



**MEMORANDUM**

**Date:** January 15, 2015

**To:** Planning Commission

**From:** Dorian Collins, Senior Planner  
Paul Stewart, Deputy Director

**Subject:** Comprehensive Plan Update – Totem Lake Business District,  
File No. CAM13-00465, #4

This memo addresses the following Comprehensive Plan Update topic:

- Totem Lake Business District Updates, Draft Plan for Totem Lake Business District and Urban Center
- Study Session #5

**I. RECOMMENDATION**

Review the draft Totem Lake Business District Chapter, and provide direction to staff to revise the draft. Based on Planning Commission direction, staff will revise the draft Plan for review at the study session on April 23<sup>rd</sup>. The Chapter will remain in draft form and continue to be shaped by the following processes:

- Planning Commission discussions and recommendations on the six Citizen Amendment Requests (CARs) that may influence land use and policy direction in the Totem Lake Business District and Urban Center.
- Public input
- Completion of the Transportation Element and the Transportation Master Plan
- EIS analysis of growth alternatives, including the Totem Lake Planned Action EIS

**II. BACKGROUND DISCUSSION**

The Planning Commission discussed issues related to the Totem Lake Plan update at nine meetings during 2014 (see Public Outreach below for specific meeting dates). Key topics covered at these meetings included:

- Boundaries for the Totem Lake Neighborhood (Business District) and the Totem Lake Urban Center

- Industrial areas (Study of these areas included a Planning Commission tour of industrial areas and a consultant study of the city’s four key industrial areas - see [Heartland Study 2014](#))
- Totem Lake Plan format
- Selection of CARs for study

Also during 2014, the City Council studied the concept of participating in a regional transfer of development rights program with King County for the Totem Lake Urban Center. Direction provided by the Planning Commission and City Council on these topics has been incorporated into the draft Plan.

In addition to changes resulting from the discussions noted above, the revised Plan must address the requirements for plans for Regional Growth Centers under Vision 2040 and it’s Regional Growth Strategy.

### **III. KEY CHANGES AND ISSUES FOR DISCUSSION**

The revised draft appears as Attachment 1, which contains all of the tracked changes. Attachment 2 contains a clean copy with all of the changes incorporated. Existing text to be retained is shown in black, while text proposed to be deleted is red with strike-through marks. New proposed text appears in red and is underlined. Where text is relocated from one section of the existing Plan to a new section of the revised Plan, the moves are not shown in tracked changes to avoid confusion.

Changes to **format** and **considerations in reviewing** the draft Plan include:

- **The Totem Lake Neighborhood is renamed the “Totem Lake Business District”.** The revised Plan applies to both the Totem Lake Business District and the Totem Lake Urban Center.
- Five sub-districts are identified within the business district. The [existing plan](#) describes four quadrants.
- The revised Plan follows a new outline which includes general goals and policies that apply to the entire business district, followed by specific goals and policies for each sub-district.
- Note that goal and policy numbers used are temporary. These numbers will change when revisions are made that include new or deleted policies, and when the Transportation and Eastern Industrial District sections are completed.
- All maps included are in draft form (see Attachment 3), and maps not included are generally related to Transportation.
- Many proposed policies do not have accompanying text. Staff hopes to receive direction from the Commission as to whether or not these policies should be included prior to drafting supportive text.

- Despite considerable discussion and study by the Planning Commission on the subject of light industrial land and uses, most revisions to policy direction for light industrial areas are not included in this draft. Since many of the CARs are for properties within these areas, staff recommends that the Planning Commission defer changes until these areas are studied as part of the CAR process. Meetings on the CARs will be as follows:
  - February 26<sup>th</sup>: Walen
  - March 12<sup>th</sup>: Evergreen Healthcare  
Morris  
Rairdon  
Totem Commercial Center (Woosley)  
Astronics (Susuki)
- The [PSRC Checklist](#) for Regional Growth Center plans includes a list of topics that should be addressed either in the Centers plan or elsewhere in the Comprehensive Plan. Some of these topics, such as air pollution and greenhouse gas emissions, will be addressed in the Environment Chapter. Others will be addressed in the Housing Element, Transportation or other elements of the Comprehensive Plan. A table noting where these issues and topics are addressed in the Comprehensive Plan will accompany the Totem Lake Plan when it is submitted to the PSRC for review.
- The PSRC checklist also requires that a market analysis for the Center be included. Kirkland plans to submit the market analysis completed in 2014 as part of the Transfer of Development Rights (TDR) study (see Attachment 4).

Changes to **policies** and **questions for discussion and direction** are noted below. Even where no questions for the Commission are posed, staff would appreciate confirmation as to whether or not the Commission is satisfied with the proposed text:

- **Introduction and Vision Statement (pages 1-3):** Revisions to these sections include updates to address changes that have occurred since the Plan was adopted in 2002, and also to include text required to comply with regional requirements related to providing a regional context.
  - **Does the Planning Commission think this statement is too long? If so, what text might be eliminated?**
- **Land Use (page 4):** New policies are proposed for this section to address the need to direct more growth and development to the Urban Center. New text is included to discuss the conflicts between incompatible uses (such as residential and light industrial), and the objective to allow for flexibility and expansion of a range of uses. This text is intended to address direction from the Planning Commission regarding adding flexibility for light industrial uses to expand, and the concern about impacts of these uses on such uses as schools and housing that exist within areas designated for light industrial or commercial use.

The term "light industrial" is used throughout much of the draft Plan, although the Planning Commission has discussed alternate terms such as "flex commercial" in the context of both the Land Use Element and the Totem Lake Business District.

The TDR Market Assessment for Totem Lake (Attachment 4) uses the term, "flex industrial" to describe industrial space that is "oriented more toward office tenants that need some warehouse or production space. These could include high-tech users such as aerospace suppliers, medical device instrument companies, software and hardware, telecommunications, and corporate offices. These buildings range from one to three stories and the office space typically comprises at least 40% of the building". This term might more accurately convey the image and expectation for development in most of Totem Lake's industrial areas.

- **Does the Planning Commission want to choose an alternate term for "light industrial"?**
- **Does Policy TL-2.3 address the concern about conflicts between these uses?**
- **Economic Development (page 6):** This section includes several new policies. Policy 3.4 is aimed at providing flexibility to consider proposals for development concepts that may not be anticipated at this time, but may be desirable for the Urban Center. This policy would support flexible regulations that could enable the concept of a mixed use development straddling the CKC in the Parmac area, for example, as has been discussed.

Policy 3.5 would restrict low intensity uses, such as retail storage uses within the Urban Center. **During the Commission's last discussion on this topic, the notion of prohibiting these uses in commercial areas rather than industrial areas was raised.**

New text for existing policy TL-4.2 would restrict storage of vehicles to those associated with dealerships located within the Urban Center.

- **Do these policies address the concerns discussed by the Planning Commission on these topics?**
- **Environment, Parks and Open Space (page 9):** Key updates to existing policies include new policies and text to incorporate direction from the adopted Totem Lake Park Master Plan, highlight open space opportunities provided by the CKC, and call for consistency with the Parks, Recreation and Open Space Plan.
- **Public Services and Facilities (page 15):** This section includes a new goal to support directing infrastructure funding to projects within Totem Lake since it is an Urban Center. It also updates existing policies and supports regional stormwater management.
- **Transportation (page 16):** This section has not been updated. Since transportation goals and policies have a major role in planning for Totem Lake, this

section is dependent upon the completion of the Transportation Element and the Transportation Master Plan. Anticipated revisions include changes to approaches noted in the Transportation Plan, changing the emphasis away from level of service. Changes to the project list for Totem Lake, maps and other format changes consistent with other neighborhood plans will also be made.

- **Housing (page 25):** Changes to this section include revisions to the text related to the transit-oriented-development at the Kingsgate Park and Ride, since this site would be included within the Totem Lake Business District under the proposed changes to the boundary between Totem Lake and Juanita.

A note in this section also asks the Planning Commission to provide direction regarding the area delineated as Housing Incentive Area 4. This area includes land in TL 10D, where the Commission has expressed concerns about conflicts between industrial and residential use. More discussion and a **question for the Commission's** consideration is noted below in the context of the South Industrial Commercial District.

- **Urban Design (page 27):** Key changes to policies in this section address the need to identify and create gateways to the business district, call for standards for the Circulator Boulevard, and the development of an Urban Design and Amenities Plan for the district to support placemaking efforts for the district.
- **Business District Core (page 33):** This section gives a new name to the area formerly called "Totem Center", to avoid the confusion between "Totem Center" and the "Totem Lake Urban Center". Key changes to this area are intended to update the text since it was last adopted, as improvements such as the transit center have been completed. In other areas, the revisions use summary text to replace lists to simplify and reduce the length of the text. The new text also incorporates direction from the 2013 Totem Lake Park Master Plan. *The Evergreen Health CAR lies within this sub-district.*
- **Eastern Commercial District (page 39):** New text summarizes the direction for redevelopment of the TL 5 commercial area, and incorporates objectives to link this site to the CKC. *The Woosley CAR lies within this sub-district.*

Policy 24.2 is added to support the concept of an "auto district". The objective of this policy is to acknowledge and support auto dealerships within the area, but to seek ways to encourage these uses to consolidate aspects of their businesses in order to eventually reduce their footprints and visual impacts in the area.

- **Does the Planning Commission agree with Policy 24.2?**

- **South Industrial Commercial District (also known as the Parmac area) (page 41):** More substantial changes are proposed for this sub-district, primarily intended to acknowledge that the area may not redevelop in high tech office uses in the near term, and to therefore allow for expansion and redevelopment of more traditional "light industrial" uses.

- **Does the revised text adequately address direction from the Planning Commission on this subject?**

Revisions also discuss housing in Housing Incentive Area 4, the boundaries of which **may change as highlighted for the Commission's review** above. The map in Attachment 5 shows the boundaries of this HIA, where residential use is allowed. Under existing regulations, residential use must be included in a mixed-use development (office/high tech) in this HIA, except along the western perimeter of TL10D, where stand-alone residential use is allowed (see Attachment 6).

The Heartland Industrial Study concluded that this development type (mixed office/residential) is not likely to occur within this area for market reasons. The recommendation from this study was to un-couple these land uses. The Planning Commission has expressed concerns about the conflicts between residential use and industrial use, and has provided preliminary direction to staff to revise existing policies and regulations to minimize these conflicts. However, the steep slope between properties along the western boundary of the subarea may provide a natural edge to allow the varied land uses to coexist with minimal impacts (see Attachment 7). Options for the Planning Commission to consider include:

- Eliminating this Housing Incentive Area
- Revising the boundaries of the HIA to follow the slope **(Staff recommendation)**
- Allowing residential use only within the stand-alone housing area
- Making no changes to the boundary of the HIA.
- **Should changes be made to the boundaries of Housing Incentive Area 4?**

The concept of a planned mixed-use development along the CKC is also introduced.

- **Does the Commission support including Policy 26.2 and its supportive text?**

**Western Mixed-Use District:** Discussion regarding the use of the Kingsgate Park and Ride for TOD is included in this section. Goal 27 and Policies 27.1-27.5 address specific considerations that could be implemented through zoning. These policies are similar to those in the Lakeview Neighborhood Plan that directed development of the TOD in that area.

- **Does the Planning Commission agree with the policies for TOD in this area?**

New text is included to express the vision for the Totem Lake West shopping center. Existing zoning **regulations and design guidelines envision a "village" concept** for redevelopment in this area, with internal roads to create a more pedestrian-oriented development form. This text provides support for those standards.

- **Should new text be added for Totem Lake West?**

**Eastern Industrial District:** Staff recommends that revisions for this area follow the Planning Commission’s discussion and recommendations on the three CARs for changes in this area (Rairdon, Morris and Astronics). Without a resolution on these requests, the land uses and related policies cannot be determined.

**Additional questions:**

- Should the Urban Center boundaries be adjusted to eliminate more of the area in predominately light industrial use? It may make sense for the entire Eastern Industrial District to be located outside of the Urban Center, as land uses in this area are anticipated to remain very low density. ***Should the boundary issue be revisited once the recommendations on the CARs are made?***

**IV. PUBLIC OUTREACH**

To date, outreach events 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. The City has also maintained a webpage for the [Totem Lake Business District Update](#), which provides an opportunity for interested people to join a listserv to stay informed.

The Planning Commission held many study sessions on topics related to the Totem Lake Business District in 2014: [January 9th](#), [March 13th](#), [April 10th](#), May 28<sup>th</sup> (industrial areas tour, see Attachment 8), [June 26th](#), [July 10th \(CARs\)](#), [September 11th \(CARs\)](#), [September 25th \(Part 1\)](#) and [September 25th \(Part 2\)](#), and [October 23rd](#).

Public comments received through letters received and at public meetings are included in Attachment 9.

**V. NEXT STEPS**

Staff will incorporate any recommended changes into a revised draft of the Totem Lake Business District plan for review by the Commission on April 23<sup>rd</sup>. That version will include proposed changes based on the recommendations for the CARs, as well as a new Transportation section and text for the Eastern Industrial District. The City Council will receive a briefing on the draft plan on May 19<sup>th</sup>, and the plan will be considered at a public hearing on the CARs and neighborhood plans, tentatively scheduled for June 11<sup>th</sup>.

Attachments:

1. Draft revised Totem Lake Business District Plan (with “tracked changes”)

2. Draft revised Totem Lake Business District Plan (clean version)
3. Draft Maps for Totem Lake Business District Plan
4. 2014 Market Analysis of Totem Lake Neighborhood (Totem Lake TDR and TIF Study, Berk and Associates)
5. Map: Housing Incentive Areas
6. Map: Stand-Alone Housing Areas
7. Map: Aerial of TL10D with Topography
8. Industrial Areas Tour Materials
9. Public Comments

# Totem Lake Business District Neighborhood

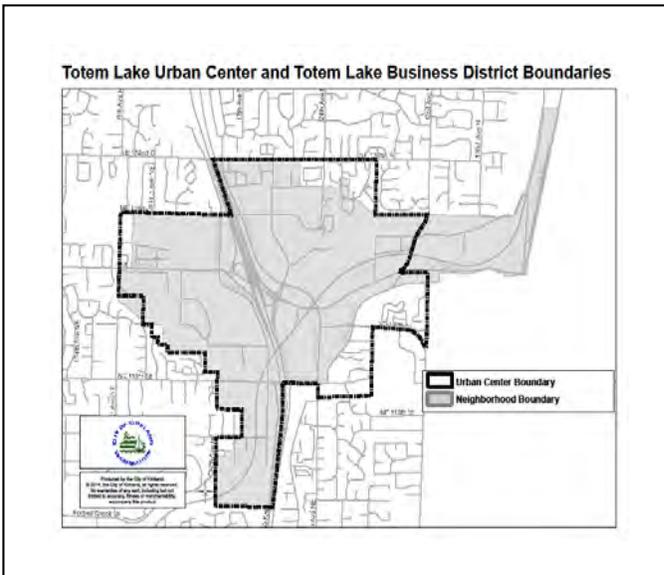
## 1. INTRODUCTION

The Totem Lake Business District~~Neighborhood~~ is located in the northeastern part of the city, south of the Kingsgate Neighborhood, east of Juanita, and north of North Rose Hill and Highlands. ~~corner of Kirkland (see Figure TL-4).~~ 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~~405~~ on the east, and the boundary created by established single-family residential areas on the south and west. The boundaries of the business district and urban center are very closely aligned. The Totem Lake Urban Center boundaries incorporate the entire Totem Lake Business District with the exception of the light industrial area north of NE 124<sup>th</sup> Street and east of 132<sup>nd</sup> Avenue NE and the wetland areas along the center's western boundary, and the addition of land east of Slater and north of NE 116<sup>th</sup> Street that is included in the North Rose Hill Neighborhood (See Figure TL-X).

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 Regional Growth Center Plan Checklist requires that the Plan include a regional context, and describe the relationship of the center plan to the City's Comprehensive Plan, as well as VISION 2040 and Countywide Planning Policies.*

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.



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.

*Specific policies to be developed for revised draft.*

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

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

~~Consistent with the Comprehensive Plan, this neighborhood plan addresses future land use through 2012. However, the intensity of land uses that are planned for the neighborhood, particularly those expected to~~

occur in the Totem Center area, are likely to come to pass over a much longer period. It is anticipated that this plan will be updated on an ongoing basis, to respond to changing conditions within the neighborhood and the City.

Framework goals that provide the basis for this plan include:

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

## 2. VISION STATEMENT

*The draft Vision Statement is longer than those being prepared for other neighborhoods. Staff may edit length following discussion by the Planning Commission.*

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

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

Subareas within Totem Lake have their own identities. These areas provide a wide array of housing choices~~residential,~~ retail activity and services, high tech, light industrial and office uses ~~surround this core.~~ The presence of the Lake Washington Technical Institute within the Urban Center adds both a population of students

and the vibrancy of an institution of higher education to the diversity of activities in the area. Residential uses consist primarily of moderate-density and high-density multi-family development, providing an important source of ~~workforce~~ housing affordable to a range of income groups in a highly desirable locale. Employment opportunities run the gamut, from small start-up businesses, to traditional and flex high industrial uses to high tech medical uses, as well as ~~traditional~~-retail, auto sales and office employment. Together, this rich mix of uses provides a strong and stable source of housing and employment opportunities for the City as a whole.

The business districtneighborhood is designed for people. Prioritization of public investments to Totem Lake have enhanced mobility choices, and it is now in the district. Mobility is enhanced through the provision of a wide range of choices for movement to, through and within the neighborhood. Vehicular capacity is maximized without compromising community character. High capacity transit service and facilities atin the core of the business districtneighborhood provides strong regional access to the larger community. Local transit connections, an extensive nonmotorized network and a local boulevard system all combine to complement and support the regional system.

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

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

In ~~2035~~<sup>42</sup>, the Totem Lake Business DistrictNeighborhood has evolved into a lively Urban Centervillage with an appealing mix of residential, commercial, ~~medical~~-office, high techlight industrial and open space uses.

### 3. GENERAL BUSINESS DISTRICT/URBAN CENTER GOALS AND POLICIES

*This section contains general goals and policies that apply throughout the business district. Goals and policies formerly located in sections on topics such as Economic Development, Housing and Urban Design that relate to specific sub-districts have been moved to the discussions for those areas (see Section 11).*

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

## 4. LAND USE

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

*New map showing boundaries and land use for Totem Lake Business District and the Urban Center to be added.*

**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:**

*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.*

	<u>Existing (2014)</u>	<u>Planned (2035)</u>
<u>Residents</u>	<u>4,898</u>	
<u>Dwelling Units</u>	<u>3,120</u>	
<u>Residential Density (units/gross acre)</u>	<u>3.63</u>	
<u>Employees</u>	<u>11,712</u>	
<u>Employee Density (jobs/gross acre)</u>	<u>13.63</u>	

**Policy TL-1.1:**

Ensure that new development meets minimum development thresholds required within the District.

**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 TDR effort, at the appropriate time, through an interlocal agreement (ILA). The ILA should require King County to provide the City with funding for public improvements in the Totem Lake Business District if increased development capacity is allowed through TDR.

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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).**

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**Policy TL-2.1:**

Continue to provide for increased intensity of development in the core of the Business District.

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

**Policy TL-3.12.2:**

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

Outside of Totem Center the district's core, established retail areas are located around the I-405/NE 124<sup>th</sup> Street interchange and extend to the east and west along NE 124<sup>th</sup> Street, to the north and south along 120<sup>th</sup> Avenue NE and along both sides of 124<sup>th</sup> Avenue NE (see Figure TL-X3).

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 124<sup>th</sup> Street. A smaller office area is located along the south side of NE 128<sup>th</sup> Street (see Figure TL-3), although smaller office clusters also exist within retail and light industrial areas. Light industrial uses remain within areas designated for office, such as TL 10C, TL 10D and TL 10E. A mix of commercial and industrial uses are also located north of NE 124<sup>th</sup> Street and east of 124<sup>th</sup> 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 can be strengthened through policies and regulations aimed at allowing for flexibility in expansion and redevelopment, as well as through efforts to reduce conflicts with incompatible uses.

**Policy TL-2.3:**

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

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

## 5. ECONOMIC DEVELOPMENT

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

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

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

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

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

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***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 industrial and office employment.***

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***Policy TL-3.11.1:***

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

The Totem Lake Business DistrictNeighborhood is an economic engine for the City. The districtneighborhood 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 districtneighborhood.

***Policy TL-3.21.2:***

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

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

***Policy TL-3.1.3:***

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

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

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

***Policy TL-3.4:***

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

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

the sustainability and growth of these larger business clusters or ecosystems should guide planning decisions in Totem Lake.

***Policy TL-3.5:***

Limit uses that do not contribute to a dense and vibrant urban environment.

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

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

***Policy TL-3.6:***

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

**~~Figure TL-2: Totem Lake—Totem Center~~  
~~Figure TL-3: Totem Lake—Land Use~~**

***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 for vehicle storage are located near gateways identified in this Plan, special attention to visual impacts is important. Parking areas should be appropriately landscaped so they do not detract from efforts to provide a welcoming and attractive entrance to the business district.

***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-4.3:***

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.***~~

*Goal and policy moved to Implementation Chapter.*

***Policy TL-5.1:***

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

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

## 6. ENVIRONMENT, PARKS AND OPEN SPACE

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

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***Goal TL-514: Enhance the biological integrity of Juanita Creek and Forbes Creek.***

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***Policy TL-514.1:***

Enhance the habitat quality of the Juanita Creek corridor.

Juanita Creek and associated wetlands represent the largest continuous wildlife habitat area in the Totem Lake Business District~~Neighborhood~~ (see Figure TL-5). 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 coho 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.

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**Goal TL-~~515~~: Enhance the natural condition and function of Totem Lake.**

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**Policy TL-~~515~~.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.

**Figure TL-~~X5a~~: Totem Lake Sensitive Areas**

**Figure TL-~~X5b~~: Totem Lake Geologically Hazardous Landslide and Seismic Hazard Areas**

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.

**Policy TL-~~515~~.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-~~515~~.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.

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***Goal TL-~~616~~:* Establish a greenway extending in an east/west direction from the hillside northeast of Totem Lake and extending along the Juanita Creek corridor.**

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***Policy TL-~~616~~.1:***

Create a public greenway as shown in Figure TL-~~X6~~.

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 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-~~X6~~). The greenway would encompass many of the Juanita Creek Basin wetlands on the north side of NE 124th Street (see Figure TL-~~X5~~). 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-~~616~~.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-~~616~~.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 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-17: 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 District ~~Par Mae~~ and along the north side of Juanita Creek (see Figure TL-X5). 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-~~7~~17.1:***

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-X11), and the hillside northeast of Totem Lake (District TL 9), 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.~~

*This general objective is addressed in the Environment Chapter.*

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

***Policy TL-~~7.2~~17.3:***

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

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

The steep, heavily vegetated hillside in the northeastern portion of the business district neighborhood lies within an identified high landslide area (see Figures TL-5 and TL-11, District TL 9). Although a range of office, industrial or multifamily uses are permitted in the southern portion of the hillside north of NE 126th Place, this development and all development on the hillside are subject to the following conditions:

*This section will be revised following the discussion and recommendation on the Rairdon CAR.*

- (1) Development should be subject to public review and discretionary approval through the City's Process IIA process.
- (2) The base density for residential development on the slope should be eight dwelling units per acre.
- (3) 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.
- (4) Vegetative cover should be maintained to the maximum extent possible. Clustering of structures may be required to preserve significant groupings of trees.
- (5) Watercourses should be retained in a natural state.
- (6) Development should only be permitted if an analysis is presented that concludes that the slope will be stable. The analysis should indicate the ability of the slope and adjacent areas to withstand development, the best locations for development, and specific structural designs and construction techniques necessary to ensure long-term stability.
- (7) 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.
- (8) 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.
- (9) Surface water runoff should be maintained at predevelopment levels.
- (10) 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.
- (11) 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.

***Policy TL-~~7.317.4~~:***

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

The water bodies in the Totem Lake Business District Neighborhood are generally rated as "fair" to "good." All, however, have been routinely diagnosed with such water quality problems as high fecal coliform, low dissolved

oxygen and high temperatures. Runoff from streets, parking lots and yards is a major contributor to water quality problems. The City should address water quality issues in accordance with the 2014 Surface Water Master Plan, associated with runoff from I-405, improve monitoring of privately owned detention facilities, and facilitate public education regarding use of lawn fertilizers and pesticides.

***Policy TL-~~7.417.5~~:***

Coordinate with the Federal Emergency Management Agency to update 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.

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***Goal TL-~~811~~: Acquire and develop community facilities, such as a neighborhood park and community center.***

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***Policy TL-~~811.1~~:***

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-~~811.2~~:***

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-~~811.3~~:***

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-9: Maximize opportunities for public open space provided by the Cross Kirkland Corridor.**

**Policy TL-9.1:**

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 132<sup>nd</sup> Avenue NE, and as the Eastside Rail Corridor to points east, runs diagonally through the Totem Lake Business District. Opportunities for recreation and connection presented by this swath of open space should be maximized by neighboring properties, consistent with the objectives established in the PROS Plan and 2014 CKC Master Plan.

## **7. PUBLIC SERVICES AND FACILITIES**

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

**Goal TL-10: Prioritize available infrastructure funding to projects within Totem Lake to support its development at Urban Center densities.**

**Policy TL-10.1:**

Provide flow control and water quality treatment facilities to serve the Totem Lake Business District.

**Policy TL-10.2:**

Provide stormwater management facilities to serve untreated and uncontrolled run off.

**Policy TL-10.3:**

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.-

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

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

**Policy TL-18.1:**

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

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

**Policy TL-10.418.2:**

Coordinate with regional service providers and special districts to meet the needs of the Totem Lake Business District~~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 Business District~~Neighborhood~~. In most cases, these service providers do not maintain facilities within the 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 Business District~~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.~~

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

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***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.~~

***Policy TL-10.520-2:***

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

The Totem Lake 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 contribute to the reduction of stormwater flows.

*The Transportation Section is not ready for review at this time, as it will be revised to be consistent with the Transportation Element and TMP which are still under development.*

## 8. TRANSPORTATION

The concentration of economic activity in the Totem Lake Neighborhood requires an efficient transportation system. The neighborhood has an established network of streets that serve vehicular needs. I-405 provides regional access to the neighborhood. Principal arterials (NE 124th Street, 124th Avenue NE) connect Totem Lake with other regional locations such as Bellevue and Redmond. Minor arterials (NE 116th Street, Totem Lake Boulevard, 132nd Avenue NE, NE 132nd Street, NE 120th Street) provide connections between principal arterials and serve as key circulation routes within the neighborhood. Collector streets distribute traffic from the arterials to local streets, giving access to individual properties.

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.

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, and nonmotorized facilities can help break the cycle of congestion and street widening while maintaining mobility within the neighborhood.

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

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***Goal TL-29: Provide mobility within the neighborhood through: (1) efficient use of existing rights-of-way as the highest priority; and (2) expansion of arterials where the additional capacity is needed.***

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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.

**Transportation Policies – revisions pending. Do not review.**

**Policy TL-29.1:**

Maximize efficiency of the existing transportation network.

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

**Policy TL-29.2:**

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

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

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

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

<b>Arterial Improvements</b>		
<b>Right-of-Way</b>	<b>Location</b>	<b>Description</b>
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
<b>New Construction</b>		
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

<b><i>Transportation Policies – revisions pending. Do not review.</i></b>		
NE 120th Street	Slater Ave. NE to 124th Ave. NE	New two-lane road
<b>Intersection Improvements</b>		
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
<b>High Occupancy Vehicle Improvements</b>		
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

***Transportation Policies – revisions pending. Do not review.***

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.

<b>Facility</b>	<b>Location</b>	<b>Description</b>
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

**Figure TL-X8: Totem Lake Street Classifications**  
**Figure TL-X: Totem Lake Street Connection Plan**  
**Figure TL-X: Totem Lake Pedestrian System**  
**Figure TL-X: Totem Lake Bicycle System**  
**2012 Network with Totem Lake Improvements**

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

***Transportation Policies – revisions pending. Do not review***

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

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***Goal TL-30: Expand transportation demand management (TDM) measures and improve transit facilities and services.***

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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-30.1:***

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

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

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

***Policy TL-30.2:***

Consider implementation of the Totem Lake Urban Center as a Growth and Transportation Efficiency Center (GTEC).

The GTEC designation is a voluntary Commute Trip Reduction (CTR) strategy that encourages reduction of Single Occupancy Vehicle (SOV) and/or Vehicle Miles Traveled (VMT) through efficient use of transportation infrastructure and travel demand management strategies discussed above. The purpose of the GTEC is to increase

access to the neighborhood while reducing the number of drive alone trips. The GTEC goals to reduce SOV and/or VMT must be more aggressive than those in the Kirkland CTR Plan.

***Transportation Policies – revisions pending. Do not review***

The City of Kirkland can focus on employers and residents that can efficiently use CTR strategies. These strategies are addressed in the draft GTEC Plan.

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

***Policy TL-30.3:***

Encourage improved Metro and Sound Transit service to and from the Totem Lake Neighborhood.

Transit service to the Totem Lake Neighborhood will improve as a result of the planned direct access HOV lanes at I-405/NE 128th Street and nearby transit facility. These projects are intended to improve the speed, reliability and use of regional express transit service in Kirkland. These improvements are also an integral part of the plan and vision for Totem Center. Please refer to the Totem Center policies for additional policies regarding these facilities.

Throughout the Totem Lake Neighborhood, expanded transit service to connect to other Eastside communities, to provide more frequent service during peak hours, and to expand service from park-and-ride lots should be provided. Additional transit shelters and stops should be encouraged. Intensive promotion should be sought for implementation of local transit services to Totem Lake residents and businesses.

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

***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-31: Simplify local circulation for businesses and residents in the Totem Lake Neighborhood.***

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

***Policy TL-31.1:***

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

***Transportation Policies – revisions pending. Do not review***

Although primarily for urban design purposes, the landscaped boulevard would not only connect visually the four quadrants of the neighborhood around the I-405 interchange at NE 124th Street, but could also help local circulation. Creation of the boulevard uses existing rights-of-way such as Totem Lake Boulevard, 120th Avenue NE and 116th Avenue NE to the greatest extent possible. In other areas, particularly at the crossing of I-405 at both the north and south ends of the boulevard, dedication and development of new rights-of-way may be needed. Please refer to the Urban Design policies and Figure TL-6 for the preferred alignment of the boulevard.

***Policy TL-31.2:***

Provide local access roads.

The Totem Lake Neighborhood currently has a limited local street system, particularly to the south of NE 124th Street. Development of a complete network of local access roads would facilitate vehicular, pedestrian and bicycle access to properties and reduce reliance on major arterial routes. Several potential roads are identified in Figure TL-4.

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***Goal TL-32: Improve circulation and access for nonmotorized modes of transportation.***

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To provide transportation alternatives to the automobile, safe and convenient paths should be developed for pedestrians, bicycles, scooters, skates and other nonmotorized modes of travel. The Active Transportation Plan (ATP) indicates that nonmotorized routes are deficient in the Totem Lake Neighborhood (Figures TL-9 and TL-10). Of particular note are inadequacies in the available east-west crossings of I-405.

***Policy TL-32.1:***

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

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

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

***Policy TL-32.2:***

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

***Transportation Policies – revisions pending. Do not review***

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.

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***Goal TL-33: Encourage coordination with regional transportation systems.***

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

***Policy TL-33.1:***

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.

~~**Figure TL-9: Totem Lake – Existing and Proposed Pedestrian System**~~

~~**Figure TL-10: Totem Lake – Existing and Proposed Bike System**~~

~~**Figure TL-11: Totem Lake Planning Districts**~~

## 9. HOUSING

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

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

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***Goal TL-1126: Preserve existing multi-family residential areas and continue to expand housing opportunities in the Business District~~neighborhood~~.***

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***Policy TL-1126.1:***

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-X3). These established residential areas should be retained and strengthened. In some areas east and north of the Totem Lake Mall and hospital campus and west of I-405, Outside of Totem Center residentially designated areas establish densities of 12 to 24 units per acre. Increases in residential densities in these areas may be appropriate since they are well-served by transit, if these changes can occur without creating impacts to residential areas outside of the business district.

***Policy TL-1126.2:***

Protect multi-family areas from potentially adverse impacts of light industrial, 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 multi-family areas in the Totem Lake Business District~~Neighborhood~~, similar measures should be provided for moderate and high-density residential areas.

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

*Addressed in design guidelines.*

**Policy TL-1126.3:**

~~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 (minimum of 50 units per acre) and support for mixed-use development in the district's core~~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 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 commercial areas when upper story residential use is provided. This incentive ~~would enables~~ 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 T~~the areas listed below, and shown in Figure TL-~~X7~~ are "Housing Incentive Areas", where 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,
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.

