

Figure NRH-4: North Rose Hill Land Use

Plate 34D The Designated “Circulator” in the Totem Lake Neighborhood

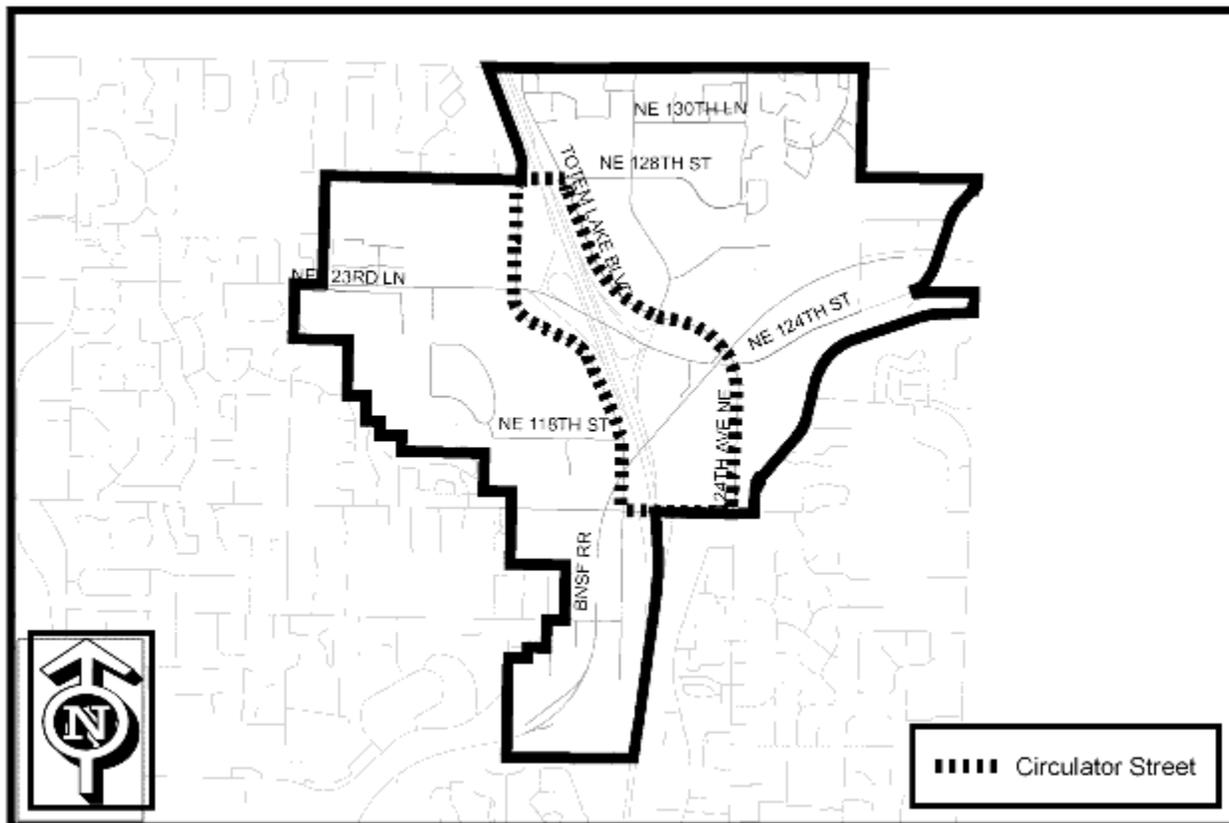
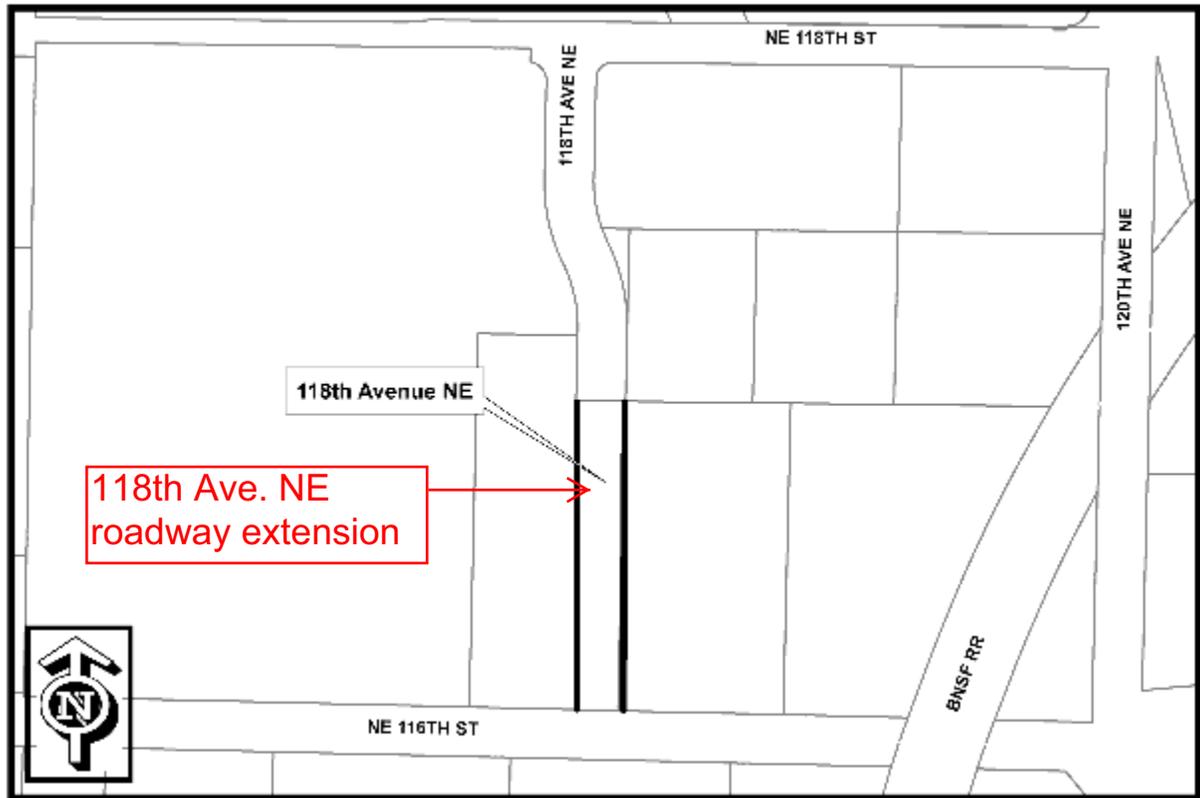


Plate 34E Pedestrian Circulation in Totem Lake

Plate 34C 118th Avenue NE Street Improvements in TL 10B Zone



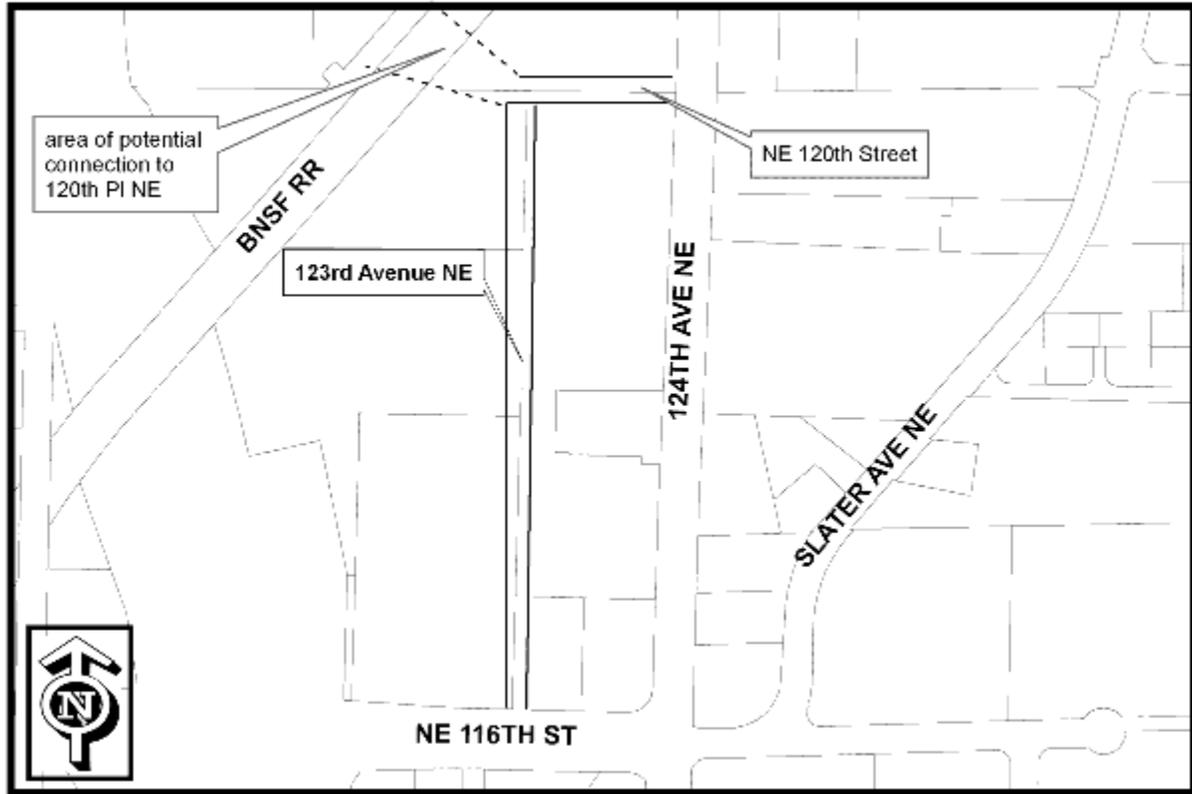
Required street improvements for 118th Avenue NE:

60 feet of public right-of-way

A slope easement may be required, west of the 118th Avenue NE right-of-way, as determined by the Public Works Director

Specific improvements to be determined by the Public Works Director

Plate 34B 123rd Avenue NE and NE 120th Street Improvements in TL 5 Zone



Required street improvements for 123rd Avenue NE and NE 120th Street:

60 feet of public right-of-way. Right-of-way width may be modified by the Public Works Director.

