

Totem Lake

THE ART, SCIENCE & ENGINEERING OF PLACEMAKING IN KIRKLAND'S URBAN CENTER



IT MAKES A **VILLAGE**

PROGRESS

IN THE URBAN CENTER **PG 14**

MAKEOVER

OF TOTEM LAKE PARK **PG 4**



Kirkland's leaders initiate the August 2016 groundbreaking of the The Village at Totem Lake.

Totem Lake's increasing vibrance

With the expansion of Trader Joes, the addition of Nordstrom Rack, MOD Pizza, Whole Foods and a dozen other outlets, The Village at Totem Lake has already transformed the shopping experience in the heart of Kirkland's urban center. And that transformation will continue—both within The Village, where an eight-screen movie theatre and thousands of new residences are destined—and outside The Village, where private developers are designing, permitting and building villages of their own.

Those villages include Lennar's mixed-use development that will feature 6,000 square feet of retail space on its first floor and more than 300 homes on its upper five floors. Across the freeway, developers are building townhomes, assisted living homes and affordable homes, not to mention a building designed for food service. These projects—and the others reported in this document—are making Totem Lake a greener, more walkable and more vibrant place to live, work and play. Updating you on these projects is one of this documents two primary purposes.

This document's other purpose is to illustrate how the groundwork Kirkland's leaders have laid—and continue to lay—in Totem Lake is spurring private re-development while guiding private and public projects toward one, cohesive vision.

To view an online story map version of this document, visit www.kirklandwa.gov/totemlake.

AMY WALEN
Mayor of Kirkland

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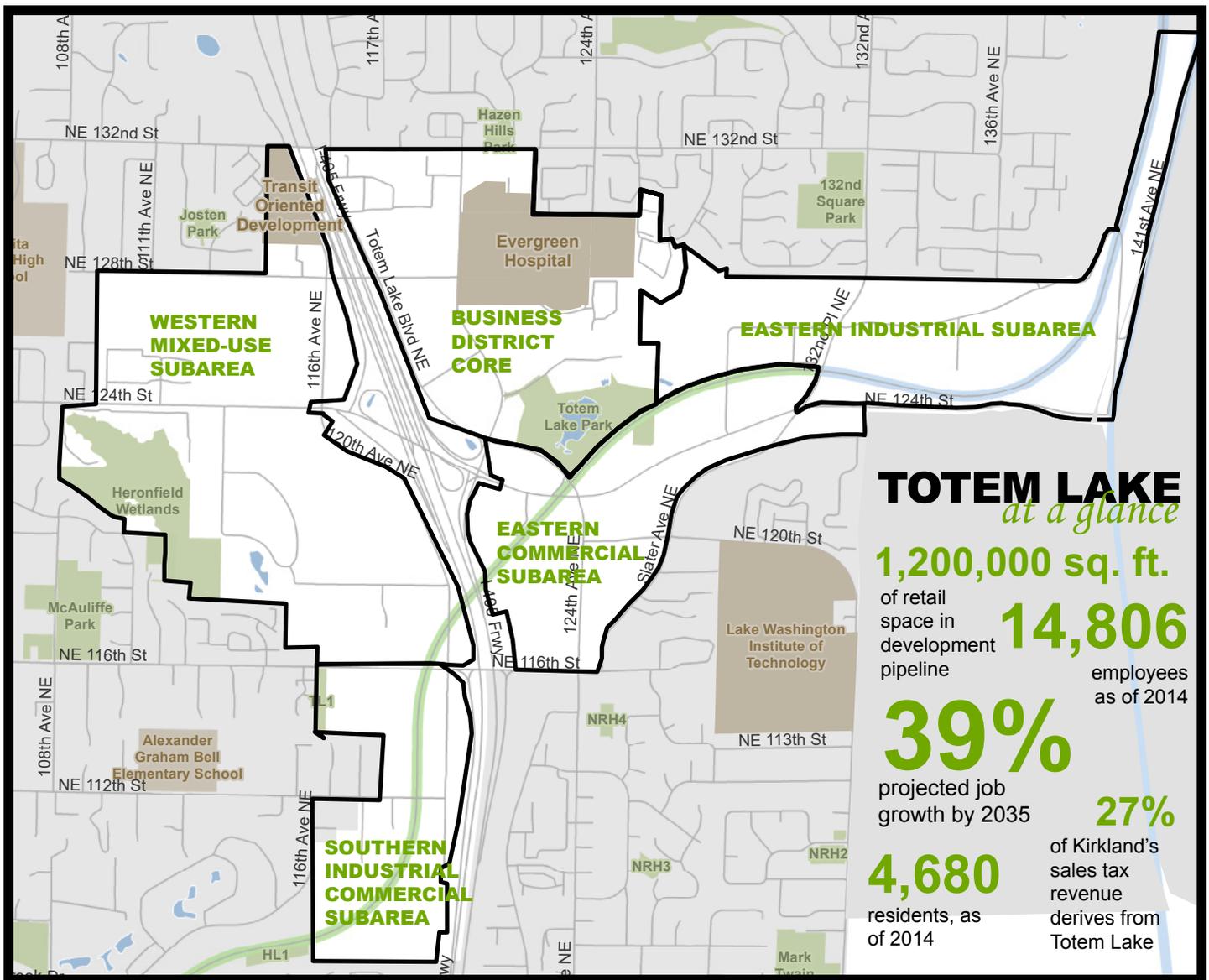


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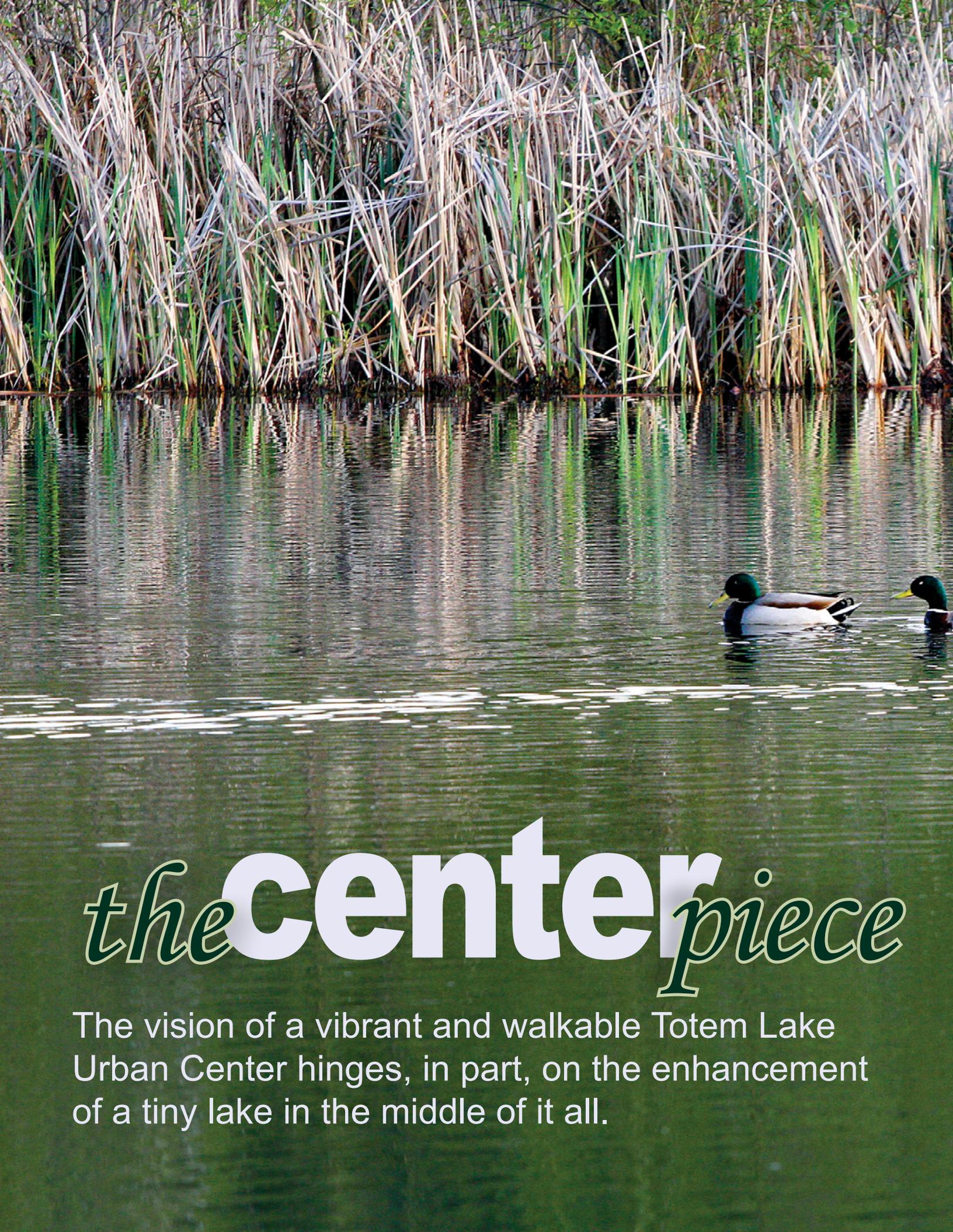
The City of Kirkland is transforming a hidden gem into the Totem Lake Urban Center's ecological centerpiece. **PG. 4**

THE TOTEM LAKE CONNECTOR

The pedestrian and bicycle bridge will connect a region that is currently severed by one of Kirkland's busiest intersections. **PG. 10**

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the center *piece*

The vision of a vibrant and walkable Totem Lake Urban Center hinges, in part, on the enhancement of a tiny lake in the middle of it all.