*In area 4, staff recommends that the boundaries of the HIA be adjusted to address direction from the Planning Commission that residential use should not occur within the industrial area. The map may also be revised to add the concept for a master planned development in this area to include residential use, straddling the CKC (see Attachment X).*

Within these areas, properties north and south of NE 116th Street and west of I-405 (districts TL 10B and TL 10C in Figure TL-~~X4~~), should be allowed additional height only if residential uses are provided. As these areas are located near residential uses to the west, and are situated at the southeast gateway to the Totem Lake Neighborhood, residential use in this area will provide an appropriate transition to the commercial areas to the east.

Another possible opportunity for expanded housing supply is through transit-oriented-development (TOD) at the ~~located at the~~ Kingsgate Park and Ride, located in the northwest corner of the Totem Lake Business District; ~~immediately northwest of the Totem Lake Neighborhood, in the North Juanita Neighborhood.~~ At this location,

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

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***Goal TL-1227: Encourage housing that is affordable to the local workforce and meets diverse housing needs.***

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***Policy TL-1227.1:***

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

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

***Policy TL-1227.2:***

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

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

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

**Figure TL-X7: Totem Lake Housing Incentive Areas**

***Policy TL-27.3:***

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

*Included in Implementation Chapter.*

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

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

*Addressed in the Land Use and Business District Core sections.*

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

## 10. URBAN DESIGN

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

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

~~***Goal TL-132A: Ensure that public and private development contributes to a coherent and attractive neighborhood identity for the business district.***~~

***Policy TL-1321.1:***

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 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-1321.2:***

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

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

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

***Policy TL-1321.3:***

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-1321.4:***

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.

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**Goal TL-1422:** *Develop gateway features that strengthen the character and identity of the Business District neighborhood.*

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**Policy TL-1422.1:**

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-X6.

Gateways to the business district neighborhood provide an important first impression of the area's character and quality. An existing gateway sign is located on NE 124th Street near the center of the neighborhood near 124th Avenue NE. Other locations for neighborhood gateways to the business district are shown in Figure TL-X6.

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.~~

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**Goal TL-1523:** *Develop a new landscaped boulevard, or "Circulator" that provides a green visual connection between the ~~four~~ quadrants—subareas of the business district neighborhood through enhanced landscape and public amenities.*

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**Policy TL-1523.1:**

Create a landscaped boulevard that generally follows the alignment shown Figure TL-6X.

The purpose of the landscaped boulevard is to provide a softened landscaped border around the I-405 interchange at NE 124th Street and to visually connect the five sub-districts~~four quadrants~~ of the business district neighborhood. 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-~~X~~6 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-~~1523~~.2:**

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

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

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

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**Goal TL-~~1624~~:** *Provide interconnected streetscape improvements throughout the ~~business district~~neighborhood that contribute to a sense of neighborhood identity and enhance visual quality.*

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**Policy TL-~~1624~~.1:**

Establish a street tree plan for the ~~business district~~neighborhood.

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

### **Figure TL-~~X~~6: Totem Lake Urban Design**

Large, deciduous trees planted on each side of the street should bring visual continuity to the ~~district~~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-1624.2:***

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

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

The quality and character of public improvements ~~such as street and park lights, benches, planters, waste receptacles, pavement materials and public signs~~ are critical components of the neighborhood's image. Standards for public improvements will assist in the development of a coordinated streetscape that will unify the business districtneighborhood.

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

***Policy TL-16.3:***

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-16.424.3:***

Establish a lighting plan for the business districtneighborhood.

A coordinated plan for lighting throughout the districtneighborhood can contribute to the area's identity. Fixtures which create a signature in style and placement throughout the streetscape and in public spaces can help to unify and upgrade the visual character of the neighborhood. Careful attention to lighting in pedestrian-oriented districts

can also improve the perception of safety for pedestrians. A lighting plan should also include techniques to address impacts between dissimilar uses, such as instances in which vehicle dealerships abut residential uses.

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***Goal TL-1725: Provide effective transitions between the industrial, commercial and higher density multi-family uses in the business district neighborhood and single-family residential areas surrounding the district neighborhood.***

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***Policy TL-1725.1:***

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-17.2:***

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

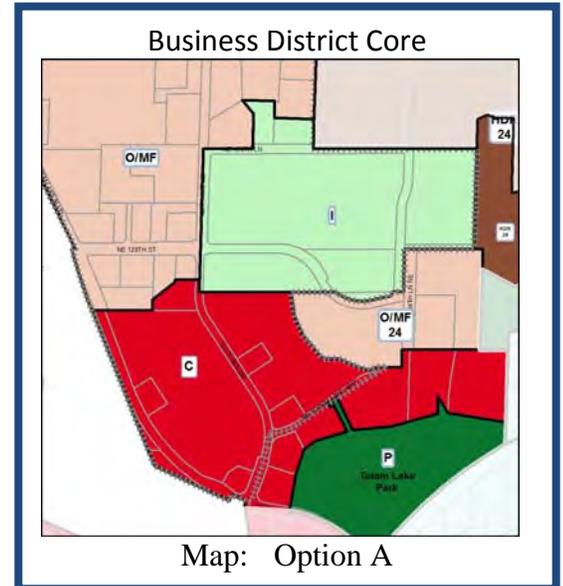
**11. SUB-DISTRICT GOALS AND POLICIES.**

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

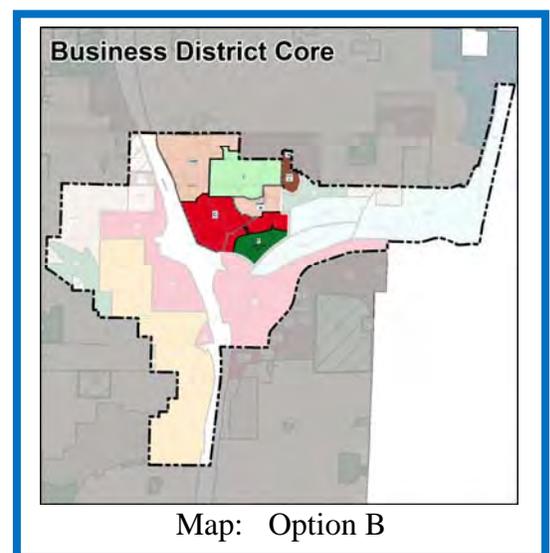
**Business District Core**

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

**Figure TL-3a: Totem Lake Urban Center**



*Map options: Would the Planning Commission prefer a map of each sub-district at a larger scale (Option A), or one that shows the location of the sub-district in the context of the entire business district (Option B)?*



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~~Neighborhood~~ Vision Statement.

*Sub-district map may be revised slightly following the discussion and recommendation on the Evergreen Health CAR.*

**Goal TL-182: Focus intensive growth within the core of the Business District Totem Center (Districts TL1, TL2 and TL 3.**

**Policy TL-18.12.1:**

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

In the Totem Lake Business District~~Neighborhood~~, the most intensive commercial development is focused in the Business District Core~~Totem Center~~ (see Figure TL-X2). The Evergreen Health Medical Center campus~~Hospital and Medical Center~~ and the Totem Lake Mall play a key role 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, intensive economic development activity, a minimum development threshold is required for new development and redevelopment within the District. ~~Please refer to the Totem Center policies for a more specific discussion of Totem Center economic development policies.~~

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

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

**Policy TL-6.1:**

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

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

**Policy TL-6.2:**

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

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

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

***Policy TL-6.3:***

~~—Support complementary development throughout Totem Center.~~

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

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***Goal TL-197: Provide a variety of high-density residential uses.***

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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-197.1:***

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

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

***Policy TL-197.2:***

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

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

---

**Goal TL-208:** *Ensure that public and private development contribute to a lively and inviting character in the Business District Core~~Totem Center~~.*

---

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

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

- **Mix of Uses** – Over time, the Business District Core~~Totem Center~~ should evolve into a diverse mix of uses, including office, retail, medical and hospital uses, and high-density residential. This mix of uses can be provided in mixed-use buildings or in single-use buildings located in close proximity and with good pedestrian connections.
- **Pedestrian Orientation** – Building entrances should face the street. Building mass should be broken up by offsets, step-backs or similar measures. Where compatible with the use, generous windows should be provided and oriented toward the street. Parking should not be the predominant use next to streets.
- **Public Spaces** – Development and redevelopment projects should provide publicly accessible open spaces that are focal points for the community. The City should identify park and recreation trail locations that encourage pedestrian activity throughout the core, ~~Totem Center~~ incorporating the improvements and trails identified for Totem Lake Park in the 2013 Totem Lake Park Master Plan.

***Policy TL-8.1:***

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

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

- ~~Reinforce the character of Totem Center through public investments, including street improvements, street lighting, gateway features, landscaping, ample sidewalks with street trees and bikeways.~~

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

***Policy TL-20.18.2:***

~~Address unique conditions through~~Implement design principles for the mixed-use area west of Evergreen HealthHospital 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-20.28.3:***

~~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.

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**Goal TL-219:** Support and strengthen the role of Evergreen ~~HealthHospital~~ Medical Center as an important part of the Kirkland community (district TL 3).

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Text and/or maps may be revised following the discussion and recommendation on the Evergreen CAR.

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

**Policy TL-219.1:**

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

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

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

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

**Policy TL-219.2:**

Implement design principles for the Evergreen Hospital Medical Center.

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

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

- ~~■ Building heights in excess of those allowed under the current Master Plan should be considered. Prior to approval of increased building heights, an analysis of shadowing and transition to surrounding residential areas must demonstrate that the impacts of greater heights on the surrounding residential area can be effectively mitigated. Taller buildings should be located toward the center of the site, away from residential uses.~~

- ~~■ The value of public access to usable green spaces on the hospital campus should be considered when evaluating the need for taller buildings on the site.~~
- ~~■ Campus edges should remain compatible with neighboring uses. Extensive landscaping or building elements at the edges that are of a similar scale as neighboring uses should be used.~~
- ~~■ Pedestrian access within and through the Hospital campus should continue to be improved. The Hospital should coordinate with the Totem Lake Mall to provide a pedestrian connection that allows access between the Hospital, Transit Center and retail area in a safe and attractive environment. This feature may be an open space amenity or incorporated into buildings located near the slope.~~

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***Goal TL-2210: Expand and strengthen the retail focus at the Totem Lake Mall (district TL 2).***

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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-2210.1:***

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

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

***Policy TL-2210.2:***

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, the siting of buildings to a pedestrian network and the orientation of ground floor spaces to encourage pedestrian activity and visual interest. Visual and functional connections to Totem Lake Park, as well as the provision of pedestrian connections to the Evergreen Health campus, transit center and mixed use area north of the lower part of the mall are also important. are noted below.

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

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

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

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

~~**Policy TL-12.1:**~~

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

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

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

~~**Policy TL-12.2:**~~

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

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

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**Goal TL-~~2313~~:** *Establish a transportation network that emphasizes pedestrian and transit use and is consistent with the regional transit plan.*

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

**Policy TL-~~2313.1~~:**

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

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

**Policy TL-~~2313.2~~:**

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 would allow for choices in through movement and local access, encourage walking, the use of transit and contribute to the character and identity of the district's core~~Totem Center~~. Potential new street connections include mid-block connections along 120th Avenue NE and between NE 128th Street and NE 130th Street, as shown in Figure TL-~~X~~4.

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

*Construction of the NE 128<sup>th</sup> Street overpass is complete.*

**Policy TL-~~2313.3~~:**

Calm traffic on 120th Avenue NE.

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

emergency service providers to ensure adequate emergency access to the Evergreen Health campus-Hospital and other uses in the area.

### Figure TL-4: Totem Lake 2012 Network with Totem Lake Improvements and Additional Grid Improvements

#### Policy TL-23.4:

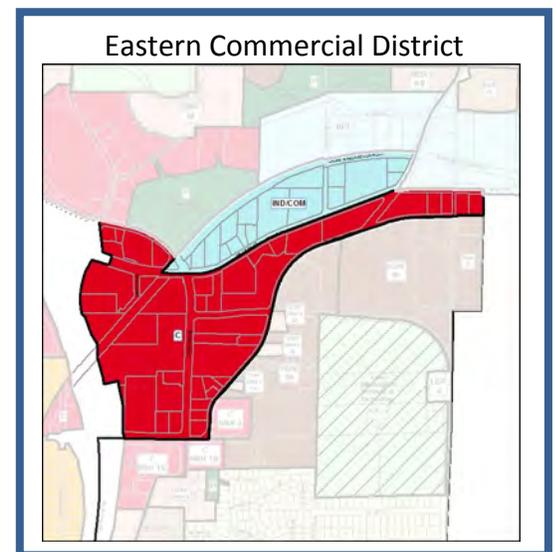
Provide new pedestrian connections to Totem Lake Park from businesses, residential areas, transit and Evergreen Health.

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

#### Eastern Commercial District

*The map for and text for this sub-district may be revised following the discussion and recommendation on the Woosley CAR.*

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



#### Policy TL-3.3:

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

*Regulations have already been adopted.*

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-24: Strengthen existing uses and support redevelopment consistent with Urban Center objectives.

***Policy TL-24.13.4:***

~~Promote redevelopment of~~ ~~Enable expanded development opportunities for~~ the commercial district located on the west side of 124th Avenue NE and south of NE 124th Street under a ~~Master 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-~~X11~~), presents a unique opportunity for the development of a planned, mixed-use district within the southern portion of the Totem Lake Business District Neighborhood. Assembly of land may be feasible in this area, as much of the area is contained in several large property ownerships, the largest being slightly over 9 acres. The western portion of the district is located adjacent to the freeway, and at a lower elevation that may enable greater building height with minimal impact

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

- ◆ Strengthened retail development, including opportunities for vehicle dealerships,
- ◆ ~~Consider Greater~~ building heights ~~in excess of~~ than those allowed in other commercial districts,
- ◆ Creation of a more pedestrian-oriented district through:
  - ◆ The siting of buildings and public spaces to be oriented to the pedestrian and Cross Kirkland Corridor,
  - ◆ The creation of a street grid through development of a north-south right-of-way, and the consideration of development bonuses where the set-aside of land and improvement of this right-of-way is provided through private development.
- ◆ ~~Provide for~~ increased housing capacity, and affordable housing in particular,
- ◆ ~~Ensure~~ 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-24.2:***

Encourage the creation of an “Auto Dealership District”.

Auto dealerships are an established land use along 124<sup>th</sup> Avenue NE and NE 124<sup>th</sup> Street within the Eastern Commercial District. While these businesses provide important benefits to the City, as discussed in the Economic Development section of this Plan, they do not contribute to the density and pedestrian orientation desired in an Urban Center. Standards to encourage consolidation of land devoted to sales and storage of automobiles, coordination of signage, shared parking, unique lighting, design elements, streetscape and landscaping to provide and identity for the district could be useful in minimizing the impacts of this low density land use while strengthening the industry’s presence within Totem Lake.

**Policy TL-24.3:**

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

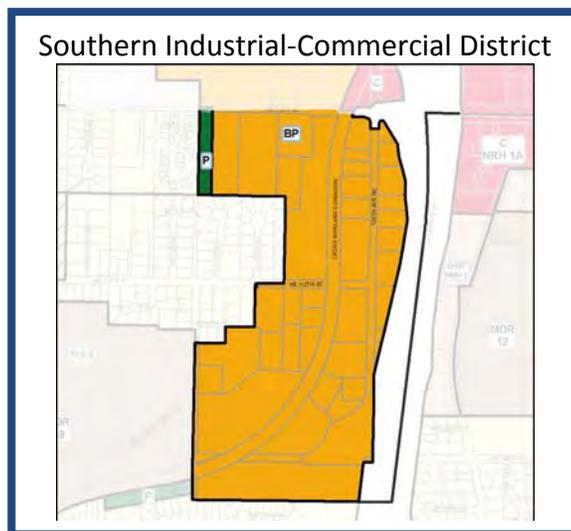
Where commercial and light industrial uses exist between NE 124<sup>th</sup> Street and the CKC, next to Totem Lake Park, the relationship of these land uses to the corridor and lake should be considered. Building openings and connections should be consistent with the objectives of the 2013 Totem Lake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

**South Industrial-Commercial District**

The area south of NE 116th Street, historically known as Par Mac, is currently developed with a mix of light industrial, office, retail, auto and service uses. Historically, this area was planned for and developed with manufacturing and light industrial uses that may have 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 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 district 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~~



*References to “light industrial” may be revised to be consistent with new term for light industrial (“commercial flex”, “flex industrial” or similar) selected for this use in Land Use Element.*

~~sector should be specifically encouraged. These types of firms tend to provide high-wage jobs and other benefits to the area's economy. Development incentives including aAdditional building height were providedestablished to encourage these uses in redevelopment of the areashould be considered for future development in this area. Due to the topographic characteristics of the land, situated at a lower elevation than the freeway to the east and from many areas of residential development to the west, greater height in this area would have limited impacts on views or the character of the area. Additional height would also encourage greater redevelopment of the area than might occur at the existing permitted intensity. Development trends across the Eastside indicate that most new office development has occurred outside of Kirkland, as the City is a secondary office location to other locations on the Eastside.~~

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

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***Goal TL-253: Preserve and intensify commercial uses areas outside of Totem Center.***

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***Policy TL-25.13.2:***

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

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

***Goal TL-26: Housing: Accommodate residential use where appropriate within the district***

***Policy TL-26.1:***

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

*Need to determine revised boundaries of HIA 4.*

***Policy TL-26.2:***

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

~~Growth in employment in businesses located along the CKC, south of this district, has expanded the City's housing needs. An opportunity exists to address this need through providing residential development along the corridor, where residents could enjoy direct access to employment along the bike or future transit corridor. Standards for development should include land aggregation, to ensure a substantial property size is included to accommodate a mix of uses and range of amenities for residents and businesses. Vehicle and pedestrian access to the development~~

should also be designed to minimize conflicts with traffic for light industrial uses. Flexibility in regulations is important, to enable consideration of the complex issues of siting this type of development in the Southern Industrial-Commercial district.

Design considerations associated with additional height will include views from the freeway, and the need to preserve some openness across the area.

Existing industrial tenants in this area should continue to be supported through development standards that allow these uses to remain and expand.

### Western Mixed-Use District

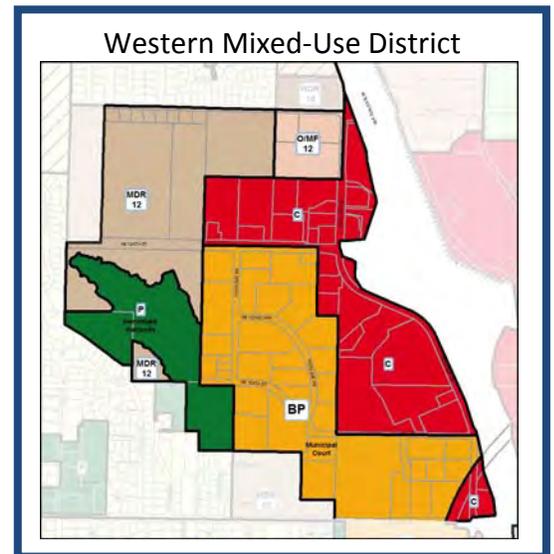
The Western Mixed-Use District contains a wide range of uses and activities. The Kirkland Justice Center, providing police and court services is located here, just west of the general retail area along 120<sup>th</sup> Avenue NE, and just east of the large 405 Corporate Center, where much of the district's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

The Kingsgate Park and Ride site 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 IO-405 direct access ramps and transit center via a pedestrian walkway. The site's location within the Totem Lake Urban Center, close to employment, shops and services is ideal for transit-oriented-development. If the site is redeveloped with TOD, the principles discussed below should be used to guide development at the park and ride:

**Goal TL-27: Work with WSDOT to support transit-oriented-development (TOD) at the Kingsgate Park and Ride.**

**Policy TL-27.1: 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



*This map will be revised to add the Kingsgate Park and Ride site and multifamily area at its southern boundary.*

*If the Planning Commission agrees with these policies, staff will provide additional supportive text in revised Plan.*

- 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.

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

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

The Totem Lake West shopping center, located north of NE 124<sup>th</sup> Street and west of 116<sup>th</sup> Avenue NE, 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 with residential and/or office uses on upper floors, with residential uses clustered at the north end of the site overlooking the natural greenbelt area.

*Should the Plan include discussion about this site?*

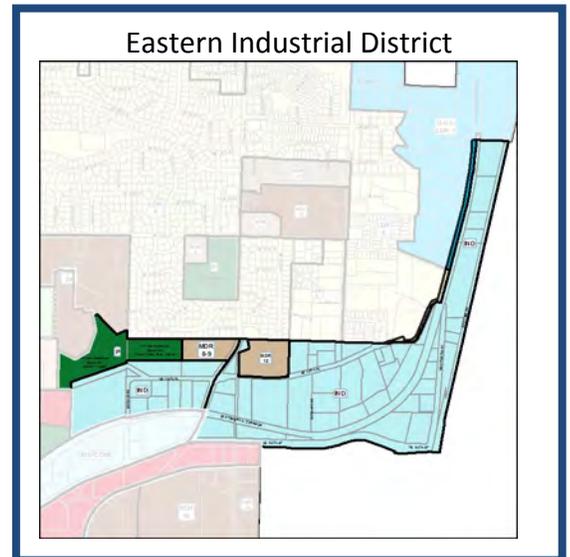
*The text for the Eastern Industrial District is not ready for review, as the policy direction for this area will be significantly influenced by the discussion and recommendations on the Rairdon, Morris and Astronics CARs. Consequently, it will be written after those actions take place in March, 2015.*

### Eastern Industrial District

#### **Policy TL-3.5:**

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

The Totem Lake Neighborhood contains a large light industrial area generally located east of 124th Avenue NE and in the vicinity of NE 124th Street and the Cross Kirkland Corridor (District TL 9 on Figure TL-~~X11~~). This area is developed with a variety of industrial and service uses and is one of the few remaining light industrial areas in the City. 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.



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 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.

## Totem Lake Neighborhood Land Use Matrix

	<b>Districts</b>														
	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	◆ e		◆	◆ 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.~~



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# Totem Lake Business District

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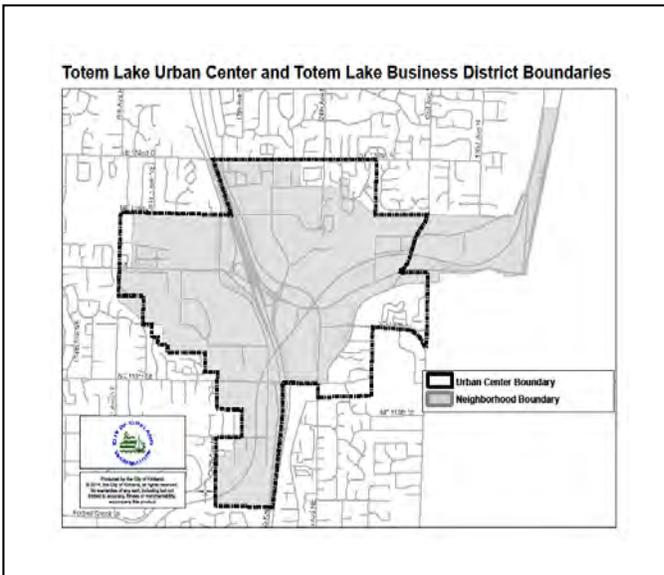
## 1. INTRODUCTION

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

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 Regional Growth Center Plan Checklist requires that the Plan include a regional context, and describe the relationship of the center plan to the City's Comprehensive Plan, as well as VISION 2040 and Countywide Planning Policies.*

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.



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.

*Specific policies to be developed for revised draft.*

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

## 2. VISION STATEMENT

The Totem Lake Business District is a thriving center of residential and commercial activity. The heart of the district is its core area, where the lively Totem Lake Mall, Evergreen Hospital Medical Center regional transit facilities and Totem Lake Park are destinations for Kirkland residents as well as many others from the greater

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region. This central core includes a dense mix of medical, retail, office and housing uses in architecturally attractive buildings. Many people live and work here, drawn to the area by its shopping and employment opportunities public gathering spaces, and extensive pedestrian amenities including the transformed Cross Kirkland Corridor, providing residents, visitors and employees with transportation options and an extensive urban green space. In addition, public investments in streets and stormwater infrastructure, landscaping, signage, public amenities including park improvements, street furniture and public art contribute to a safe and attractive pedestrian environment. Together, these public and private efforts have contributed to the inviting sense of community.

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

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

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

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

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

### 3. GENERAL BUSINESS DISTRICT/URBAN CENTER GOALS AND POLICIES

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

### 4. LAND USE

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

***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	4,898	
Dwelling Units	3,120	
Residential Density (units/gross acre)	3.63	
Employees	11,712	
Employee Density (jobs/gross acre)	13.63	

*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.*

***Policy TL-1.1:***

Ensure that new development meets minimum development thresholds required within the District.

***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 TDR effort, at the appropriate time, through an interlocal agreement (ILA). The ILA should require King County to provide the City with funding for public improvements in the Totem Lake Business District if increased development capacity is allowed through TDR.

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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.***

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***Policy TL-2.1:***

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

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

***Policy TL-2.2:***

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

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

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

strengthened through policies and regulations aimed at allowing for flexibility in expansion and redevelopment, as well as through efforts to reduce conflicts with incompatible uses.

***Policy TL-2.3:***

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

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

## 5. ECONOMIC DEVELOPMENT

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

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

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

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

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***Policy TL-3.1:***

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

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

***Policy TL-3.2:***

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

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

***Policy TL-3.3:***

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

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

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

***Policy TL-3.4:***

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

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

***Policy TL-3.5:***

Limit uses that do not contribute to a dense and vibrant urban environment.

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

***Policy TL-3.6:***

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

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

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***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 for vehicle storage are located near gateways identified in this Plan, special attention to visual impacts is important. Parking areas should be appropriately landscaped so they do not detract from efforts to provide a welcoming and attractive entrance to the business district.

***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-4.3:***

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. 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.

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

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***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-5). 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.

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***Goal TL-5: Enhance the natural condition and function of Totem Lake.***

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***Policy TL-5.1:***

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.

**Figure TL-X: Totem Lake Sensitive Areas**

**Figure TL-X: Totem Lake Geologically Hazardous Areas**

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.

***Policy TL-5.2:***

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-5.3:***

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.

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***Goal TL-6: Establish a greenway extending in an east/west direction from the hillside northeast of Totem Lake and extending along the Juanita Creek corridor.***

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***Policy TL-6.1:***

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

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 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-X). The greenway would encompass many of the Juanita Creek Basin wetlands on the north side of NE 124th Street (see Figure TL-X). 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-6.2:***

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-6.3:***

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

Within the natural areas of the greenway, natural vegetation 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 District and along the north side of Juanita Creek (see Figure TL-X). 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-7.1:***

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-X), and the hillside northeast of Totem Lake (District TL 9), should retain vegetative cover to the maximum extent possible.

***Policy TL-7.2:***

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

High ground water with soft soil conditions in the low-lying parts of the neighborhood may limit or require special measures for development. The presence of loose saturated soils increases the risk for differential settlement and seismically induced soil liquefaction. In these areas, development must demonstrate methods to prevent the settlement of structures and utility systems and to withstand seismic events. The steep, heavily vegetated hillside in the northeastern portion of the business district lies within an identified high landslide area (see Figures TL-5 and TL-11, District TL 9). Although a range of office, industrial or multifamily uses are permitted in the southern portion of the hillside north of NE 126th Place, this development and all development on the hillside are subject to the following conditions:

*This section will be revised following the discussion and recommendation on the Rairdon CAR.*

- (1) Development should be subject to public review and discretionary approval through the City's Process IIA process.
- (2) The base density for residential development on the slope should be eight dwelling units per acre.

- (3) 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.
- (4) Vegetative cover should be maintained to the maximum extent possible. Clustering of structures may be required to preserve significant groupings of trees.
- (5) Watercourses should be retained in a natural state.
- (6) Development should only be permitted if an analysis is presented that concludes that the slope will be stable. The analysis should indicate the ability of the slope and adjacent areas to withstand development, the best locations for development, and specific structural designs and construction techniques necessary to ensure long-term stability.
- (7) 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.
- (8) 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.
- (9) Surface water runoff should be maintained at predevelopment levels.
- (10) 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.
- (11) 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.

***Policy TL-7.3:***

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

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

***Policy TL-7.4:***

Coordinate with the Federal Emergency Management Agency to update 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.

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***Goal TL-8: Acquire and develop community facilities, such as a neighborhood park and community center.***

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***Policy TL-8.1:***

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-8.2:***

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-8.3:***

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 centers, 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-9: Maximize opportunities for public open space provided by the Cross Kirkland Corridor.***

***Policy TL-9.1:***

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 132<sup>nd</sup> Avenue NE, and as the Eastside Rail Corridor to points east, runs diagonally through the Totem Lake Business District. Opportunities for recreation and connection presented by this swath of open space should be maximized by neighboring properties, consistent with the objectives established in the PROS Plan and 2014 CKC Master Plan.

## 7. PUBLIC SERVICES AND FACILITIES

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

***Goal TL-10: Prioritize available infrastructure funding to projects within Totem Lake to support its development at Urban Center densities.***

***Policy TL-10.1:***

Provide flow control and water quality treatment facilities to serve the Totem Lake Business District.

***Policy TL-10.2:***

Provide stormwater management facilities to serve untreated and uncontrolled run off.

***Policy TL-10.3:***

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.

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***Policy TL-10.4:***

Coordinate with regional service providers and special districts to meet the needs of the Totem Lake Business District.

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 Business District. In most cases, these service providers do not maintain facilities within the 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 Business District.

***Policy TL-10.5:***

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

The Totem Lake 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 contribute to the reduction of stormwater flows.

*The Transportation Section is not ready for review at this time, as it will be revised to be consistent with the Transportation Element and TMP which are still under development.*

## 8. TRANSPORTATION

The concentration of economic activity in the Totem Lake Neighborhood requires an efficient transportation system. The neighborhood has an established network of streets that serve vehicular needs. I-405 provides regional access to the neighborhood. Principal arterials (NE 124th Street, 124th Avenue NE) connect Totem Lake with other regional locations such as Bellevue and Redmond. Minor arterials (NE 116th Street, Totem Lake Boulevard, 132nd Avenue NE, NE 132nd Street, NE 120th Street) provide connections between principal arterials and serve as key circulation routes within the neighborhood. Collector streets distribute traffic from the arterials to local streets, giving access to individual properties.

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.

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, and nonmotorized facilities can help break the cycle of congestion and street widening while maintaining mobility within the neighborhood.

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

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***Goal TL-29: Provide mobility within the neighborhood through: (1) efficient use of existing rights-of-way as the highest priority; and (2) expansion of arterials where the additional capacity is needed.***

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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.

**Transportation Policies – revisions pending. Do not review.**

***Policy TL-29.1:***

Maximize efficiency of the existing transportation network.

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

***Policy TL-29.2:***

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

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

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

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

<b>Arterial Improvements</b>		
<b>Right-of-Way</b>	<b>Location</b>	<b>Description</b>
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
<b>New Construction</b>		
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

<b><i>Transportation Policies – revisions pending. Do not review.</i></b>		
NE 120th Street	Slater Ave. NE to 124th Ave. NE	New two-lane road
<b>Intersection Improvements</b>		
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
<b>High Occupancy Vehicle Improvements</b>		
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

***Transportation Policies – revisions pending. Do not review.***

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.

<b>Facility</b>	<b>Location</b>	<b>Description</b>
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

**Figure TL-X: Totem Lake Street Classifications**  
**Figure TL-X: Totem Lake Street Connection Plan**  
**Figure TL-X: Totem Lake Pedestrian System**  
**Figure TL-X: Totem Lake Bicycle System**

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

***Transportation Policies – revisions pending. Do not review***

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

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***Goal TL-30: Expand transportation demand management (TDM) measures and improve transit facilities and services.***

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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-30.1:***

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

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

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

***Policy TL-30.2:***

Consider implementation of the Totem Lake Urban Center as a Growth and Transportation Efficiency Center (GTEC).

The GTEC designation is a voluntary Commute Trip Reduction (CTR) strategy that encourages reduction of Single Occupancy Vehicle (SOV) and/or Vehicle Miles Traveled (VMT) through efficient use of transportation infrastructure and travel demand management strategies discussed above. The purpose of the GTEC is to increase

access to the neighborhood while reducing the number of drive alone trips. The GTEC goals to reduce SOV and/or VMT must be more aggressive than those in the Kirkland CTR Plan.

***Transportation Policies – revisions pending. Do not review***

The City of Kirkland can focus on employers and residents that can efficiently use CTR strategies. These strategies are addressed in the draft GTEC Plan.

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

***Policy TL-30.3:***

Encourage improved Metro and Sound Transit service to and from the Totem Lake Neighborhood.

Transit service to the Totem Lake Neighborhood will improve as a result of the planned direct access HOV lanes at I-405/NE 128th Street and nearby transit facility. These projects are intended to improve the speed, reliability and use of regional express transit service in Kirkland. These improvements are also an integral part of the plan and vision for Totem Center. Please refer to the Totem Center policies for additional policies regarding these facilities.

Throughout the Totem Lake Neighborhood, expanded transit service to connect to other Eastside communities, to provide more frequent service during peak hours, and to expand service from park-and-ride lots should be provided. Additional transit shelters and stops should be encouraged. Intensive promotion should be sought for implementation of local transit services to Totem Lake residents and businesses.