Specific improvements to be determined by the Public Works Director

Public Services

Introduction

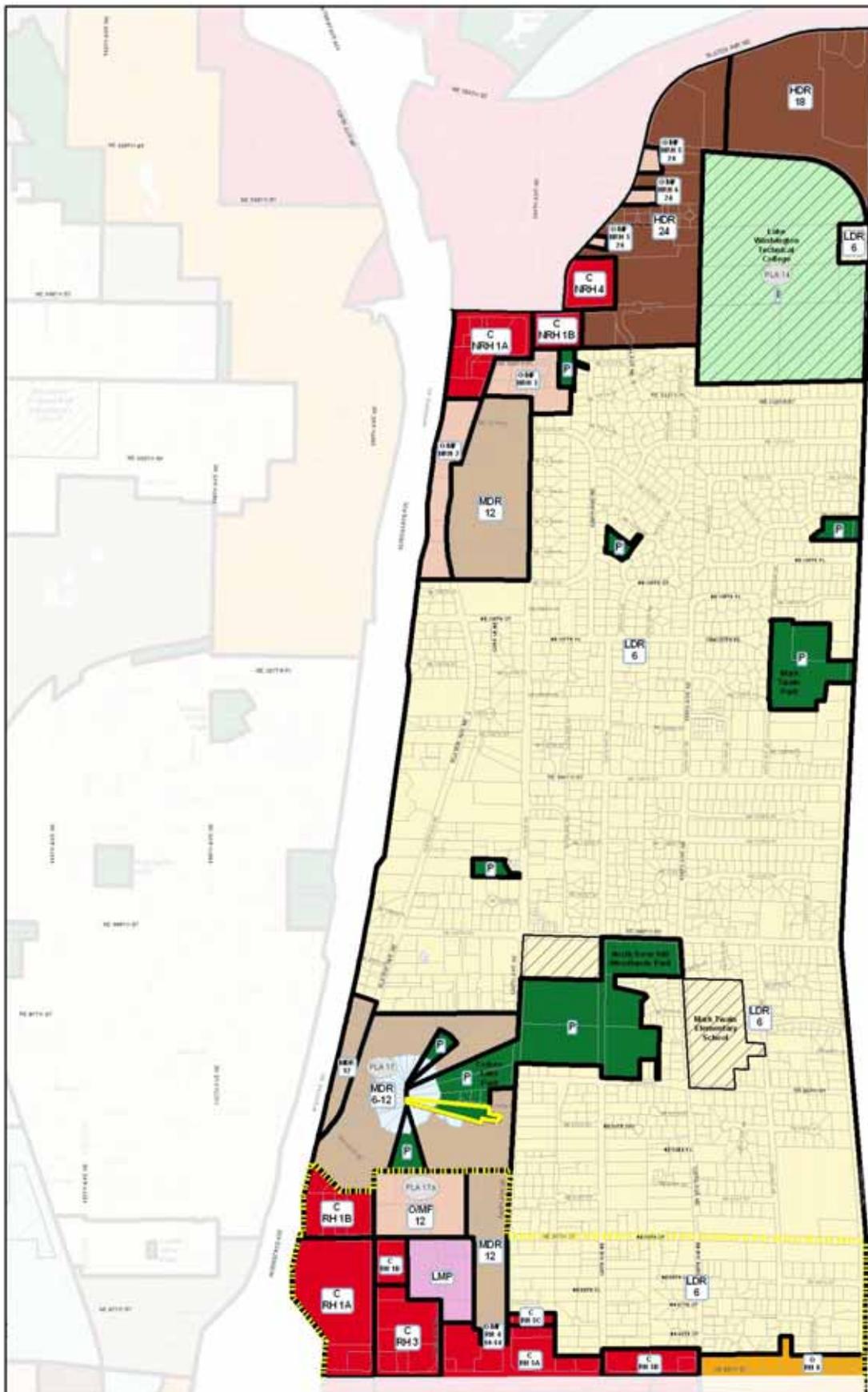
Existing Conditions

~~**Solid Waste Transfer** — King County operates the Houghton Transfer Station in Kirkland where 98 percent of Kirkland's solid waste is collected and transferred to the Cedar Hills Regional Landfill. The Houghton Transfer Station also provides a recycling center available to the public. In addition, King County is responsible for monitoring and maintenance of the inactive Houghton Landfill north of the transfer station. The transfer station is currently operating beyond the facility's vehicle and tonnage capacities. King County Policy RTS 13 designates the Houghton Transfer Station as constrained from on-site expansion. The Cedar Hills Landfill is estimated to reach capacity in 2012. King County passed Ordinance Number 14971 in July, 2004, which requires the Solid Waste Division to work collaboratively with cities on a waste export system and will be incorporated into the next update of the County's Solid Waste Comprehensive Plan scheduled to begin in December, 2005. The waste export system plan includes analyses of the transfer system to determine when a station needs to be expanded on site, relocated, or a new station needs to be built.~~

~~The King County Solid Waste Division (KCSWD) owns and operates the Houghton Transfer Station (HTS) in Kirkland where 98 percent of Kirkland's solid waste is collected and transferred to the Cedar Hills landfill. The station currently processes an inordinate amount of waste relative to other King County transfer stations and accepts waste from surrounding communities such as Redmond and Bellevue. In 2007, the HTS processed 18 percent (182,000 tons) of the waste in the entire King County transfer system.~~

~~In October, 2005, the City of Kirkland and the KCSWD negotiated a Memorandum of Understanding (MOU) intended to mitigate some of the negative effects the station was having upon the surrounding residential community. The MOU agreement included mitigation measures to be implemented or constructed by King County and included commitments to reduce the amount of tonnage processed at the transfer station; to prohibit the overnight parking of full or partially full trailers; to construct a pedestrian pathway and sound barrier; to install landscaping; and to provide other mitigation amenities. The city also worked closely with the KCSWD and local haulers to route trucks exiting the station exclusively to the west so as restrict them from entering residential neighborhoods to the east.~~

~~In developing the King County Solid Waste Transfer and Export Plan (September 2006), King County consulted with commercial haulers and other industry experts to develop a set of criteria to be used to evaluate current urban transfer facility system's ability to meet the service needs of its users over the next few decades. The criteria applied to each station included level-of-service criteria, station capacity, and the effects upon the surrounding community. Based upon the evaluation, the Transfer and Export Plan recommended the permanent closure of the Houghton and Algona Transfer Stations pending the siting and construction of the new Northeast Washington and South County stations which is expected to be completed in or about 2016. In accordance with the Transfer and Export Plan, the 2009 draft update to the King County Comprehensive Solid Waste Management Plan also recommends the closure of the Houghton Transfer Station.~~