Totem Lake is a chatty place. More than 90 different species of birds hang out there, along with the turtles and the Long-Eared Owls. It's an inviting place, too. You can get there from The Village at Totem Lake by taking a short stroll down one of two boardwalks.

Bob Shultz is one of the few who does this regularly. And when he goes there, he has a purpose: to document the lake's wildlife and to test its water for phosphates, nitrates, acidity, turbidity and temperature.

"This is a [17]-acre gem ..." says Shultz, a self-described 'citizen-scientist.' "If I were king, I would try to feature the naturalness of it within an urban area. It's a functional, natural wetlands, surrounded by an urban area. That's rare."

The lake, Schultz says, fulfills dozens of ecological functions for its surrounding community: It purifies stormwater runoff, provides habitat for dozens of species and helps absorb flood water.

Starting in 2019, Totem Lake Park will serve a fourth function: provide a recreational centerpiece for the denser, more walkable and inviting urban village the community had imagined in 2002 when it articulated its neighborhood plan.

That process begins early in 2019, when Kirkland's contractor starts transforming the hidden gem into a local destination that features a

sprayground and play area, a new boardwalk, and a restroom. And that's just Phase I. During the next two phases, the City of Kirkland will expand the trail network, enhance views and connect to the Totem Lake Connector pedestrian and bicycle bridge.

It's an ambitious series of projects aimed at creating a regional draw for shoppers and a walkable and bikeable destination for those who live or work in the neighborhood.

Urban Centers

Travel by bike, bus and foot are fundamental to the success of Totem Lake Park and the

URBAN *vision for the* CENTER

The idea of Totem Lake as an Urban Center emerged as City policy in 2002, when the Totem Lake community collaborated on a vision statement for its neighborhood.

"The new plan envisions the area as the City's 'economic engine,' wrote then-Mayor Larry Springer in an April 2002 letter to King County Executive Ron Sims that requested urban center designation. "[It will be] a focus for jobs and activity, providing the community and the region with services, vehicle sale, major destination retail and health care."

To realize that vision, Kirkland's leaders created an ambitious plan to transform Totem Lake into a dense, walkable village that offers its community open space, a nightlife and a variety of places to work and live. To be one of King County's 18 urban centers, Totem Lake has to plan to meet several criteria, chief among them, it has to be 1.5 square miles or less, accommodate 50 employees and 15 households per acre.



The Village at Totem Lake's developer, CenterCal produced 11 private development projects in permitting, design re

neighborhood that surrounds it. That's because, in 2003, Totem Lake earned the official designation of an urban center, one of 18 urban centers throughout King County.

The purpose of these urban centers is to accelerate the transformation of auto-oriented business districts into dense, pedestrian-oriented villages that can attract targeted shares of the 450,000 new residents forecasters expect in Puget Sound within the next two decades. Of these 450,000 new residents—an 11 percent increase—Kirkland's obligation is to make room for 8,361 new homes and 22,435 new jobs. Totem Lake's share of this is 5,796 new jobs and 2,514 new residential units—25 percent of the new jobs and 30 percent of the new residential units.

That's a significant obligation. But it does come with some benefits.

As an urban center, Totem Lake receives priority when competing for

federal and state funding. Since 2005, in fact, Totem Lake has won more than \$14 million in federal and state grants—all intended to improve transportation within the urban center.

Kirkland has invested these funds, and more than \$50 million of its own funds, into the Totem Lake neighborhood since 2009. And it has plans to invest more. Those investments run the gamut—from mitigating chronic floods on Totem Lake Boulevard, to improving traffic flow, walkability and bikeability on 124th Avenue Northeast. On Northeast 116th Street, the City is creating a series of crosswalks and enhancing them with flashing lights. Kirkland contributed \$15 million worth of transportation improvements to help spur development of The Village at Totem Lake. It has revised its zoning to allow more residential density and unlimited building heights in some areas. In 2007, it teamed-up with Sound Transit and the Department of Transportation to build the \$80 million Totem Lake Freeway Station and the Northeast 128th Street bridge over Interstate 405, which connects the east side



duced this image to illustrate the village-feel of its project. The Village is one of review or in construction.

of Totem Lake to the west side. In 2012, it worked with the Department of Transportation on a \$17 million project to make the freeway interchange at Northeast 116th Street safer and more efficient for driving, walking and bicycling.

In 2018 and 2019, the City is collaborating with WSDOT on the design of a new \$123 million freeway interchange at Northeast 132nd Street, while it works with Sound Transit to create bus service on Interstate 405 every 10 to 15 minutes.

And in 2019, Kirkland's contractor begins transforming Totem Lake from a hidden gem into a regional attraction.

the **ECONOMIC** engine

When it comes to jobs and

sales tax

revenue, no

other business

district in

Kirkland compares

to Totem Lake.

More than a third

of the City's 40,000 jobs

are located in Totem Lake.

And more than a quarter of

the City's sales tax revenue

comes from Totem Lake—60

percent of which derives from auto

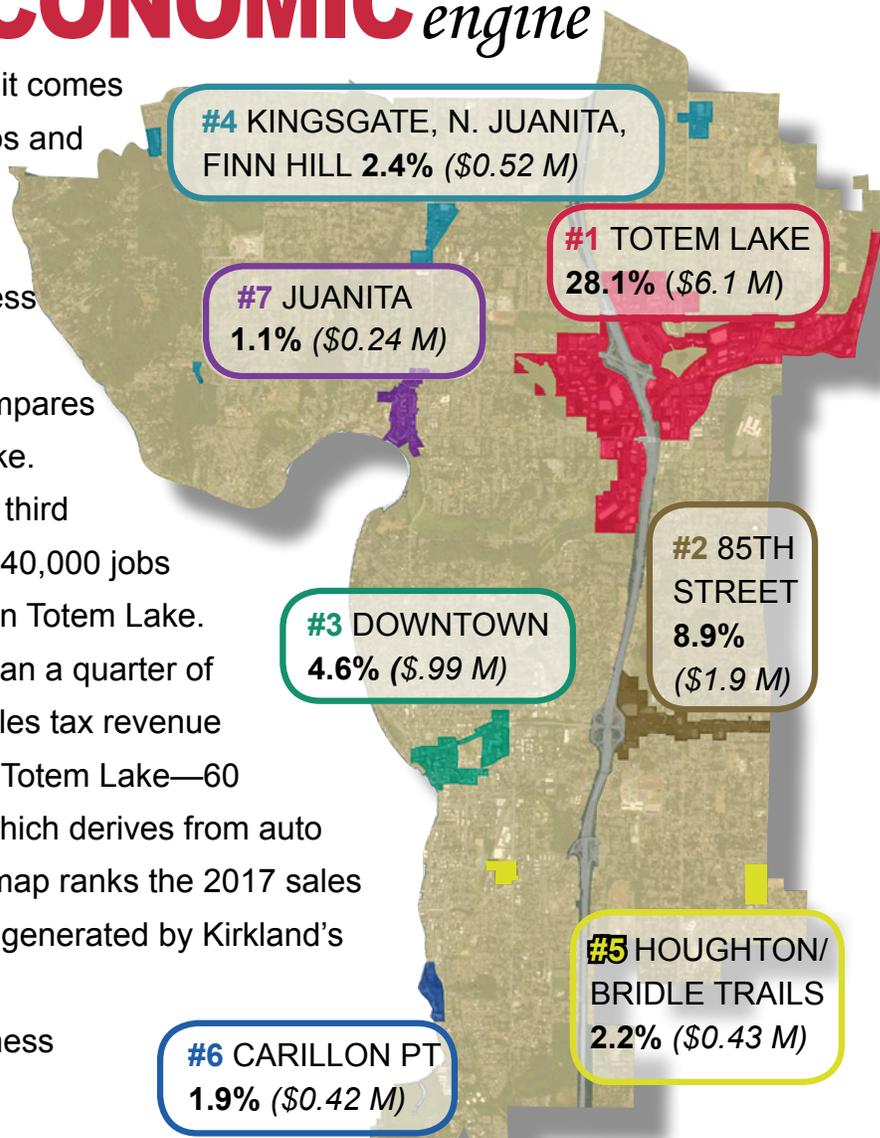
sales. This map ranks the 2017 sales

tax revenue generated by Kirkland's

seven most

prolific business

districts.



