



CITY OF KIRKLAND

Department of Public Works

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MEMORANDUM

To: Transportation Commission

From: David Godfrey, P.E., Transportation Engineering Manager

Date: April 22, 2011

Subject: Totem Lake Neighborhood Plan

When the Commission last discussed the subject of Totem Lake transportation planning, staff was directed to review the neighborhood plan in the Comprehensive Plan and parse it in terms of the four Commission goals; Move People, Be Sustainable, Be an Active Partner and Link to Land Use. The purpose of this work is to help the Commission prepare thoughts for the City Council concerning transportation in Totem Lake.

The entire neighborhood plan is available [here](#), (scroll to section XV part H). In the following table, each section of the neighborhood plan is broken down in a different row. The columns describe the Commission goals. For each section, the introduction was reviewed, and sections of the text were placed in the appropriate columns. Where text after the introduction seemed directly transportation related it too was copied into columns. Some sections, Urban Design, for example did not have text directly related to transportation. Of course the Transportation Section had the greatest amount of relevant text.

Section	Move People	Sustainable	Active Partner	Link to Land Use
Framework Goals	<p>Improve circulation within and through the neighborhood.</p>	<p>Preserve, protect, and enhance the natural environment in the Totem Lake Neighborhood.</p>	<p>Foster a diverse, vibrant economic environment, supplying broad commercial and employment opportunities.</p>	<p>Support new development and redevelopment with adequate public services.</p>
Vision Statement	<p>Mobility is enhanced through the provision of a wide range of choices for movement to, through and within the neighborhood. Vehicular capacity is maximized without compromising community character. High capacity transit service and facilities at the core of the neighborhood provides strong regional access to the larger community. Local transit connections, an extensive nonmotorized network and a local boulevard system all combine to complement and support the regional system.</p>	<p>The Totem Lake business district plays a vital role in the overall Kirkland economy. It is a focus for jobs and economic activity. Totem Lake serves as the community and sub-regional center for services, vehicle sales, major destination retail and health care.</p>	<p>In addition, public investments in landscaping, signage, street furniture and public art contribute to a safe and attractive pedestrian environment. Together, these public and private efforts have created an inviting sense of community.</p>	<p>The heart of the neighborhood includes the Totem Lake Mall, Evergreen Hospital Medical Center, regional transit facilities and higher intensity residential, retail and office uses.</p> <p>A wide array of residential, retail, light industrial and office uses surround this core.</p>

Section	Move People	Sustainable	Active Partner	Link to Land Use
Economic Development				<p>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.</p>

Section	Move People	Sustainable	Active Partner	Link to Land Use
Totem Center	<p>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.</p> <p>Goal TL-13: Establish a transportation network that emphasizes pedestrian and transit use and is consistent with the regional transit plan.</p> <p>Increase transportation options throughout Totem Center. 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 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-4.</p> <p>Calm traffic on 120th Avenue NE. Traffic calming measures could include a traffic roundabout, narrowing of the street, addition of on-street parking, or other measures.</p>	<p>Policies in this plan are intended to strengthen the role of Totem Center as the core of the Totem Lake Urban Center, providing a thriving employment, housing and service center for the city and the region.</p>	<p>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.</p>	<p>The location of a compact mix of land uses and employment opportunities within the Center can provide the environment for increased use of transit, and a decreased need for vehicle travel outside of the district.</p>
Natural Environment				
Public				

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Section	Move People	Sustainable	Active Partner	Link to Land Use
Services and Facilities				
Urban Design				
Housing				<p>A central housing goal for the City is to increase housing opportunities while preserving neighborhood quality.</p> <p>This incentive for greater height for residential development would be appropriate for the shown in Figure TL-7</p>

Section	Move People	Sustainable	Active Partner	Link to Land Use
Transportation	<p>The non-motorized system is less well established. In many areas, the pedestrian and bicycle facilities are missing, inconvenient or confusing to use. Sidewalks segments are missing and bicycle facilities are not developed in much of the neighborhood.</p> <p>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 non-motorized facilities can help break the cycle of congestion and street widening while maintaining mobility within the neighborhood.</p> <p><i>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.</i> Provide arterial improvements to maintain mobility and meet the city’s Level-of-Service (LOS) standard.</p> <p>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.</p> <p>Implement an expanded transportation demand management (TDM) program to reduce trip demand in the neighborhood. Encourage improved Metro and Sound Transit service to and from the Totem Lake Neighborhood.</p> <p>Consider preferential treatment for transit vehicles and carpools on arterials.</p> <p>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.</p> <p>Develop a safe, integrated on- and off-street nonmotorized system emphasizing connections to schools, parks, transit, and other parts of Kirkland.</p>	<p>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.</p> <p>Actively explore a wide range of funding options to achieve the adopted road network and maintain an acceptable LOS.</p> <p>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.</p>	<p>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.</p> <p>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.</p> <p>Coordinate with regional transportation agencies to ensure that a complete pedestrian network serves new transit facilities.</p> <p>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.</p> <p><i>Policy TL-33.1:</i> Encourage multimodal transportation improvements in the I-405 Corridor.</p>	<p>The Totem Lake Neighborhood has barriers to local circulation including I-405, the BNRR right-of-way, 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.</p> <p>Create a landscaped boulevard that connects the four quadrants of the neighborhood.</p>

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