LAND USE CODES

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

North Rose Hill Neighborhood Land Use Map

ORDINANCE NO. 4184
 ADOPTED by the Kirkland City Council
 March 26, 2009

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

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

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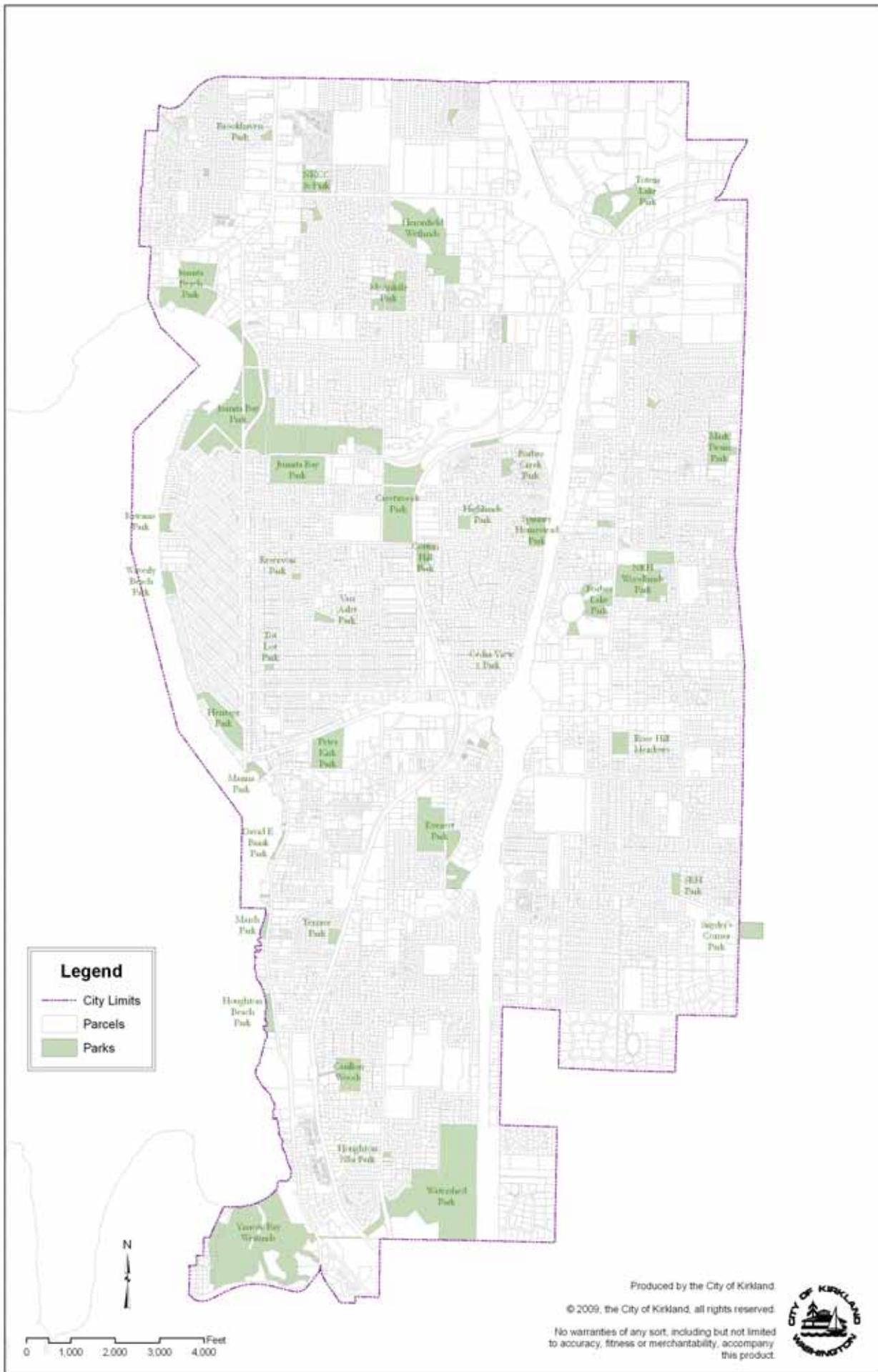
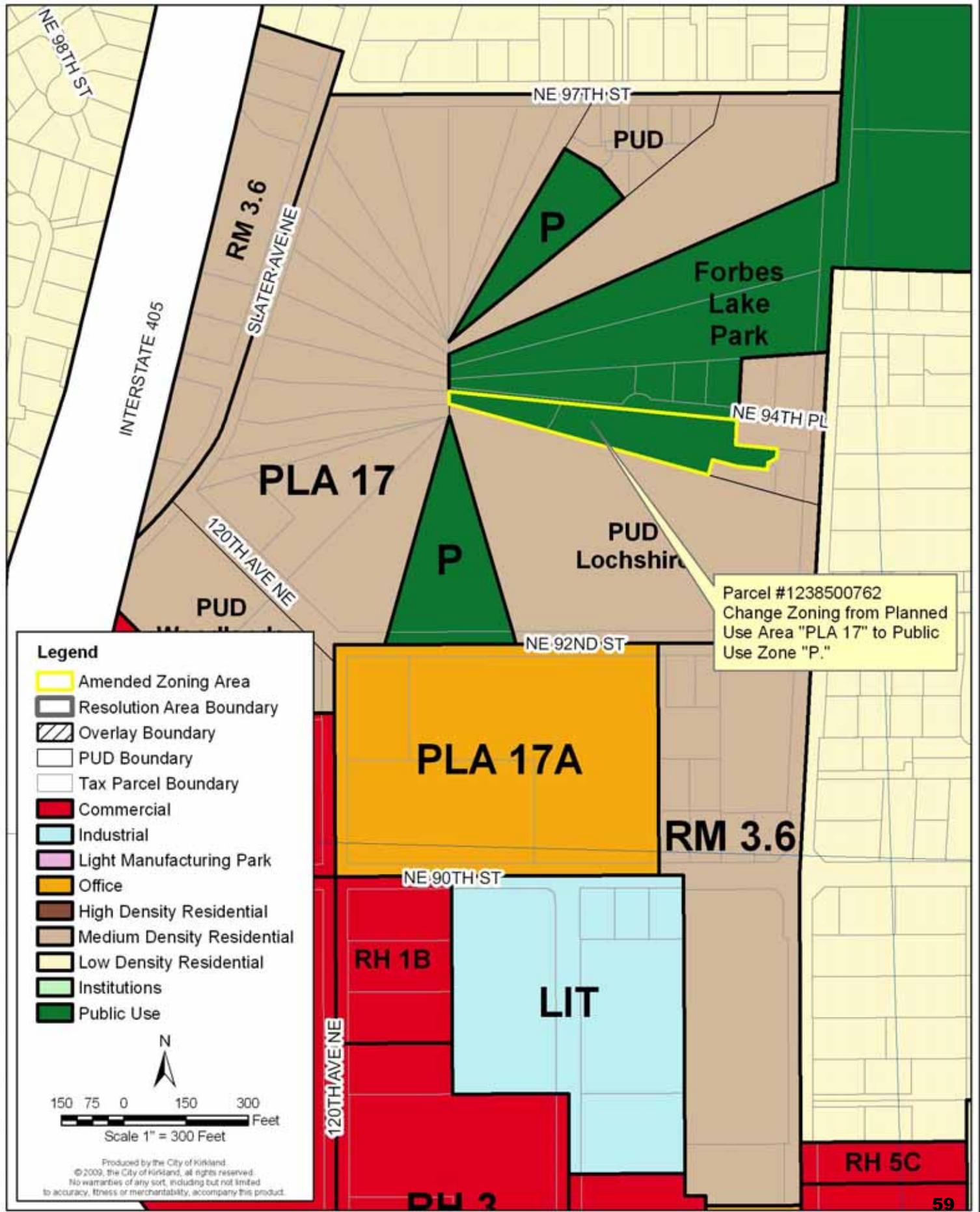


Figure PR-1: Kirkland Parks

Zoning Map Change



Parcel #1238500762
 Change Zoning from Planned
 Use Area "PLA 17" to Public
 Use Zone "P."

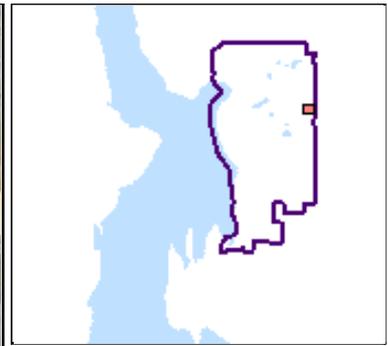
Legend

- Amended Zoning Area
- Resolution Area Boundary
- Overlay Boundary
- PUD Boundary
- Tax Parcel Boundary
- Commercial
- Industrial
- Light Manufacturing Park
- Office
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Institutions
- Public Use

N

 150 75 0 150 300
 Feet
 Scale 1" = 300 Feet

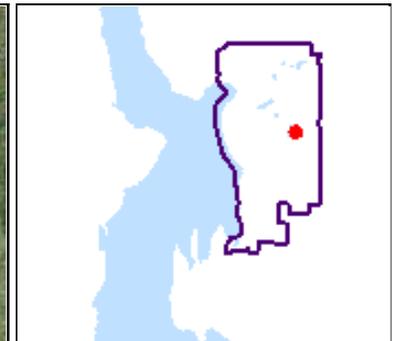
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Approximate
Scale 1:2,400
1 in = 200 ft

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Street Connection # 7



Approximate
Scale 1:2,188
1 in = 182 ft

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Bridle Trails Neighborhood Plan

Open Space/Parks

Bridle Trails State Parks serves both local and regional open space/park needs.

Bridle Trails State ~~and County~~ Parks comprises a 480-acre facility that provides primarily equestrian recreational facilities on a regional scale. In addition, the parks serve a broader public interest as ~~they are it is~~ used by joggers, hikers, nature groups, and picnickers. This large, mostly wooded tract also serves as a significant open space for local residents. Equestrian and pedestrian access to the parks should be made available from adjacent properties where appropriate and feasible. Signing which identifies access to the parks should be provided. ~~These-This~~ parks should remain essentially as a large wooded open space.

~~***Recreational opportunities exist, but a need for a neighborhood park is unmet.***~~

~~There are presently no parks in the Bridle Trails Neighborhood which contain a playground facility. Acquisition and development of a neighborhood park with playground facilities should be sought.~~

Development of Snyder's Corner Park should be completed.

~~The Snyder's Corner Park site is currently undeveloped. This 4.5 acre property is located at the southeast corner of NE 70th Street and 132nd Avenue NE. A storm water detention area comprises a large portion of the site. Development of the park site should be completed. Amenities typically found in Kirkland's many neighborhood parks – such as play areas, public areas, pathways, and landscaping – should be considered as part of future development.~~

Ben Franklin Elementary School provides important neighborhood park and recreation opportunities.

In 2007 the City of Kirkland invested in civic improvements to Ben Franklin Elementary School, including expansion of the school playground, improvements to the playfield, a new picnic shelter, group seating areas, and interpretive trails. These amenities are maintained by the City's Parks and Community Services Department. Per the City's agreement with the School District, these amenities are available for community use during non-school hours, including evenings, weekends, and summer months. Neighborhood use of the school site during these times should be ensured as it helps meet many important park and recreation needs particularly for those residing in the southwest portion of the neighborhood.

Impacts from the King County Transfer Station and sports fields should be minimized.

Bridle Trails Neighborhood Plan

Living Environment

- (4) Access for development west of the shopping center is primarily via 130th Avenue NE and not towards the west or south through the adjacent single-family development nor north via NE 70th Street. Access for the southern parcel should be primarily via NE 65th Street towards the east to 132nd NE and not west or south towards the adjoining single-family development.
- (5) Parking areas are aggregated, landscaped, and visually screened from adjoining single-family development.

City's water tower and administrative facility should be permitted to remain.

The City's water tower and an administrative building are located south of NE 65th Street and the Bridle Trails commercial center and east of 130th Avenue NE. The City's facility should be permitted to remain, since it is necessary to permit effective service to the area. Expansion of the City's facility should be permitted if adequate setbacks and buffering are provided and if future buildings are compatible in scale and in design with adjoining single-family development.