The above map shows sales tax revenue from Kirkland's seven primary business districts.

These public projects—and the others described in this document—are literally laying the groundwork for a walkable, vibrant and green urban village. And it's ecological centerpiece is the lake.

How Totem Lake developed

Other than its name, the lake hasn't changed all that much since 1945, when 23-year-old Jerry Rutherford and her husband moved into a hilltop farmhouse overlooking a bog, then named Lake Wittenmyer.

A few people would go fishing on it," says Rutherford, who for nearly two decades was a

reporter for the *Kirkland Eastside Journal*. "It was pretty boggy to get out there. You didn't think of it as a lake. You thought of it as a muddy hole, with fish and mountain beavers."

The area's pastoral character began to change on November 7, 1967—election night. On that evening, residents in Kirkland, Bothell and Redmond joined with unincorporated residents in Kenmore, Woodinville and Juanita to form a hospital district. They called it "King County Hospital District No. 2." The district was 108 square-miles. The lake was its geographic center.

Purchasing land for the hospital would be the five district commissioners' first order of business. They found it near the lake; 35 acres—all within a short

walk of Puget Sound’s new four-lane interstate, I-405.

The Totem Lake Malls followed in 1973. And in the ensuing years, so did hotels, restaurants, apartments and other retail spaces—most of them positioned to attract freeway traffic. Warehouses and light-industrial factories emerged along the Eastside Rail Corridor. For more than a decade, the Malls were the center of it all.

“Totem Lake Center is a new concept,” said its owner, Puget Sound Land Company’s president John Stuart in a 1973 interview with the *Eastside Journal*. “We hope, eventually, one can bike or walk to all these facilities. They’ll all be in one place.”

A ‘sense of place’

But then began the Malls’ decline—hastened by roof collapses, flooding, tenant-defections and a lawsuit between the Malls’ two owners.

Rock-bottom for the Malls occurred during the Great Recession, when three out of every four retail spaces were empty and local media and blogs featured their demise.

But that’s when Kirkland’s leaders identified the opportunities in Totem Lake and sought to capitalize on them.



To test Totem Lake for phosphates, Bob Schultz compares a sample of lake water to a reference card. Schultz, a self-proclaimed citizen-scientist, thinks the City should turn Totem Lake Park into an ecological destination.

“The thing the Malls offered was a sense of place,” said Amy Walen in 2011 when she was a City Councilmember. “That’s what this is all about. Place-making. And that’s what we want to put back. So we’ve been looking at what we have in Totem Lake that [local government] could affect. And what we have is a lake nobody sees and a rail corridor that’s been abandoned. And we’re thinking it starts there.”

“That’s what this is all about. Placemaking. And that’s what we want to put back.”

AMY WALEN
Mayor
City of Kirkland

The City of Kirkland tested this idea in 2011, when it hired a panel of land-use experts from the Urban Land Institute to scrutinize the Totem Lake Urban Center and the City’s plans for it. The panel affirmed Kirkland’s

strategy by encouraging two public investments: purchase the rail corridor and enhance and expand Totem Lake Park to the northwest.

Seven years later, the rail corridor is now the Cross Kirkland Corridor, connecting thousands of residents to schools, parks and businesses. The emptiness of the Malls is giving way to a new walkable and vibrant urban village featuring anchors, such as the Nordstrom Rack, Trader Joe’s and Ross. And the centerpiece of it all will start to emerge next spring.



THE Totem Lake CONNECTOR

The pedestrian and bicycle bridge will make walking and bicycling more comfortable and efficient within a business district that is, by design, growing more dense.



The bridge will connect the ends of the Cross Kirkland Corridor currently severed by Northeast 124th Street and Totem Lake Boulevard. “This crossing,” says the Cross Kirkland Corridor Master Plan, “a structurally dramatic bridge, can become an icon for the city and Totem Lake as one of the more dramatic experiences on the corridor.”

When complete in 2021, the Village at Totem Lake will add more than 900 homes and 400,000 square feet of retail space—enough for 2,000 employees—to Kirkland’s urban center. This development will, in turn, generate an additional 24,000 trips every day—most of them by automobile, which will apply even more pressure to Totem Lake’s traffic grid.

And that only accounts for trips generated by The Village at Totem Lake. Nearly 3,000 new residential units and 1.2 million square feet of office and retail space destined for Totem Lake are already under review

TO LEARN MORE

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

■ Or visit www.kirklandwa.gov/totemlakeconnector



This rendering, produced by the Connector's design team, imagines how the bridge would look from Totem Lake Park. It is inspired by the Cross Kirkland Corridor Master Plan. "... a new bridge creates a gateway that allows a connection ... to the lake," says the Totem Lake Master Plan. "Seating and viewing areas are provided along a separated meandering pathway that is part of the loop trail around the lake. A new spiral overpass connects the site to West Totem Lake and separates pedestrians and bicycles from a complicated intersection ..."

or in the construction process. (This includes the residential units and commercial space that The Village of Totem Lake is creating).

To prepare for this growth, the City of Kirkland is continuing to work with the region to provide a series of transportation solutions that will give people more options to navigate the ever denser Regional Urban Center.

Those solutions include a series of ambitious projects: enhancing Totem Lake Park (*page 15*), upgrading traffic control technology, rebuilding intersections and transforming Totem Lake

Boulevard into a pedestrian-oriented gateway.

One of the most ambitious of these capital projects is the design and construction of the Totem Lake Connector, a pedestrian and bicycle bridge that will connect the two ends of the Cross Kirkland Corridor currently severed by Totem Lake

Boulevard and Northeast 124th Street. Kirkland's capital project engineers began design on this bridge in January 2017, completed it in fall 2018. In January 2019, Kirkland's leaders decided to leverage the City's AAA-credit rating to pay for the bridge's

construction.

The bridge, will create a continuous connection for the Cross Kirkland Corridor, enabling people to walk or ride a bicycle from one end to the other—from the South Kirkland Park and Ride to

“ The whole theory behind the bridge is to connect and unify the new community through an iconic gateway. ”

AMY WALEN
Mayor,
City of Kirkland

The Village at Totem Lake—without any significant interruptions.

“Totem Lake is blossoming, said Kirkland Mayor Amy Walen. “But if we end up being divided by a river of traffic, we’ll really have two Totem Lakes. The whole theory behind the bridge is to connect

and unify the new community through an iconic gateway.”

Extending the Cross Kirkland Corridor is a benefit King County will amplify dramatically in the next few years when it extends the Cross Kirkland Corridor’s walking and bicycling path onto the undeveloped Eastside Rail Corridor, which meanders from Renton all the way into Woodinville’s wine country.

Perhaps even more important than that, the bridge will connect Kirkland’s urban center.

“The community we are building now is going to be extraordinary,” Walen said. “Livable. Walkable. Broad boulevards. The bridge is going to encourage people to walk to shops and walk to businesses. This bridge is going to be central to that new way we are going to live, work and play in Totem Lake.”

This accelerating transformation certainly creates opportunity for Totem Lake, Kirkland and the surrounding region. But it also creates questions for the bridge’s design team; specifically: where should the bridge’s access points go?

Where they go, of course, depends on where the people go. But even that dynamic will change—possibly within the next decade.

Near the bridge’s proposed southern access point is a one-story mall called Totem Square. In that quadrant alone, the City Council created zoning for a mixed-use village free of height-restrictions for new buildings and a new street grid that will break up the existing super-blocks. On the north side of Northeast 124th Street, Kirkland is transforming a 17-acre wetland complex into a destination park (*see page 5 and page 15*). And throughout the Totem Lake Urban Center, the Kirkland City Council is planning for increasing housing, office and retail density—enough for 4,000 new homes and 6,000 new jobs—by 2035.

“We are building a bridge not just for today but for the future residents who don’t yet live here,” Walen says. “This is the place where denser housing is going to be developed and where more transit connections will be provided to help people live in the region, and move throughout, the region.”



Kirkland’s Totem Lake Connector design team produced these conceptual images of the Totem Lake Connector. The concept, inspired by a skipping stone, will feature a viewing platform that overlooks Totem Lake Park. The master plans for the Cross Kirkland Corridor and Totem Lake Park articulates the community’s vision for a connective pedestrian and bicycle bridge.