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

***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-31: Simplify local circulation for businesses and residents in the Totem Lake Neighborhood.***

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

***Policy TL-31.1:***

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

***Transportation Policies – revisions pending. Do not review***

Although primarily for urban design purposes, the landscaped boulevard would not only connect visually the four quadrants of the neighborhood around the I-405 interchange at NE 124th Street, but could also help local circulation. Creation of the boulevard uses existing rights-of-way such as Totem Lake Boulevard, 120th Avenue NE and 116th Avenue NE to the greatest extent possible. In other areas, particularly at the crossing of I-405 at both the north and south ends of the boulevard, dedication and development of new rights-of-way may be needed. Please refer to the Urban Design policies and Figure TL-6 for the preferred alignment of the boulevard.

***Policy TL-31.2:***

Provide local access roads.

The Totem Lake Neighborhood currently has a limited local street system, particularly to the south of NE 124th Street. Development of a complete network of local access roads would facilitate vehicular, pedestrian and bicycle access to properties and reduce reliance on major arterial routes. Several potential roads are identified in Figure TL-4.

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***Goal TL-32: Improve circulation and access for nonmotorized modes of transportation.***

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To provide transportation alternatives to the automobile, safe and convenient paths should be developed for pedestrians, bicycles, scooters, skates and other nonmotorized modes of travel. The Active Transportation Plan (ATP) indicates that nonmotorized routes are deficient in the Totem Lake Neighborhood (Figures TL-9 and TL-10). Of particular note are inadequacies in the available east-west crossings of I-405.

***Policy TL-32.1:***

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

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

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

***Policy TL-32.2:***

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

***Transportation Policies – revisions pending. Do not review***

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.

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***Goal TL-33: Encourage coordination with regional transportation systems.***

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

***Policy TL-33.1:***

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 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.

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***Goal TL-11: Preserve existing multi-family residential areas and continue to expand housing opportunities in the Business District.***

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***Policy TL-11.1:***

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, extending east to the eastern boundary of the Business District (see Figure TL-X). These established residential areas should be retained and strengthened. In some areas east and north of the Totem Lake Mall and hospital campus and west of I-405, residentially designated areas establish densities of 12 to 24 units per acre. Increases in residential densities in these areas may be appropriate since they are well-served by transit, if these changes can occur without creating impacts to residential areas outside of the business district.

***Policy TL-11.2:***

Protect multi-family areas from potentially adverse impacts of light industrial, 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 multi-family areas in the Totem Lake Business District, similar measures should be provided for moderate and high-density residential areas.

**Policy TL-11.3:**

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 (minimum of 50 units per acre) and support for mixed-use development in the district's core. 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 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 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-X are "Housing Incentive Areas", where 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,
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.

*In area 4, staff recommends that the boundaries of the HIA be adjusted to address direction from the Planning Commission that residential use should not occur within the industrial area. The map may also be revised to add the concept for a master planned development in this area to include residential use, straddling the CKC (see Attachment X).*

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

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

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***Goal TL-12: Encourage housing that is affordable to the local workforce and meets diverse housing needs.***

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***Policy TL-12.1:***

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-12.2:***

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

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

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

**Figure TL-X: Totem Lake 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 124<sup>th</sup> 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.

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

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***Goal TL-13: Ensure that public and private development contributes to a coherent and attractive identity for the business district.***

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***Policy TL-13.1:***

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 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-13.2:***

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

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

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

***Policy TL-13.3:***

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-13.4:***

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.

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***Goal TL-14: Develop gateway features that strengthen the character and identity of the Business District.***

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***Policy TL-14.1:***

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-X

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

At some locations, private development should install gateway features as part of future development. In other instances, public investment in such features is necessary.

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***Goal TL-15: 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.***

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***Policy TL-15.1:***

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

The purpose of the landscaped boulevard is to provide a softened landscaped border around the I-405 interchange at NE 124th Street and to visually connect the five sub-districts of the business district. Creation of the boulevard uses existing rights-of-way, such as Totem Lake Boulevard, 120th Avenue NE and 116th Avenue NE to the greatest

extent possible. In other areas, particularly at the crossing of I-405 at both the north and south ends of the boulevard, dedication and development of new rights-of-way may be needed.

The alignment shown in Figure TL-X 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-15.2:***

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

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

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

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***Goal TL-16: Provide interconnected streetscape improvements throughout the business district that contribute to a sense of neighborhood identity and enhance visual quality.***

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***Policy TL-16.1:***

Establish a street tree plan for the business district.

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

## **Figure TL-X: Totem Lake Urban Design**

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

***Policy TL-16.2:***

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

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

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

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

***Policy TL-16.3:***

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-16.4:***

Establish a lighting plan for the business district.

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

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***Goal TL-17: Provide effective transitions between the industrial, commercial and higher density multi-family uses in the business district and single-family residential areas surrounding the district.***

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***Policy TL-17.1:***

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-17.2:***

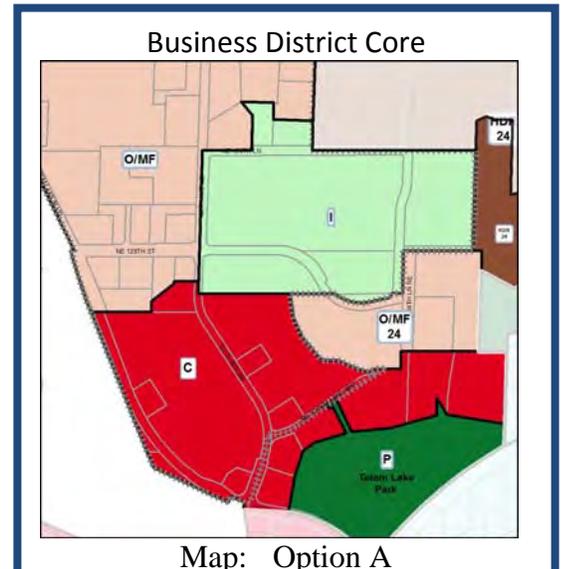
Where new residential development occurs near or within existing industrial areas, provide architectural techniques and vegetative buffers to minimize future conflicts between uses.

## **11. SUB-DISTRICT GOALS AND POLICIES.**

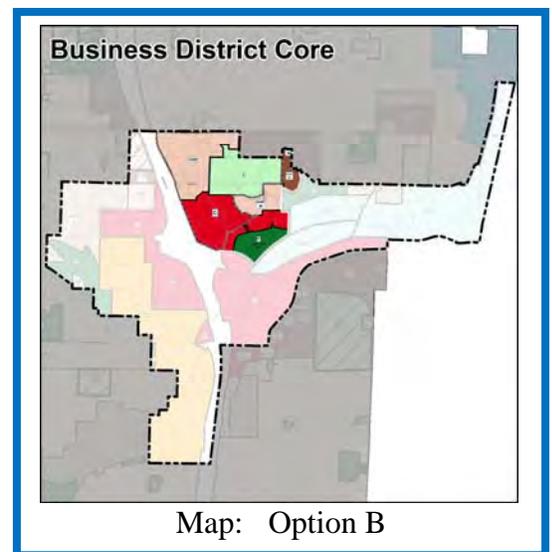
The general goals and policies in Section 3 of this plan also apply to the Totem Lake sub-districts. The goals and policies described below are additional efforts to address unique conditions and opportunities in these areas.

### **Business District Core**

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



*Map options: Would the Planning Commission prefer a map of each sub-district at a larger scale (Option A), or one that shows the location of the sub-district in the context of the entire business district (Option B)?*



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.

*Sub-district map may be revised slightly following the discussion and recommendation on the Evergreen Health CAR.*

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***Goal TL-18: Focus intensive growth within the core of the Business District (Districts TLL, TL2 and TL 3.***

---

***Policy TL-18.1:***

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

In the Totem Lake Business District, the most intensive commercial development is focused in the Business District Core (see Figure TL-X). The Evergreen Health Medical Center 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-19: 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-19.1:***

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

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

***Policy TL-19.2:***

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

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

---

***Goal TL-20: Ensure that public and private development contribute to a lively and inviting character in the Business District Core.***

---

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

- **Mix of Uses** – Over time, the Business District Core should evolve into a diverse mix of uses, including office, retail, medical and hospital uses, and high-density residential. This mix of uses can be provided in mixed-use buildings or in single-use buildings located in close proximity and with good pedestrian connections.
- **Pedestrian Orientation** – Building entrances should face the street. Building mass should be broken up by offsets, step-backs or similar measures. Where compatible with the use, generous windows should be provided and oriented toward the street. Parking should not be the predominant use next to streets.
- **Public Spaces** – Development and redevelopment projects should provide publicly accessible open spaces that are focal points for the community. The City should identify park and recreation trail locations that encourage pedestrian activity throughout the core, incorporating the improvements and trails identified for Totem Lake Park in the 2013 Totem Lake Park Master Plan.

***Policy TL-20.1:***

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

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

***Policy TL-20.2:***

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-21: Support and strengthen the role of Evergreen Health Medical Center as an important part of the Kirkland community (district TL 3).***

---

*Text and/or maps may be revised following the discussion and recommendation on the Evergreen CAR.*

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

***Policy TL-21.1:***

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

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

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

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

***Policy TL-21.2:***

Implement design principles for the Evergreen Hospital Medical Center.

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

---

***Goal TL-22: 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-22.1:***

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-22.2:***

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, the siting of buildings to a pedestrian network and the orientation of ground floor spaces to encourage pedestrian activity and visual interest. Visual and functional connections to Totem Lake Park, as well as the provision of pedestrian connections to the Evergreen Health campus, transit center and mixed use area north of the lower part of the mall are also important.

In addition to the design principles contained in the Municipal Code, the following specific principles should apply to the Totem Lake Mall:

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

---

***Goal TL-23: Establish a transportation network that emphasizes pedestrian and transit use and is consistent with the regional transit plan.***

---

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

***Policy TL-23.1:***

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

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

***Policy TL-23.2:***

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 would allow for choices in through movement and local access, encourage walking, the use of transit and contribute to the character and identity of the district's core. Potential new street connections include mid-block connections along 120th Avenue NE and between NE 128th Street and NE 130th Street, as shown in Figure TL-X.

***Policy TL-23.3:***

Calm traffic on 120th Avenue NE.

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

***Policy TL-23.4:***

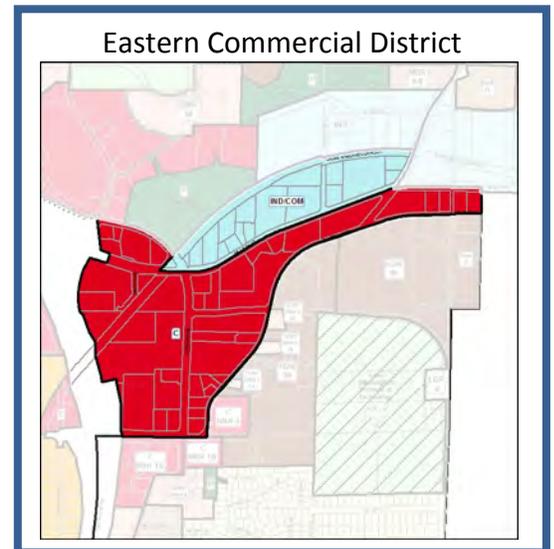
Provide new pedestrian connections to Totem Lake Park from businesses, residential areas, transit and Evergreen Health.

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

### **Eastern Commercial District**

*The map for and text for this sub-district may be revised following the discussion and recommendation on the Woosley CAR.*

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



***Goal TL-24: Strengthen existing uses and support redevelopment consistent with Urban Center objectives.***

#### ***Policy TL-24.1:***

Promote redevelopment of the commercial district located on the west side of 124th Avenue NE and south of NE 124th Street under a master plan for the entire area (district TL 5).

The retail area located east of I-405, west of 124th Avenue NE, south of NE 124th Street and north of NE 116th Street (District TL 5 on Figure TL-X), presents a unique opportunity for the development of a planned, mixed-use district within the southern portion of the Totem Lake Business District. Assembly of land may be feasible in this area, as much of the area is contained in several large property ownerships, the largest being slightly over 9 acres. The western portion of the district is located adjacent to the freeway, and at a lower elevation that may enable greater building height with minimal impact

The vision for this area is as a pedestrian-oriented mixed-use district, with a network of local access roads reducing the scale of the district for pedestrians, vehicles and bicycles. The network would be the foundation for an attractive grid of streets, wide sidewalks, and a supporting combination of commercial, office and residential uses. New access to the Cross-Kirkland-Corridor would connect users of the site and visitors to the Totem Lake Business District to this open space and transportation corridor and to areas west of I-405. Development standards and

design guidelines provide flexibility to consider creative proposals for redevelopment of this important opportunity site and emphasize:

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

***Policy TL-24.2:***

Encourage the creation of an “Auto Dealership District”.

Auto dealerships are an established land use along 124<sup>th</sup> Avenue NE and NE 124<sup>th</sup> Street within the Eastern Commercial District. While these businesses provide important benefits to the City, as discussed in the Economic Development section of this Plan, they do not contribute to the density and pedestrian orientation desired in an Urban Center. Standards to encourage consolidation of land devoted to sales and storage of automobiles, coordination of signage, shared parking, unique lighting, design elements, streetscape and landscaping to provide an identity for the district could be useful in minimizing the impacts of this low density land use while strengthening the industry’s presence within Totem Lake.

***Policy TL-24.3:***

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

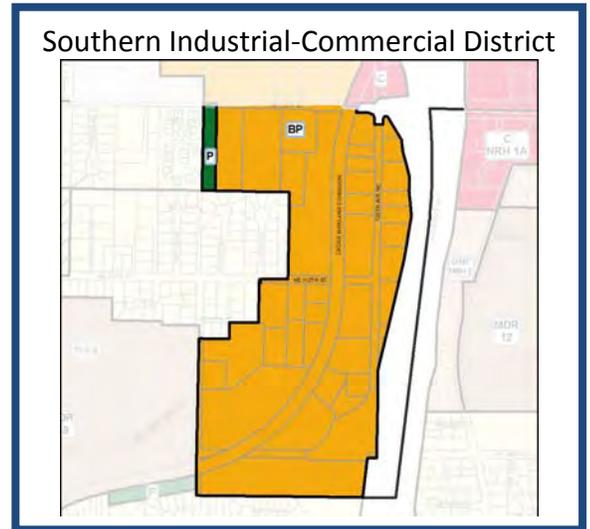
Where commercial and light industrial uses exist between NE 124<sup>th</sup> Street and the CKC, next to Totem Lake Park, the relationship of these land uses to the corridor and lake should be considered. Building openings and connections should be consistent with the objectives of the 2013 Totem Lake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

## South Industrial-Commercial District

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

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

When the plan for the Totem Lake Business District was updated in 2002, the South Industrial-Commercial district was designated for office use with the goal of encouraging a transition to office and high tech uses, as these types of firms tend to provide high-wage jobs and other benefits to the area's economy. Development incentives including a 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.



*References to “light industrial” may be revised to be consistent with new term for light industrial (“commercial flex”, “flex industrial” or similar) selected for this use in Land Use Element.*

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

---

***Goal TL-25: Preserve and intensify commercial uses.***

---

### ***Policy TL-25.1:***

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

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

**Goal TL-26: Housing:** *Accommodate residential use where appropriate within the district*

**Policy TL-26.1:**

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

*Need to determine revised boundaries of HIA 4.*

**Policy TL-26.2:**

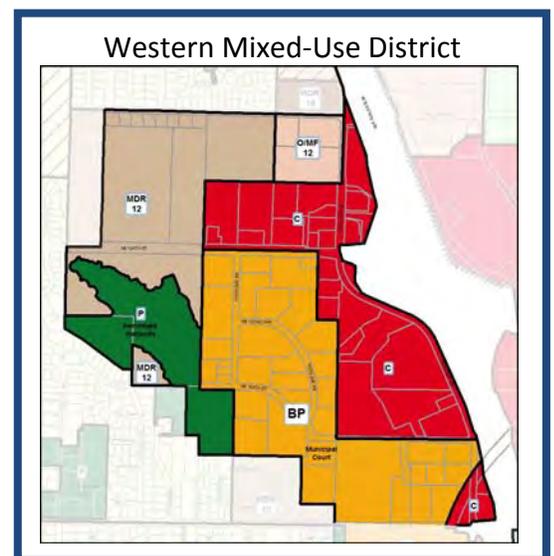
Allow for flexibility in regulations that encourage creative proposals for residential development along the CKC when included in a planned, mixed use development.

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

### Western Mixed-Use District

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

The Kingsgate Park and Ride site 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 IO-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-



*This map will be revised to add the Kingsgate Park and Ride site and multifamily area at its southern boundary.*

development. If the site is redeveloped with TOD, the principles discussed below should be used to guide development at the park and ride:

**Goal TL-27: Work with WSDOT to support transit-oriented-development (TOD) at the Kingsgate Park and Ride.**

*If the Planning Commission agrees with these policies, staff will provide additional supportive text in revised Plan.*

**Policy TL-27.1: 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.

The wooded hillside located on the north side of NE 116th Street, west of I-405, is designated as a moderate landslide hazard area (see Figure TL-X). 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.

The Totem Lake West shopping center, located north of NE 124<sup>th</sup> Street and west of 116<sup>th</sup> Avenue NE, 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 with residential and/or office uses on upper floors, with residential uses clustered at the north end of the site overlooking the natural greenbelt area.

*Should the Plan include discussion about this site?*

***The text for the Eastern Industrial District is not ready for review, as the policy direction for this area will be significantly influenced by the discussion and recommendations on the Rairdon, Morris and Astronics CARs. Consequently, it will be written after those actions take place in March, 2015.***

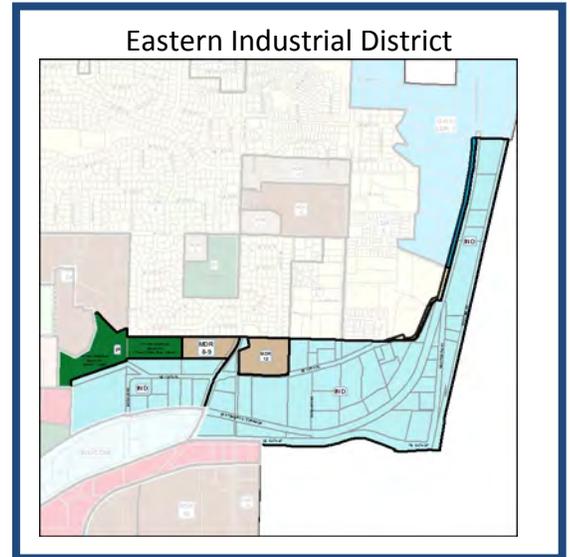
### **Eastern Industrial District**

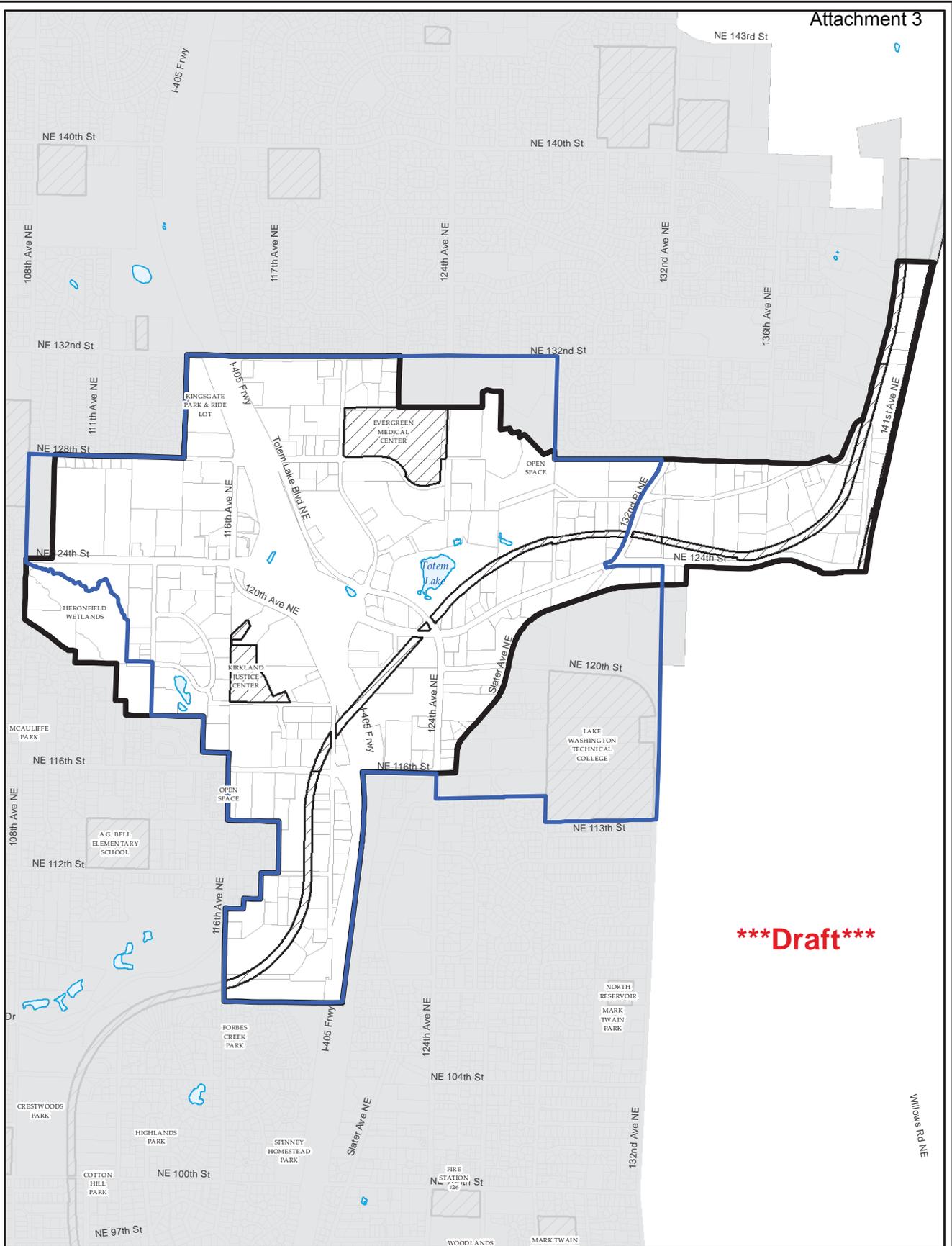
#### ***Policy TL-3.5:***

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

The Totem Lake Neighborhood contains a large light industrial area generally located east of 124th Avenue NE and in the vicinity of NE 124th Street and the Cross Kirkland Corridor (District TL 9 on Figure TL-X). This area is developed with a variety of industrial and service uses and is one of the few remaining light industrial areas in the City. 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.

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 industrial or small office uses. The site contains a steep, heavily vegetated hillside that may constrain development. The Environment policies contained in this Neighborhood Plan set forth conditions for development of this hillside property.





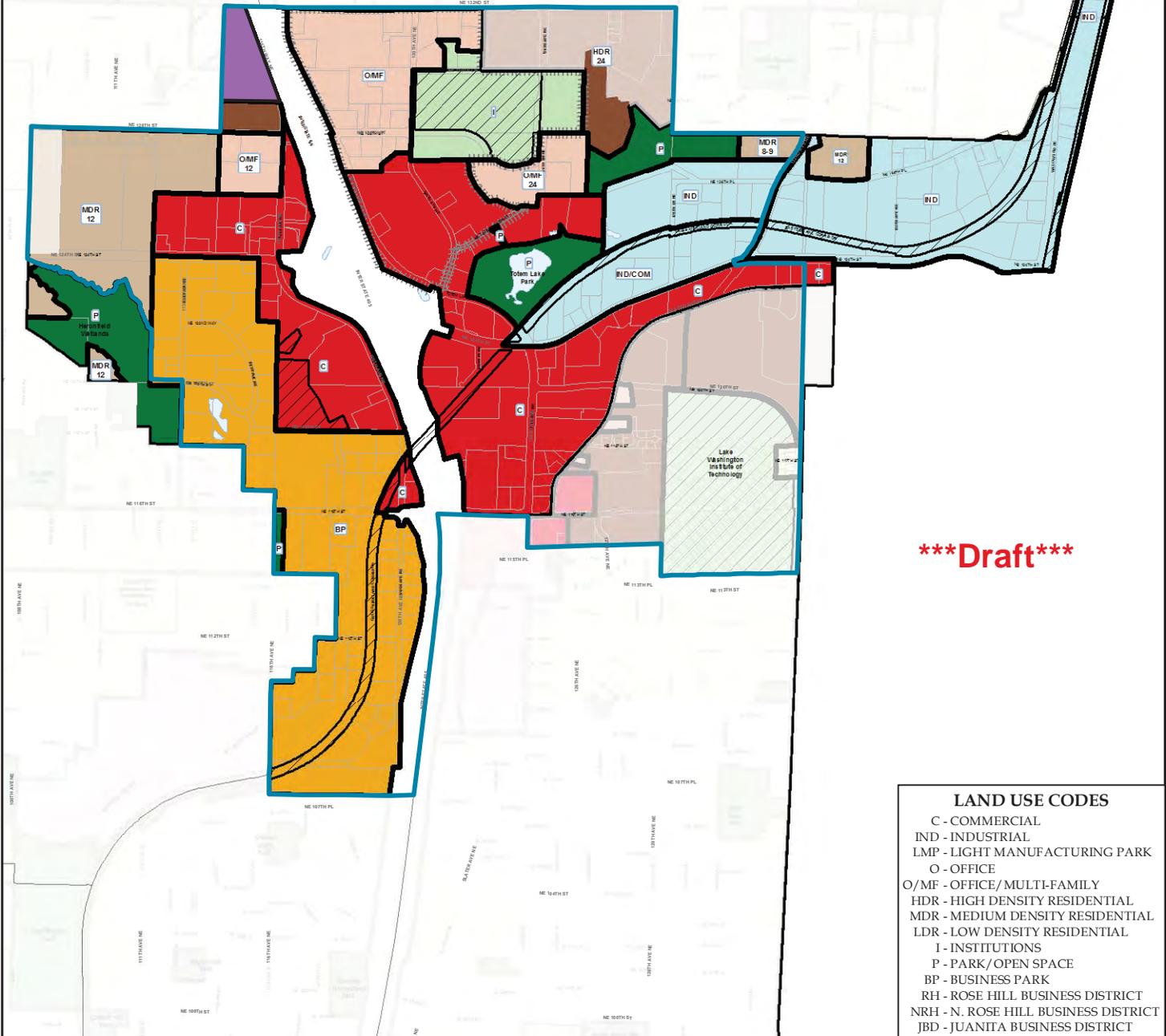
**\*\*\*Draft\*\*\***

- Totem Lake Urban Center
- Business District Boundaries
- Other Neighborhoods
- Lakes
- Parcel Boundaries
- Public Facilities



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



**\*\*\*Draft\*\*\***

**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
- 1 - 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
- SUBAREA BOUNDARY
- TOTEM CENTER
- PUBLIC FACILITIES
- TOTEM LAKE URBAN CENTER
- PARCEL BOUNDARIES
- PLANNED AREA NUMBER
- LAND USE CODE DENSITY (UNITS/ACRE)

NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED  
\* INDICATES CLUSTERED LOW DENSITY



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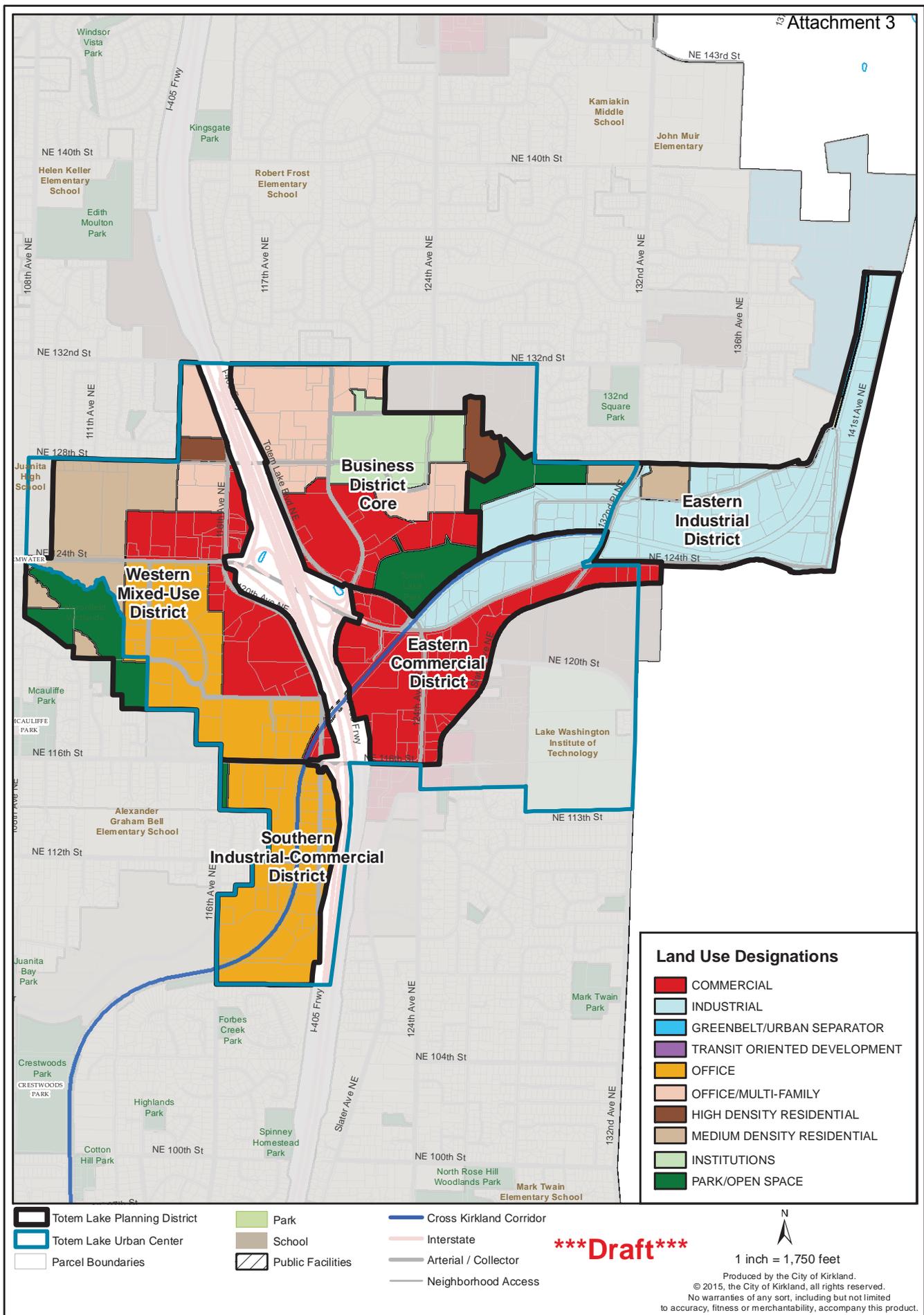
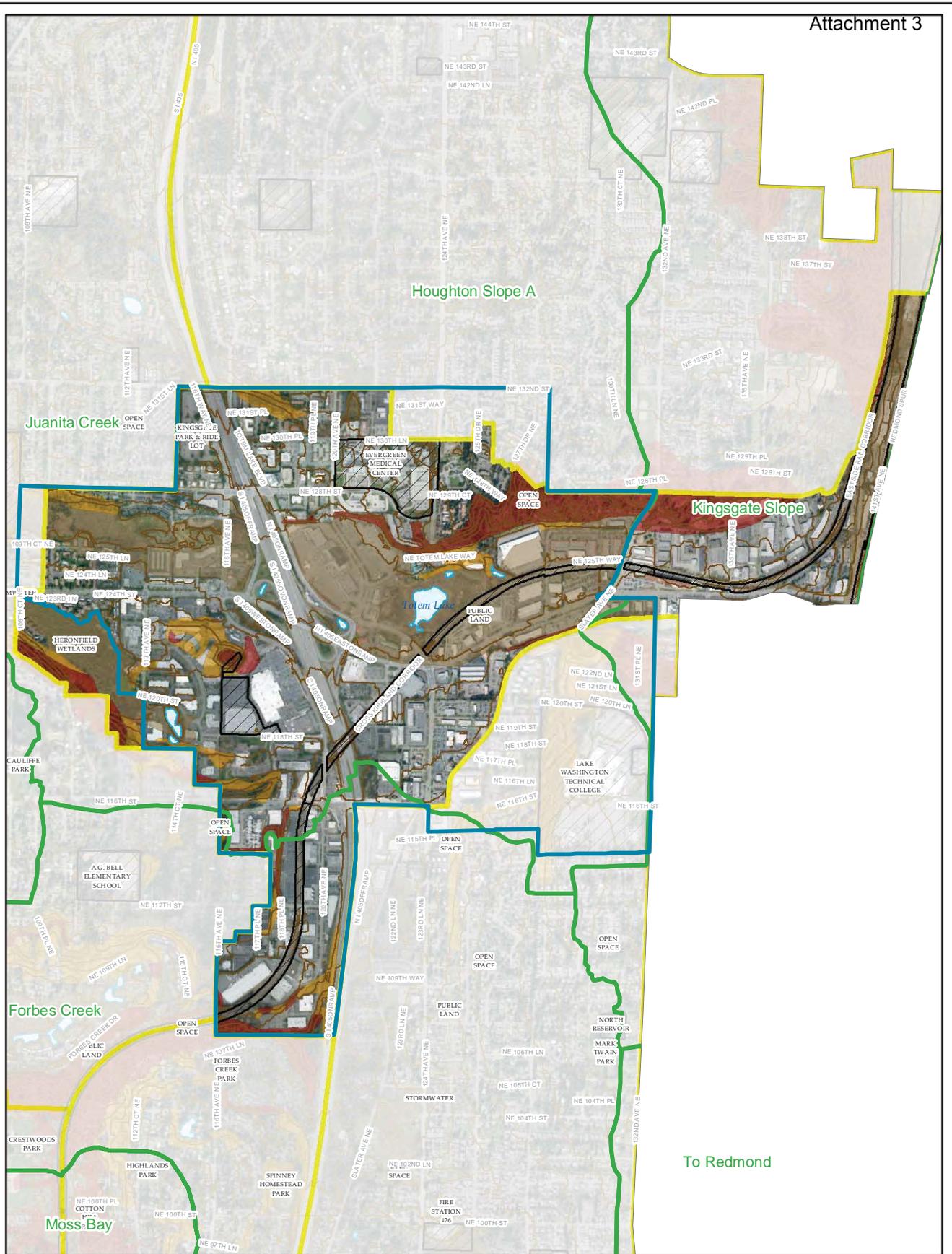


