appendix A
"Central Business District"
Area shown = 1/2 square mile



**Appendix B
Totem Lake
Zoning Map
Area shown = 1.25 square miles**



**Appendix C:
The Importance of Words:**

“Words can light fires in the minds of men.”

Patrick Rothfuss: The Name of the Wind

“I read in a book once that a rose by any other name would smell as sweet, but I've never been able to believe it. I don't believe a rose WOULD be as nice if it was called a thistle or a skunk cabbage.”

L M Montgomery: Anne of Green Gables

“A drop of ink may make a million think.”

George Gordon Byron (Lord Byron)

“A picture can tell a thousand words, but a few words can change it's story.”

Sebastyne Young

“But if thought corrupts language, language can also corrupt thought.”

George Orwell: 1984

“Words are like eggs dropped from great heights; you can no more call them back than ignore the mess they leave when they fall.”

Jodi Picoult: Salem Falls

“Words are powerful. Be careful how you use them because once you have pronounced them, you cannot remove the scar they leave behind.”

Vashti Quiroz-Vega

“When I use a word,” Humpty Dumpty said in rather a scornful tone, “it means just what I choose it to mean -- neither more nor less.”

“The question is,” said Alice, “whether you can make words mean so many different things.”

“The question is,” said Humpty Dumpty, “which is to be master - - that's all.”

(Lewis Carroll, Through the Looking Glass)

From: Carita Osterback [<mailto:crosterback@gmail.com>]

Sent: Monday, October 14, 2013 11:16 AM

To: Marie Jensen

Subject: Community Planning Day

My husband and I are unable to attend but would like to voice our opinion. Hopefully that can be done via e-mail as well as in person.

We have lived in Kirkland since 1980 and love the multiple parks available to the public. We are especially impressed with the forethought to preserve so much shoreline along Lake Washington available for public use. Many cities do not do this.

Continuing the tradition of carving out public areas as parks, trails, etc. is a must to help Kirkland keep the small town feel.

We are also not enthused about the multiple condos/apartments in Juanita and would love to see housing that is not so dense in Totem Lake.

Dorian Collins

Subject: FW: My vision for Kirkland 2035 (K2305 mailbox)

From: Tracy Doering (LCA) [<mailto:tracydo@microsoft.com>]

Sent: Saturday, June 08, 2013 7:27 PM

To: Kirkland2035; Michael Cogle; Jennifer Schroder

Subject: My vision for Kirkland 2035

Dear Kirkland City Planners: Thank you for this opportunity to share my voice! Here's what I think:

(1) Parks – we need more dog off-leash areas!:

We've enabled a wonderful recreational space for the community in Jasper's Dog Park – thank you! We are so fortunate to have the support of the City, community and an army of committed KDOG volunteers. We need more off-leash areas so that Kirkland residents can enjoy multiple forms of recreation with their dogs, and we need these areas to be closer to Kirkland residents' homes (in various neighborhoods), ideally so that many residents can walk to their neighborhood off-leash area and the carbon footprint is further reduced. I would love for our Kirkland to be like the cities of [Bend, OR](#) and [Bellingham](#) (just a few examples, but I could provide many more) that have multiple off-leash areas throughout their cities, mix of open spaces with off-leash trails, water access, grassy fields, and areas like Jasper's Dog Park, fully fenced with cedar ground cover.

We have some existing parks that are large enough (I'm thinking of Edith Moulton and Watershed Park) for full-time off-leash use in designated (likely fenced) areas and others where we could implement seasonal and/or limited off-leash hours. Waverly Beach Park would be a great site for limited hours off-leash use so that dogs could have beach access and get swimming/water retrieving exercise. Juanita Heights Park would also be a great site for limited hours off-leash use, and the Finn Hill neighborhood parks that are governed by King County, O.O. Denny and Big Finn Hill Park, would also be great sites for limited hours trails use and water access. In some of the smaller parks, I envision implementing some play spaces for the little dogs. We're seeing increased usage of the small dog area at Jasper's Dog Park, and a small dog area really doesn't require allocation of much space.