Progress Reports



When complete in 2021, The Village at Totem Lake will include four main buildings and six satellite buildings, as well as pedestrian plazas. The Village is fundamental to Kirkland’s vision for Totem Lake (Page 6).

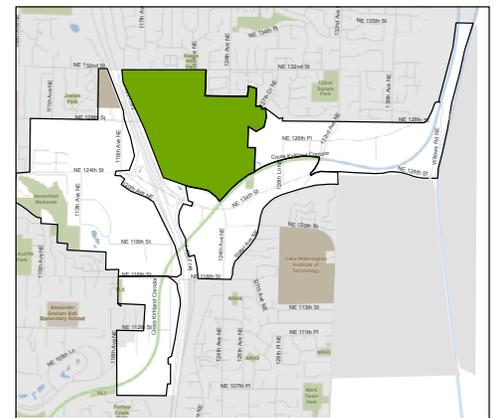
BUSINESS DISTRICT CORE

THE PLACE(S): The Village at Totem Lake; Totem Lake Park

THE PLAN: Plazas, open spaces and other pedestrian-oriented amenities with multi-story buildings featuring grocery and retail outlets in their first floors and apartments,

condominiums and offices in their upper floors.

THE PROJECTS: The Village at Totem Lake; Totem Lake Park; Lennar Development; Totem Lake Gateway; Intelligent Transportation Systems; Jefferson House



VILLAGE AT TOTEM LAKE (11811 NE 128th St.)

CenterCal says it is on track to complete in 2019 the 251,000 square-foot of retail space that is already anchored by Nordstrom Rack, Whole Foods Market and Trader Joes. Ross Dress for Less, MOD Pizza, Chipotle, AT&T, T Mobile, Verizon, Wells Fargo, Key Bank, AutoZone are also serving customers.

Anthony Vince’ Nail Spa and 203° Coffee Bar are now under construction and CenterCal is negotiating terms with other prospective tenants, said CenterCal Properties General Manager Paul Brett.

The 202-unit Aura Totem Lake apartments are also under construction in a new seven-story building that features three floors of parking. Aura

Totem Lake is scheduled to open in 2019.

By 2021, CenterCal will have completed the six-story, 87,000 square-foot east wing of The Village at Totem Lake. That wing will feature 650 apartments, a landscaped commons area with outdoor gathering places and a Cinemark Theatre flanked by new restaurants and shops along the eastside of 120th Avenue Northeast. It also include a three-floor parking garage.

CenterCal’s proposal for the upper mall redevelopment passed design review in summer 2017. **Contact:** Planner Scott Guter, (425) 587-3247, sguter@kirklandwa.gov

TOTEM LAKE PARK

The Kirkland City Council voted Sept. 4, 2018 to move forward with Totem Lake Park’s new design, which features a restroom, picnic and play areas, as well as a 10-foot-wide boardwalk that will connect to the Cross Kirkland Corridor.

Persuaded by high construction costs, however, the Kirkland City Council directed Kirkland’s staff to relocate the once-planned splash pad to a more suitable park that poses fewer



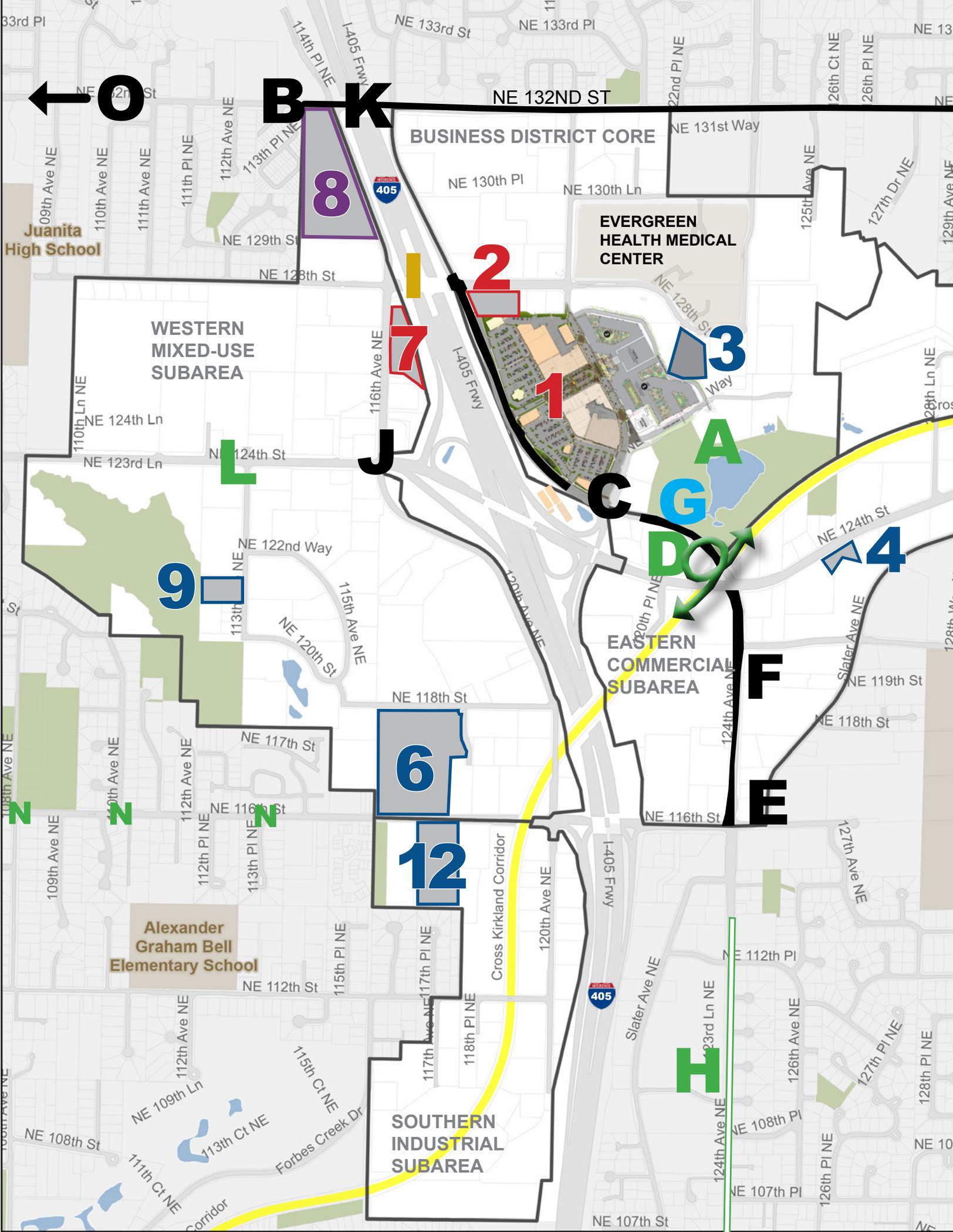
construction challenges. Project Coordinator Brian Baker anticipates construction on the park to begin spring 2019. **Visit** www.kirklandwa.gov/totemlake or **Contact:** Project Coordinator Brian Baker, (425) 587-3874, bbaker@kirklandwa.gov

LENNAR DEVELOPMENT (11811 NE 128th St)

The Lennar Corporation began construction in December 2017 on a mixed-use building that will feature 6,000 square-feet of ground-level retail space, 305 market rate units and 34 affordable housing units. Lennar’s project managers expect to finish the development in spring 2020.

When complete,





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B K

NE 132ND ST

BUSINESS DISTRICT CORE

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EVERGREEN HEALTH MEDICAL CENTER

WESTERN MIXED-USE SUBAREA

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C

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EASTERN COMMERCIAL SUBAREA

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Alexander Graham Bell Elementary School