Figure TL-12: Totem Lake Planning Districts





- Legend**
- Medium Landslide Hazard
  - High Landslide Hazard
  - Seismic Hazard Area
  - Twenty-Foot Contours
  - Drainage Basin Boundaries
  - Lakes
  - Neighborhoods
  - Totem Lake Urban Center

**\*\*\*Draft\*\*\***



1 inch = 1,750 feet

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**Figure TL-5B: Totem Lake Geologically Hazardous Areas**

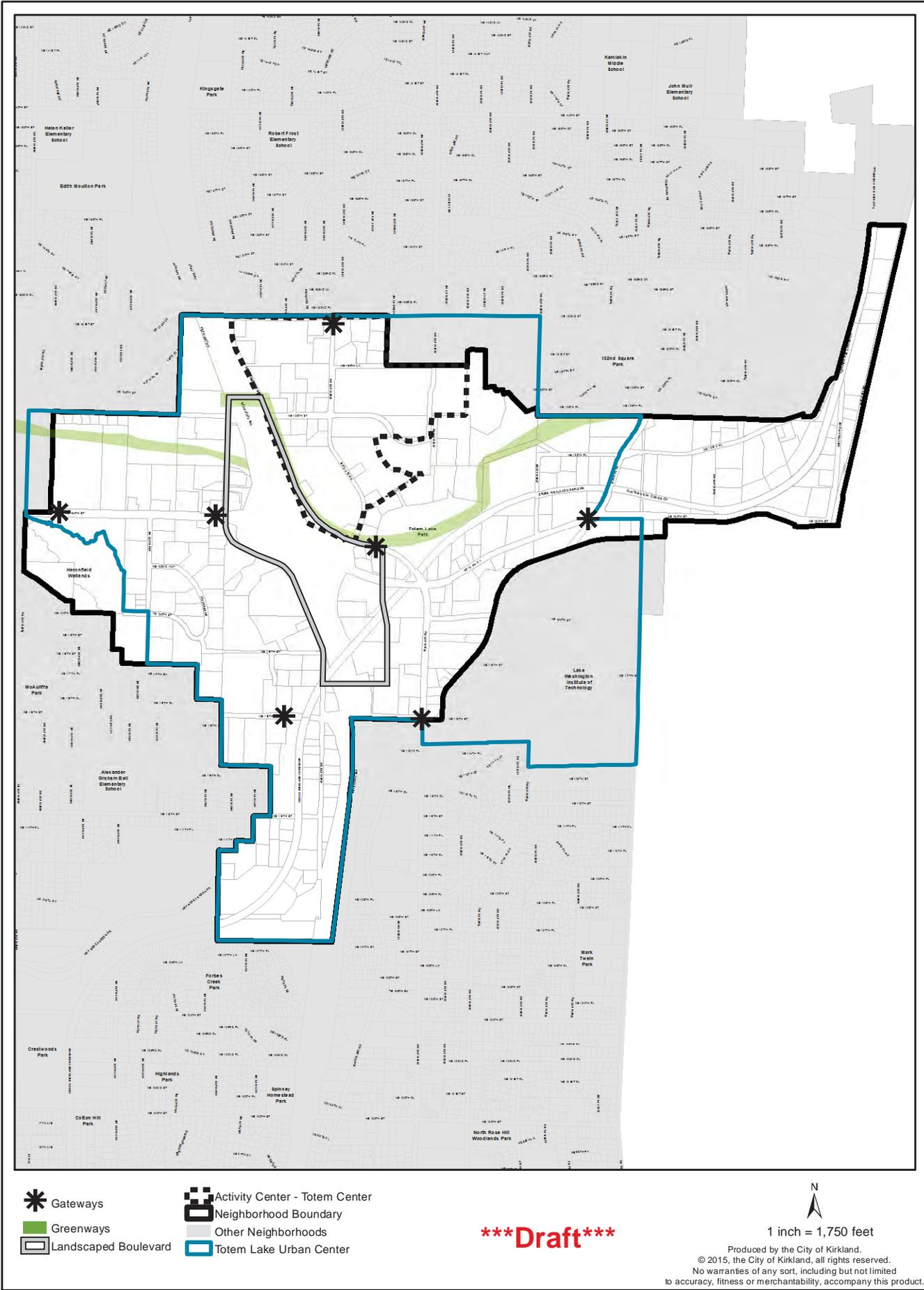


Figure TL-6: Totem Lake Urban Design

# TOTEM LAKE TDR AND TIF STUDY

## Market Assessment and Perspectives

### 1.0 INTRODUCTION

The overall purpose of this section is to assess and contextualize potential growth for the Totem Lake Neighborhood (Study Area) and to recommend a set of growth assumptions that can be used for evaluating potential TDR credit utilization. This section also includes an evaluation of the Study Area's position relative to its competition in the Eastside.

Within this section are six subsections that cover the broad range of topics related to Study Area growth and its position in the market. The subsections in this Section are:

- **Study Area Inventory and Development Patterns** – An assessment of development patterns and existing land use in the Study Area;
- **Land Capacity** – An evaluation of the City's most recent iteration of its land capacity analysis;
- **Key Assemblages** – An identification and evaluation of key land assemblages that may accommodate growth;
- **Housing and Job Growth** – An estimation of housing and job growth in the Study Area through the planning horizon (2035);
- **Market Assessment** – A comparison of the Study Area's growth and market dynamics relative to the rest of the Eastside; and
- **Potential Future Commercial Users** – A summary of the types of users currently in the Study Area and perspectives on potential future users based on regional trends and interviews.

### 2.0 STUDY AREA INVENTORY AND DEVELOPMENT PATTERNS

The Study Area comprises 291 unique parcels that total approximately 607 acres with a variety of land uses. Of this acreage, 525 acres are located in the Totem Lake (TL) zone with the remainder located in other City zoning designations.<sup>1</sup> Exhibit 1 shows the study area.

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<sup>1</sup> The Cross Kirkland right of way and publicly owned land with a Park (P) zoning designation are excluded. The non-TL zones that are included in the Study Area include 53 acres of RM/RMA (Multifamily Residential) land, 23 acres of PR (Professional Office Residential) land, and 7 acres of privately owned P (Park/Public Use) land.

**Exhibit 1: Study Area**



Source: Heartland, 2013.

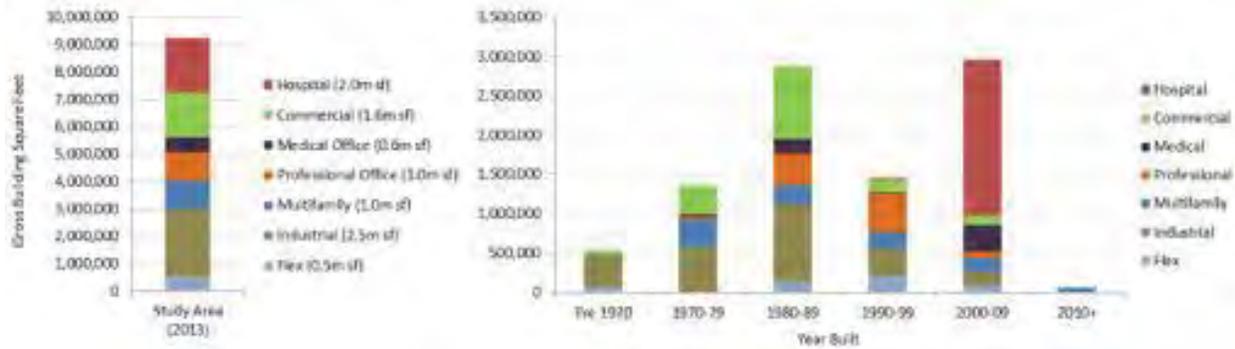
There are an estimated 9.2 million gross square feet of building area and 1,516 residential units<sup>2</sup> within the Study Area, based on King County Assessor parcel data. The predominant property uses in terms of building square footage are industrial and hospital uses, which comprise 32% and 22% of the area, respectively. Commercial and Office uses comprise 18% and 17% of the Study Area’s total gross building square footage, respectively. Multifamily is present in the Study Area and comprises only 12% of the total building stock.

The most active decade of development in the Study Area was in the 1980s, when 31% of the existing square footage was built. Development in the 2000s was dominated by the expansion of the Evergreen Hospital campus. Exhibit 2 depicts the existing distribution of building square footage in the Study Area as well as the development trends by use and by decade.

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<sup>2</sup> The residential unit count includes units located at market rate and subsidized for rent complexes, condominium complexes, senior housing complexes, and rehabilitation facilities. Market rate units comprise 1,173 of the 1,516 total units.

**Exhibit 2: Building Square Foot Distribution by Use + Development by Decade**



Source: King County Assessor, Heartland LLC; 2013.

## 2.1 Industrial/High Tech

This land use is the most prevalent in the Study area, totaling 3.0 million gross square feet. In general this land use can be grouped into two categories – traditional industrial space and flex space. Those buildings in the Study Area categorized as traditional industrial buildings total 2.5 million gross square feet with the remaining 500,000 square feet occupied by flex industrial.

Traditional industrial space is used for light manufacturing or warehousing/distribution. These buildings are typically one or two stories with office space and supporting office built out space comprising less than 40% of the total building square footage.<sup>3</sup> The floor area ratio for these uses in the Study Area is observed to be between 0.1 and 0.7. Flex industrial space is oriented more towards office tenants that need some warehouse or production space. These could include high-tech users such as aerospace suppliers, medical device instrument companies, software and hardware, telecommunications, and corporate offices. These buildings range from one to three stories and the office space typically comprises at least 40% of the building.<sup>4</sup> Like typical industrial uses, the observed floor area ratio for flex buildings in the Study Area is between 0.1 and 0.6. These uses are scattered throughout the Study Area; however, industrial is the predominant use west of I-405 and south of NE 124th St as well as west of 128th Lane on the east side of I-405.

## 2.2 Hospital

As of 2011, the Evergreen Healthcare campus includes three buildings: the one-story, 20,000 square foot Medical Center built in 1991; the five-story, 293,000 square foot DeYoung Pavilion built in 2008; and the nine-story, 1.7 million square foot main building built in 2006. The campus is concentrated in the north central portion of the Study Area east of I-405 and is the center of gravity for medical office buildings in the Study Area (there currently is a substantial amount of vacant space in the campus).

## 2.3 Commercial

The majority of commercial square footage was delivered in the 1980s. The Totem Lake Mall is the most significant retail land use in the Study Area totaling over 300,000 square feet. There are two other major retail centers in the Study Area: the Totem Square shopping area (including the Dania Furniture store)

<sup>3</sup> King County Assessor, 2012 Annual Revalue Report High-Tech/Flex Properties, January 2012.

<sup>4</sup> Ibid

that totals 211,000 square feet, and the Fred Meyer shopping area that totals 312,000 square feet.<sup>5</sup> Auto dealers are also an important commercial user in the Study Area. There are seven new car showrooms<sup>6</sup> and two used car dealers in the Study Area. There are also a number of other stand-alone and strip retail buildings located throughout the Study Area. Finally, the four lodging uses (the Carton Inn, Comfort Inn, Motel 6, and Courtyard by Marriott) are included in the commercial use category.

## **2.4 Office**

Office buildings comprise 17% of the total improved square footage in the Study Area, but are not a major consumer of land. This is best illustrated in Exhibit 3 below. In general, medical office uses are concentrated around the hospital and on NE 124th St and more traditional office uses are concentrated in and around the 405 Corporate Center located west of I-405 and south of NE 124<sup>th</sup> St.

## **2.5 Multifamily**

Multifamily is not currently a prominent use in the Study Area. There are a total of 1,516 residential units in the Study Area totaling 1.0 million square feet.<sup>7</sup> There are only four apartment complexes in the Study Area that total 654 units. The density on these projects ranges from 12 units per acre to 18 units per acre. Ownership multifamily product in the Study Area is comprised of four condominium projects totaling 280 units. The density on these projects ranges from 7 to 13 units per acre. The remaining 582-multifamily units are comprised of senior housing facilities, four-plexes, a subsidized housing project, and a rehabilitation center. The most recent multifamily developments in the Study Area include the 61-unit St. Francis low income housing project, the 200-unit Aegis senior living project and the 29-unit Chelsea Courte II condominium.

Exhibit 3 on the following page illustrates the existing land uses in the Study Area. This map is based on Heartland’s common ownership assemblage analysis. This assemblage analysis impacts parcels that the Assessor identifies as vacant or accessory parking in that if those unimproved parcels are found to be part of a larger assemblage tied to a commercial or residential use then all of the parcels in that assemblage are identified with a non-vacant land use.

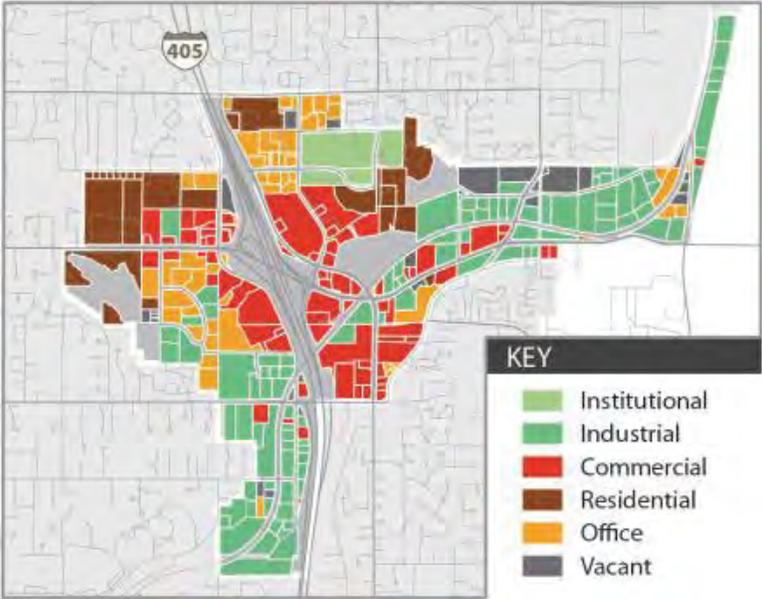
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<sup>5</sup> Included in the Fred Meyer shopping area is the Fred Meyer store, Dunn Lumber, and Totem Hill plaza. The 100k square foot former Costco Furniture warehouse that the City of Kirkland is converting for municipal use is counted as office.

<sup>6</sup> Auto dealers in the Study Area include GMC Buick, Subaru, Hyundai, Ford, Infiniti, Toyota, Scion, Dodge, Jeep, Chrysler, Fiat, and Volkswagen.

<sup>7</sup> Residential units in this context includes four-plexes, market rate and subsidized multi-family, and senior housing. There is no single family housing in the Study Area.

**Exhibit 3: Study Area Land Use Distribution Map**



Source: King County Assessor, Heartland LLC; 2013.

**3.0 LAND CAPACITY ASSESSMENT**

Given the existing conditions summarized in Section 2.1, we next will evaluate the potential development capacity in the Study Area. A land capacity assessment is an important analysis to evaluate how the existing built environment and regulatory conditions compare to forward looking housing unit and employment targets and projections. Given our scope of work, we relied on the City’s assessment of the buildable land and capacity estimates for the Study Area. We found that the City’s methodology is generally consistent with buildable analysis best practices. To summarize the City’s approach, it identified vacant parcels as buildable and those properties with an improvement to land value of less than 50% to be redevelopable. It then deducted critical areas and allocated land for potential right of way to arrive at buildable land area. Applying this technique identifies 76 buildable acres land of the Study Areas 607 acres.

The capacity for new development in the Study Area given current zoning is estimated to support up to 3,231 new residential units, 819,000 square feet of commercial uses, 1.7 million square feet of professional office, and 268,000 square feet of new industrial.<sup>8</sup> These figures assume that the Totem Lake Mall redevelopment plan will be realized in the future at its currently proposed development capacity. The overall net increase in improvements is illustrated in Exhibit 4.

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<sup>8</sup> Estimates of total square footage capacity are derived from identification of buildable parcels and applying the corresponding zoning that specifies allowable capacity under zoning.

### Exhibit 4: Study Area Build-out at Maximum Capacity

	Commercial	Professional Office	Industrial	Residential Units
(a) Existing Stock	1,593,539	1,301,647	2,905,215	1,516
(b) Capacity Estimate	818,933	1,658,553	268,244	3,231
(c) Existing Stock Removal	(639,635)	(156,270)	(625,568)	(10)
(d) Full Build-out	1,772,837	2,803,930	2,547,891	4,737
(e) Net	179,298	1,502,283	(357,324)	3,221
(f) Percent Change	11%	115%	-12%	212%

**Notes**

- (a) Based on Assessor data and Heartland analysis
- (b) City of Kirkland land capacity estimate
- (c) Assumed demolition of existing buildings on redevelopment sites
- (d) Full build out equals existing stock (a) + capacity analysis estimates (b) - existing stock demolition (c)
- (e) Full build out (d) less existing stock (a)
- (f) Overall percent change; net (e) / existing stock (a)

Source: City of Kirkland and Heartland, 2013.

The analysis presented in Exhibit 4 shows how the Study Area could evolve given the current land use code. This suggest that a full build-out the Study Area’s residential unit count could triple, the office square footage could double, while the commercial and industrial space could remain relatively unchanged. The following sections will begin to frame how the Study Area could build out through the planning horizon (2035) given potential near- to mid-term opportunity sites and market dynamics.

## 4.0 KEY LAND ASSEMBLAGES

Through an evaluation current land uses and ownership patterns we can identify potential key land assemblages. These assemblages represent locations where development of scale could occur, and thereby potentially utilize TDR credits, during the planning period.

At this time, the only current development activity in the Study Area is the O’Brien Group’s new Toyota 90,000 square foot dealership on the former Graham Steel site and the City’s Public Safety Building development in the building formerly occupied by Costco Furniture. The development pipeline beyond this project is thin. The only project under construction near the Study Area is the 118-unit multifamily development named Slater 116. This project is being built near southwest corner of NE 116th St and 124th Ave NE just beyond the Study Areas boundary.

The Totem Lake Mall redevelopment project is not currently in the permitting process; however, it is far and away the most significant land assemblage in the Study Area. Coventry Real Estate Advisors currently owns this roughly 25 acre assemblage that is improved with 300,000 square feet of retail. There is a development agreement with the City that would deliver 622,000 square feet of retail, 144,000 square feet of professional office, and 226 new residential units. By all indications, this development program is still being planned for by Coventry. Should this development be completed as originally envisioned it could serve as a catalyst for office and residential uses.

Beyond the above cited projects that are in the pipeline or anticipated to be redeveloped there are several potential assemblages that could see redevelopment in the earlier portion (five to ten years) of the planning horizon. The following map in Exhibit 4 and narrative identify and describe the conditions around several potential near to mid-term redevelopment sites and areas.

### Exhibit 5: Potential Near to Mid-Term Development Sites



Source: Heartland, 2013.

There are relatively few near-term redevelopment opportunities on the west side of I-405 due to the current strong office, industrial, and flex market real estate fundamentals in the Study Area:

- **Dunn Lumber:** The Dunn Lumber site is located adjacent to Fred Meyer at the northwest corner of 120th Ave NE and NE 118th St. The 2.4 acre site is located in the TL4B zone. It is currently occupied, but the improvement to land ratio is under 33%.<sup>9</sup> The current owners have been operating on the site since 1978 and do not have any near term intentions of redeveloping this site.
- **Window Vision Building + 116<sup>th</sup> Street ParMac Building:** On the south side of NE 116th St and east of 120th Ave NE at 11795 NE 116th St is a 4.2 acre parcel in the TL10C zone that is commonly known as the Window Vision property. This property is improved with an industrial warehouse building that has an improvement to total value ratio of 18%. The current primary use of the property is for recreation with SkyMania Trampolines as the primary tenant. Given its location adjacent to the Eastside Subaru auto dealership to the west and the 116<sup>th</sup> Street ParMac light industrial building to the east the most likely redevelopment scenario under the current zoning would be an auto dealership. However, if an assemblage could be created with the 3.0 acre 116<sup>th</sup> Street ParMac Building property to the east this could be redeveloped into a multi-family complex. This building is also providing a recreation outlet to the community with two of the principle tenants being Eastside Basketball Club and Pump It Up bouncy house center.

<sup>9</sup> This list of example redevelopment sites is based on the assemblage's improvement to land ratio and our interpretation of its current use relative to its highest and best use. The improvement to land ratio cited 33% rather than the 50% that is used for a typical buildable lands analysis. This is to underscore the fact that the improvement is likely beyond its useful life for future users.

On the east side of I-405 we identified three areas where development may occur in the early portion of the planning horizon. These include:

- **TL5 Cluster:** The TL5 zone, which totals the 24.2 acres is a potential redevelopment site. This site is comprised of the 9.3 acre Totem Square retail center that totals 121,000 square feet of commercial space, the 4.9 acre Dania Furniture retail store that comprises 65,000 square feet of commercial space, the 5.6 acre Public Storage property, and the remaining 4.4 acres owned by four different property owners and improved with a mix of retail space. While (with?) the parcels this zone in total has an improved ratio in excess of 50% we believe this to be an excellent area for redevelopment given its location in the Study Area. However, there are a number of complexities associated with realizing all, or even a portion, of this property being redeveloped. These include the quantity of unique property owners, the likely need - and associated cost - to develop interior circulation infrastructure, and the need for the redevelopment economics to exceed the property's current uses. We have communicated with the current land owners of the Totem Square center and they indicated that they would be receptive to incentives that permit additional capacity; however, they have no near term intentions to redevelop their site.
- **RJB Wholesale:** In the TL7 zone there is the 3.4 acre RJB Wholesale property that is currently used by a piping wholesaler. The improvement is less than 5% - well under the 50% improvement value to total value threshold typically used to identify whether a property is considered redevelopable. Given this site's excellent exposure on the north side of NE 124th St east of Totem Lake Blvd NE and it's adjacency to the future Cross Kirkland Corridor it has strong potential for redevelopment. The owners have communicated that in the years past area auto dealerships have inquired about this property.

Another area that should be noted, but we have excluded from the above list is the 15.5 acre, 5-parcel cluster of property in the 7 zone. This cluster is located north of the Cross Kirkland Corridor and east of 132<sup>nd</sup> Place NE. While most of this property is improved with industrial uses with improvement to land values suggesting potential redevelopment, the property located in the middle of this cluster has recently been purchased by the O'Brien group and will be used to support its operations as a surface parking lot. By committing this 6 acre parcel to a low-accretive value use such as parking, the adjoining parcels will not likely see a lift in profile from developers looking for non-industrial land.

## 5.0 HOUSING UNIT AND JOB GROWTH

Understanding historical housing unit and job growth in the Study Area – and broader Eastside – is critical to estimating future growth and potential build out during the planning horizon. The housing unit estimates are based on both an evaluation of historical development trends in the Study Area, Kirkland and the Eastside; as well as the likely capture of future household demand.<sup>10</sup>

### 5.1 Housing Units

New residential development in the Study Area permits multifamily housing; therefore, the following analysis is focused on contextualizing existing multifamily housing conditions and estimated multifamily housing unit growth. As illustrated in the Property Inventory and Development Patterns section there

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<sup>10</sup> Household demand projections were based on data from the Washington Office of Financial Management intercensal estimates (King County and the City of Kirkland), PSRC's revised household formation forecasts (King County), and DemographicsNow growth estimates (Kirkland).

are currently 1,516 residential units in the Study Area; of which 1,173 are market rate for-rent or ownership units. Approximately 85% of the units in the Study Area were developed before 2000. Based on our estimates<sup>11</sup>, the Study Area’s total residential units currently account for 8% of the City’s approximately 15,000 market-rate multi-family housing units.

As illustrated in the Land Capacity Assessment section, the Study Area has capacity to accommodate up to 3,321 additional units. If the Study Area were to reach maximum capacity by the end of this planning horizon in 2035 an average of 147 units would need to be delivered each year between 2013 and the end of the planning horizon. The typical new construction mid-rise multi-family complexes in the Eastside have comprised an average of 140 to 150 units<sup>12</sup> so this would mean an average of one new project would be delivered per year during that period. Such a rapid evolution of the Study Area is not likely during the planning horizon based on historical trends, near and mid-term development market perceptions of the Study Area, and the supply of potential multifamily development sites in the Study Area. This land capacity based unit growth estimate is considered to be the “maximum” growth scenario for this analysis.

We have adjusted the housing unit growth estimate to form a “moderate” growth scenario. In this scenario we have estimated the total number of units in the Study Area to increase by 1,623 units through 2035. This would roughly double the unit count in the Study area from 1,516 total units to 3,078 units. This moderate scenario would suggest that the Study Area would build out to 48% of its maximum capacity by 2035. Based on this projection the Study Area would capture approximately 34% of the City’s new multifamily development and it would represent 18% of the total multi-family units.<sup>13</sup> Using the average project size of 140-units, this moderate unit growth would estimate 10 new multifamily projects in the Study Area through 2035.

**Exhibit 6: Study Area Housing Unit Growth Estimates**

	2000	2010	2020	2035	2010-35 Δ
<b>City of Kirkland*</b>					
Total Units	21,831	24,345	28,986	32,647	8,302
Multi-family Units	9,824	12,173	14,783	16,976	4,804
Single Family Units	12,007	12,173	14,203	14,700	2,528
<b>Study Area</b>					
Multi-family: Max Capacity	1,426	1,455	2,544	4,747	3,292
Multi-family: Moderate Scenario	1,426	1,455	1,928	3,078	1,623

Source: Heartland, 2013.

Notes: \* See Footnote 9.

## 5.2 Employment

In the Land Capacity Analysis section it was estimated that the Study Area has capacity for a total of nearly 7.6 million square feet of new development. Given the types of uses and the employment each

<sup>11</sup> Our estimates are based on our interpretation of King County Assessor data

<sup>12</sup> An average unit number based on a survey of recently completed mid-rise multifamily projects on the Eastside.

<sup>13</sup> To keep these estimates relative to past trends, we have defined the City in this data as the pre-2011 annexation area.

demand, we applied a square foot per employee metric to estimate the number of jobs that could be created if the Study Area were to be fully built out. Exhibit 7 depicts this analysis.

**Exhibit 7: Study Area Employment Estimates at Maximum Capacity**

<b>Use Type</b>	<b>Square Feet</b>	<b>SF/Employee</b>	<b>Jobs</b>
Commercial	818,933	400	2,047
Professional Office	1,658,553	200	8,293
Industrial	268,244	750	358
Residential	4,847,134	n/a	
<b>TOTAL</b>	<b>7,592,863</b>		<b>10,698</b>

Source: Heartland, 2013.

As we did with the multifamily unit development in the previous section, we tempered the maximum growth scenario based on the assumption that the Study Area will not likely be built out by 2035. Exhibit 8 shows the moderate growth scenario for the Study Area and the accompanying estimated job generation. This assumes that the Totem Lake Mall will be redeveloped in the next 10-years under the most recently proposed program. Under the moderate scenario the estimated commercial capacity is anticipated to be at 90% of the maximum capacity by 2035 (driven in large part by the mall development assumption). Professional office and industrial development is estimated to approach 76% and 95% of the maximum capacity, respectively, and residential development is estimated to be at 48% of maximum capacity by 2035.

**Exhibit 8: Study Area Employment Estimates at Moderate Growth**

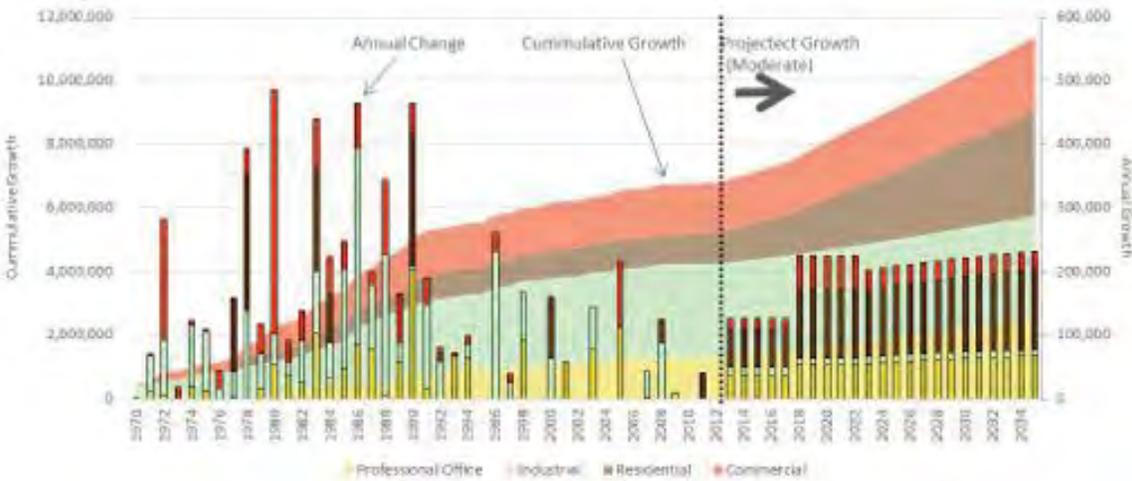
<b>Use Type</b>	<b>Square Feet</b>	<b>SF/Employee</b>	<b>Jobs</b>
Commercial	736,549	400	1,841
Professional Office	1,255,103	200	6,276
Industrial	255,203	750	340
Residential	2,344,717	n/a	
<b>TOTAL</b>	<b>4,591,571</b>		<b>8,457</b>

Source: Heartland, 2013.

**Summary of Growth**

This estimate of moderate growth in the Study area over the planning horizon is illustrated in Exhibit 9. This chart depicts the historical annual delivery of commercial and residential building square footage through 2012 with growth projections from 2013 through 2035.