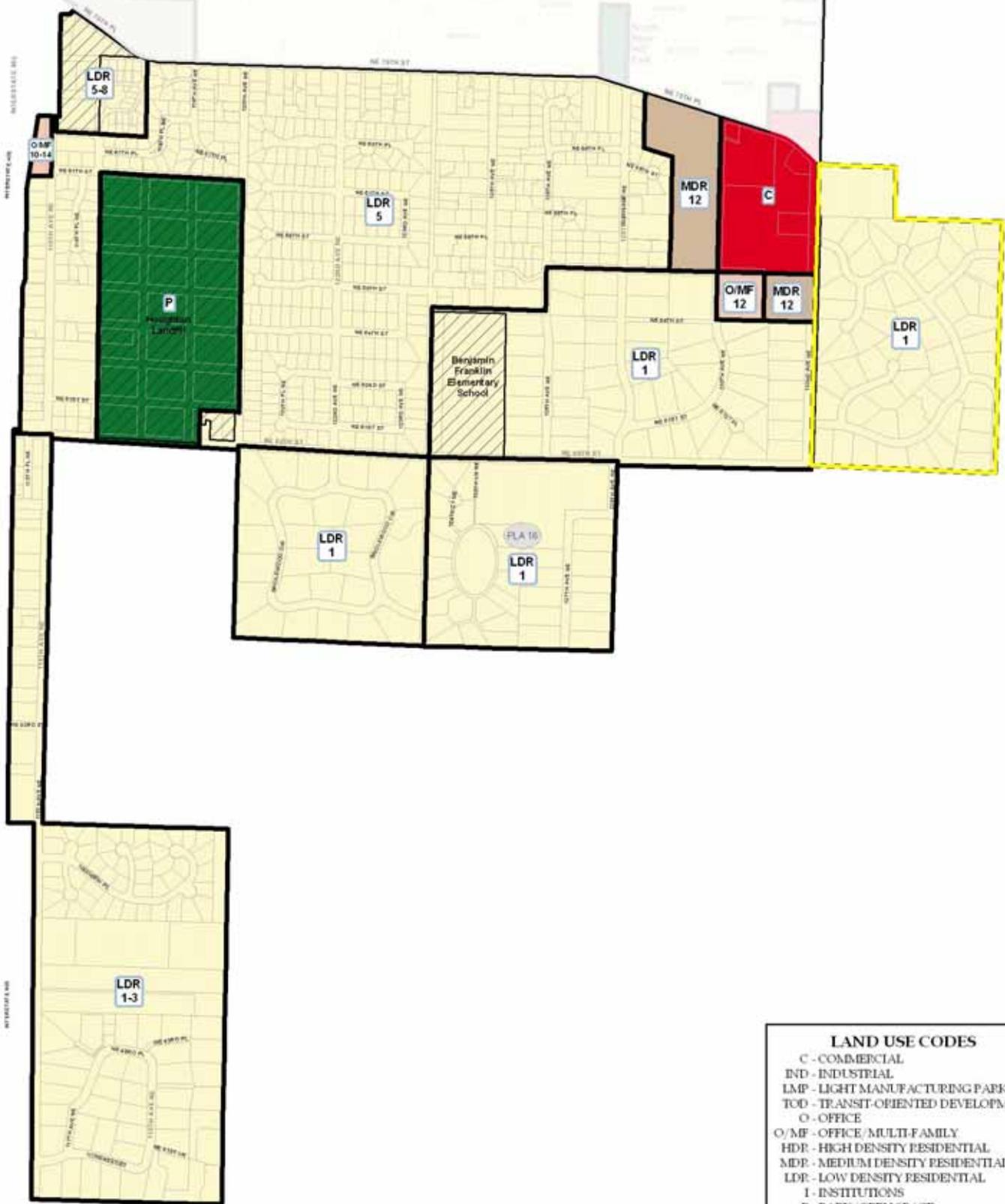
Bridlewood Circle, ~~and~~ Silver Spurs Ranch, and Bridle View should remain at a very low residential density.

Bridlewood Circle, ~~and~~ Silver Spurs, and Bridle View—areas should remain very low density (one dwelling unit per acre) with private stable facilities permitted on these large lots.

Low-density development and equestrian facilities should be permitted along 116th Avenue NE southwest of Bridle Trails State Park.

Southwest of Bridle Trails State Park and adjacent to 116th Avenue NE is an area which contains low-density residential development (one to three dwelling units per acre) and large stable facilities. Existing equestrian access to Bridle Trails State Park from this area should be preserved.

Problems with utilities and traffic are discussed for the area.



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Bridle Trails Neighborhood Land Use Map

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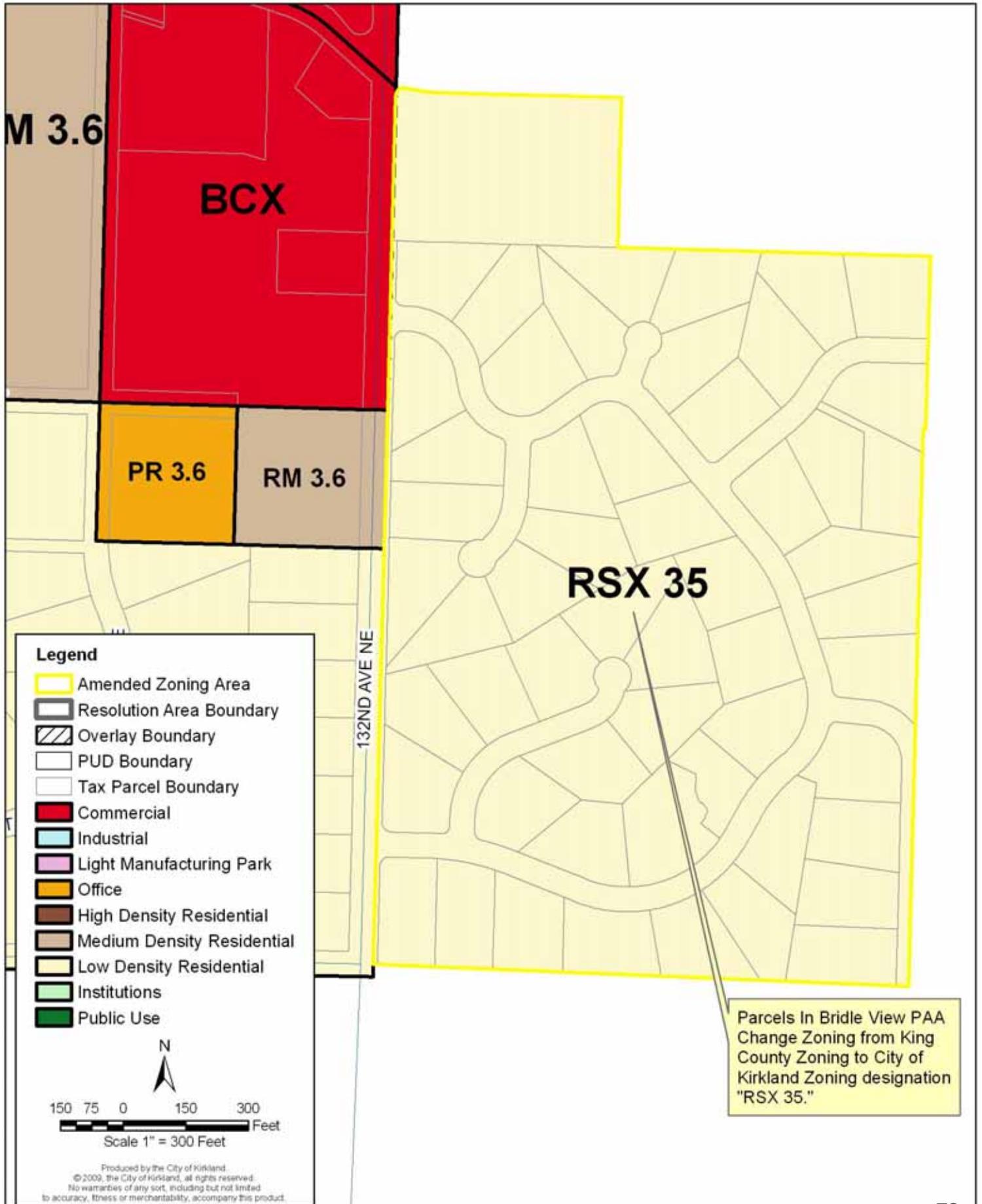
LAND USE BOUNDARIES	PARCEL BOUNDARIES
SUBAREA BOUNDARY	PLANNED AREA NUMBER
TOTEM CENTER	LAND USE CODE
PUBLIC FACILITIES	DENSITY (UNITS / ACRE)

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 * INDICATES CLUSTERED LOW DENSITY



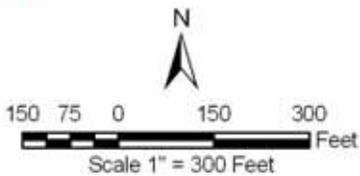
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Zoning Map Change



Legend

- Amended Zoning Area
- Resolution Area Boundary
- Overlay Boundary
- PUD Boundary
- Tax Parcel Boundary
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- Industrial
- Light Manufacturing Park
- Office
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Institutions
- Public Use



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Totem Lake Neighborhood Plan
Economic Development

Framework Goal: Foster a diverse, vibrant economic environment, supplying broad commercial and employment opportunities.

The Totem Lake Neighborhood is a vital employment, retail and service center that serves the City of Kirkland and surrounding region. The Totem Lake Neighborhood is the City's largest employment center and the City's leader in retail sales. The neighborhood contains ~~one of the City's~~ two activity only Urban Ceenter, -areas designated by the Growth Management Planning Council in 2003. in the Comprehensive Plan.

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, abroad range of uses, and 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 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 and industrial uses, intensive development where supported by public services, and collaboration between the public and private sectors.

This section provides policy direction regarding economic development in the Totem Lake Neighborhood, and applies to land throughout the 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 Neighborhood.

Goal TL-1: Nurture and strengthen the role of the Totem Lake Neighborhood as a community and regional center for retail, health care, vehicle sales, light industrial and office employment.

Policy TL-1.4:

~~—Pursue an Urban Center designation for the Totem Lake Neighborhood.~~

~~Much of the Totem Lake Neighborhood is identified as an “Activity Center” in the Land Use Element of this Comprehensive Plan. The Countywide Planning Policies establish Activity Areas as locations within urban areas that contain a high concentration of commercial land uses, and adjacent and intermingled higher density residential uses served by a transit center.~~

~~Under the updated plan for the Totem Lake Neighborhood set forth in this Chapter, the Totem Center area, and much of the neighborhood, may be more appropriately classified as an “Urban Center.” An Urban Center, as described in the Countywide Planning Policies, is characterized by having clearly defined boundaries, an intensity/density of land uses sufficient to support transit, a broad range of uses, and emphasis on the pedestrian, superior urban design, and limitations on the use of the single occupant vehicle. The Totem Lake Neighborhood fits this description.~~

~~Designation of an Urban Center within the Totem Lake Neighborhood would be particularly helpful to the City, as grants for funding of transportation improvements are sought. Urban Centers are often given a higher priority in review for funding.~~

Totem Lake Neighborhood Plan
Totem Center

4. TOTEM CENTER

Framework Goal: Promote the strength and vitality of Totem Center.

Totem Center is home to the Evergreen Hospital Medical Center, the Totem Lake Mall retail center, a variety of office/commercial uses, and a planned transit station that will connect to the regional transit system. Currently, 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 Totem Center as the core of the Totem Lake Urban Center, providing a thriving employment, housing, and service ~~and activity~~ center for the city and the region.