SOUTHERN INDUSTRIAL SUBAREA

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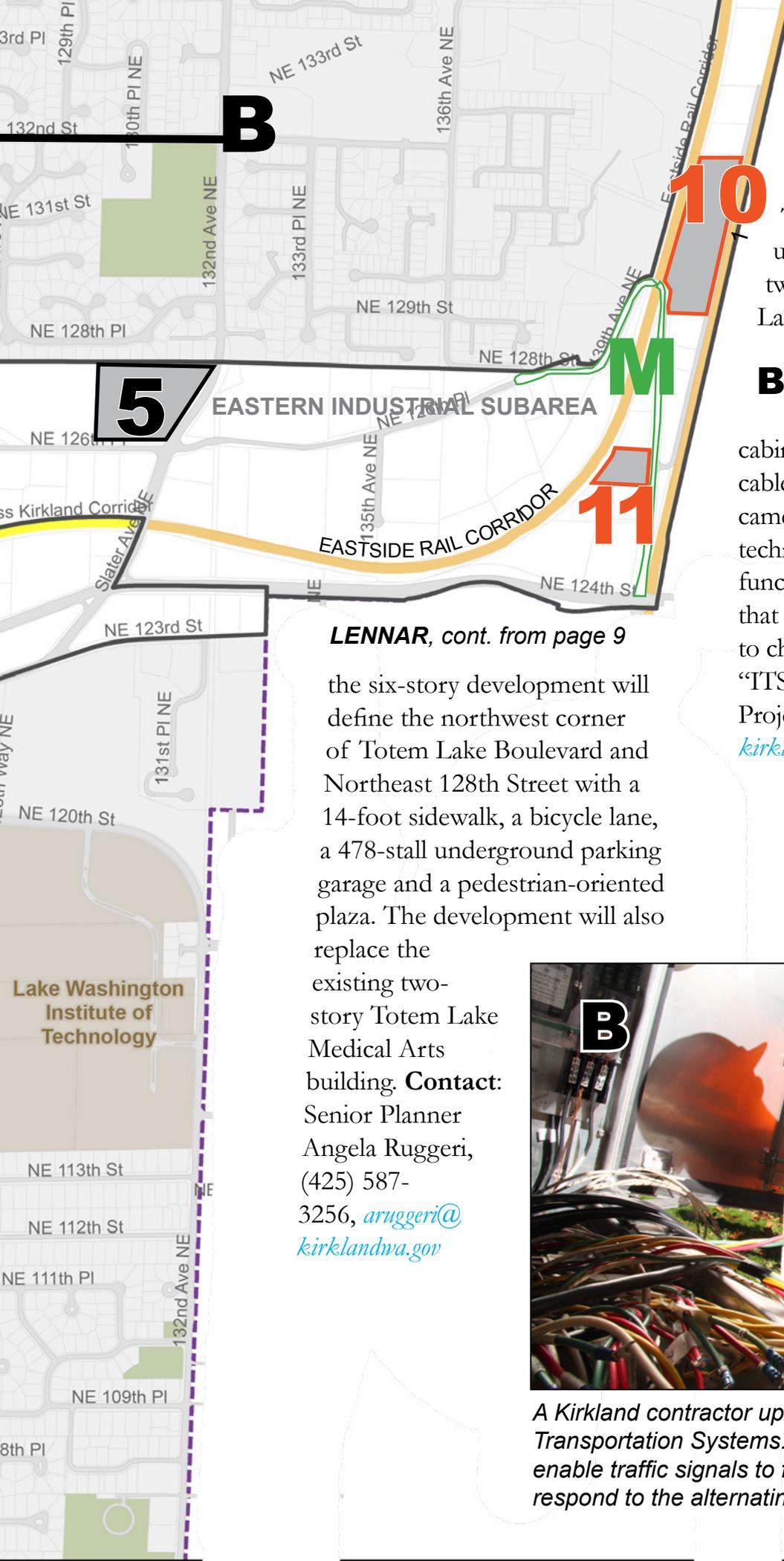
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NE 10



INTELLIGENT TRANSPORTATION SYSTEMS (Northeast 132nd Street)

Kirkland’s Intelligent Transportation Systems contractor used fiber optics in 2017 to connect two dozen traffic signals in Totem Lake and Juanita to the City Hall-based Traffic Management

B Center. During spring 2017, the contractor installed new signal cabinets, crosswalk buttons, fiber optic cable and closed-circuit television cameras at these intersections. This technology enables the traffic signals to function as an inter-connected system that can improve traffic flow by adjusting to changing traffic dynamics. Search “TTS” on www.kirklandwa.gov or contact Project Engineer Laura Drake at ldrake@kirklandwa.gov, (425) 587-3833.

LENNAR, cont. from page 9

the six-story development will define the northwest corner of Totem Lake Boulevard and Northeast 128th Street with a 14-foot sidewalk, a bicycle lane, a 478-stall underground parking garage and a pedestrian-oriented plaza. The development will also replace the existing two-story Totem Lake Medical Arts building. **Contact:** Senior Planner Angela Ruggeri, (425) 587-3256, aruggeri@kirklandwa.gov



A Kirkland contractor upgrades a traffic signal to Intelligent Transportation Systems. Intelligent Transportation Systems enable traffic signals to function as networked systems that respond to the alternating dynamics of traffic flow.

Lake Washington Institute of Technology



TOTEM LAKE GATEWAY (Totem Lake Boulevard, 120th Avenue Northeast, Totem Lake Way)

Design is nearing completion on a series of improvements to sections of Totem Lake Boulevard and 120th Avenue Northeast that will restore sections of roadway, which are settling into the wetlands. The improvements will establish wide sidewalks and lighting that complement the pedestrian plazas and walkways created by the Village at Totem Lake. Kirkland's engineers expect to finish design by spring 2019. The work may begin in late 2019, depending on environmental review and permitting. Kirkland's project engineers expect construction to last nine to 11 months. The most intensive area of

work is on Totem Lake Boulevard, just south of Totem Lake Park. There, crews will remove portions of the existing roadway, replace 900 feet of narrow sidewalk with 10-foot-wide sidewalk, replace the retaining wall and then rebuild the road. The project's last major task is to repave Totem Lake Boulevard, from Northeast 124th Street to Northeast 128th Street, as well as sections of 120th Avenue Northeast. Kirkland earned a \$4.83 million grant in 2017 from Washington's Transportation Improvement Board that is helping to fund the project. **Contact:** Senior Project Engineer George Minassian, (425) 587-3829, gminassian@kirklandwa.gov

JEFFERSON HOUSE MEMORY CARE FACILITY (12215 NE 128th St.)

The developer of a three-story, 73,000-square-foot memory care facility near Evergreen Medical Center expects to open the new facility's doors in July 2019 to patients suffering from dementia and other forms of permanent memory-loss. The 60-unit Jefferson House will be next door from the Madison House assisted-living facility and will serve as a gentle transition from that facility. The project includes construction of a switchback trail connecting The Village at Totem Lake to the Jefferson House up on the hill. **Contact:** Senior Planner David Barnes, (425) 587-3250, dbarnes@kirklandwa.gov

3





The Totem Lake Connector will feature an overlook that perches over Totem Lake Park. Its width will taper as it extends toward the lake, creating a lengthening-effect. See page 10 for more.

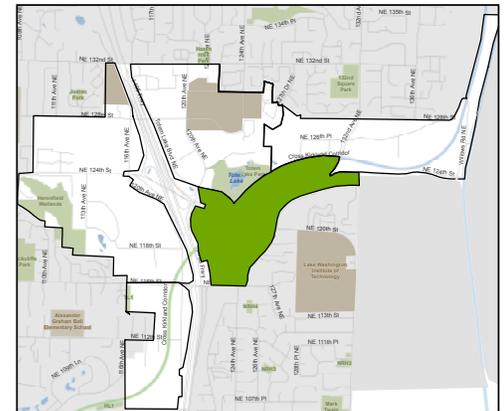
EASTERN COMMERCIAL SUBAREA

THE PLACE: Totem Square; the Cross Kirkland Corridor; Northeast 124th Street; Ford; Toyota; Volkswagen; Rairdon auto dealerships

THE PLAN: Pedestrian-oriented village with wide sidewalks; a grid of local access roads for walking bicycling and driving; stores in

buildings' first floors; apartments, condos and offices in the upper floors

THE PROJECTS: Totem Lake Connector; Athene Housing; 124th Avenue Northeast intersection and roadway improvements; Rairdon auxiliary lot expansion; Comfort Inn Pond Modifications