I so hope that when we evaluate spaces and begin to plan new parks in Kirkland, we always ask the question as to multiple or mixed uses of those important shared resources so that the large percentage of families in Kirkland with dogs feel satisfied that their tax dollars are going to the recreation they want (and currently have to support through donations on top of their tax dollars). It's hard enough for some families with limited budgets to have and properly care for the dogs they dearly love, so we need to make better use of their tax dollars that are allocated to parks. Why should dog owners have to use so much of their own resources – time and energy to petition and lobby, monetary donations, time and energy to fundraise, build and maintain recreational spaces – when other taxpayers enjoy the family recreation they want through their tax dollars and without any or much less effort on their part? King County describes Marymoor Off-Leash Area as “Disneyland for dogs,” and while that is true and the county/Serve Our Dog Areas (SODA) have done a fantastic job in making Marymoor a “destination dog park,” the county has so many parks, but just one where dogs are allowed off leash. If you think about the percentage of dog owners living throughout King County who regularly (or would regularly) use dog parks as compared to mountain bikers (just one example in thinking about mountain bike improvements being made at Big Finn Hill Park), and the comparative percentage space for those recreational uses in King County parks, the county could do a better job overall in planning for mixed uses throughout the many parks and open spaces it governs. I am so hopeful that Kirkland will do better than that and implement more than one off-leash area for its population.

- (2) Cross-Kirkland Corridor: My vote is most definitely for a walking and biking trail allowing dogs on-leash, and I would jog and walk my dogs on that trail often! We frequently jog/walk the Burke Gilman and Sammamish River Trails, and I've often thought it would be so great to have a trail like that in Kirkland. The one complaint I have about the Burke Gilman and Sammamish River Trails is that it is not really relaxing jogging or walking on those trails because they are so heavily populated with cyclists. Pretty much every day I'm out there, I encounter at least a few irresponsible cyclists and even with responsible cyclists, I am always somewhat on edge, worried about my safety and that of my dogs. Tolt Pipeline Trail, however, is much more relaxing experience for us because there are a manageable number of mountain bikers and it's a pretty wide dirt/gravel trail – allowance for the joggers/walkers (including those with dogs on leash), horse riders, and mountain bikers all on one trail. I am all for mixed uses, but I wonder if two trails could be created or if there could be allocated uses for certain sections? In thinking about surrounding spaces just off the trail, if there is any way to implement off-leash recreation for dogs in that plan, that would be so wonderful, but as to the trail itself, I realize that safety considerations might not allow for off-leash recreation in any sections. A great mixed use example I'm thinking of is Victoria, B.C., where there is a lovely bike/walking trail with beautiful views that extends north from the city and there is a section of the trail where dogs are allowed off-leash (if I remember correctly, cyclists can't be in that section) as it connects to an off-leash field. I so enjoy visiting cities where I see lots of off-leash spaces, and the B.C. cities I've visited have done a wonderful job in allowing for off-leash trails in designated areas.
- (3) Juanita Drive: I'm not even sure how to comment on design improvements (would need to attend upcoming meetings and become educated), but my concern is probably more about irresponsible drivers. I often see police patrolling during commute hours, mostly in the mornings, but rarely in the evenings (7-11 p.m.), when I've seen weaving cars on the road on a handful of occasions over the past few years. Just this week I had an evening encounter with an obviously impaired driver who ran a stop sign and pulled out in front of me onto Juanita Drive, cutting me off and causing me to slam on my brakes. This driver continued to speed at least 10 MPH over the speed limit and swerve all over the road in front of me. Thankfully, this driver stopped (surprisingly) at the light by Juanita Beach and I was able to get a license plate number, but this driver continued on, speeding through a red light at Juanita and 98th where pedestrians were starting to cross (terrifying to witness). If a police officer had seen this, that driver most definitely would have been stopped, and unfortunately I didn't have my cell phone with me, so I had to drive back home to call 911. We've seen too many fatalities on Juanita Drive because of irresponsible drivers and at least one fatality from drunk driving in the past year -- it perplexes me that we don't have more police patrols along the entirety of Juanita Drive in the evenings, not just during commute hours or what most of us think of as the "DUI hours."
- (4) Totem Lake and Totem Lake Mall: I agree that a walking trail should be extended around the lake. I'm sure that I'm one of many to comment that the mall in its current state is a tragedy. We need a full-service shopping center much like our neighboring cities, and I would love to see this mall take on the charming look and feel of one like University Village. Except for Gilman Village in Issaquah, we don't really have any malls on the eastside that I'd classify as "charming," so I think adding a little more charm would be a great thing for the entire eastside and would obviously bring more revenue to our city. In my opinion, downtown Kirkland is a much more charming city than Bellevue or Redmond, and we really need to do outreach and try our hardest to make improvements in that area of Totem Lake because well, in its current state it takes away from the charm. I know there's only so much that can be done in economic downturn, but I think we should make this a priority and employ best efforts to make it happen.