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. The policies for Totem Center capitalize on the synergy created by existing and planned uses to create an attractive and vital community center. Ultimately, planned development in Totem Center will contribute to the sense of community and identity for the entire Totem Lake Neighborhood, as described in the Neighborhood Vision.

Goal TL-8: Ensure that public and private development contribute to a lively and inviting character in Totem Center.

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

To achieve this goal, key design principles for Totem Center include:

- **Mix of Uses** – Over time, 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 Totem Center.

Totem Lake Neighborhood Transportation

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

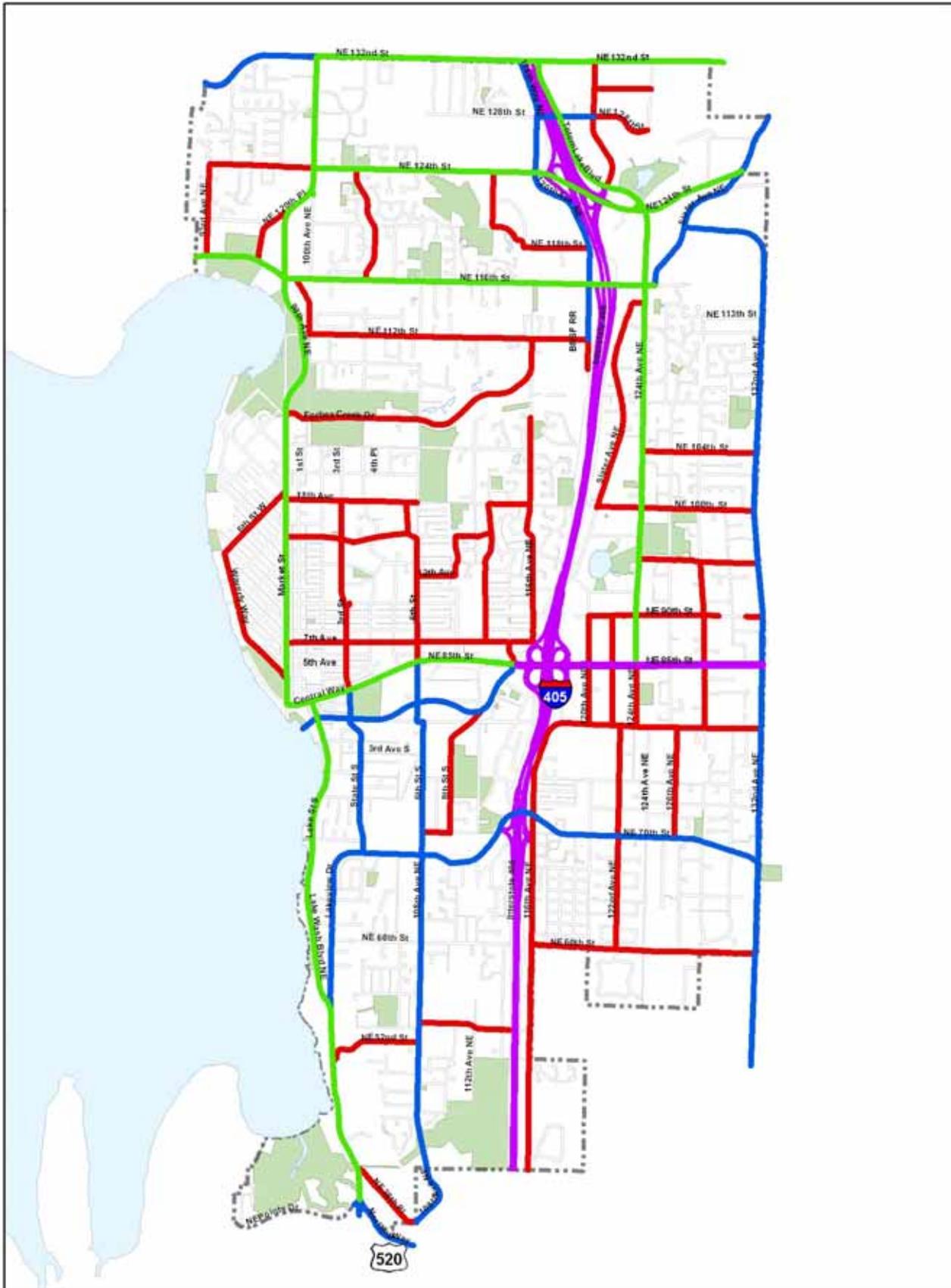
The Urban Center designation within the Totem Lake Neighborhood is particularly helpful to the City, when grants for funding of transportation improvements are sought. Urban Centers are often given a higher priority in review for funding.

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 Nonmotorized Transportation Plan. These include safe and appropriately scaled nonmotorized access to connect neighborhoods, activity and activity-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 CrossKirkland trail, if it is developed, will provide an important recreational opportunity, as well as 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.



- Legend**
- Functional Classification**
- Principal Arterial
 - Minor Arterial
 - Collector
 - State Routes and Interstate
- Lakes
 - City of Kirkland
 - Parks

N

1,750 0 Feet

1 inch = 2,421 feet

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Figure T-1: Street Classifications and State Routes

Bicycle System Figure T-2

Legend

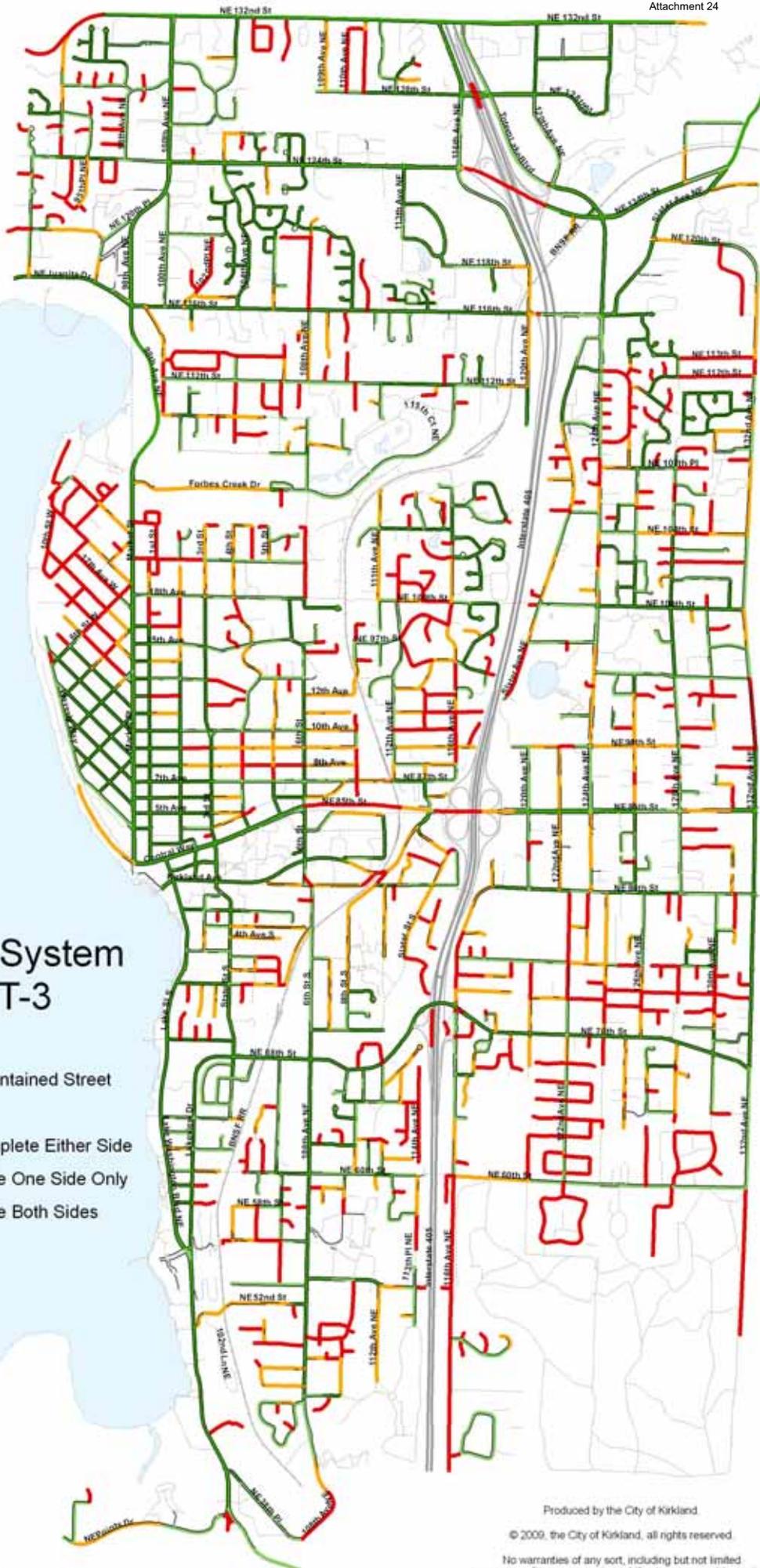
-  Network
-  Eastside Rail Corridor
- BNSF Crossing Type**
-  At Grade
-  Over Street
-  Under Street
-  Trail



Pedestrian System Figure T-3

Legend

-  Not a Kirkland Maintained Street
-  No Sidewalk
-  Sidewalk Not Complete Either Side
-  Sidewalk Complete One Side Only
-  Sidewalk Complete Both Sides
-  Trails
-  Sidewalks



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Figure T-7: Signalized Intersections