**Exhibit 9: Study Area Capacity Growth Estimate by Type (through 2013)**



Source: Heartland, 2013

For historical context, Exhibit 10 shows the average annual delivery of square footage for the 25 years between 1984 and 2009 and the projected average annual delivery between 2010 and 2035. This illustrates the modeled evolution of the Study Area to include more residential and office – much of which will be driven by a completed Totem Lake Mall redevelopment and the continued growth of the Evergreen Medical Center

**Exhibit 10: Average Annual Delivery of Square Footage Comparison**

Use	1984-2009	2010-2035
Commercial	24,904	28,329
Professional Office	38,960	48,273
Industrial	64,910	9,816
Residential	16,693	91,735

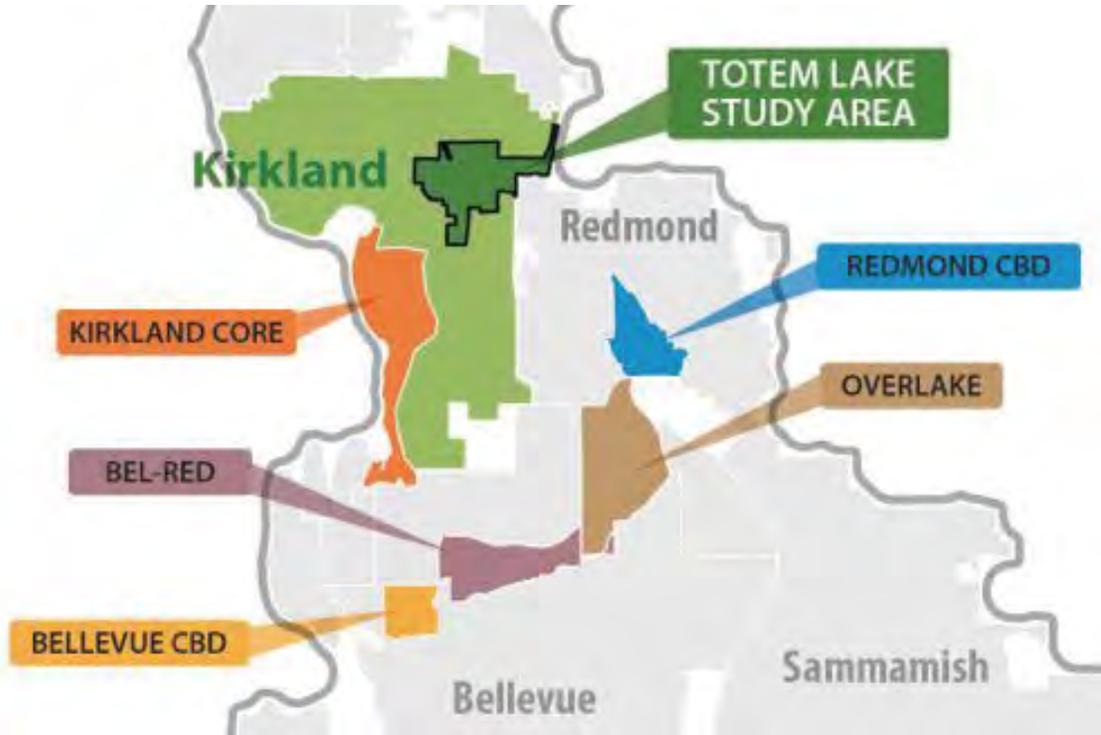
Source: King County Assessor, Heartland, 2013

The projected delivery of new development estimated in this section will be used in the LCLIP analysis conducted later in this report.

**6.0 MARKET ASSESSMENT**

In this section we compare the Study Area’s commercial properties located in the Study Area with other Eastside commercial nodes (“nodes”). The comparative areas include the Kirkland Core, Bellevue’s CBD, the Bel-Red Corridor, Overlake, Redmond’s CBD, and Central Issaquah. Exhibit 11 depicts these areas.

**Exhibit 11: Eastside and Commercial Nodes Map**



Source: Heartland, 2013.

The table in Exhibit 12 is a summary table of this node comparison analysis. A close look at this table shows that each commercial node has a unique mix of land uses and none of the nodes have a relatively equal distribution of square footage among these uses. For example, Overlake is dominated by buildings characterized as flex-industrial and office. The industrial uses in this node are driven by one of the region’s biggest employers, Microsoft which has millions of building square footage that is classified as industrial/high-tech. The Bel-Red Corridor today is a mix of industrial and commercial uses. In the coming years, this node is expected to undergo a land use evolution with more office and residential uses entering the mix as a result of regulatory changes, the development of The Spring District, and the anticipation of Sound Transit’s East Link light rail. The three CBDs; Bellevue, Redmond, and Issaquah are a mix of commercial, office, and multifamily.

The Study Area is comprised primarily of industrial, commercial, and health care uses. No other node has such a relatively balanced concentration of these three uses. The Study Area does not have large set of multifamily uses, but this is due in large part to the historical zoning in Totem Lake area and the general bend towards commercial development around this I-405 interchange area.

Comparing the relative land area metrics, the Study Area has a healthy assessed value per acre of \$2.1 million per acre. This is driven by the Evergreen Health Center, which comprises almost 25% of the Study Area’s total assessed value. Excluding the Bellevue CBD, this metric is second only to Overlake, which is anchored by the development of the Microsoft campus. The Study Area also has a very strong commercial net square feet per acre when compared to its closest peers; Redmond CBD, Central Issaquah, and the Bel-Red Corridor. These commercial uses drive retail sales – especially the auto dealerships, which are prevalent in the Study Area.

**Exhibit 12: Comparison of Commercial Improvements by Area**

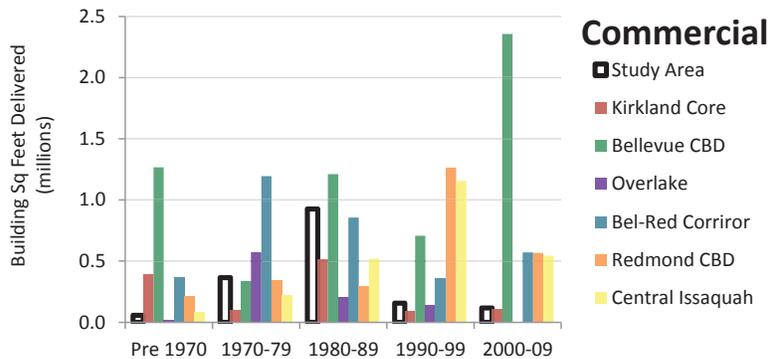
	Eastside	Study Area	Kirkland Core	Bellevue CBD	Overlake	Bel-Red Corridor	Redmond CBD	Central Issaquah
<b>Commercial Space Distribution</b>								
Commercial	310.5	15.7	10.4	43.2	9.3	31.1	24.2	25.6
Office	389.1	13.6	23.6	80.7	44.7	16.6	21.2	17.1
Multifamily	451.2	9.7	17.1	72.2	15.2	0.1	17.5	1.3
Industrial	223.1	24.3	2.4	0.2	9.8	41.1	0.2	7.7
Flex	135.0	4.2	0.0	0.0	59.8	0.0	0.0	2.5
Hospital	30.2	13.1	0.0	0.0	4.6	0.0	0.0	0.0
<b>Total</b>	<b>1,539</b>	<b>81</b>	<b>54</b>	<b>196</b>	<b>143</b>	<b>89</b>	<b>63</b>	<b>54</b>
Multifamily Units	77,065	1,516	4,288	7,348	1,891	82	2,489	464
<b>2013 Assessed Value Summary (m\$)</b>								
Land and Improvement Total	\$27,301	\$1,252	\$1,175	\$4,272	\$2,029	\$1,217	\$1,139	\$870
<b>Relative Land Area Metrics</b>								
Approximate Gross Acres	100,385	607	1,524	281	658	1,490	927	1,115
Commercial Net Sq Ft/Acre	1,533	13,271	3,512	69,848	21,795	5,967	6,798	4,861
Multifamily Units Ft/Acre	0.8	2.5	2.8	26.1	2.9	0.1	2.7	0.4
Total Assessed Value/Acre	\$271,960	\$2,061,931	\$770,918	\$15,202,963	\$3,083,195	\$817,041	\$1,228,891	\$780,306

Source: Heartland, 2013.

**6.1 Historic commercial delivery**

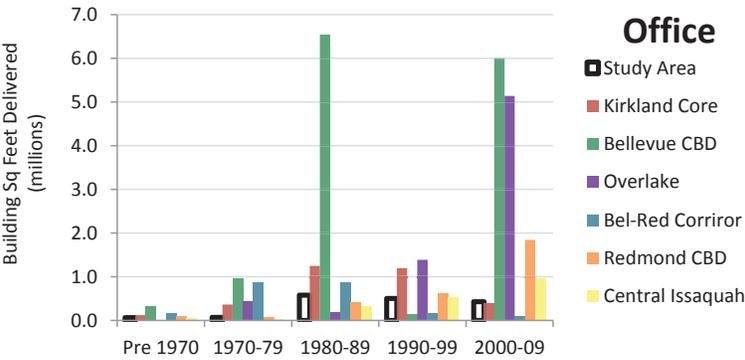
The Study Area comprises 14% of the industrial and flex industrial square footage in the Eastside, 3% of office square footage, and 5% of commercial square footage. Exhibit 13, Exhibit 14, and Exhibit 15 capture this finding and compares development in the Study Area with other Eastside nodes.

**Exhibit 13: Historical Product Delivery by Product Type – Commercial**



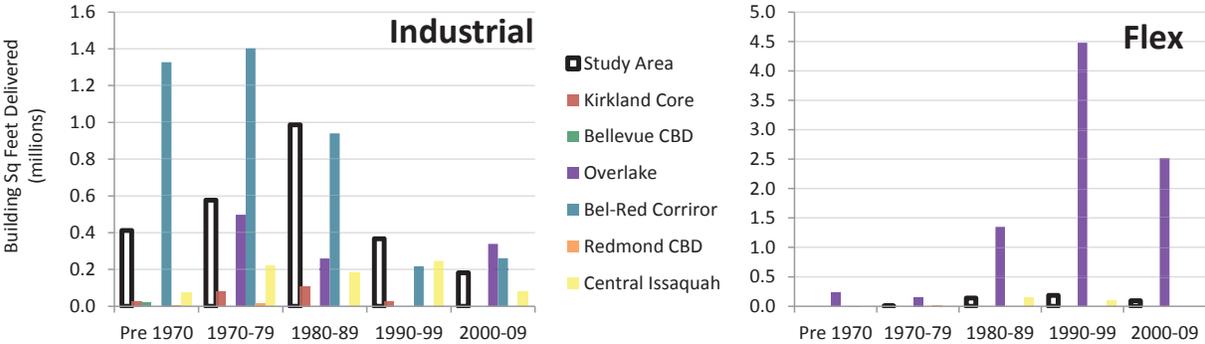
Source: Heartland, 2013.

**Exhibit 14: Historical Product Delivery by Product Type – Office**



Source: Heartland, 2013.

**Exhibit 15: Historical Product Delivery by Product Type – Industrial/Flex**



Source: Heartland, 2013.

These charts illustrate that most of the Study Area’s development occurred before 2000; however there has been some limited commercial development activity after 2000. Newer office product has been centered around the Evergreen Hospital (the Evergreen Plaza medical offices and the Evergreen Professional building), but there have been two other non-medical office building developments (Valley View corporate center and Totem West professional center) as well as the high tech flex industrial Sammamish Ridge technical center – which is now home to Astronics. Commercial development, by this report’s definition, has also been occurring with a Rite-Aid, self-storage, and Courtyard by Marriott all having been built in the Study Area. There have even been three residential projects in the Study Area constructed since 2000; however, none have been market-rate for-rent complexes. The Residence XII rehabilitation center (expansion planned), Aegis Lodge of Kirkland, and Imagine Housing’s Francis Village.

This development has occurred because the Study Area is well connected regionally, being located along I-405 with strong area demographics from the perspective of commercial builders and operators. That said, it does face competition from the other key Eastside nodes, which have historically been more attractive. Each of these nodes have centers of gravity, from Bellevue’s CBD as a regional employment center to Overlake and the Redmond CBD’s lift achieved in large part from Microsoft development and employment growth. The Study Area’s center of gravity is the Totem Lake Mall, the Evergreen Health Center, and its major I-405 exchange location between Bellevue, Redmond, and Bothell/Everett. To date, developers and capital have not identified this area as a high-priority location.

## 6.2 Market fundamental trends

Exhibit 16 depicts how the market fundamentals of commercial properties in the Study Area compare to the Eastside averages, excluding Bellevue’s CBD. The Study Area gross asking rental rates are below average across all product types with the exception of flex space, which has rates nearly \$0.20/per month higher than the remainder of the Eastside. The other key findings from this analysis involve the vacancy rate. The Study Area is below the Eastside average for all product types AND the retail and industrial uses are all below 10%, which is a key indicator suggesting rates will likely improve making these two uses viable for the foreseeable future. Stated otherwise, converting industrial and retail land to more dense office or multifamily is less likely to occur during this cycle.

**Exhibit 16: Commercial Market Fundamental Trends**

	2011	2012	2q2013	2003-13 Trend	2011	2012	2q2013	2003-13 Trend
	STUDY AREA				EASTSIDE x Bellevue CBD x Study Area			
<b>Retail</b>								
Count	13	13	13		322	341	341	
Total RSF	542,353	542,353	542,353		24,113,643	24,632,539	25,348,084	
Total Vacant	7,091	5,510	20,158		2,004,303	1,710,600	1,834,304	
Vacancy Rate	1.3%	1.0%	3.7%		8.3%	6.9%	7.2%	
Avg Gross Rent/sf/yr	\$30.32	\$30.04	\$30.04		\$34.05	\$34.59	\$34.71	
Yr Abs			(14,648)				(104,000)	
<b>Office</b>								
Count	24	25	25		759	787	787	
Total RSF	831,049	868,794	868,794		73,662,211	74,343,505	74,992,587	
Total Vacant	117,538	129,745	140,583		12,161,163	12,959,830	13,468,588	
Vacancy Rate	14.1%	14.9%	16.2%		16.5%	17.4%	18.0%	
Avg Gross Rent/sf/yr	\$23.82	\$23.44	\$23.45		\$24.35	\$24.68	\$24.71	
Yr Abs			(10,838)				(508,758)	
<b>Medical Office</b>								
Count	12	12	12		33	34	34	
Total RSF	322,361	322,361	322,361		1,846,679	1,870,457	1,870,457	
Total Vacant	29,768	33,550	43,407		503,420	644,379	641,640	
Vacancy Rate	9.2%	10.4%	13.5%		27.3%	34.5%	34.3%	
Avg Gross Rent/sf/yr	\$27.61	\$28.03	\$28.03		\$27.38	\$28.21	\$28.44	
Yr Abs			(9,857)				0	
<b>Industrial</b>								
Count	25	26	26		221	230	230	
Total RSF	1,199,343	1,212,200	1,212,200		25,186,909	26,471,216	26,547,990	
Total Vacant	136,340	117,833	82,597		3,123,088	3,980,555	3,696,426	
Vacancy Rate	11.4%	9.7%	6.8%		12.4%	15.0%	13.9%	
Avg Net Rent/sf/mo	\$0.78	\$0.77	\$0.74		\$0.81	\$0.80	\$0.80	
Yr Abs			35,236				284,129	
<b>Flex</b>								
Count	24	25	25		169	171	171	
Total RSF	1,319,268	1,353,209	1,353,209		25,057,112	25,140,199	25,158,601	
Total Vacant	404,249	200,195	206,065		4,766,571	4,398,275	4,364,861	
Vacancy Rate	30.6%	14.8%	15.2%		19.0%	17.5%	17.3%	
Avg Net Rent/sf/mo	\$1.11	\$1.11	\$1.10		\$0.80	\$0.80	\$0.82	
Yr Abs			(5,870)				33,414	

Source: OfficeSpace.com, 2013.

We also summarized the property profiles and asking rates for newer multifamily projects in Kirkland. Exhibit 17 shows that rental rates in Kirkland’s CBD hover around \$2.00 per square foot. Luna Sol, the most comparable project to a hypothetical market rate multifamily project in the Study Area, has an

average asking rate of \$1.70 per square foot. The average vacancy rates for the complexes in this data set, as of spring 2013, is under 5%.

**Exhibit 17: Multifamily Profiles**

<b>Property</b>	<b>Address</b>	<b>Retail</b>	<b>Floors</b>	<b>Units</b>	<b>Completion</b>	<b>Studio</b>	<b>1 Bed</b>	<b>2 Bed</b>	<b>3 Bed</b>	<b>Average</b>	
The 101	101 Kirkland Avenue	Yes	5	66	2010						
						<b>Units:</b>	10	42	14	0	
						<b>Unit SF:</b>	594	780	1,129	0	
						<b>Asking Rent:</b>	\$1,330	\$1,858	\$2,750	\$0	\$1,967
						<b>\$/SF:</b>	\$2.24	\$2.38	\$2.44	\$0.00	\$2.37
128 on State	128 State Street S	No	3	123	2007						
						<b>Units:</b>	9	81	33	0	
						<b>Unit SF:</b>	703	781	1,291	0	
						<b>Asking Rent:</b>	\$1,295	\$1,475	\$2,350	\$0	\$1,696
						<b>\$/SF:</b>	\$1.84	\$1.89	\$1.82	\$0.00	\$1.87
Villaggio	4311 Lake Washington Blvd NE	No	3	292	2001						
						<b>Units:</b>	0	108	148	36	
						<b>Unit SF:</b>	0	734	1,051	1,479	
						<b>Asking Rent:</b>	\$0	\$1,441	\$1,775	\$2,528	\$1,744
						<b>\$/SF:</b>	\$0.00	\$1.96	\$1.69	\$1.71	\$1.79
Westwater	221 1st Street	Yes	5	62	2001						
						<b>Units:</b>	17	19	24	2	
						<b>Unit SF:</b>	633	904	1,254	1,574	
						<b>Asking Rent:</b>	\$1,383	\$1,958	\$2,596	\$3,669	\$2,102
						<b>\$/SF:</b>	\$2.18	\$2.17	\$2.07	\$2.33	\$2.14
Chelsea at Juanita Village	11718 97th Lane NE	Yes	5	196	2003						
						<b>Units:</b>	66	76	54	0	
						<b>Unit SF:</b>	557	871	1,121	0	
						<b>Asking Rent:</b>	\$1,263	\$1,563	\$2,055	\$0	\$1,597
						<b>\$/SF:</b>	\$2.27	\$1.79	\$1.83	\$0.00	\$1.96
Juanita Village	9740 NE 119th Way	Yes	6	211	2005						
						<b>Units:</b>	20	88	93	10	
						<b>Unit SF:</b>	483	809	1,175	1,395	
						<b>Asking Rent:</b>	\$1,000	\$1,248	\$1,655	\$2,130	\$1,445
						<b>\$/SF:</b>	\$2.07	\$1.54	\$1.41	\$1.53	\$1.53
Ondine	11690 98th Avenue NE	Yes	4	102	2012						
						<b>Units:</b>	7	86	9	0	
						<b>Unit SF:</b>	488	692	1,259		
						<b>Asking Rent:</b>	\$1,180	\$1,485	\$2,425		\$1,547
						<b>\$/SF:</b>	\$2.42	\$2.15	\$1.93	\$0.00	\$2.15
Pines at Totem Lake	12411 NE Totem Lake Way	No	4	29	2007						
						<b>Units:</b>	0	0	18	0	
						<b>Unit SF:</b>	0	0	1,251	0	
						<b>Asking Rent:</b>	\$0	\$0	\$1,763	\$0	\$1,763
						<b>\$/SF:</b>	\$0.00	\$0.00	\$1.41	\$0.00	\$1.41
Luna Sol	11415 Slater Avenue NE	No	5	52	2010						
						<b>Units:</b>	16	20	16		
						<b>Unit SF:</b>	574	818	1,108		
						<b>Asking Rent:</b>	\$1,200	\$1,325	\$1,600		\$1,371
						<b>\$/SF:</b>	\$2.09	\$1.62	\$1.44		\$1.71

Source: Dupre & Scott, ForRent.com, 2013.

## 7.0 POTENTIAL FUTURE COMMERCIAL USERS

This section explores the types of commercial users that are currently located in the Study Area, assesses national and regional trends in key sectors, and the types of companies that may locate in the Study Area in the future based on our market observations and conversations with sector experts. The Study Area has a number of positive attributes that make it attractive to commercial users looking to expand or relocate. These include:

- **Location:** The Study Area fronts I-405 on the east and west side providing strong accessibility to and from the highway as well as visibility from the highway;<sup>14</sup>
- **Demographics:** Census blocks in the surrounding area that have median household incomes exceeding \$85,000 along with relatively high anticipated housing unit growth rates providing both an employment base and a reservoir of consumer expenditures; and
- **Proximity:** The Study Area is well connected to the region’s aerospace hubs of Payne Field and Renton/Kent Valley via I-405 and it is only 8 miles to downtown Bellevue and 5 miles to downtown Redmond.

That said there are several hurdles to attracting new and expanding business into the Study Area. First, the Study Area can be considered a tertiary node within the Eastside. It is not a regionally core location like Bellevue’s CBD which investors gravitate towards for capital placement, and is historically not an area which national companies looking to locate into the region seek out. This is a perception challenge. The Study Area is also an auto centric place of employment, with roughly 80% of the employees tracked driving alone and 13% vanpool or carpool to work.<sup>15</sup> As the region continues to grow, traffic is becoming more congested. The Study Area has a bus service but there are no plans for enhanced transit options such as light rail or bus rapid transit that may help facilitate more transit orientation. Finally, there is a lack of quality amenities (e.g. dining and services oriented towards professional office users) in the Study Area. These obstacles can be bridged as the Study Area continues to evolve aided most by the redevelopment of the Totem Lake Mall and the expansion of the Evergreen Health Center.

### 7.1 Study Area Snapshot

The top five employers in the Study Area include health care, aerospace, information technology and business solutions, medical research and product manufacturing and light industrial. Evergreen Healthcare dominates employment in the Study Area with approximately 2,270 jobs. It is important to note that this is the count of employment for the anchor employer of the Evergreen Health Center; however, there are a number of other healthcare sector jobs beyond this count that are related to the health center. The next largest employer is Astronics with 270 employees.<sup>16</sup> This is one of 11 Astronics locations world-wide and it develops advanced electronics for the aerospace industry. Market Leader

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<sup>14</sup> 2012 estimates indicate this segment of I-405 sees average daily traffic count of approximately 175,000, KSS Fuels/Google Earth

<sup>15</sup> WSDOT Commute Transit Reduction data, 2011/2012 cycle for major employers located within the Study Area. This list includes EvergreenHealth, Market Leader, Inc., Pathway Medical Technologies, Inc., Nintendo of America Inc., and Astronics Advanced Electronic Systems. Combined, these companies total nearly 3,000 jobs.

<sup>16</sup> Astronics acquired this 14 acre property in February 2013 from the receivership portfolio of properties formerly owned by Mastro. Astroics connected the two buildings to form a 97,000 square foot regional headquarters.

employs over 160 people as it strives to improve the efficiency of real estate professionals. Nintendo of America’s customer service center and warehouse are located in the Study Area and it employs 120 people. Finally, Pathway Medical Technologies, a company focused on researching and manufacturing medical devices employs just over 100 people.<sup>17</sup>

The above companies are the major employers in the Study Area and there are of course a number of other companies in the Study Area that employ fewer people. These business range from bricks and mortar retail to auto dealerships, from light industrial manufacturing to warehousing and logistics, and a spectrum of professional and medical office employers. Each of these businesses chose to locate in the Study Area for a variety of reasons, but in general the primary driver has been cited as lower rent and proximity to transportation corridors. The following explores recent trends in several key industry sectors that are active with employers currently in the Study Area as well as acting as a potential source for new businesses to locate here.

## **7.2 Sector Analysis**

### **Aerospace**

The aerospace sector is a priority at the State and County level for attracting and retaining businesses. To understand the importance of this sector on the state economy, Washington is home to 175 firms working directly in aerospace manufacturing employing 92,040 people. The aerospace cluster as a whole numbers 1,250 firms employing more than 131,000 people in the state.<sup>18</sup> The cluster includes manufacturing firms, suppliers, and companies specializing in the production of instrumentation and measurement equipment.

The region will likely be home to a substantial share of the global commercial airplane business, assuming the continued assembly of the 737 MAX, KC-46A tanker and the anticipated assembly and parts production for the 777X. This will help continue to drive employment in manufacturing, engineering, and other professional services that support this commercial airplane production. There are also emerging subsectors that will create opportunity for business growth in the region including advanced materials, unmanned aerial vehicles and systems, green aviation, public and private space exploration and propulsion, and software and system development. All of these subsectors will have a range of space needs, from traditional office to manufacturing.

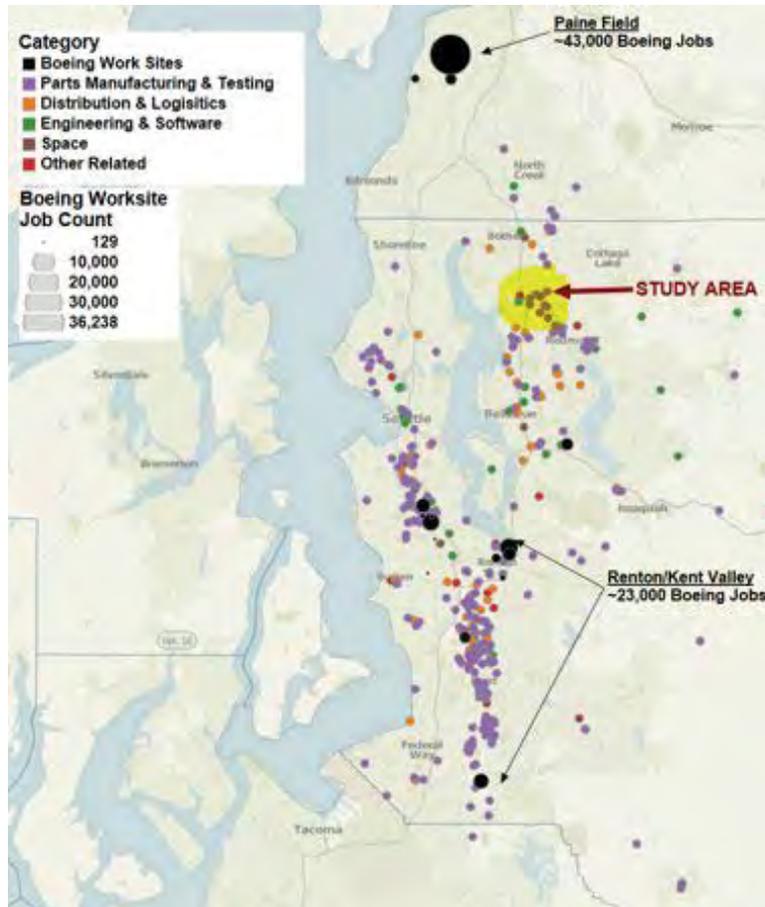
The City of Kirkland currently has 19 aerospace sector businesses. The distribution of these business by subsector are 11 active in parts manufacturing and testing, 4 in logistics and distribution, 2 engineering firms, a market research firm, and an aircraft leasing firm. These 19 businesses represent roughly 5% of the 387 active aerospace businesses in King County. In the Study Area there are 6 aerospace firms within its boundaries and two just beyond. This information, as illustrated in Exhibit 18 suggests that Kirkland, and specifically the Study Area, are supportive areas to the aerospace sector.

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<sup>17</sup> The source of these employers and employment estimates is Washington Department of Transportation’s 2011/2012 Commute Transit Reduction survey.

<sup>18</sup> The Washington Aerospace Industry Strategy, May 2013. Data as of June 2012 from the Washington State Department of Employment Security

### Exhibit 18: King County Aerospace Business Locator Map



Source: Locus Analytics, WSDOT Commute Transit Reduction Program

We conducted a series of interviews with active participants in the industry and the general consensus was that the Study Area’s location along the I-405 corridor is strong, existing rents are relatively affordable compared to other Eastside nodes, and the demographics of the surrounding population – which is characterized as well educated<sup>19</sup> (with a number of aerospace executives residing in the Eastside) – suggesting that the Study Area to be potentially attractive to new and relocating firms. The types of aerospace businesses that may be a good fit for the Study Area include:

- Corporate offices or a regional headquarter of an international firms that want access to the supply chain;
- Engineering or software/IT firms focused on commercial or space flight could be attracted to office and/or flex space;
- Heavy manufacturing is not likely, but precision electrics, product testing firms are currently in the Study Area and others could be drawn;

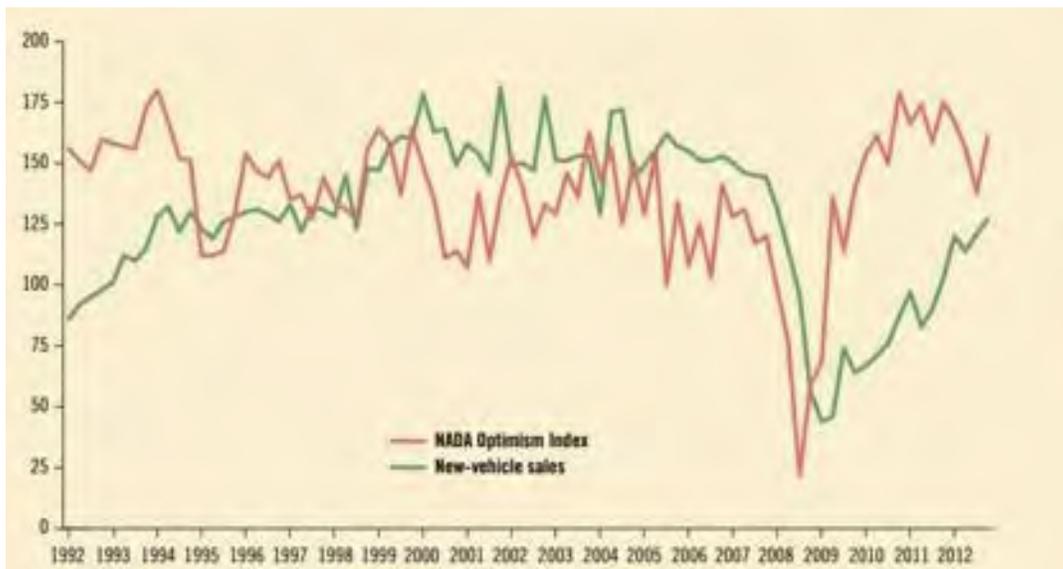
Overall, the aerospace sector is one sector that we believe the City should spend its time and resources to recruit new firms to the Study Area.

<sup>19</sup> According to DemographicsNow, nearly 55% of the population over the age of 25 and within a 20-minute drive has at least a bachelor’s degree.

### New-Car Auto Dealerships

Nationally, new-car dealership sector is rebounding nicely from the bottom that was reached in 2008. As Exhibit 19 illustrates, new-vehicle sales have nearly returned to historical norms and optimism is high in terms of sales volumes. Since 2011 the percent of dealers expecting profits to increase has been over 55% - a stark increase from the 28% and 19% tally from 2008 and 2009 respectively. In fact, this level of optimism is at its highest since the early 1990's.

**Exhibit 19: Optimism index vs. new-vehicle sales**

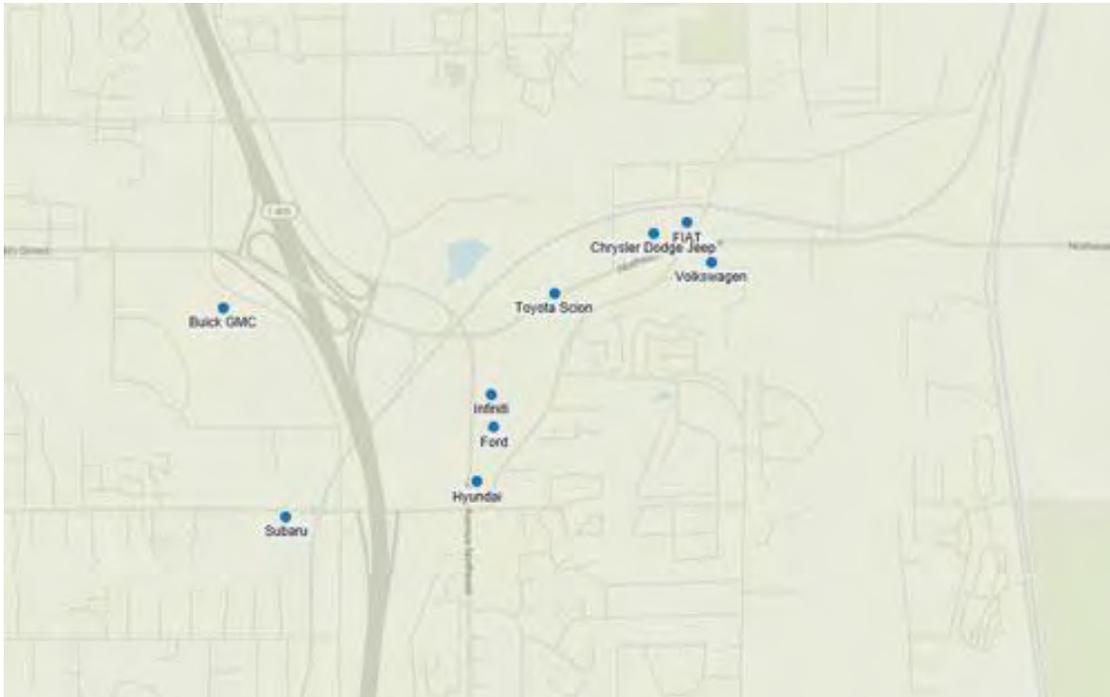


Source: NADA Industry Analysis Division; WardsAutos

While sales are increasing, the number of new-car dealerships has been on the steady decline, from a count of 23,500 in 1992 to the current count of 17,635. Of this national total, Washington represents 330 dealerships.

The Study Area is home to a cluster of 9 auto dealers. This land use is important to the City as it provides a stream of sales tax revenue. Exhibit 20 illustrates the location and make of these new car dealerships. Overall, the Study Area is home to all the major new-car dealers with the exception of Honda, Chevrolet (both of which are located 1.5 miles south of the Study Area), and Nissan. The nearest Nissan dealership is located in one of the Eastside's other major concentrations of new-car auto dealers, the Bel-Red Corridor.

**Exhibit 20: Study Area New Car Dealership Locator Map**



Source: Google Maps, Heartland, 2013.

From what we collected in conversation with two general managers in this area, the source of dealership expansion in this area is likely from the dealerships that are currently in the Study Area. Given dealership franchise laws, movement of dealerships within the region is complicated and not often completed. It was the opinion of those surveyed that the count of dealerships in the Study Area will not increase in the near future.