Thank you, again, and thank you for all your hard work to make Kirkland a wonderful place to live! I hope my input has been helpful and that you continue to get lots of great feedback from others.

Sincerely,

Tracy Doering

7909 NE 125th St
Kirkland WA 98034
(425) 770-1384

From: Chuck Pilcher [<mailto:chuck@bourlandweb.com>]
Sent: Monday, June 17, 2013 6:52 AM
To: City Council; Planning Commissioners
Subject: Land Development Capacity Calculations

Folks:

Looks like good work on the calcs for our land development capacity under current zoning.

My only concern is the continued expectation that we will be maxing out high density residential, commercial and office development in Moss Bay area, primarily the **Central Business District**. I think that is outdated thinking based simply on the fact that Kirkland's CBD began in that location. It's just evolved. The actual "business" of the CBD is no longer ships, commerce, even Peter Kirk's thoughts of a steel mill. As the City has grown immensely, businesses in the old CBD (Penney's, the Volvo dealership, a gas station, etc.) have now moved elsewhere in Kirkland.

The current "business" of the CBD revolves around nightlife, tourism, parks, families, entertainment, exercise, biking, walking, dining, etc. Offices and other commercial - and even some residential - just crowd that out.

And we **MUST** recognize the challenge we have with the traffic bottleneck at Lake and Central. This will forever constrain (perhaps for the good) unrealistic and excessive development of the CBD/Moss Bay.

Please look to Totem Lake, NE 85th St., South Kirkland near the P&R, even Houghton Center and Bridle Trails, maybe even Juanita, especially any areas with better freeway access than the CBD, for commercial/retail/office development in Kirkland.

Don't be stuck in the "well that's the way we've always done it" mode. There's great opportunity ahead to turn Kirkland into an even better destination for living, business and recreation.

Chuck Pilcher
chuck@bourlandweb.com
206-915-8593

2013-06-06
kirkland2035@kirklandwa.gov

Regarding your Kirkland 2035 Planning:

Specific Ideas

1. Attract Landmark Theatres to take over an unused or underused movie theater in Kirkland. The Totem Lake theaters leap to mind but Park Place might be a candidate. The purpose is to bring art films to Kirkland along the lines of Landmark's Harvard Exit or Varsity Theater. Tacoma has The Grand Cinema, from which inspiration could be taken.
2. Attract organizations such as the Seattle Shakespeare Company to the Kirkland Performance Center. Perhaps you could establish eastside premiers at the KPC.

General Ideas

According to the way I see it, there are two kinds of parks:

1. Activity Center
2. Tranquility Center

Kirkland should avoid the blunder made by King County parks in focusing primarily on activity centers. I stopped going to Marymoor Park because of the infernal model airplanes. I agree that children need a place to play and such places are activity centers. However, stressed people need quiet places where they can sit and gaze upon trees, birds, and whatever else nature has on offer. Since King County provides numerous activity centers, I encourage Kirkland to create tranquility centers.

Sincerely,
Mark Sanders
tspgmr1@aol.com

Dorian Collins

From: Ann Bishop <bishop@wallaceproperties.com>
Sent: Tuesday, May 07, 2013 1:27 PM
To: Dorian Collins
Cc: Ellen Miller-Wolfe
Subject: Healthcare at Totem Lake

Hi, Dorian:

Thank you for your good information. I would be interested in sharing my perspective as a medical/healthcare property broker. I chair the national Medical & Life Science Development Forum for NAIOP, which studies demand and trends in medical and life sciences properties around the country. Moreover, I believe strongly in the public/private partnership concept and appreciate that Kirkland has always sought input from many community sectors, including hospitals and healthcare facilities. A healthy community is diverse and yet balanced.

Please let me know how I can be of service.



Ann Bishop, MBA
Senior Vice President
Wallace Properties, Inc. | 330 112th Ave. NE, #200, Bellevue, WA 98004
Direct: 425.283.1658 | Cell: 206.229.7523

Wallace Properties was honored to be named "Developer of the Year 2012" by Washington Chapter NAIOP