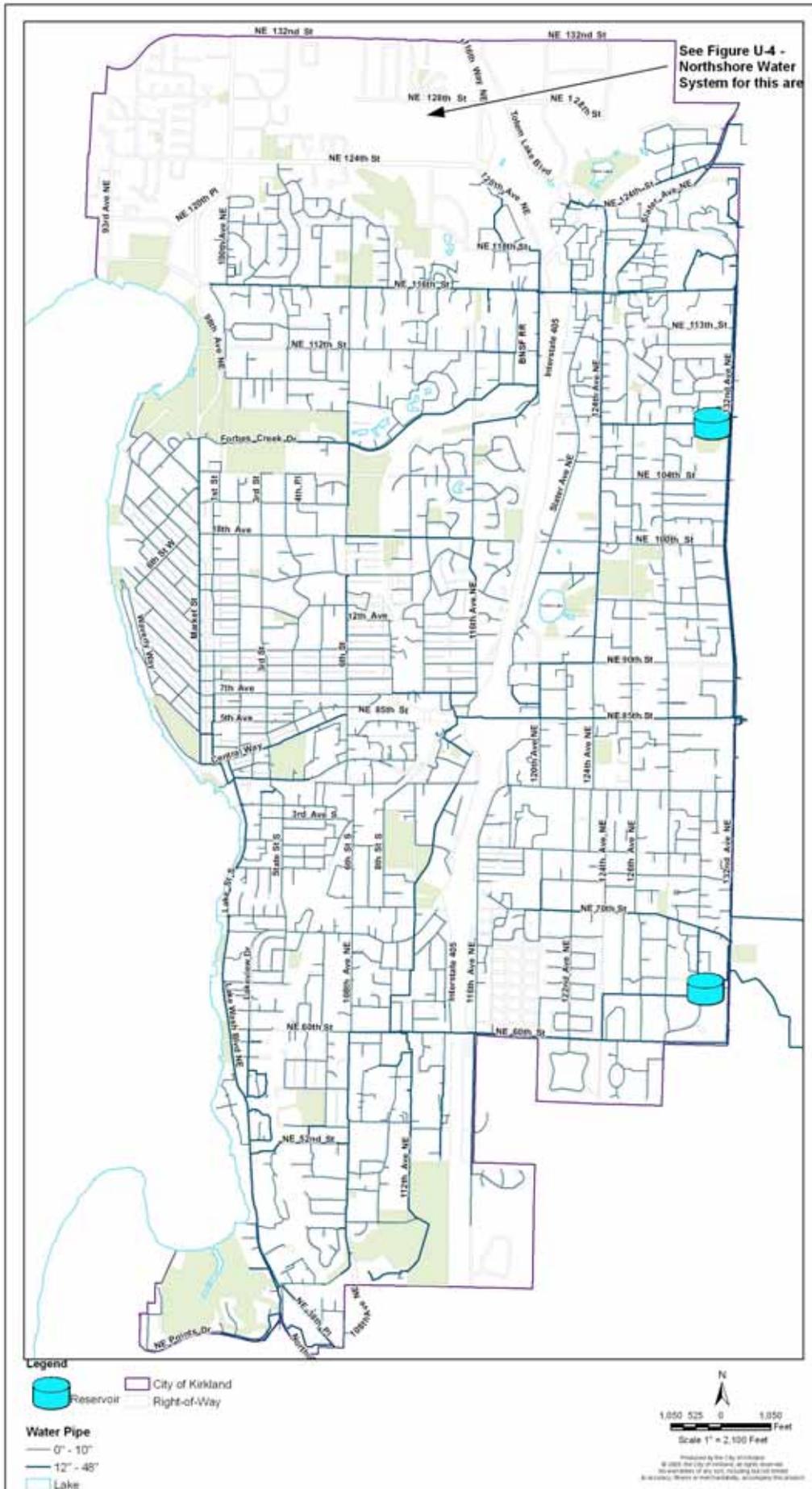


Figure U-1: Water System

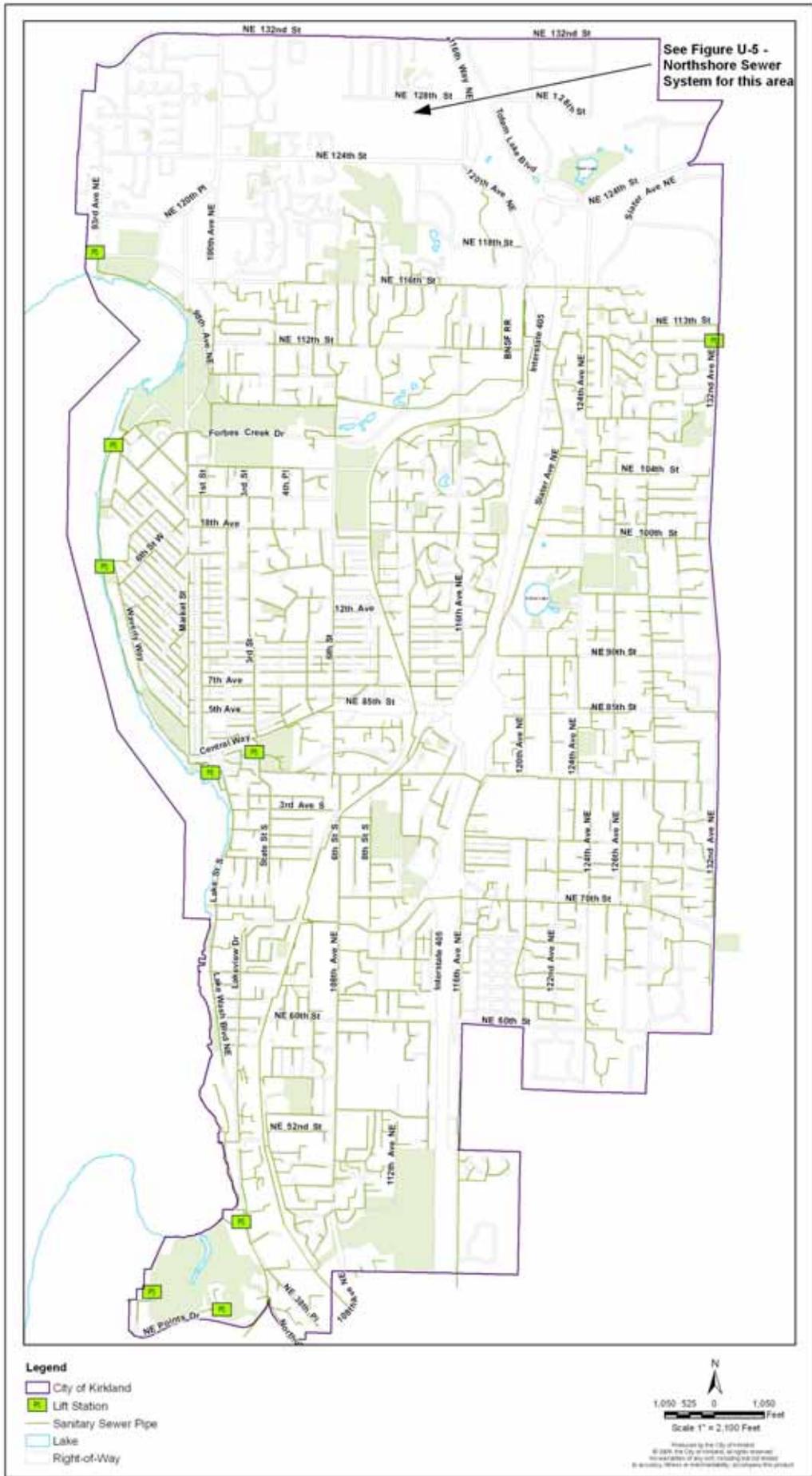


Figure U-2: Sanitary Sewer System

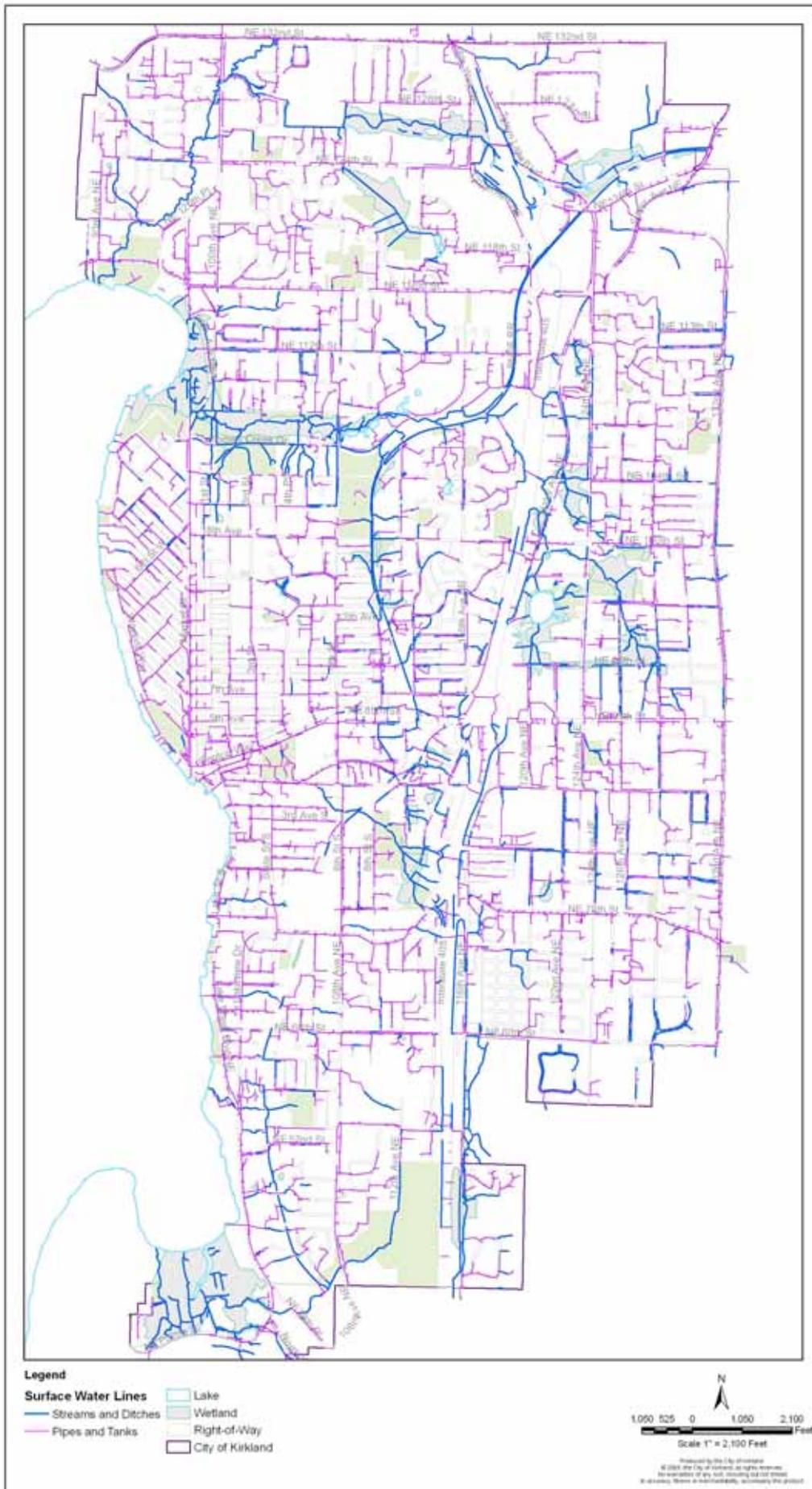


Figure U-3: Surface Water Management System

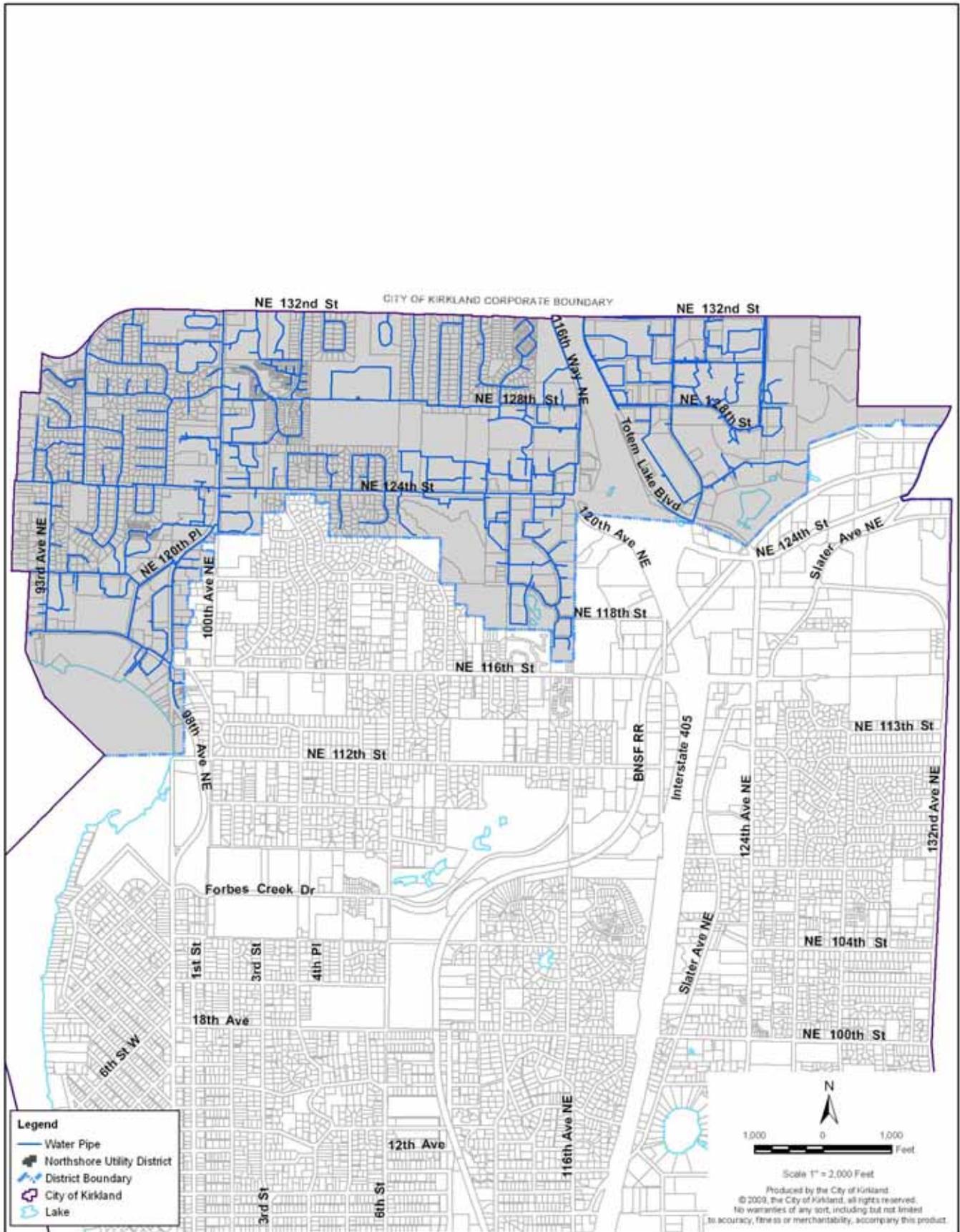