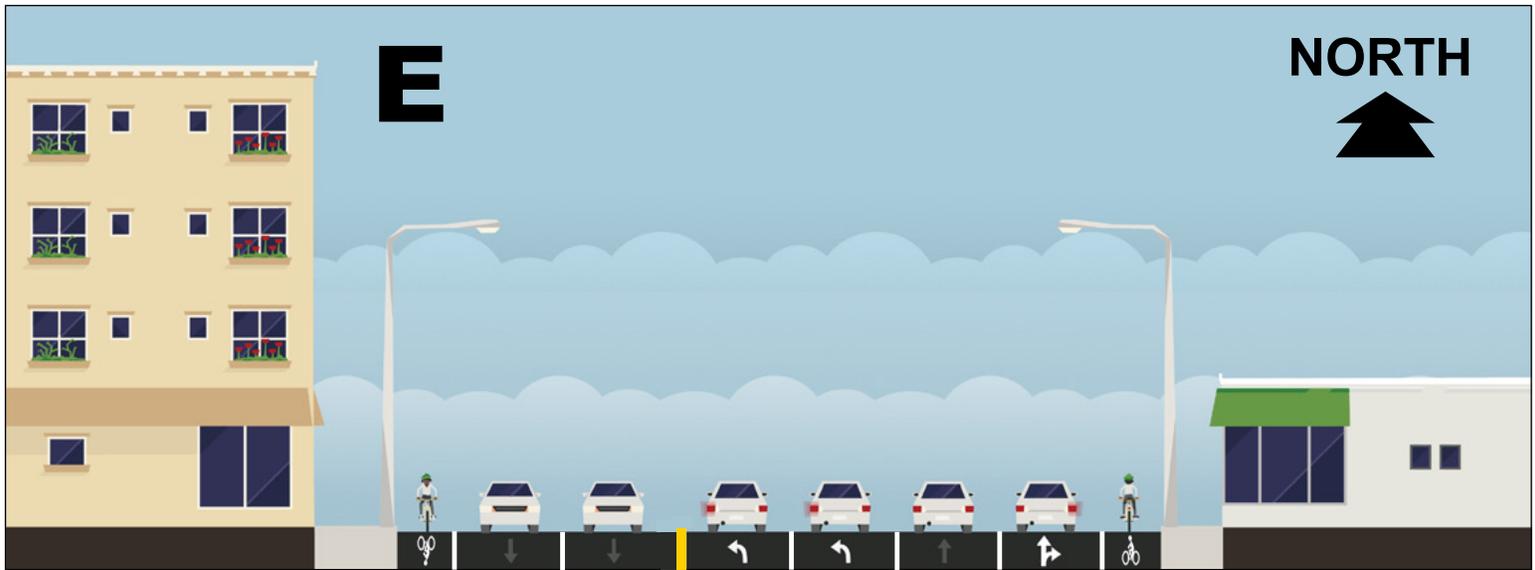


TOTEM LAKE CONNECTOR (Cross Kirkland Corridor & Northeast 124th Street)

With its passage of the 2019-2024 Capital Improvement Program, the City Council **D** approved funding for the construction of the Totem Lake Connector pedestrian and bicycle bridge. Construction could begin as early as 2019, assuming the City's engineers acquire all the necessary permits. When complete, the Totem Lake Connector will connect the two ends of the Cross Kirkland Corridor currently severed

by Totem Lake Boulevard and Northeast 124th Street. It will touch down in Totem Lake Park and will feature an overlook that will protrude over the park from the bridge's loop. Those who walk to the overlook's end, say its designers, will feel like they are walking into space. The 20-long-foot overlook will taper in width as it extends toward a transparent end panel.

Visit www.kirklandwa.gov/totemlakeconnector or contact Senior Project Engineer Aaron McDonald, at amcdonald@kirklandwa.gov, (425) 587-3837.



The dual left-turn lanes project at 124th Avenue Northeast's intersection with Northeast 116th Street will add a northbound to westbound turn-lane onto Northeast 116th Street, as well as a northbound bicycle lane.

ATHENE (12531 NE 124th St.)

Imagine Housing opened its 91 affordable senior housing units in December 2017 on Northeast 124th Street. The six-story Athene Senior Living complex is one lot to the west of Francis Village, the 60-unit affordable housing development that Imagine Housing opened in March 2012. Athene features 27 studios, 59 one-bedroom units and five two-bedroom units. It will include public gathering spaces, a computer center and a deck on the sixth floor.

It also includes 41 parking stalls—30 of those are

underground parking. The other 11 are in a parking lot on the east side of the building. **Contact:** Planner Tony Leavitt, (425) 587-3253, tlevitt@kirklandwa.gov

DUAL LEFT-TURN LANES ON 124TH AVENUE NORTHEAST (At Northeast 116th Street)

An effort to improve safety and traffic flow at one of Kirkland's most challenging intersections begins early spring 2019. By that summer, Kirkland will have added a northbound-to-westbound left turn-lane to 124th Avenue Northeast at



its intersection with Northeast 116th Street. To accommodate the new left-turn lane, Kirkland's transportation engineers will adjust the signals' timing. The City will also create a northbound bicycle lane along 124th Avenue Northeast. The intersection suffers from the highest collision rate in the city, according to City of Kirkland data. Left-turns cause more than half of those collisions. The additional left turn-lane will help remedy this dynamic and add more capacity for an intersection that will need to accommodate increasing traffic.

Search "Dual left-turn lanes" on www.kirklandwa.gov or contact Project Engineer Laura Drake, (425) 587-3833, ldrake@kirklandwa.gov.

124TH AVENUE NORTHEAST ROADWAY IMPROVEMENTS *Design only*

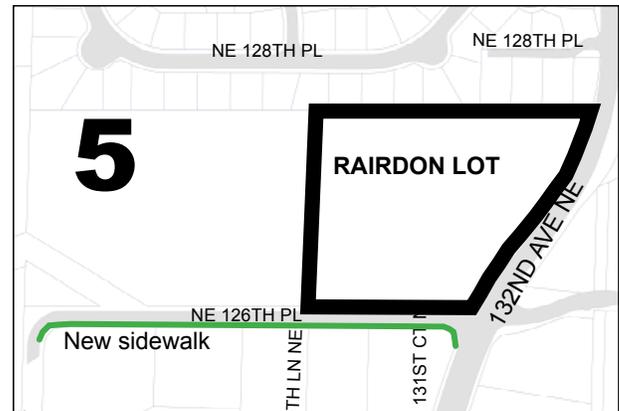
(Between Northeast 124th and 116th streets)

An open house in January 2019 will offer the public an early look at how a five-lane 124th Avenue Northeast, between Northeast 116th and 124th streets, will better accommodate driving, walking and bicycling. Kirkland's staff and consulting engineers have, since January 2018, been re-designing the three-lane roadway into a five-lane roadway that features sidewalk-level bicycle lanes and wide sidewalks. The new 124th Avenue Northeast will also feature more accessible bus stops, improved street lighting and more aesthetic landscaping. Kirkland's staff expects to complete the design by the end of 2019 and to begin construction by 2020. **Contact:** Senior Project Engineer Aparna Khanal, (425) 587-3827, akhanal@kirklandwa.gov

RAIRDON FIAT (13110 126th Ave NE)

The Rairdon auto group will be building a sidewalk along Northeast 126th Place, from **5** 132nd Avenue Northeast to 128th Lane Northeast, as part of its effort to expand capacity at its 126th Avenue Northeast auxiliary

lot. The added capacity will better accommodate automobiles from its Fiat, Maserati and Jeep dealerships. The site will provide 308 stalls in a two-tiered lot that will be divided by a 10-foot retaining wall. **Contact:** Senior Planner David Barnes, senior planner, (425) 587-3250, dbarnes@kirklandwa.gov



COMFORT INN POND MODIFICATIONS

Kirkland's team of staff and consulting engineers expect to begin construction in July 2019 on **G** a stormwater system that will alleviate the risk of seasonal flooding along Totem Lake Boulevard by directing the area's rain run-off into Totem Lake through a 24-inch pipe. **Contact:** Project Engineer Patrick Herbig, (425) 587-3841, pberbig@kirklandwa.gov

124TH AVENUE NORTHEAST SIDEWALK (Between Northeast 90th and 113th streets)

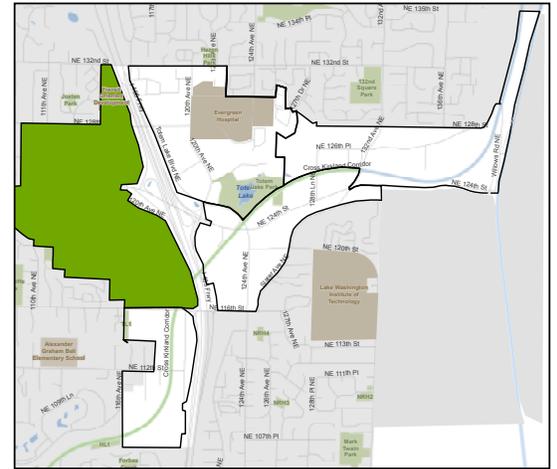
A project to link South Rose Hill to Totem Lake with a continuous sidewalk along the west side of 124th Avenue Northeast begins winter 2019. **H** The City plans to build by March 2019 the 3,000 linear feet of missing sidewalk, curb and gutter in the 1.35-mile long section of 124th Avenue Northeast between Northeast 90th and 113th streets. Search "124th Avenue sidewalk" on www.kirklandwa.gov or contact Senior Project Engineer Aparna Khanal, akhanal@kirklandwa.gov, (425) 587-3827.

WESTERN MIXED-USE SUBAREA

THE PLACES: Kingsgate Park and Ride; Kirkland Justice Center; Totem Lake West shopping center

THE PLAN: Transit-oriented development; extension of 118th Avenue Northeast to Northeast 116th Street; a pedestrian-oriented village surrounded by mixed-use buildings and centered with a plaza

THE PROJECTS: Lifebridge, Totem Lake Retail; Transit-oriented development at the Kingsgate Park and Ride; intersection improvements at Northeast 124th Street and 116th Avenue Northeast; Residence XII; freeway interchange at Northeast 132nd Street



LIFEBRIDGE (11725 NE 118th St.)