Further, the expansion of dealerships would likely slow the evolution of the Study Area as these uses typically utilize land for parking and single purpose buildings. While compatible with adjoining and surrounding office uses (to a degree – dealerships offer no amenity value to office users), dealerships are not particularly desired neighbors for multifamily complexes. We believe that the existing dealerships should be embraced, but any active recruitment of new dealerships should be carefully considered by City leadership.

**Health Care**

The outlook for the Health Care investment sector is strong for areas near well performing hospitals. This is due to health care reform bringing coverage to an estimated 27 to 30 million uninsured Americans, the growth of the aging of the baby-boomer generation, and an emphasis on preventative health care for the younger generations. One efficient way for hospitals to meet this demand is the hub and spoke model which hinges around outpatient care. By acquiring and constructing medical facilities like advanced imaging centers, physician offices, and satellite emergency departments, health systems can strategically coordinate a network of support to cater to the needs of their communities. This provides patients with enhanced access to care, and it acts as a filter for the parent hospital, providing cost-effective care to patients with less major symptoms. This clears up the emergency room and allows hospital physicians to focus on critical care patients, both of which contribute to the bottom line.

When combining the increasing demand for services with strong market fundamentals we can see that there will likely be continued interest in medical office development in this region. As Exhibit 21 illustrates, the market fundamentals in the Pacific Northwest relative to other regions are bested by no

other region (high rents and low vacancy) and the construction pipeline is small compared to other regions.

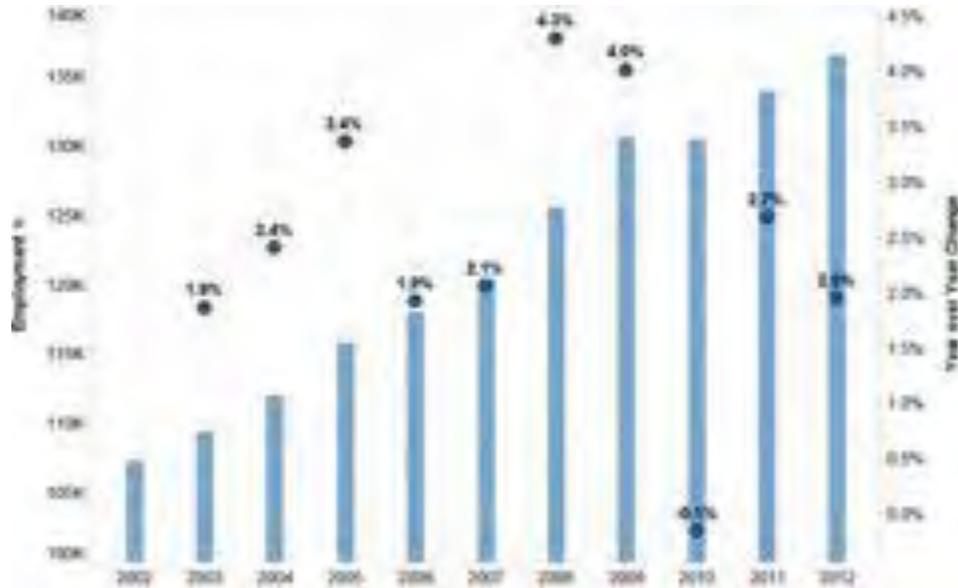
**Exhibit 21: Medical Office Regional Market Fundamentals Comparison**



Source: Marcus & Millichap, Medical Office Research Report, First Half 2013

The growth of employment in this sector is also important to note as it is an indicator of this sector’s relevance in King County. Exhibit 22 illustrates this steady growth over the past 10 years. Between 2002 and 2012 a total of 29,000 jobs in this sector were created in King County, representing a 27% total increase over the 2002 count. When compared to the 65,000 countywide jobs that were added during the same period we can see that 48% of all new jobs created were in this sector.

**Exhibit 22: Health Care Sector Job Trends in King County, 2002-2012**



Source: BLS, Quarterly Census of Employment and Wages. NAICS Code 62

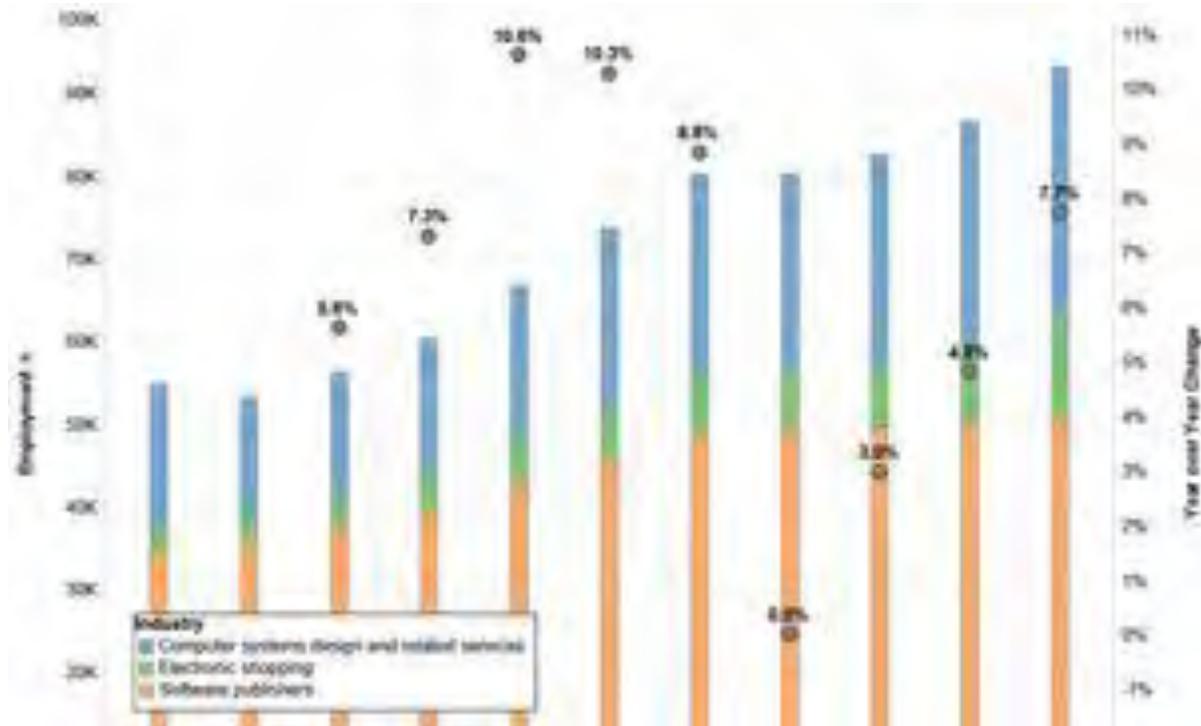
The Study Area is home to the Evergreen Health Center main campus. The presence of this regional asset in the Study Area should be attractive to investors considering medical office development. This medical center has 274 beds and had 16,029 admissions in the latest year for which data are available. It performed 4,054 annual inpatient and 2,599 outpatient surgeries. Its emergency room had 55,698 visits. It is the second ranked hospital in the state and was ranked as “high-performing” for 10 specialty areas. Given the strong regional market fundamentals for medical office and the presence of the Evergreen Health Center in the Study Area, the City should consider working with the hospital to better understand how it can support both its own growth as well as encourage new supporting medical office development near the campus.

**High-Tech/Software**

Seattle has a reputation nationally as a technology region. This was fostered by the growth of Microsoft and is now being bolstered by Amazon.com. There are hundreds of software and hardware companies that have been incubated and grown in this region; however, a recent trend of major Silicon Valley firms such as Facebook, Twitter, and Google all moving to this region illustrates how Seattle is viewed by the broader community. Its quality of life attributes that draw workers from around the world and the existing workforce that is already here are proving Seattle has gravity. Indeed, in May 2012 Forbes cited Seattle as the best city for tech jobs.

The proof of this growth is in the jobs numbers. The growth of employment in software and hardware technology related jobs is an indicator of this sector’s significant growth trajectory in King County. Exhibit 23 illustrates this tremendous growth over the past 10 years. In King County, between 2002 and 2012 a total of 12,800 jobs were added in the computer systems design and related services subsector, 16,400 jobs were created in the software publishing sector, and 9,200 jobs in the electronic shopping subsector for a total of roughly 38,400 jobs. This overall growth of technology jobs a 70% total increase over the 2002 count.

**Exhibit 23: Technology Sector Job Trends in King County, 2002-2012**



Source: BLS, Quarterly Census of Employment and Wages. NAICS Code 5112 and 5415

Technology firms in the region are a major driver for employment growth. These jobs drive office use in both urban core and suburban locations. The recent trend has been to locate technology business in urban areas rich in neighborhood amenities or on campuses where the company culture can be cultivated. Downtown Seattle and Bellevue are home to the majority of the major technology firms that are attracted to walkability and proximity to its workers.

However, this generalization may also be turned on its head when looking at Microsoft’s emergence in the Overlake area of Redmond and recently Google’s expanding presence in Kirkland. Major companies looking to locate to this region or expand from elsewhere in the region look at a wide range of factors from accessibility, to cost of existing or new space, to area amenities that will help it attract and retain its workers.

There are currently approximately 300 businesses<sup>20</sup> within this sector that are located in Kirkland. A number of these companies are located along the Lake Washington corridor or in Kirkland’s CBD; however, there are a number located in the Study Area. Again, the drivers for technology businesses to the Study Area are more costly to occupy space relative to other locations and its access from I-405. The likelihood of a speculative office building or complex in the Study Area is not likely in the near term given the competitive landscape. However, existing users in flex/tech will continue to occupy existing office space in the Study Area helping to keep vacancy rates low. With that in mind, the technology sector will likely be a jobs driver for the foreseeable future and the region’s reputation should sustain. Given a strong vision for the Totem Lake Mall redevelopment, it cannot be ruled out that a major employer would be attracted to the Study Area for its accessibility and proximity to an educated workforce.

<sup>20</sup> Count based on a Manta.com search of software and IT business

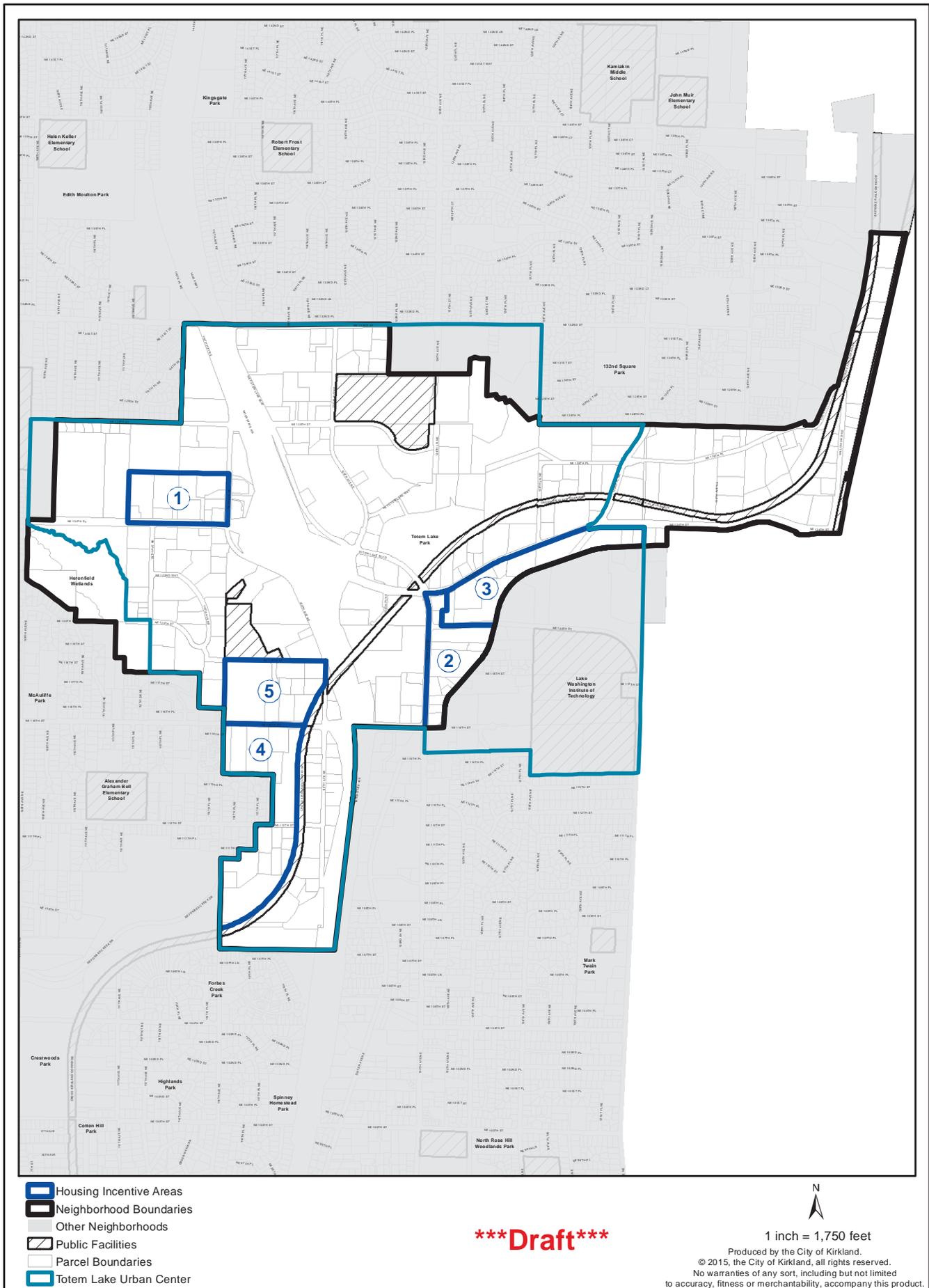
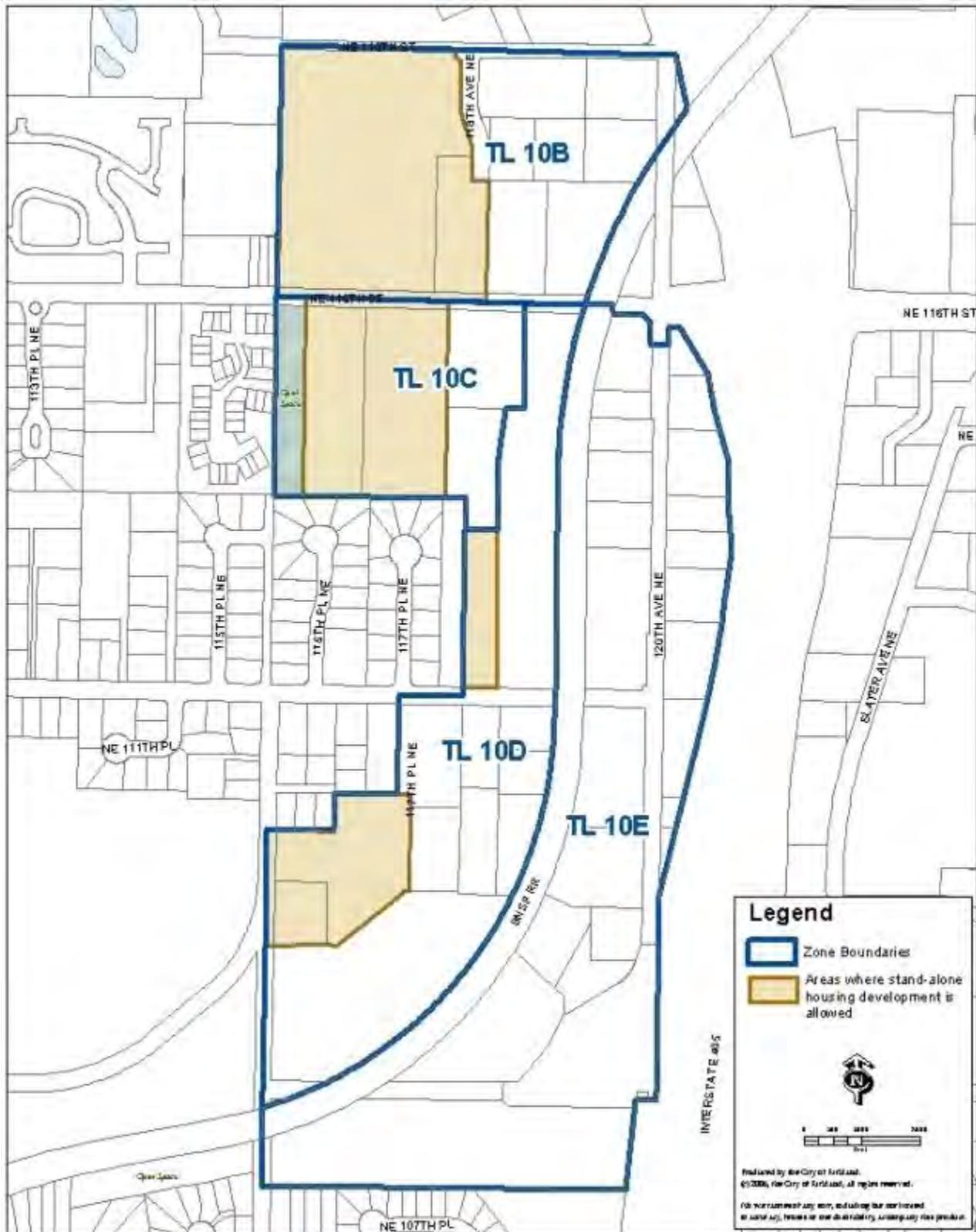


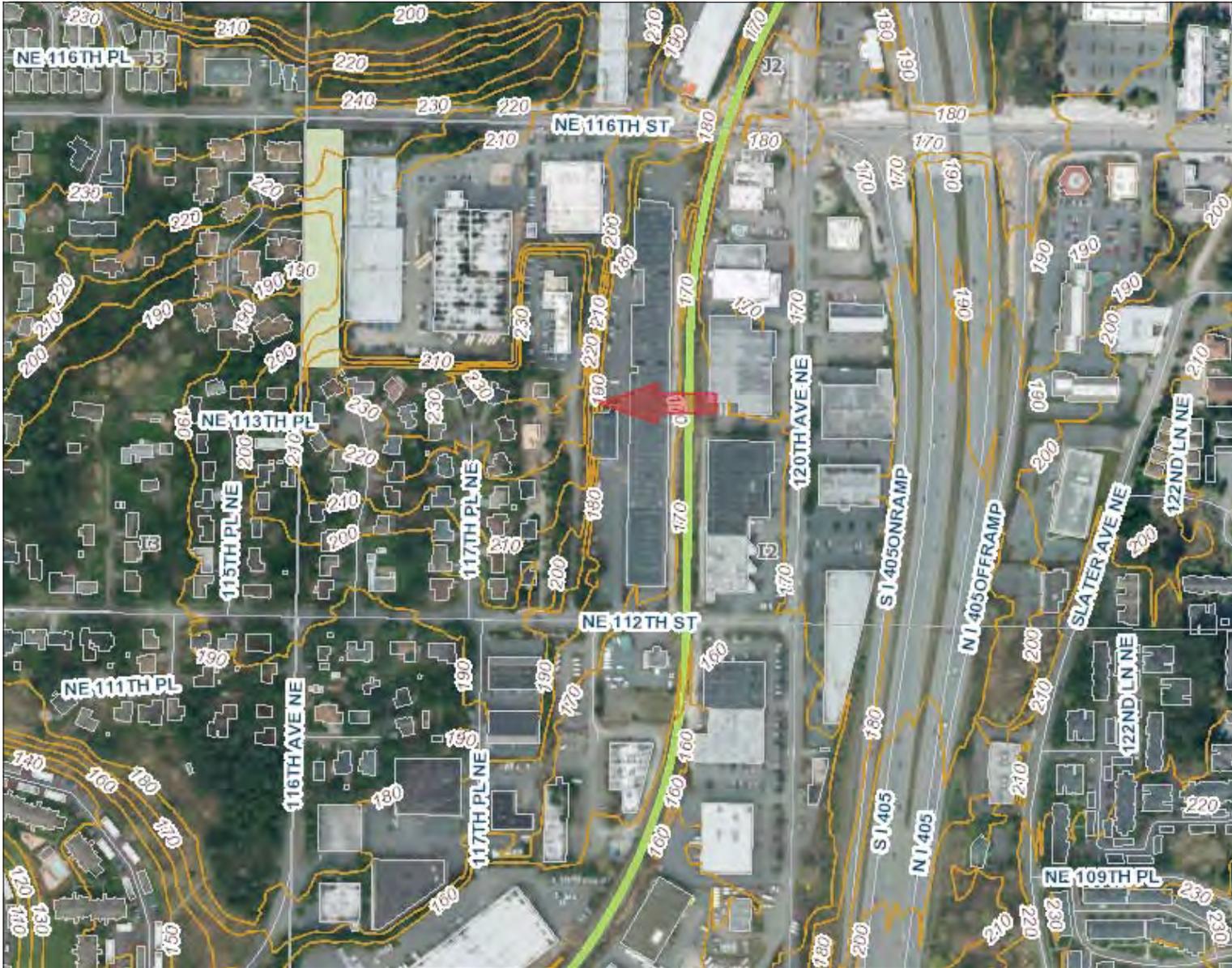
Figure TL-7: Totem Lake Housing Incentive Areas



Plate 37 Stand-Alone Housing Areas







- Legend**
- Contours 10 Feet
  - City Limits
  - Grid
  - QQ Grid
  - Cross Kirkland Corridor
  - Regional Rail Corridor
  - Streets
  - Buildings
  - Lakes
  - Parks
  - Schools

1: 4,700

**Notes**  
Housing Area 4  
Slope



NAD\_1983\_StatePlane\_Washington\_North\_FIPS\_4601\_Feet

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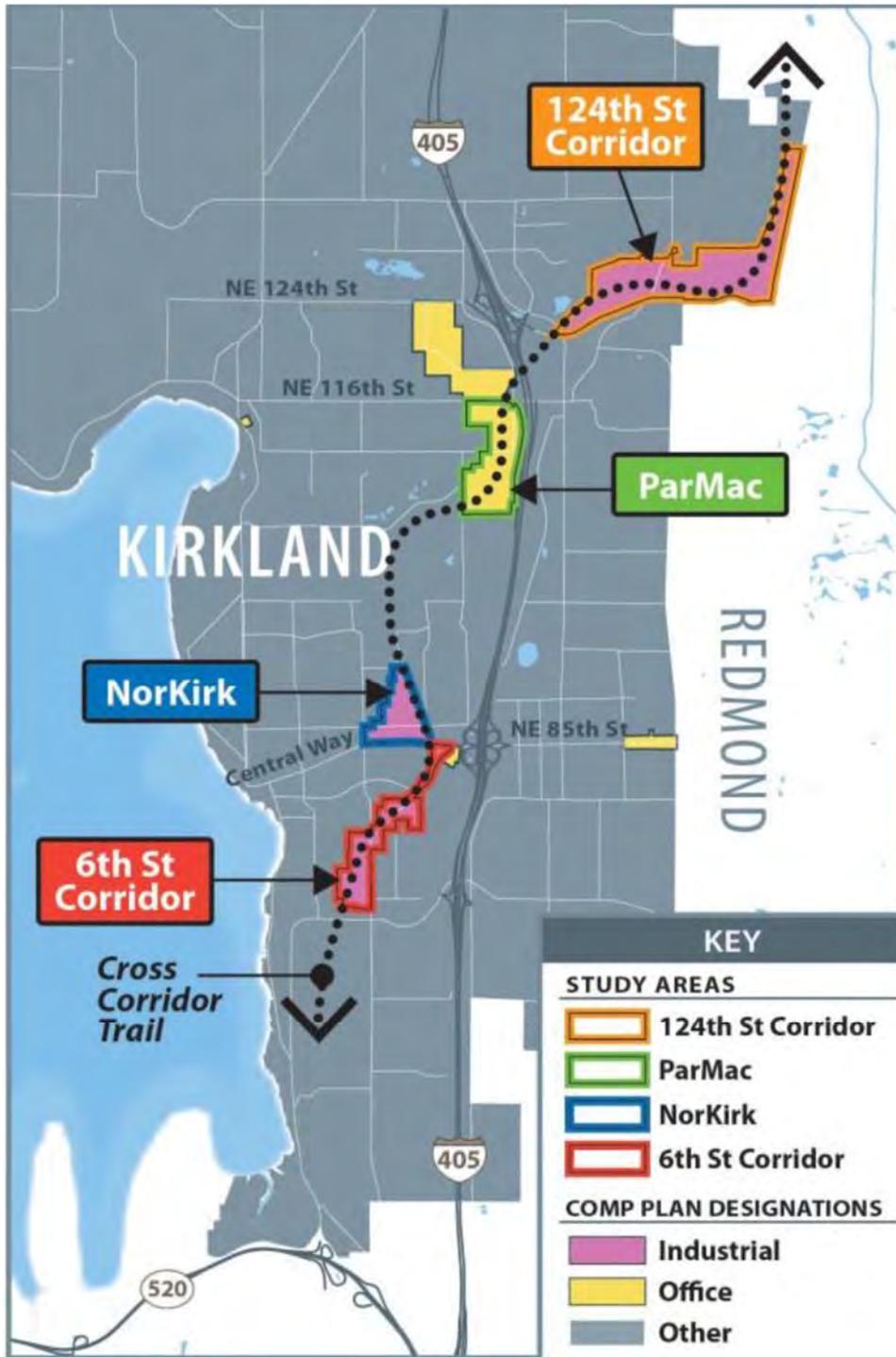


# Planning Commission Tour Totem Lake Industrial Areas

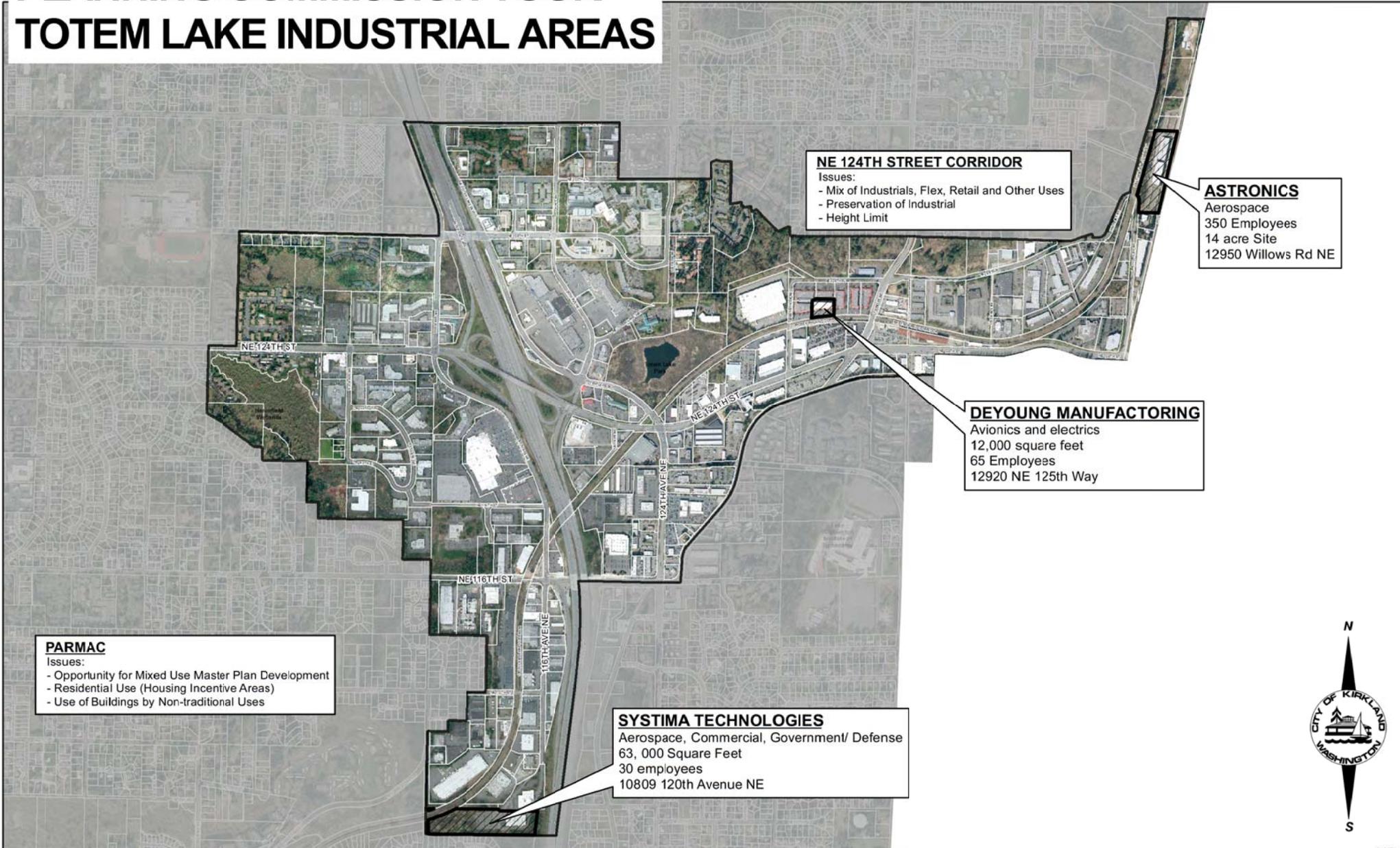
## Schedule

General tour of Parmac area:	7:30-8:00
Systema Technologies, Inc. 10809 120 <sup>th</sup> Ave NE	8:00 Tom Prenzlou
Astronics AES 12950 Willows Road NE	8:30 LeAnn Hurst, Mark Peabody
DeYoung Mfg. 12920 NE 125 <sup>th</sup> Way	9:15 Johanna Palmer
Return to City Hall	9:30

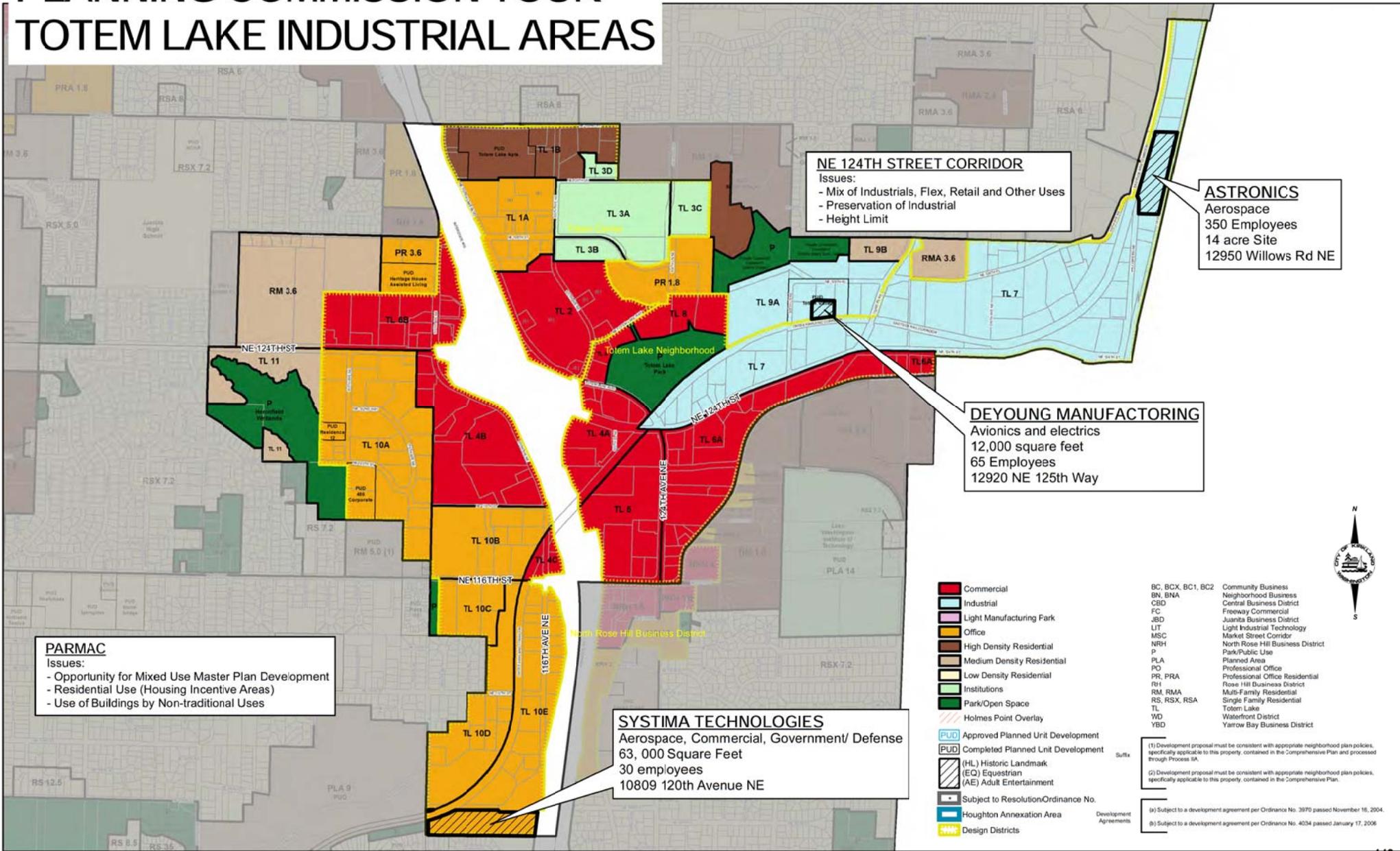
# Planning Commission Tour Totem Lake Industrial Areas



# PLANNING COMMISSION TOUR TOTEM LAKE INDUSTRIAL AREAS



# PLANNING COMMISSION TOUR TOTEM LAKE INDUSTRIAL AREAS



**PARMAC**  
Issues:  
- Opportunity for Mixed Use Master Plan Development  
- Residential Use (Housing Incentive Areas)  
- Use of Buildings by Non-traditional Uses

**NE 124TH STREET CORRIDOR**  
Issues:  
- Mix of Industrials, Flex, Retail and Other Uses  
- Preservation of Industrial  
- Height Limit

**ASTRONICS**  
Aerospace  
350 Employees  
14 acre Site  
12950 Willows Rd NE

**DEYOUNG MANUFACTURING**  
Avionics and electrics  
12,000 square feet  
65 Employees  
12920 NE 125th Way

**SYSTIMA TECHNOLOGIES**  
Aerospace, Commercial, Government/ Defense  
63, 000 Square Feet  
30 employees  
10809 120th Avenue NE

- |                                     |   |
|-------------------------------------|---|
| Commercial                          | BC, BCX, BC1, BC2 Community Business    |
| Industrial                          | BN, BNA Neighborhood Business           |
| Light Manufacturing Park            | CSB Central Business District           |
| Office                              | FC Freeway Commercial                   |
| High Density Residential            | JBD Juanita Business District           |
| Medium Density Residential          | LIT Light Industrial Technology         |
| Low Density Residential             | MSC Market Street Corridor              |
| Institutions                        | NRH North Rose Hill Business District   |
| Park/Open Space                     | P Park/Public Use                       |
| Holmes Point Overlay                | PLA Planned Area                        |
| Approved Planned Unit Development   | PO Professional Office                  |
| Completed Planned Unit Development  | PR, PRA Professional Office Residential |
| (HL) Historic Landmark              | RH Rose Hill Business District          |
| (EQ) Equestrian                     | RM, RMA Multi-Family Residential        |
| (AE) Adult Entertainment            | RS, RSX, RSA Single Family Residential  |
| Subject to Resolution/Ordinance No. | TL Totem Lake                           |
| Houghton Annexation Area            | WD Waterfront District                  |
| Design Districts                    | YBD Yarrow Bay Business District        |
- (1) Development proposal must be consistent with appropriate neighborhood plan policies, specifically applicable to this property, contained in the Comprehensive Plan and processed through Process 1A.  
 (2) Development proposal must be consistent with appropriate neighborhood plan policies, specifically applicable to this property, contained in the Comprehensive Plan.  
 (a) Subject to a development agreement per Ordinance No. 3870 passed November 16, 2004.  
 (b) Subject to a development agreement per Ordinance No. 4054 passed January 17, 2006.