Figure U-4: Northshore Water System

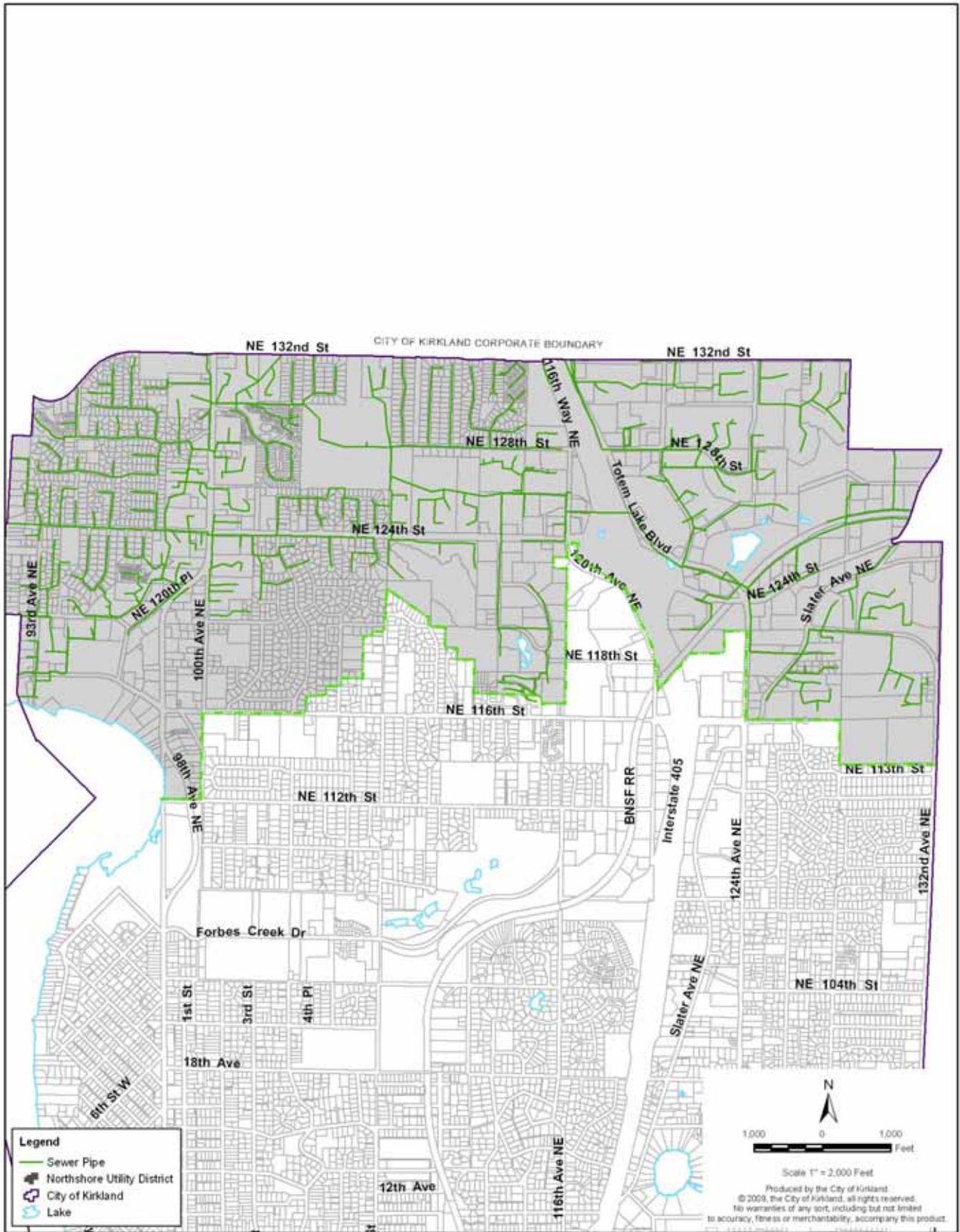


Figure U-5: Northshore Sewer System

ATTACHMENT 32

**WILL BE AVAILABLE AT THE
PLANNING COMMISSION
MEETING ON JUNE 11, 2009**

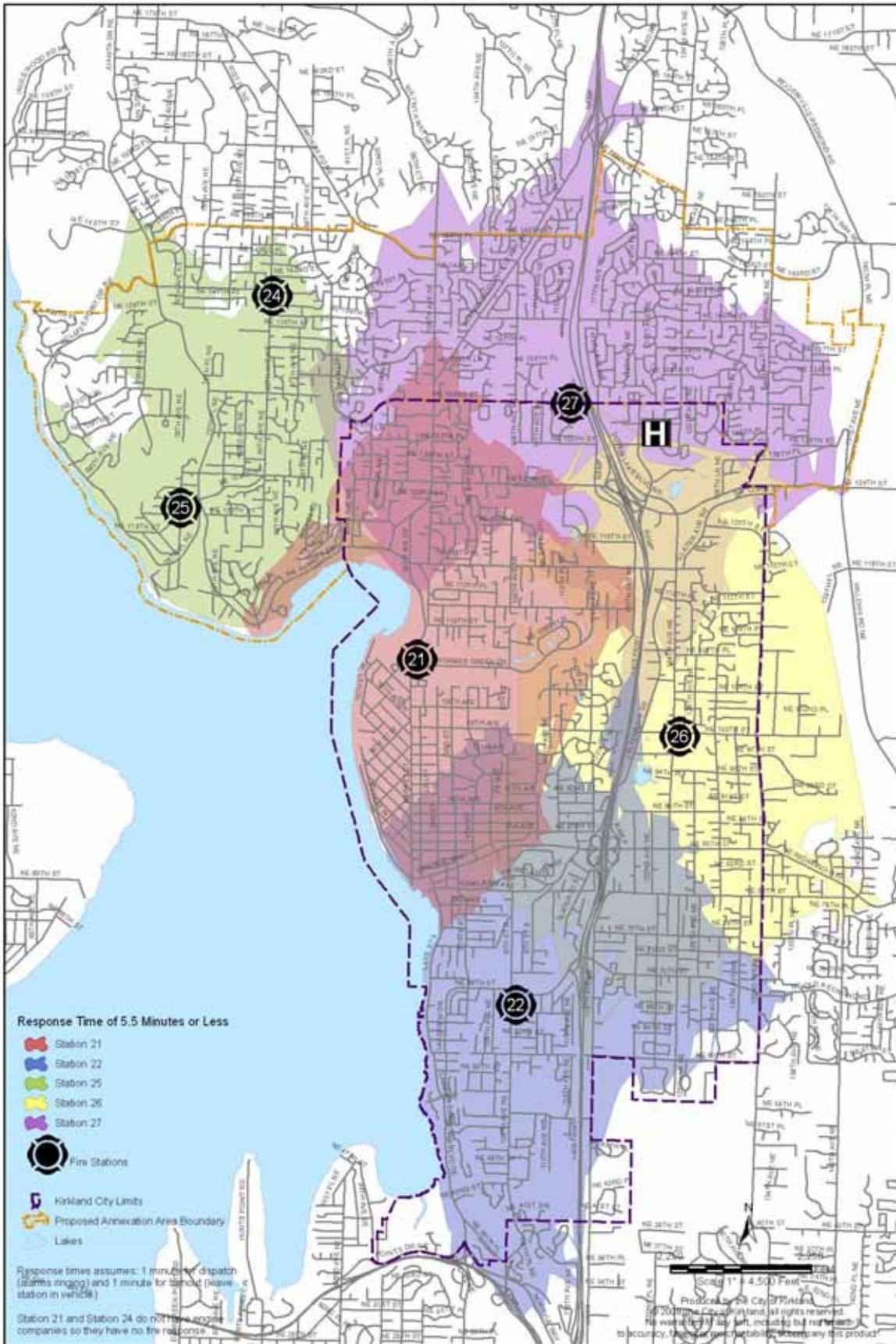