The extension of 118th Avenue Northeast, which connects Northeast 118th and 116th streets, will open to the public in 2020. Until then, the **6** crews that built it will be using it to stage their equipment for the five-building, 562-home senior housing complex they are constructing. The Lifebridge development's senior project manager said he expects to open to tenants in July 2020.

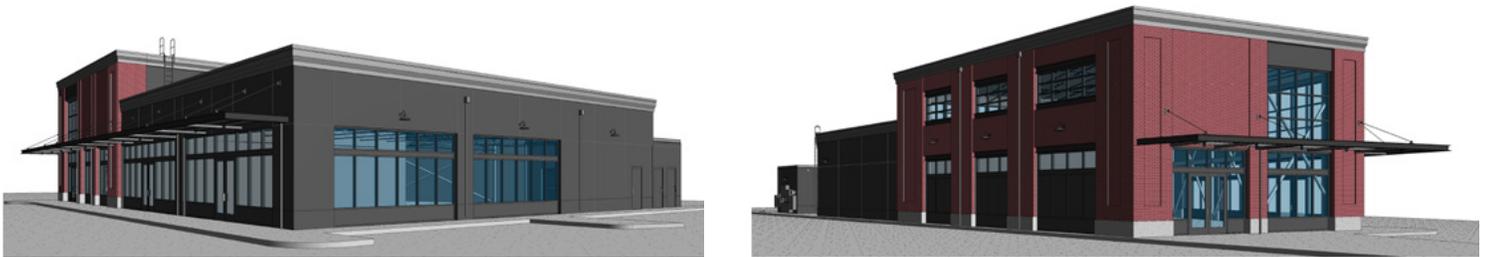
The Lifebridge development features a five-

story, 153-unit senior housing building, two six-story, apartment buildings, a three-story parking garage and a recreational center. The developers are incorporating the Christ Church of Kirkland basement into a three-story parking garage. The 82-townhome Varese project on the south side of Northeast 116th Street will install a traffic signal at the intersection of Northeast 116th Street and 118th Avenue Northeast. **Contact:** Associate Planner Susan Lauinger, (425) 587-3252, slauinger@kirklandwa.gov



The five-building Lifebridge development will offer 153 assisted living homes for seniors and 409 apartments.

7

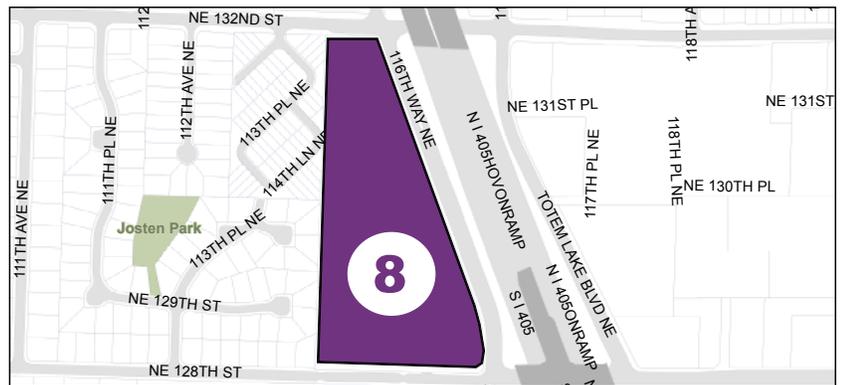


The Totem Lake Retail building will feature a 37-foot-tall section that will likely host a fast food restaurant.

TOTEM LAKE RETAIL (12700 116th Ave. NE)

The owners of the 2.5-acre parcel surrounded by Interstate 405, 116th Avenue Northeast and Northeast 128th Street

7 have suspended plans for a one-story, 6,450 square-foot commercial building while a potential tenant explores an alternate development for the site. If Vector International backs out of the deal, Danny Kornfield, vice president of Aliza, Incorporated, said his group will pursue the original development, which includes 37 parking stalls, a drive thru and a 28-foot-tall section that will likely house a fast food restaurant. **Contact:** Planner Tony Leavitt, (425) 587-3253, tleavitt@kirklandwa.gov



KINGSGATE TRANSIT-ORIENTED DEVELOPMENT (Northeast 132nd Street and 116th Avenue Northeast)

Kirkland’s planners are preparing to rezone to Transit-Oriented Development the eight-acre Kingsgate **8** Park and Ride at Northeast 132nd Street and 116th Avenue Northeast. That new zoning, consistent with Kirkland’s Comprehensive Plan, will make

way for a mixed-use community, from which residents and workers could live, work and shop within the Totem Lake Urban Center. The Kingsgate development would be similar to the transit-oriented development at the South Kirkland Park and Ride, which features a parking garage and a pair of mixed-use buildings that house retail shops on their first floors and apartments on their upper floors. The collaborative process of creating it would be similar to the creation of the South Kirkland Park and Ride, as well. Metro Transit, Sound Transit and the Washington State Department of Transportation are partnering with the City of Kirkland on this project.

Ideally, the Kingsgate transit-oriented development would open its doors to businesses and residents in 2024 when Sound Transit completes the parking garage it has planned for the site. **Contact:** Senior Planner Dorian Collins, (425) 587-3249, dcollins@kirklandwa.gov

BUS RAPID TRANSIT ON I-405 (I-405 & Northeast 128th Street)

Sound Transit will be creating two Bus Rapid Transit stops along the section of Interstate 405 that resides within Kirkland. One of those—the one at Northeast 128th Street—is in the Totem Lake Urban Center.

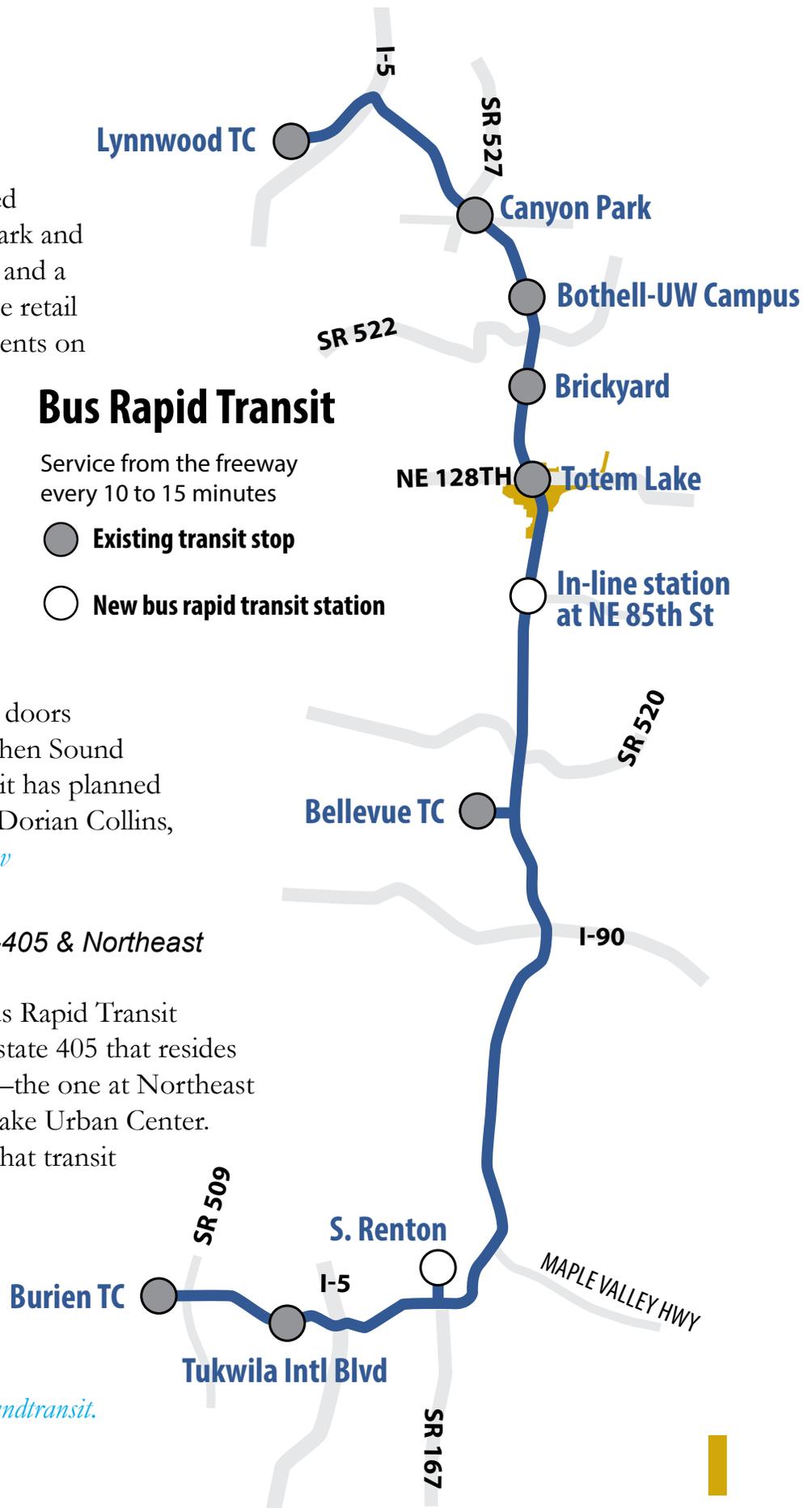
Sound Transit expects to build that transit stop by 2024. When it is established, commuters will be able to access buses every 10 to 15 minutes at stations that Sound Transit will establish on the freeway.