Totem Lake Conversations Discussion  
Summer 2014

- More encouragement retail on west side
- Haven't solved transportation on 124<sup>th</sup> (fix 124<sup>th</sup>/124<sup>th</sup> intersection 1<sup>st</sup>)
- Don't let Coventry hold us hostage
- Bike racks
- Complete public grid system
  - Connect to 126<sup>th</sup>
- Incentive package for business on corridor
  - Connections to the trail – no plan
  - Allow connections
- City encroach into retail area
- JBD example – parking conflicts
- Good Totem Lake park, corridor transit
- Hodge-podge zoning – open it up
  - Attractive for what economy brings
- Look at Totem Lake in context with region
- What to be: attractive, how to compete for jobs, road grid? 124<sup>th</sup>? Status on mall?
- Use local resources
- Residential with office and retail
- New aquatic center/mall
- Ease restrictions along corridor
- Upgrade to office, where does industry go? Preserve industrial uses
- Understanding Totem Lake. Definable footprint confusing – odd boundaries/not intuitive
- Transportation – employment people to south can ride bus with capacity
  - Employment better use of transit capacity
- Parking – 116<sup>th</sup> Slater environs
- We still have lost retail and empty retail spaces exist.
- Online shopping destination – not retail big box. Going to be tough
- Attract artist studios – start ups
  - Art galleries, wineries, totem square, hot spots, studios
- LWIT transportation planning helps to be in boundary
- Phasing – what are we going to be?
  - Differentiate – friction between industrial and my office
- Bothell has both types of retail -large plus smaller
- Targeting new opportunities
- Maturation of companies?
- MU – larger footprint

**Comments on Transportation**

Comments		Stickers	Public Comments
<b>South Rose Hill/Bridle Trails</b>			
<b>A</b>	Plan for pedestrian and bike crossing across I-405	1	Need to maintain safe horse access to BT State park
<b>B</b>	Connect bike lanes to Bellevue along 116th Avenue to increase safety on sidewalks, etc.	5	
<b>C</b>	Coordinate with the Park Department to implement the approved non-motorized plan	1	
<b>D</b>	Emphasize "traffic calming" (maybe no speed bumps)	1	Traffic calming is good! Yes to speed humps
<b>E</b>	Consider bike and pedestrian infrastructure in Bridle Trails and South Rose Hill to improve access and safety	2	
<b>F</b>	Add an east-west paved pathway from 116th NE to 132nd NE, to take the bicyclists away from NE 70th, going to Overlake or Microsoft areas?	2	Make bike lanes separated and slow traffic down to 30 mph
<b>G</b>	Use utility easements as bike lanes thru various neighborhoods, like the one that ends up on 148th at one of those traffic lights	3	
<b>H</b>	Widen sidewalks by Bridle Trails shopping center	0	No, separated bike lanes instead (frown face attached)
<b>Totem Lake</b>			
<b>I</b>	Provide more roads if Totem Lake starts to become another Tukwila	0	No more roads! More transit, some separated bike lanes (frown face attached)
<b>J</b>	Increase the number of lanes on 120th Avenue NE versus traffic calming measures	0	No! (frown face attached)
<b>K</b>	Build a pedestrian handicap accessible overpass bridge over 120th Avenue to connect	0	
<b>L</b>	Even if controversial, provide new or more roads	0	No more roads! (frown face attached)
<b>M</b>	Support adding an entrance to I-405 at NE 132 <sup>nd</sup> ST (WSDOT)	1	



## Neighborhood Planning Workshop #2

North Rose Hill, South Rose Hill  
Bridle Trails, Totem Lake

### Meeting Summary

June 4, 2014

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#### Background and purpose of meetings

The City of Kirkland hosted the second series of four neighborhood planning workshops during the months of May and June. The City hosted the first set of workshops in January and February. The meetings in January and February focused on helping neighborhoods identify issues with their existing plans (or principles for new plans) as part of the City's Comprehensive Plan update process. The purpose of this series of meetings is to:

- Report back to neighborhoods on the City's response to issues and suggested changes or additions to existing neighborhood plans.
- Further explore how shared business districts might change in the future.
- Further explore issues from the first set of meetings that need clarification or additional thoughts.

The City hosted the second meeting in this series on June 4 at Lake Washington High School (12033 NE 80th St) from 6:00 to 8:30 pm. Neighborhoods in attendance included South Rose Hill, North Rose Hill, Bridle Trails and Totem Lake. These neighborhoods share common boundaries and business districts.

**Approximately 30 people** attended the meeting.

Upon signing in, staff gave attendees a meeting agenda and copies of transcribed notes from the first workshop organized by neighborhood and theme. Staff also gave attendees transcribed notes that focused specifically on transportation and parks and open space related issues. The purpose of these materials was to give attendees the opportunity to review comments from the first workshop and get feedback on comments and issues that needed further clarification and additional insight.

#### Introductions

Dennis Sandstrom (facilitator) welcomed attendees to the meeting, introduced staff, reviewed the agenda, and discussed the format of the meeting. He gave a brief synopsis of the first workshop and outlined the goals of this meeting. Dennis noted that following the discussion on the City's response to the first workshop's comments, there would be a break where attendees would have the opportunity to review and provide comments and questions on wall exhibits that highlighted comments, issues, and themes from the first meeting specific to North Rose Hill, South Rose Hill, Bridle Trails, and Totem Lake.

#### Response to first meeting's comments

##### *Overview presentation*

Eric Shields (City of Kirkland, Director of Planning) started this discussion with an overview presentation. In addition to the objective of the workshops and key themes from the first meeting, the presentation focused on the schedule for updating the Comprehensive Plan including updating the general elements of the plan such as land use, economic development, and housing; selecting Citizen Amendment Requests for study; and the Environmental Impact Statement (EIS) process. The presentation also

touched on comments and themes from the first meeting and the City's response to those comments and themes.

#### *Transportation opportunities*

Don Samdahl (Principal/Senior Project Manager, Fehr & Peers) continued the discussion with a presentation on transportation. Don's presentation highlighted the goals of the Transportation Master Plan, gave an overview of trends in vehicle miles traveled and changes in transportation priorities, and illustrated how planners consider how well streets connect housing with local businesses and other community assets. The presentation concluded with an examination of how the City can find the right balance of land use and transportation projects.

#### *Walkability*

Jeremy McMahan (City of Kirkland, Planning Supervisor) concluded with a presentation on the 10-Minute Neighborhood concept. This concept is based on a person's ability to walk 10 minutes from where they live to where they go to school, work, shop, and play. The City of Kirkland is currently developing a tool to map things that contribute to walkability such as proximity to destinations and how accessible are those destinations (how does a person get there).

One output of the tool is a heat map. The heat map shows areas in Kirkland that are more or less walkable by overlaying attributes such as parks, schools, and sidewalks. Most importantly, the map shows where connection gaps exist. One goal of the tool is to help identify where growth could occur, help the City prioritize where capital improvements should be made, and highlight where pedestrian connections can be improved.

#### *Question and answer session*

Attendees asked City staff questions and gave comments about the overview, 10-Minute Neighborhood concept, and presentation on transportation opportunities. Comments and questions covered a range of topics, and are provided below. Answers to questions by City staff are noted in italics.

Are you in charge of building new roads?

*Yes, the City is responsible for building and maintaining city streets.*

I have never seen you meet the community's needs. No one from the City asked me about widening the road by my house, now I can't get out of my home.

*We apologize for the inconvenience and appreciate the feedback. This is the type of feedback we could consider with the Comprehensive Plan update process.*

What is happening with the I-405 construction project and how will it impact NE 80th Street and NE 75th Street?

*The Washington State Department of Transportation (WSDOT) is adding one new lane in each direction between NE 6th Street and SR 522 in order to add a new express toll lane from Bellevue to Lynnwood. This means an additional lane will be added near NE 85th Street.*

Who makes the decision about noise abatement from I-405?

*While the city has some input, ultimately WSDOT makes the decision on who gets a noise wall.*

How does the city plan capital projects in the long term? The three new neighborhoods lack input and have no neighborhood plans.

*The City is currently working with these new neighborhoods on the development of neighborhood plans; they are also working with us on this process to identify potential updates to the Capital Improvement Program (CIP). We encourage and value their participation.*

Has the city accounted for walkability? There is no sidewalk along NE 85th Street.

*Thank you for your feedback; we will look into opportunities to improve the pedestrian facilities on this street.*

Each neighborhood should consider the diversity of transportation modes when establishing sidewalks.

I have safety concerns with bikers on city streets; some bikers commit traffic violations by going out of the bike lanes.

The conflicts between drivers and bikers should be solved; people drive in bike lanes or do not pay attention to bikers when opening their doors after they park.

### **Break**

Dennis instructed attendees to take a break and review the exhibits around the room concerning differing viewpoints, transportation issues, and comments from the first meeting. Attendees were asked to provide comments and questions on the exhibits, as well as mark which comments they liked with a sticker. For a detailed list of comments and questions please see the attached spreadsheet.

### **Business district discussion**

Dennis and Eric led a discussion about the shared business districts in North Rose Hill, South Rose Hill, Bridle Trails, and Totem Lake. Business districts were a central concern and interest at the first workshop. Eric outlined what was heard from the first workshop including the different desires and viewpoints of the four neighborhoods. The purpose of this discussion was to capture the issues and concerns of all neighborhoods and address any disconnection between what is in the Comprehensive Plan, zoning, neighborhood plans, and what should be in the business districts.

### *Question and answer session*

Dennis posed several questions for the group to consider and opened up the floor for discussion and questions. Comments and questions are provided below. Answers to questions and comments by City staff are noted in italics.

Redevelopment must consider water impacts, retention and runoff. What is the city's water plan?

*The City is preparing a new stormwater management plan.*

How is the city looking at the multi-story apartments on NE 116th Street? Is the city tracking the occupancy and traffic impacts?

*The city does not track occupancy but we do track traffic impacts. Although we understand your traffic concerns, transportation needs must accommodate development, especially increased population and jobs. The City is working on a plan to manage any potential increases in traffic.*

How will the City solve the problem of people waiting in traffic?

*The Public Works Department has a traffic control program that monitors traffic flow. If you know of a particular spot, please contact us and we can investigate it.*

Were there volunteers to help with monitoring traffic?

*The Public Works Department would be responsible for organizing this group.*

Can you give practical zoning incentives to grocery stores?

*The City typically does not give preferential treatment to certain types of businesses, but has at times worked with developers on having them provide certain opportunities for businesses to be included in new buildings.*

What do you think of Juanita Village losing their grocery stores?

*We worked closely with the developer to bring in a grocery store, who gave great effort in recruiting a grocery store to fill that space.*

How and to what degree is the City going to maintain neighborhood character?

*First we need to define which characteristics of the neighborhood need to be maintained. The City has design guidelines for different commercial areas to identify the relationship of the businesses to the sidewalks and landscaping, etc.*

Is the City going to retain horse farms on properties? These are a defining characteristic of Bridle Trails.

*The City does have some regulations in place for retaining areas that are capable of housing horses, but the City cannot require horse owners to put their horses there.*

Is ensuring diversity and affordable housing a priority in the redevelopment plan?

*The City is mandated to provide some affordable housing and is constantly looking at different way to provide it.*

People need to know where to go and whom to talk to. How do people find out who the best person to speak with at the City?

*[Eric provided a brief orientation to City Hall, as well as directed people to the City's website to find more information]*

#### Comments received during business district discussion

We don't want big businesses in Bridle Trails, but we may support local businesses.

We want low density in Bridle Trails, but higher density in commercial areas.

More density increases transit and encourages walkable sidewalks.

Higher density commercial areas allow more businesses.

Please add more parking to support future businesses.

We support four- to five- story buildings, but not seven stories.

Be careful of retention ponds.

Require the transfer station to provide recycling opportunities.

Restrict garbage trucks to NE 116th Street so they stop going down 132nd Avenue NE.

#### **Close out**

Janice Coogan (City of Kirkland, Senior Planner) outlined the next steps including upcoming Planning Commission study sessions. She also highlighted ways for people to stay involved with the project including attending future public meetings web links to Kirkland 2035 homepage and the Ideas Forum:

- [www.kirklandwa.gov/Community/Kirkland2035](http://www.kirklandwa.gov/Community/Kirkland2035)
- [www.IdeasForum.kirklandwa.gov](http://www.IdeasForum.kirklandwa.gov)



## VISIONING THEMES FOR KIRKLAND 2035 CONVERSATIONS

### Land Use

#### • General

- Plan land use around **transit**, light rail, mass transit and transportation centers & consider traffic impacts when planning (14)
- **Balance growth** while maintaining natural environment and sustainability (13)
  - Live close to work
  - Allow greater density in areas near transit and transportation centers
- **Transitions** between commercial and residential important (10)
- Require adequate parking for businesses (7)
- **Diversity of housing** and innovative housing (5)
- Meet growth with current zoning; keep growth in scale with neighborhood (4)
- Value **single family home** neighborhoods (3)
- Increase **small businesses and home businesses** (3)
- Encourage shopping areas within **walking distance** of home (1)
- Add housing in **light industrial** areas (1)
- Keep areas zoned for **horses** (1)

#### • Totem Lake

- **Concentrate growth** for both housing and jobs (12)
- Improve **traffic flow and pedestrian connections** (12)
- Design like **Juanita Village** near transit, smaller housing units, anchor store (8)
- Add major **recreation facilities**, movie theater, condos, apartments around the lake (8)
- Will become the **city center** (7)
- Connections to **CKC** (3)
- Develop **Totem Lake Master Plan** (3)
- Maintain **industrial uses** (2)
- **Buildings** should be increased to 30-40 stories (1)
- Add **public investments** to help redevelop area (1)
- Provide **circular bus** around Totem Lake (1)
- Add **dining opportunities** around Evergreen Hospital (1)
- Redevelop **Totem Lake West** (QFC and Value Village) (1)
- Increase **stores** around hotels (1)

#### • Downtown

- Maintain quality of Downtown with **lower buildings**; water related activities, restaurants, farmers markets, entertainment, and historic buildings (8)
- Redevelop **Park Place like University Village** with larger grocery store, offices, condos, theater (live, work, play) (5)
- Increase **diversity of businesses** (3)
- Rename **Central Business District to Waterfront District** (1)

- **Paint** buildings in bright colors like Portofino (1)
- **Disperse growth in neighborhood business districts**
  - Focus growth in series of **mixed use villages** in commercial areas in each neighborhood appropriate in scale (21)
  - Each neighborhood district should have **basic goods and services (19)**
  - **Pedestrian connections** to neighborhood centers important (10)
  - Allow **increased density in commercial centers** so existing residential densities surrounding the centers can stay same density as now. (9)
  - **Bridle Trails shopping center** – some owners encourage redevelopment (7)
  - Shopping centers need to be balanced with **jobs and services (5)**
  - Storefronts on the street to create a more **pedestrian friendly** atmosphere (4)
  - Incentives for **grocery stores** to stay or locate (4)
  - **Major industries** should be in concentrated area; not neighborhood centers (3)
  - **No big box**, more smaller stores (3)
  - Juanita could allow **taller buildings (1)**
  - **Houghton shopping center**- redevelop to allow to go up (1)
  - **Increase height of shopping centers** where 1 story increase to 3 stories with retail/office on ground floor and residential above like Juanita Village (1)
  - Provide more background on the **existing and growth projections** for the city and each neighborhood helpful to orient residents. (0)
- **Role of Cross Kirkland Corridor (CKC)**
  - CKC connections to **business and neighborhood centers** throughout the city, including CBD (8)
  - **Housing** along trail (4)
  - **Multi modal transportation** route for bikes, pedestrian and light rail (3)
  - **Events use and restaurants** locate along or near trail (2)
  - Connect to **regional trails (1)**
  - Need **parking** by trail (1)

## Transportation

- **Bike and pedestrian walkways** separated from traffic lanes, lighting for safety, complete connected routes throughout city, including along NE 85<sup>th</sup> Street and I-520 (63)
- **Improve transportation options:** bike, pedestrian, regional and local bus service, CKC providing bike/ped/rail (35)
- More **bus service** both in frequency and routes, covered bus shelters, transit centers at business centers, better signage for routes and times, more bike friendly buses, Metro routes to schools (33)
- Offer **other transportation options:** Seattle ferry, water taxi, light rail and inner city shuttle (31)
- Mixed use development to reduce trips to local shopping centers, **land use that supports transit**, and density bonus for development near transit centers (25)
- **Provide adequate parking (9)**
- Improve **connectivity** between east and west sides of city and to Totem Lake area (I-405 a barrier) (7)
- **Cars:** incentives for driving small cars, such as smaller lanes for smaller vehicles and free parking, and more electric charging stations (7)

- **Seniors and disabled:** more convenient modes, ride share (4)
- **Bike** racks in all business districts, rent a bike program (3)
- Traffic strategies for **locally congested areas**, such as tolling Lake Wash Blvd and Market St (3)
- Improve street connectivity for autos (3)
- Install traffic circles for **traffic calming** in residential neighborhoods (2)
- **CBD:** no car zones and parking to support local businesses and tourism (2)

## Housing

- **Diversity of housing types:** ADUs (more flexibility in regulations, some private covenants do not allow), small homes on small lots (i.e. cottage housing with shared open space), single room occupancy with shared area, boarding houses, duplex, triplex, houseboats (FYI-not allowed currently), work/live housing (43)
- **Affordable housing:**
  - middle and low income: seniors, disabled (accessible), first time homeowners, teachers, etc. (11)
  - locate affordable housing near transit, services and entertainment (10)
  - require % of affordable and mix with market rate housing (but one says to not require in high end areas with views or waterfront – “they have earned the perk to not have affordable housing nearby”) (9)
  - gentrification reduces affordability so incentivize retaining existing housing stock (5)
  - have affordable and market rate housing look the same (2)
- **Urban mixed use villages** in neighborhood business districts (many in Houghton oppose due to traffic). Many like Juanita Village but some don't want it near them. (8)
- **High density** with open space, around SR520, CKC and near public transportation hubs (7)
- **Some said** that cottage housing not in single family neighborhoods but on edges as transition to higher density, do not like large homes on small lots or prefer townhouses rather than tall apartments (6)
- More **density around parks** for close access to open space (5)
- **Retain some low density single family** areas for families with kids (5)
- Neighborhood corners as **gathering places** or “third places” (4)
- Housing allowed in **industrial zones** (3)
- **CBD:** taller buildings with separation for privacy away from waterfront and limit to 2 stories near waterfront for public views (3)
- More **rental stock housing** (2)
- **Bridle Trails:** support redevelopment and innovative project (2)
- **Market St:** allow 3-4 stories because of transit line (1)

## Economic Development

- Types of businesses to be **encouraged**
  - Higher paying jobs such as high technology, medical, aerospace (12)
  - Greater range of retail stores that provide products for residents and attract shoppers outside Kirkland (8)

- Mix of jobs including larger businesses (7)
- Live and work in Kirkland to reduce traffic (7)
- Home businesses (6)
- Industrial and light industrial businesses in commercial centers (5)
- Connect Lake Washington Technical College graduates with local businesses in medical and auto industry (5)
- Innovative small scale businesses (5)
- Retain auto dealers and think creatively how to accommodate them (2)
- Arts jobs (2)
- International firms that are part of regional focus (2)
- **Neighborhood commercial districts** need to include:
  - Contain grocery stores, restaurants, clothing shops, hardware, bookstore, variety shops; no big box in smaller neighborhood centers (11)
  - Walkable in design and located within walking distance of home (7)
  - Mixed use designed like Juanita Village or Redmond Town Center (7)
  - Employment that allows walk, bike or use transit to work (6)
  - Bridle Trails- majority comments would like to see this redeveloped if it does not result in traffic and parking congestion and it is designed to fit into neighborhood (5)
  - Public green open spaces for gathering (3)
  - Entertainment and dining for young adults (2)
  - Finn Hill needs a local shopping center like Lake Forest Park and to attract people from the south (1)
- **Totem Lake:** improve vehicular and pedestrian access and infrastructure, increase hotels and restaurants, more cross overs at I-405, allow taller buildings, allow big box stores (14)
- Kirkland's role in the Puget Sound economy is **incubator for small startup** businesses (6)
- **Downtown:** provide greater diversity of shops and services (other than nail salons; hair stylists) (5)
- **Development of Cross Kirkland Corridor** will be a catalyst for economic development: (4)
  - Located or accessible along corridor: restaurants, housing, schools, parks, neighborhoods (7)
  - Quick multi modal access to and from CBD and Totem Lake (4)
  - Share with light rail in the future (1)
  - Connect with regional trail system (1)
  - Recreational facility for residents and employees (1)
  - People mover or trolley car on CKC (1)
- Economy that provides long term **fiscally sustainable** and maintains **environmental resources** (3)
- Focus growth in **two epicenters**: Downtown is the living room; Totem Lake is the family room and the CKC connects the two centers (2)
- Consider **traffic impacts** and location of high to low density jobs

### **Community Character (What defines small town feel)**

- **Small town concept** has to do with attractive design techniques: (6)
  - Community gathering places, parks and open spaces (16)

- Streets are human scale in design, wide sidewalks, safe with lighted crosswalks; with outdoor planters and street furniture. Some streets are pedestrian only; closed to cars (8)
- Use buffer zones as transitions between housing and commercial such as trees; lower buildings (4)
- Building height is 2-3 (some say low rise is 5-6) stories with upper story setbacks and setbacks from eh street for open space, trees and sustainably built. (4)
- Quality signs (size, lighting, placement) (1)
- **Walkable** with pedestrian and bicycle connections to transit (13)
- **Downtown Kirkland** has a small town feel with its lakefront, art galleries, and nightlife. Balance small town feel to not inhibit growth and jobs in the Downtown and reduce tax revenue. Increase parking. (13)
- **Active lifestyle and recreation options** close to home (11)
- People feel **safe** (9)
- Neighborhood commercial areas are updated and are a **collection of villages** with their unique feel and character (9)
- Mix of **generations of people**, welcoming to families and economic diversity (8)
- Accommodate **housing** for living, working and walking to shops and services (6)
- Kirkland **small city**; not small town (4)
- **Amenities**, shops and services are within short walking, biking or driving distance (4)
- Reduced car use and **increased transportation options** (4)
- **Arts and culture** is the base theme throughout our entire city (4)
- Totem Lake contains **taller buildings** (2)

### **Natural Environment and Sustainability**

- **Sustainable** means activity level below impact level, use local resources, use resources wisely (water, energy), fiscal and environmental resources, emergency preparedness (17)
- Strive to be best **green city** in WA!
  - incentives for building green, solar, etc. (8)
  - recycling: more education in parks, condos, etc., better recycling signage in city parks, city wide recycling at maintenance center, loss of transfer station will hurt recycling (7)
  - more trees and maintain tree canopy (5)
  - require rain gardens with new development (3)
  - encourage smart buildings with use of solar, reuse water, low impact development and energy efficiency (2)
  - obtain and preserve open spaces (2)
  - however, green buildings have low level of lighting that is not suitable for seniors (1)
  - reduce plastic bags and bottle use (1)
  - require materials recycled before demolition allowed (1)
  - easier way to dispose of hazardous waste (1)
  - composting available at condo projects (1)
- Provide **pea patches** for urban agriculture (4)
- **Critical areas:**
  - strengthen regulations to protect critical areas (3)

- funding for property owners to stabilize and rehabilitate stream banks and other critical areas (2)
- **Surface and ground water**
  - reduce flooding with more pervious surfaces (3)
  - encourage water to be kept on site and not drain off (2)
  - consider water table level with new development (1)
- Have City Parks and Storm Water departments coordinate projects for better management of water issues (1)
- **Flexible codes** to reflect new technology (1)
- Plan and control growth based on **watershed approach (1)**
- Encourage native vegetation (1)

### Parks

- Indoor **community meeting places, multi-use community center** in North Rose Hill or Totem Lake (8)
- Increase **park and open spaces** as population grows and homes get smaller (7)
- Use parks for **concerts and activities** to keep people here (3)
- Increase **bike and pedestrian paths**, open up easements for these uses (2)
- Classes for **healthy activities**, senior classes offered in the daytime (2)
- More **playgrounds (1)**
- Better job encouraging **recycling in parks (1)**
- **View corridors** for natural habitat (1)
- **Houghton Transfer Station**: recreational park and botanical garden (1)
- **CKC**: provide restrooms, some say keep rails (1)
- Master plan for **Snyder's Corner** in Bridle Trails that accommodates equestrian uses and provides signage (1)

### Capital Facilities/Public Services/Human Services

- Limit "big ideas" to what "small taxes" will support (1)
- Can young people afford our future vision?
- Encourage adult education – especially languages (1)
- Provide kiosk and culture events to raise awareness of multi-cultures (1)
- Provide free Wi-Fi and fiber technology (1)
- Provide activities and facilities for Youth (1)

### Totem Lake

- **Concentrate** future job and housing growth in Totem Lake (9)
- Encourage redevelopment of **Totem Lake Mall** with: (7)
  - Mixed use development (residential and commercial) designed like University Village (5)
  - Anchor stores like Target along with smaller stores (5)
  - Parking garage with green roof (2)
  - Pedestrian connections to transit center and Evergreen Hospital (1)

- Green open spaces, public gathering spaces and landscaped maze or labyrinth for children and adults, large landscaped bedding (1)
  - Glass roof above retail to allow for outdoor eating (1)
- Develop **Totem Lake Park Master Plan** while keeping with the natural environment functions of the lake (5)
  - Integrate access to the Cross Kirkland Corridor (6)
  - Open up the view to the lake (4)
  - Add complete boardwalk surrounding the lake (1)
  - Add housing surrounding lake (1)
- Build a **recreation complex** with library annex, pool, ball fields, outdoor entertainment venue (6)
- Buildings could be **increased in height** to 30-40 stories (4)
- Add a **mixed use transit oriented** development at Totem Lake Transit Center and Kingsgate park and ride (3)
- Economic development strategy: collaborate between Lake Washington Institute of Technology and Evergreen Hospital for **health care jobs** (2)
- **West of Evergreen Hospital** add mixed use residential/office/retail (2)
- **Parmac:** add office, retail and housing (2)
- Improve **public infrastructure** to help redevelopment and attractiveness of area to draw people and businesses from the Eastside (1)

**Dorian Collins**

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**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*

**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.

## 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) <sup>1</sup> 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 <sup>2</sup>, 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

<sup>1</sup> See map, Appendix A.

<sup>2</sup> 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,"<sup>3</sup> 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."

<sup>3</sup> 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](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.")<sup>4</sup>

Is this really something Kirkland citizens want?

Totem Lake has become - and must be - Kirkland's new "Central Business District."<sup>5</sup> 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"**<sup>6</sup> (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.