Figure PS-1: Fire Response Times within 5.5 minutes

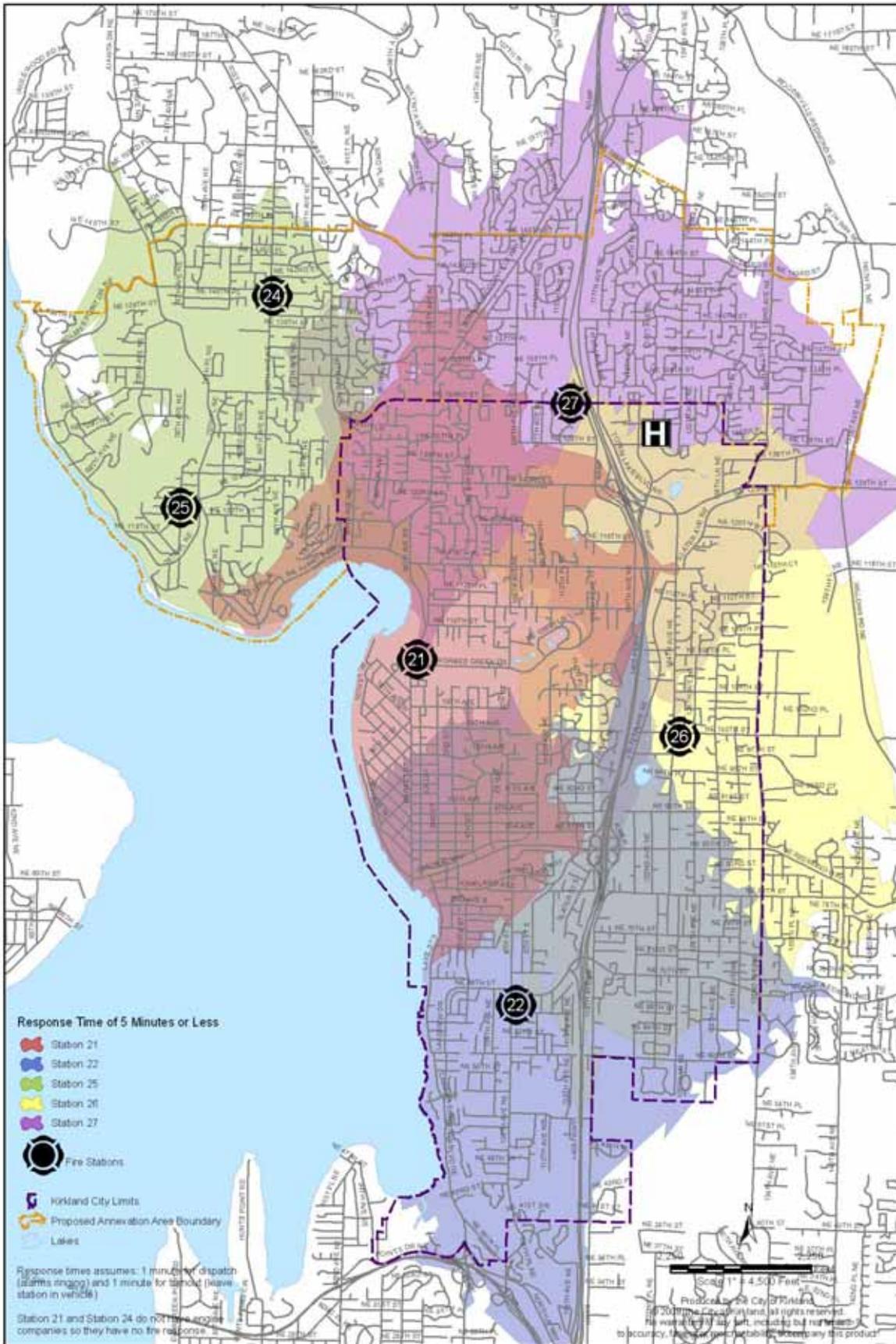


Figure PS-2: Emergency Medical Services Response Times within 5 minutes

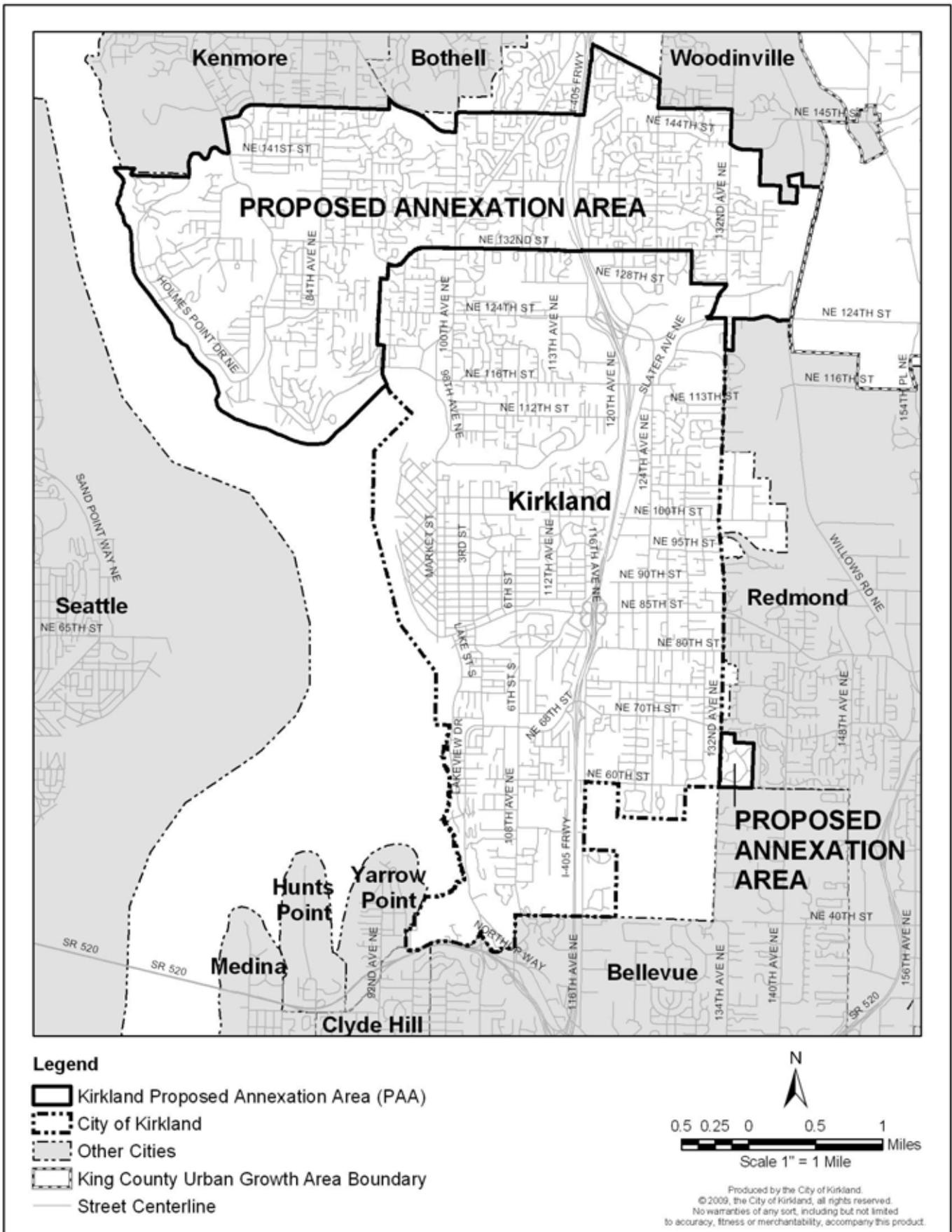


Figure I-2: City of Kirkland Planning Area