<sup>4</sup> *King County Metro System Growth Concept, Transit Task Force, August 5, 2010, page 8. [www.kingcounty.gov/.../RTTF\\_080510\\_DraftPresentation\\_.ashx](http://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."*

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

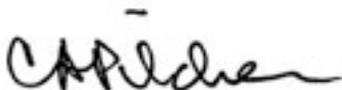
<sup>6</sup> *"Waterfront Business District," "Waterfront Commercial District," or any designation containing the word "waterfront" are other options*

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.<sup>7</sup> **Let's rename the CBD<sup>8</sup> and refer to that area in all future planning documents as the "Central Waterfront District."**

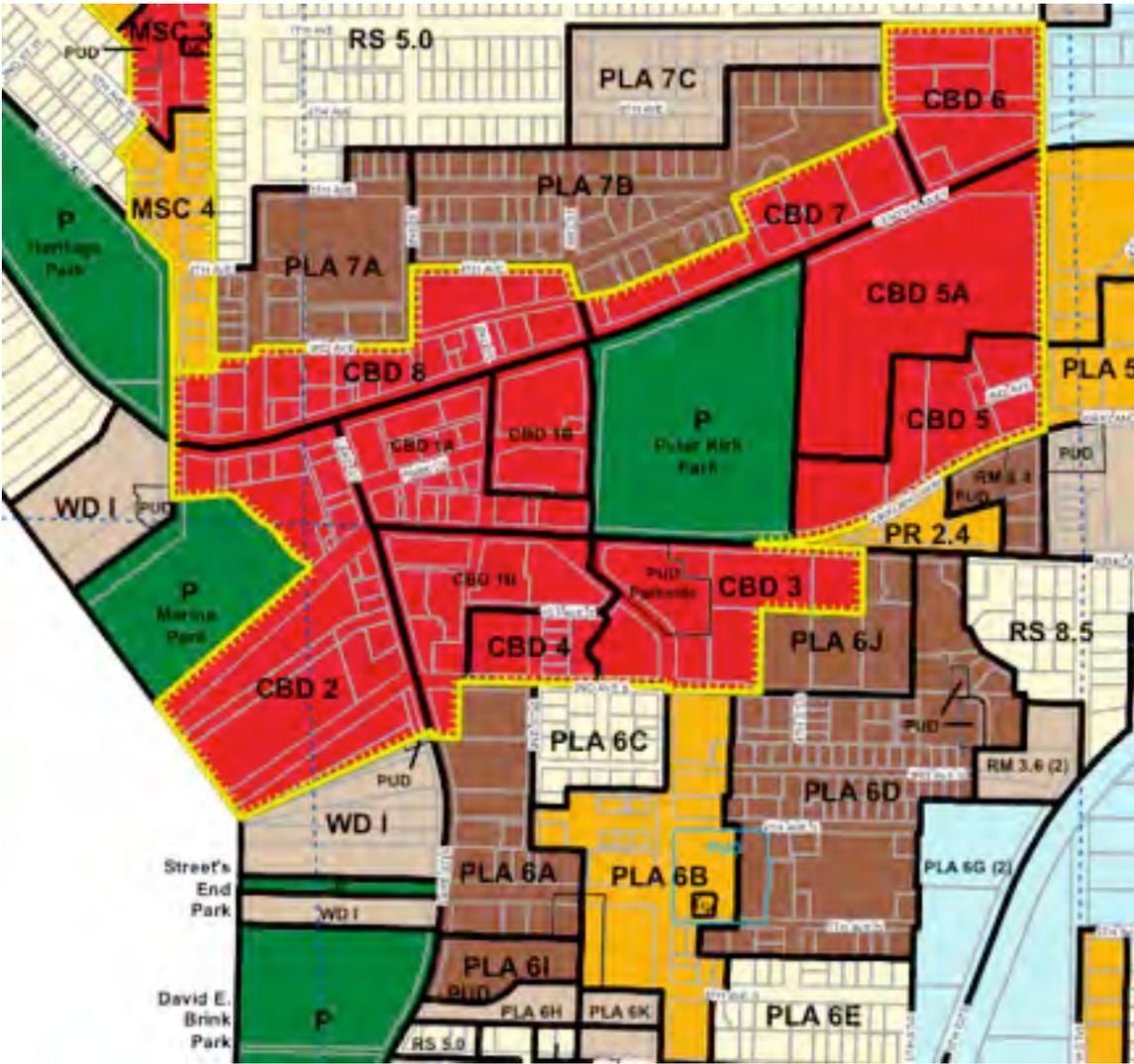


Charles A. Pilcher  
Kirkland

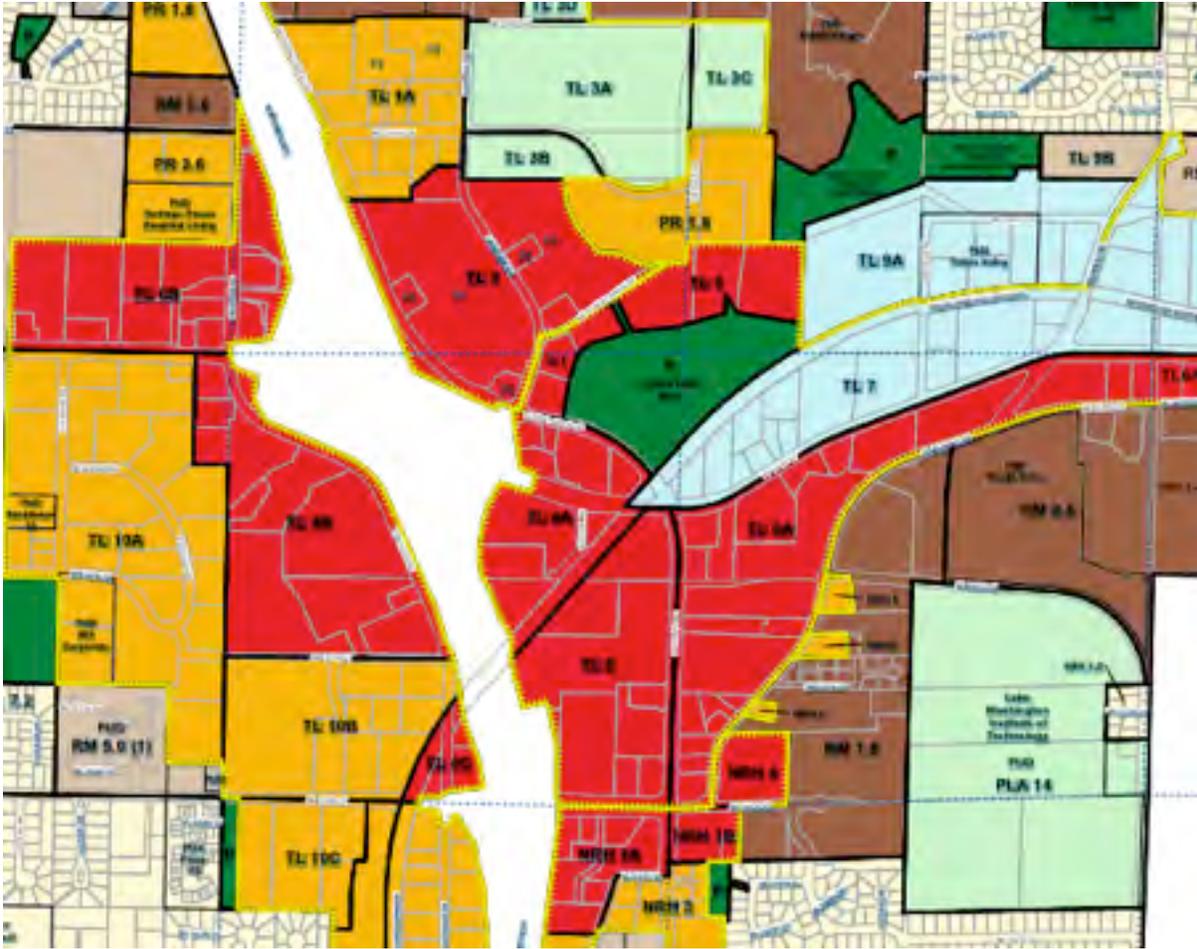
<sup>7</sup> See Appendix C.

<sup>8</sup> 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)*

## Dorian Collins

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**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 98<sup>th</sup> 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 125<sup>th</sup> St  
Kirkland WA 98034  
(425) 770-1384

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.

**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](mailto: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

**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 60<sup>th</sup> ST  
Kirkland, WA  
425.922.7107

## COMPREHENSIVE PLAN UPDATE COMMENTS

### Public Meeting Comments

Meeting Date	Meeting Name	Comment
6/8/2013	Community Planning Day	Business Districts: Totem Lake (the Lake) as a visible attraction
		Business Districts: Coalesce Totem Lake micro-businesses
		Bus. Dist. Growth: Totem Lake would become a wellness mall – includes assisted living residential
		Bus. Dist. Growth: Totem Lake to develop like a European village.
		Bus. Dist. Growth: Totem Lake used to have all the right elements when it first opened – what went wrong – know what that is before we fix it.
		TOTEM LAKE PARK MASTER PLAN COMMENT CARDS:
		I am one of many long-time residents who have never seen the fabled Totem Lake! Combine the X-Kirkland Corridor with access to the lake.
		Build a Rec Center at Totem Lake with a KCLS annex, model similar to downtown pool, library, ball fields.
		Don't build Buildings - to destroy more green - yes walkways & Bathrooms But - preserve as much as possible!
		Might be nice to have a small outdoor entertainment venue, like @ Marina Park, that would overlook Totem Lake. Say @ Yuppy Pawn Shop. Could use the daytime hours for park parking and @ evening use the music venue. It would make a nice transition from urban to natural.
		Better Retail Service with more sidewalk/bike access.
		Please keep Totem Lake Park as natural as possible. Even though Totem Lake is our Urban Growth center, I would NOT like to see Totem Lake turn into Green Lake or Bellevue Square.
		Integrate access with Cross-K-Corridor. Minimize human impact on wetlands - perhaps viewing access similar to Forbes Creek Park & Wetlands.

## COMPREHENSIVE PLAN UPDATE COMMENTS

### Public Meeting Comments

		Totem Lake Mall: a citizen submitted suggestions (conceptual drawings) that include 2-story buildings on upper and lower mall, parking garage with green roof at back along hillside (providing a connection to Transit Center/Evergreen Hospital), a new green/forested area in portion of mall property closest to the lake, a glass roof above retail to allow feel of outdoor eating at restaurants, and a landscaped maze or labyrinth as an activity for children and adults.
		TRANSFER OF DEVELOPMENT RIGHTS STUDY COMMENTS:
		Question regarding status of greenbelt area west of 124th Ave, between 144th St on the south and 160th on the north. Area is currently undeveloped.
		The potential for Totem Lake Mall. Suggest a very livable park or green space like mixed use development, better than U-Village or the Landing development. A good linkage to the rail/East Side Corridor. A place making concept with artistic, outdoor activities & restaurants. A place people like to hang out all year long.
		Concern that while a TDR program may be ok in Totem Lake, it may not be acceptable or appropriate in other areas of the City.
		A planned action EIS on Com Plan amendments for TL to facilitate development
		Change the name of Totem Lake
		Address TL access to and from I-405
		Spur of corridor across lake
		Question about status of greenbelt in Kingsgate
		Doesn't want Juanita Village in Totem Lake as too much congestion.
10/19/2013	Community Planning Day	Design Totem Lake like Juanita Village near transit, smaller housing units, anchor store
		In Totem Lake buildings could be increased in height to 30-40 stories
		Concentrate growth in Totem Lake, Juanita & Rose Hill - in high rise buildings
		Improve Trader Joe's vehicular access
		Encourage redevelopment of Totem Lake Mall

## COMPREHENSIVE PLAN UPDATE COMMENTS

### Public Meeting Comments

		Improve attractiveness of area
		Improve traffic management
		Improve transit access; provide local transit service or street car
		Provide a regional, open air, shopping mall
		Provide Cross Kirkland Corridor (CKC) connections
		Accommodate growth in Totem Lake - to retain Kirkland small town feel
		Business park at Totem Lake & Parmac – e.g. Canyon Creek in Bothell – traffic free
		West of Evergreen Hospital - add mixed use residential/office/retail
		Par Mac - add retail/office
		Concerns about traffic at 116th & Slater - poor ingress/egress with new project
		Totem Lake Mall - height should be allowed to be increased
		Consider more housing in Totem Lake
		Challenges to pedestrians and bikes
		132nd PI NE up from NE 124th
		120th to Evergreen Hospital campus
		Very poor bike access to Evergreen Hospital in vicinity of Transit Center
		Totem Lake Mall area traffic flow has always been a problem. Suggest making 120th Ave all one-way northbound (3 lanes). Get rid of many left turn traffic congestion & keeps 3 lanes directly up to Evergreen Health.
		Totem Lake Mall - change out to Canyon Creek type area
10/7/2013	Joint Boards & Commissions	Totem Lake will become the City Center
10/9/2013	Kirkland Business Roundtable	<b>What is your vision for Kirkland's future transportation system that would promote economic development and support the business community?</b>
		Enhance Totem Lake Mall – like Juanita. Provide a place for employees

## COMPREHENSIVE PLAN UPDATE COMMENTS

### Public Meeting Comments

		<b>Totem Lake: What steps can the City take to make this a more successful and vibrant area? What are the barriers to redevelopment?</b>
		Improve access and infrastructure (such as designated freeway off ramp to mall)
		Increase the number of hotels and restaurants
		Collaborate between Lake Washington Institute of Technology and Evergreen Hospital to be a health care related economic development strategy
		Lake Washington Technical Institute could help small businesses to provide incubator facilities
		Improve image of Totem Lake
		Need anchor tenants at Totem Lake Mall
		Improve crossing over I-405 for pedestrians and cars
		Make the area attractive to draw people to the east side
		Improve permit process and reduce cost
		Allow High rises
		Facebook village in Mountainview – like college dorms
		Allow residential above light industrial uses
		Need locations for manufacturing
		Developers do not like to pay for infrastructure improvements
		Provide Pedestrian and bike connectivity

**Important qualities and community images to encourage businesses to locate in Kirkland?**

High rise in Totem Lake

South Rose Hill Bridle Trails  
11/12/2013 Neighborhood Assn

Growth: Strategies to encourage Totem Lake Mall & Park Place to move forward

***Many people want to see the Totem Lake shopping center redeveloped. What oth***  
 Totem Lake Mall area – commercial below & residential above  
 Concentrate growth in Totem Lake (most), and downtown (Park Place) where jobs will go  
 Redevelop Totem Lake West (QFC & Value Village) mixed use residential/commercial  
 More businesses

## COMPREHENSIVE PLAN UPDATE COMMENTS

### Public Meeting Comments

Walmart – could take it over  
 Restaurants would help  
 Some smaller businesses  
 Local businesses rather than chains

11/13/2013	Kirkland Alliance of Neighborhoods
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**Additional comments received after KAN meeting:**

To meet jobs and housing targets add a mixed use Transit Oriented Development (TOD) at the: Houghton Park & Ride and Totem Lake Transit Center near Evergreen Hospital

Mixed Use TOD at Totem Lake Transit Center near Evergreen Hospital This is a prime location for Mixed Use and affordable housing. Large shopping are potential, jobs nearby, density would be tolerated, and transportation is the best we have.

I've always thought Kingsgate Park and Ride should be a TOD. It might be a great chance to have a partnership with Sound Transit, Metro, and Evergreen Hospital. Evergreen Hospital could even use the first floor retail to be more medical oriented. Higher floors could be extended stay housing (Ex Ronald McDonald House) for the caregivers of those staying at the hospital. And affordable housing for staff at the hospital. The penthouse could be a crash pad for the residents or other doctors on super long shifts or for visiting physicians.

**Where and how should growth occur in the City?**

1/3 Central Business District, 2/3 Totem Lake

1/4 CBD/Moss, 3/4 Totem Lake  
 Totem Lake

**What other changes might make Totem Lake a more appealing place to live, work**

Public investments in Totem Lake to help redevelopment

Add a major recreation or movie theater

Focus on lake

Recreation complex there

Add Condos around lake

Develop the Totem Lake Master Plan

Moss Bay/Lakeview  
 11/18/2013 Neighborhood Assn

## COMPREHENSIVE PLAN UPDATE COMMENTS

### Public Meeting Comments

North Rose Hill Neighborhood  
11/18/2013 Assn

Support Totem Lake Park redevelopment

Housing close to jobs

Dining opportunities around Evergreen Hospital

Need pedestrian connections to CKC

Retain adequate parking and mix of uses at the mall

Circular shuttle around Totem Lake

More pedestrian only bridges across freeway (e.g. NE 100th St)

Smaller businesses surrounding Fred Meyer

Need a hardware store!

Ne 128th St - take away HOV lane restriction

Improve traffic flow

Increase stores around hotels

Need pedestrian and vehicular connectivity between blocks

**Where and how should growth occur in the City?**

Central Houghton/Everest  
11/18/2013 Neighborhood Assn

Totem Lake for both housing & jobs

Totem Lake can take a lot of housing and commercial

City of Kirkland Staff  
10/30/2013 Visioning Comments

**Where and how should growth occur in the City?**

Concentrated growth in dense locations like Park Place in Downtown and Totem Lake

CKC connects with Totem Lake Mall and Par Mac;

Provide recreation center at Totem Lake

Give Totem Lake an identity that is distinctive; use art

Totem Lake neighborhood business district should include a Rec Center

**What if anything should be changed in the local shopping centers in Kirkland? What should they contain?**

Totem Lake have bigger stores; easier access

Add a boardwalk and park around Totem Lake



## Neighborhood Planning Workshop #3

*North Rose Hill, South Rose Hill,  
Bridle Trails, & Totem Lake*

### Meeting Summary

### February 11, 2014

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#### Background

The City of Kirkland is hosting a series of four neighborhood planning workshops during the months of January and February. These workshops are designed to help neighborhoods identify issues with their existing plans (or foundations for new plans) as part of the City's Comprehensive Plan update process. The City hosted the third workshop on February 11, 2014 at Northwest University (5520 108th Ave NE) from 6:00 to 8:30 pm. The neighborhoods at this third meeting included North Rose Hill, South Rose Hill, Bridle Trails, and Totem Lake. These neighborhoods share common boundaries and business districts. **Approximately 26 people attended** the workshop. Prior to the workshop, neighbors were encouraged to read their neighborhood plans and come prepared with questions and suggestions.

#### Welcome & introduction

Penny Mabie (facilitator) welcomed attendees to the meeting, reviewed the agenda, and discussed the format of the workshop. She noted that the purpose of the meeting was to give neighbors the opportunity to review their existing neighborhood plans and identify potential changes they would like to see before the plans are integrated into the updated Comprehensive Plan. Penny explained that following the full group session, there would be two to three focused break-out sessions organized by neighborhood, or a combination of neighborhoods. South Rose Hill and Bridle trails elected to be combined into one break-out session because they work together on several neighborhood issues.

Penny then introduced C. Ray Allshouse from the City of Kirkland Planning Commission. C. Ray introduced himself and expressed that the Planning Commission views these workshops and everyone's participation as valuable. He went on to say the Planning Commission is their advocate to plead the case for neighborhood planning to the City of Kirkland City Council.

#### Presentation

Penny introduced Eric Shields (City of Kirkland, Director of Planning). Eric gave a PowerPoint presentation that outlined the following:

- Background and purpose of the City's Comprehensive Plan update.
- Elements included in the Comprehensive Plan and how they affect urban development decisions, levels of service for public facilities, and zoning and development regulations.
- How the Comprehensive Plan integrates with Neighborhood plans and regulations.
- How the Comprehensive Plan evolves over time as a result of updates every eight years and annual planning and zoning amendments. The Planning Commission oversees this process and there are many opportunities for public involvement.

- The City of Kirkland’s growth targets in relation to other cities in the region. The graphic displayed how growth targets for each city are based on a hierarchy of growth centers located in each city.
- Future 2035 growth targets for housing and employment, including 8,360 housing units and 22,430 jobs. Kirkland is also projected to experience an increase in population of 13,000 people to 94,000 by 2035. Kirkland has enough capacity with current zoning to meet both the housing and jobs growth targets. The City needs to plan to accept a particular amount of growth if it comes, not make the growth happen.
- Questions related to the above targets and population growth:
  - What is our community image?
  - Where should new growth occur?
  - What types of jobs and businesses do we want?
  - How will we move from here to there? What are our future transportation options?
  - What kind of housing will we plan for?
- The ongoing process to evaluate the existing City-wide Vision statement and Framework goals.
- Major themes gleaned from the Visioning process. Kirkland residents envision their city to be Green, Walkable, Vibrant, Livable, Sustainable, Accessible, Sustainable, Friendly, and Healthy.
- What is in a neighborhood plan? Most neighborhood plans include a vision statement, specific goals and policies related to topics ranging from historical context to urban design.
- How neighborhood plans fit into the Comprehensive Plan by planning for issues unique to neighborhoods such as transition areas, redevelopment sites, and pedestrian trails or other capital improvements.
- The neighborhood plan update process, which includes the first set of meetings in January and February 2014, are designed to engage neighborhoods and assess their plans. The second set of meetings in May and June 2014 are designed to report the results of the first set of meetings.
- Next steps include asking neighbors to attend Community Planning Day on April 26, 2014; the second set of neighborhood meetings in May and June 2014; opportunities to engage with various Planning Commission studies in 2014; and other ways for community members to stay involved in the Comprehensive Plan update.

### **Question and answer session**

Comments and questions covered a range of topics, and are provided below. Answers to questions by City staff are noted in italics.

What are the dates for the growth targets?

*King County's published target date for the growth targets is 2031. We've adjusted the County's calculations so that it's a 20 year target and the base year is 2013. We are making our targets for 2035.*

If the Planning Commission oversees the process, define what oversees means?

*The Planning Commission doesn't have decision making authority; however they provide week to week oversight of what is going on with the Comprehensive Plan update's progress. The Planning Commission reports their progress to the City Council who ultimately makes any final decisions on Comprehensive Plan updates.*

Where does the City Manager fit into all of this?

*The City Manager has discussions with the City Council and the City Manager reports back to Planning staff about what the City Council is thinking and the direction they are going.*

Does the current zoning support the growth target numbers?

*Yes.*

Will zoning changes come out of this planning process?

*Yes, they could, if we want to change what we currently have. With that said, any proposed changes will be evaluated with the goals of the Comprehensive Plan in mind. The Planning Commission decides what the long term value for the city is and the City Council ultimately decides what changes will be made.*

Would the 22,000 additional jobs impact City services?

*That's something we'll be looking at. We look at fiscal impacts as part of the Plan update process.*

Is more public transportation planned to be a part of Kirkland's growth.

*Yes, however Kirkland is constrained with what we can do as far as transportation because other agencies (Sound Transit and King County Metro) are responsible for providing public transit.*

How many people live and work in Kirkland?

*20% of Kirkland residents live and work in Kirkland. In that number is a high percentage of home-based jobs. There are about 1,500 home-based businesses in Kirkland.*

Of the 8,361 projected housing units, how many are multi-units?

*The projections don't distinguish the housing type; however current zoning can accommodate 60-70% multi-unit housing. These units could be condos or apartments. Note that most of the housing capacity we have is in the business districts.*

How are cities supposed to achieve the growth targets set in the Growth Management Act?

*The Growth Management Act does not require the achievement of growth; it requires cities to plan for growth.*

Is Kirkland under a threat for planning for growth? What happens if the city doesn't comply with the Growth Management Act?

*Cities are responsible for developing plans that will meet the growth targets. If a city is non-compliant, they could be reported to the Growth Hearings Board. They will decide if a city is in compliance. If Kirkland is deemed non-compliant and refuses to make corrections to get into compliance, receipt of some state funds can be denied. As an example, Park Place planning at one point was not in compliance and Housing Trust Fund money was held up until the city came into compliance.*

Is the City of Kirkland required to build 8,361 units?

*The City does not provide housing units. The City provides the zoning to make it possible for real estate developers to build supply to meet those targets.*

How do you factor in feasibility when it comes to targets?

*We completed an analysis of current zoning and in that analysis we factored in such things as wetlands and streams. If a piece of land is valued at 50% or less than its improvement value than we deemed it likely to be re-developed. We also subtracted for right-of-way dedications. The instructions for a capacity analysis are on the City's website and it might be informative to take a look at that.*

How many more housing units can the City of Kirkland accommodate for housing than what the targets state?

*About 9,500.*

Do you have a plan to cut my property in half?

*No.*

Given that Puget Sound Energy (PSE) is planning to add power, how much of their planning is predicated on these planning numbers and where does PSE fit into these plans?

*The City can't speak to how PSE does their planning. We do not know what projections they are using.*

*The Puget Sound Regional Council (PSRC) forecasts growth for the region. King County takes that regional forecast and allocates it down to the cities. At this point is where regional forecasts become plans.*

Why are Bothell's targets so low?

*Bothell is in two counties, so the numbers you see for Bothell only represent King County's numbers.*

We are a community with a lot of transportation issues. Why don't we get more housing and less employment?

*These are the targets we've been given by King County. Most of the employment targets are in zones that allow housing. There could be more of a demand for housing than jobs.*

The audience then broke up into their respective break-out session groups to have neighborhood-specific discussions.

### **North Rose Hill Neighborhood break-out session**

Dennis Sandstrom (Facilitator)

Joan Lieberman Brill (City of Kirkland, Senior Planner)

The facilitator welcomed the group, went over ground rules and introduced the City planner who gave an overview of the neighborhood plan and anticipated growth statistics. The facilitator then led the group in a discussion about neighborhood values and visioning as well as an exercise in comparing the current plan to their vision. The specifics of the group's discussion are below:

#### North Rose Hill Neighborhood Vision Discussion

- Implement the NE 85th Street plan
- Aesthetic design for new and old development
- Provide an affordable housing option with a mix of 30%, 50% and 100% income levels
- How does the boundary adjustment of Totem Lake affect this neighborhood? If the housing and employment targets will be required to be met in a smaller geographical area if the North Rose Hill Business District and Lake WA Technical College is subtracted from the NRH neighborhood, we aren't supportive of this idea. Answer: No – targets are citywide not neighborhood by neighborhood.
- Honor decisions made in the neighborhood plan
- Provide a safe connection between North Rose Hill Woodland and Forbes Lake Parks
- Consider multiple innovative development options for various lots

#### Plan Updates Discussion

- Sidewalks, street lights and neighborhood trails and bike paths
- Consider more people will mean more traffic mitigation
- Consider central small business area
- Turn the open space parcels in the northern section of the neighborhood into active parks
- Identify potential in new plan
- Keep the Lake Washington Technical College in the neighborhood

### **South Rose Hill/Bridle Trails Neighborhood break-out session**

Penny Mabie and Kerri Franklin (Facilitators)

Janice Coogan (City of Kirkland, Senior Planner)

The facilitator welcomed the group, went over ground rules and had everyone introduce themselves. The City planner gave an overview of the neighborhood plan and anticipated growth statistics. The facilitator then led the group in a discussion about neighborhood values and visioning. The specifics of the group's discussion are below:

#### South Rose Hill/Bridle Trails Vision Discussion

- New houses
- Smaller lots
- Big houses overlooking smaller houses
- More traffic
- Electric cars
- Fewer yards
- More trees
- Northeast 85th Street as a neighborhood center
- Transfer station still there
- Neighborhood shuttle buses
- The redevelopment of Bridle Trails neighborhood center
- Kids on bikes
- Concerts at the old transfer station site
- Revitalized and vibrant Bridle Trails Shopping Center
- Botanical garden or dog park at Snyder's Corner
- A clean area near the transfer station
- Better north-south and east-west pedestrian coordination
- Bridle Trails shopping is a- Transit Oriented Development (TOD)
- Pockets of space for horses
- Safe access to horse trails
- Bike trails along 116th Avenue to Bellevue
- Separate bike access to NE 85th Street

- No bikes on NE 85th Street, put them on NE 70th Street instead
- Lewis property is acquired for a park
- An extra wide sidewalk on NE 70th Street to allow for multi-use traffic

#### Plan Updates Discussion

- Change the Plan to allow stacked multifamily housing, specifically areas near the Bridle Trails shopping center
- Keep low density zoning
- Keep things consistent between RS7.2 and RSx7.2 zoning near Lee Johnson
- Protect residents who have horses by not rezoning
- Keep height limits on mixed-use buildings in the Bridle Trails shopping center; we're concerned with increased parking and traffic
- Address the concerns about water runoff at radio tower housing site
- Enforce the equestrian overlay requirements
- Consider the aging septic systems – it might be a problem in 20 – 25 years
- Explore new technologies to stay up to date
- Reclaim NE 80th Street in South Rose Hill as a neighborhood access street not an arterial
- Plan for pedestrian and bike crossing across I-405
- Connect bike lanes to Bellevue along 116th Avenue to increase safety on sidewalks, etc
- Consider bike and pedestrian infrastructure in Bridle Trails and South Rose Hill to improve access and safety
- Coordinate with the Park Department to implement the approved non-motorized plan
- Emphasize “traffic calming” primarily in South Rose Hill (maybe no speed bumps)
- Enforce the rule of no garbage trucks on NE 132nd Street and NE 60th Street because it scares horses

#### Additional neighborhood discussion topics

##### Bridle Trails Shopping Center

- Keep commercial buildings elsewhere such as downtown
- Have walkable commercial areas but make it neighborhood use retail
- A grocery store could serve a large area extending almost to Redmond but be aware of tension of bringing in more traffic

- Address the water runoff from the Bridle Trails neighborhood center
- Increase tree canopy both in South Rose Hill and Bridle Trails
- Plan for future Houghton Park and Ride redevelopment by working with King County and State Department of Transportation
- Concerned about water runoff from large building footprints on small lots including South Rose Hill and Bridle Trails

King County Transfer Station

- It's no longer there and it's environmentally OK
- Possibly use as an equestrian area but concerned over crossing major road
- Maybe build a park in the space
- Expand the area for recreational use by building ball fields to the north
- Provide pedestrian and bike use through the area

### **Totem Lake Neighborhood break-out session**

Daniel Brody (Facilitator)

Dorian Collins (City of Kirkland, Senior Planner)

The facilitator welcomed the group, went over ground rules and introduced the City planner who gave an overview of the neighborhood plan and anticipated growth statistics. The facilitator then led the group in a discussion about neighborhood values and visioning as well as an exercise in comparing the current plan to their vision. The specifics of the group's discussion are below:

#### Totem Lake Neighborhood Vision Discussion

- "Green" islands in built environment
- A vibrant community tied with businesses
- Increased visual elements (wayfinding etc.) to express the community identity
- Congestion and noise highlights the need for bike and pedestrian infrastructure
- NE 124th Street at I-405 is divisive for pedestrians – create better connections for pedestrians such as bridges, etc.
- Lighted streets
- Separate traffic at the redeveloped mall with cars below ground and inviting space above ground
- Walkability for all uses and keep things pretty
- The possibility for people to age in place here in the community by keeping multiple generations together through mixed use development
- Affordable housing for seniors
- Increased transit and the discouragement of auto use
- Multi-use development with well planned look and design that follow design guidelines
- Housing above retail plus green areas (min-parks within developments)
- Connected green areas to be walkable
- A redeveloped mall with relaxed coffee shops etc.
- Think about the concepts of walkability versus car lots – make the space (car dealership) look better with green space

#### Neighborhood Plan Updates Discussion

- Provide more roads if Totem Lake starts to become another Tukwila

Meeting Summary

City of Kirkland Neighborhood Planning Workshop #3

February 11, 2014

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- Increase the number of lanes on 120<sup>th</sup> Avenue NE versus traffic calming measures
- Build a pedestrian handicap accessible overpass bridge over 120<sup>th</sup> Avenue to connect
- Create a plan for neighborhood road and traffic impacts and calming that does not create too much noise
- I-405 interchange north of NE 132nd Street area is the right thing. When will that be a reality?
- Improve circulation and do not simplify the traffic with calming measures as opposed to widening the roadway
- Even if controversial, provide new or more roads
- Provide more transit to handle the increased density
- Characterize industrial area differently, for example office space in light industrial areas
- Provide more parking if there are increases in office buildings
- If there is required office space increase (functional space) this means more bathrooms and parking. Consider growth needs and parking garages
- Provide safe parking in high density areas

## COMPREHENSIVE PLAN UPDATE COMMENTS

Comment	Name	Address	Date	Via Email	Via Letter	Via Survey	Via Other
Totem Lake Mall is an eyesore. A full-service shopping center, providing a charming look such as U Village is needed in the area. The City should make improvement of the mall a priority.	Tracy Doering	<a href="mailto:tracydo@microsoft.com">tracydo@microsoft.com</a>	6/25/2013	x			
Attract Landmark Theaters to take over Totem Lake theaters	Mark Sanders	<a href="mailto:tspgmr1@aol.com">tspgmr1@aol.com</a>	6/6/2013	X			
Totem Lake should be the new CBD. Rename CBD as Central Waterfront District. Retain the CBD has a great place to visit, shop, walk and eat.	Chuck Pilcher	<a href="mailto:chuck@bourlandweb.com">chuck@bourlandweb.com</a>	5/14/2013				
Appreciate that Kirkland has always sought input from the community sectors, including hospitals and healthcare facilities	Ann Bishop	<a href="mailto:bishop@wallaceproperties.com">bishop@wallaceproperties.com</a>	5/7/2013	X			
Would like to see less dense housing in Totem Lake.	Carita Osterback	<a href="mailto:crosterback@gmail.com">crosterback@gmail.com</a>	10/14/2013	X			
Rezone TL9A to TL 7 (represents Greg Rairdon, auto dealer)	Duana Kolouskova	<a href="mailto:kolouskova@jmmlaw.com">kolouskova@jmmlaw.com</a>	3/7/2013		X		
Totem Lake should be the new CBD. Rename CBD as Central Waterfront District	Chuck Pilcher	<a href="mailto:chuck@bourlandweb.com">chuck@bourlandweb.com</a>	10/16/2013		X		
Totem Lake should be the new CBD. Rename CBD as Central Waterfront District. We already have way too much traffic congestion and with Potalla it will be worse.	Nancy Boehme	<a href="mailto:nancyboehme@hotmail.com">nancyboehme@hotmail.com</a>	10/21/2013	x			
Rename downtown at Waterfront District and Totem Lake as CBD	Suzanne scallion	<a href="mailto:suzaol01@noa.nintendo.com">suzaol01@noa.nintendo.com</a>	10/23/2013	x			
Totem Lake Mall area traffic has always been a problem. Make 120th Ave one-way northbound (3 lanes) and keep 3 lanes directly up to Evergreen Hospital. Get rid of left turn traffic.	Dan Dicks	<a href="mailto:jdond66@hotmail.com">jdond66@hotmail.com</a>	10/19/2013				x
Want neighborhood community athletic center, traffic strategies for most congested areas, change Totem Lake Mall to Canyon Creek type of development	Christy Sawyer	<a href="mailto:kcsawyer2@comcast.net">kcsawyer2@comcast.net</a>	10/19/2013	x			
Put growth in Totem Lake and not in Houghton area. Traffic already bad.	Sandy Helgeson	<a href="mailto:slhelgeson@msn.com">slhelgeson@msn.com</a>	11/22/2013	x			
Move City Hall to Totem Lake near the freeway and the CKC so that it is visible and at the heart of our Urban Center	Georgine Foster	<a href="mailto:georginef@msn.com">georginef@msn.com</a>	11/20/2013	x			
Traffic in Houghton and around the shopping center is terrible. Keep commercial development at Park Place or Totem Lake and not in Houghton.	Betsy Weyer	10606 NE 65th Lane Kirkland	12/2/2013		x		
Put big box stores, large companies and high residential density in Totem Lake and not in the CBD. Traffic congestion and density is ruining the downtown charm.	Jane and Steve Harris	<a href="mailto:s9harris@hotmail.com">s9harris@hotmail.com</a>	12/9/2013		x		

## COMPREHENSIVE PLAN UPDATE COMMENTS

Attachment 9

We should have master plan of Totem Lake with renderings including a park like ped/bike bridge connecting east and west of I-405	Maureen Kelly	<a href="mailto:maureenkelly@outlook.com">maureenkelly@outlook.com</a>	11/18/2013				