Contact: Blake Jones, Sound Transit Community Outreach, blake.jones@soundtransit.org; (206) 398-5470.

Bus Rapid Transit

Service from the freeway every 10 to 15 minutes

- Existing transit stop
- New bus rapid transit station



INTERSECTION IMPROVEMENTS (116th Avenue Northeast and Northeast 124th Street)

The key to shorter wait times at the southbound leg of 116th Avenue Northeast’s intersection with Northeast 124th Street is a dedicated right-turn lane for drivers

J intending to head west on Northeast 124th Street. Create that 200-foot turn-lane is one fundamental part of an unfunded project aimed at improving the intersection’s traffic flow. The project will also upgrade the traffic signal technology and create a sidewalk with a planter strip on the southeast side of 116th Avenue Northeast. Kirkland’s staff is currently seeking grant-funding for this project. **Contact:** Capital Projects Supervisor Rod Steitzer, (425) 587-3825, rsteitzer@kirklandwa.gov

RESIDENCE XII (12029 113th Ave. NE)

Residence XII board members are searching for grants that will fund the construction of a three-story, 18,000 square-foot facility designed for 16 sober residents. The facility includes classrooms and a counselor’s office. Board member Lisa Roberts says she is hoping to begin construction on the facility “in a couple of years.” **Contact:** (425) 823-8844; www.residencexii.org

I-405 INTERCHANGE (Northeast 132nd Street/I-405)

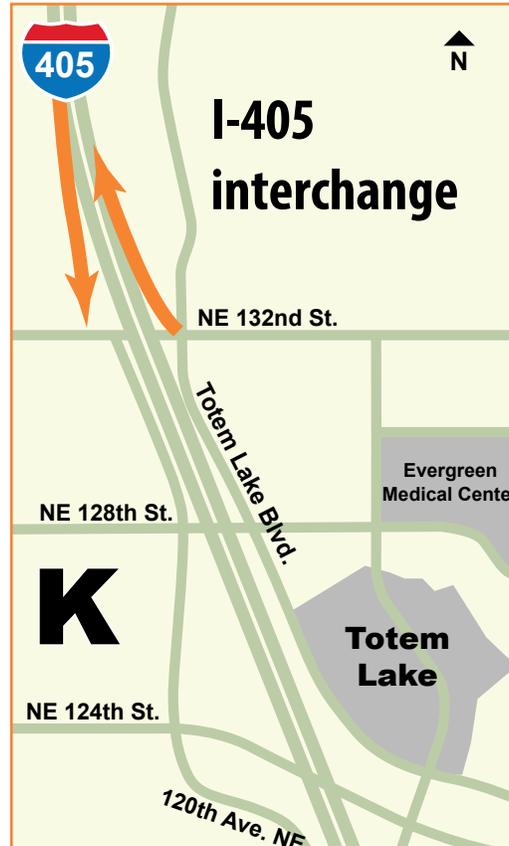
The Washington State Department of Transportation (WSDOT) is presenting to the public its preliminary concepts for a new Northeast 132nd Street freeway interchange. WSDOT’s project engineers are currently designing the new interchange and working closely

with stakeholders in the area, including the City of Kirkland, Sound Transit and Metro King County.

“On the local street, they are looking at how to configure the interchange from a transportation, pedestrian and bicycle standpoint,” said

Anne Broach, WSDOT’s communications coordinator for the on-ramp project. “They are considering roundabouts to help with traffic flow.”

WSDOT is planning to begin construction by mid-2021 on the interchange and to open it in 2023. When complete, WSDOT says the new on-ramps will improve traffic flow at interchanges throughout the Kirkland-area.” **Contact** Communications Coordinator, Anne Broache, (425) 450-2729, broacha@consultant.wsdot.wa.gov or visit www.wsdot.wa.gov/Projects/I405/NE132ndStInterchange/Default.htm



NORTHEAST 124TH STREET CROSSWALK UPGRADE

(113th Avenue Northeast at Northeast 124th Street)

Kirkland is on WSDOT’s candidate list for a \$670,000 grant that would help create a safer, more efficient crosswalk at Northeast 124th Street and 113th Avenue Northeast, which crosses from the Olive Garden’s parking lot to QFC. The grant

would help the City upgrade the traffic signals to prevent northbound automobiles from turning east across the crosswalk while pedestrians are in the crosswalk. The funding will become available when the state legislature approves the capital budget. **Contact:** Project Engineer Laura Drake, (425) 587-3833, ldrake@kirklandwa.gov

EASTERN INDUSTRIAL SUBAREA

THE PLACE: Willows Road; Cross Kirkland Corridor; Eastside Rail Corridor, Astronics

THE PLAN: Retain and expand light industry and office developments.

THE PROJECTS: Willows Road Connector; Astronics; Willows Road Warehouse



WILLOWS ROAD REGIONAL TRAIL CONNECTION

The state capital budget Gov. Jay Inslee signed into law in January allocates \$2.5 million for the design and construction of the Willows Road Regional Trail Connection, a multi-use trail that will fill in a one-third-mile-long gap in a network of regional walking and bicycling facilities. “This is a great milestone for active transportation in our region,” said Kirkland Councilmember Dave Asher, Chair of the Council’s Legislative Work Group. “The connectivity from northeast Kirkland to Redmond and Woodinville brings the overall vision of the Eastside Rail Corridor one step closer to reality.”

The Willows Road Regional Trail Connection will connect the Totem Lake and Redmond urban centers, Woodinville’s Wine Country, the Willows Road high tech corridor, as well as aerospace and manufacturing companies in Totem Lake.

“This is a win for Kirkland and a win for our neighbors,” said Asher. “The hard work of our full legislative delegation made this possible.”

Contact: Intergovernmental Relations Manager Lorrie McKay, (425) 587-3009, lmckay@kirklandwa.gov

ASTRONICS (12960 141St Ave NE)

The expansion of Astronics’ campus won’t likely begin until 2020, says its finance director Diana Suzuki. But, says Suzuki, Astronics is committed to the expansion and to

Kirkland, itself. “Our long-term plan is to be here in Kirkland,” Suzuki said. Astronics is planning to build a three-story, 133,000 square-foot office and manufacturing building, as well as a six-story, 238-stall parking garage. Astronics’ project includes some ambitious improvements to the public’s surrounding environment. Those improvements include constructing curb, gutter and sidewalk from its campus along 139th Avenue Northeast to the existing sidewalk on Northeast 128th Street.

Contact: Senior Planner David Barnes, (425) 587-3250, dbarnes@kirklandwa.gov

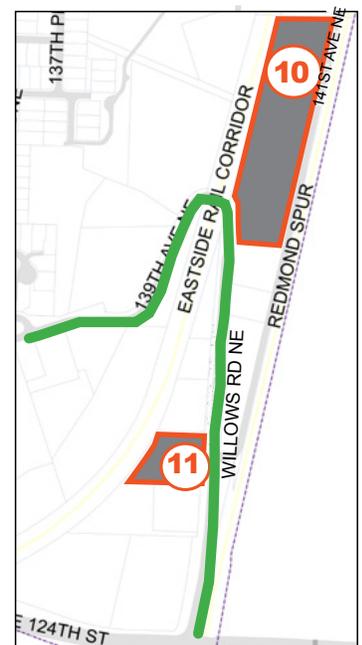
WILLOWS RD WAREHOUSE (12633 Willows Rd.)

Construction begins spring 2019 on a three-story, 45,000 square-foot marijuana growing and

11 processing facility on Willows Road.

WWB Properties is building the facility to accommodate 30,000 square feet of office, as well. The development will create access to the Eastside Rail Corridor via a staircase that ascends the hillside, says WWB Properties project manager, Rob Howie.

Contact Tony Leavitt, planner, (425) 587-3253, tlevitt@kirklandwa.gov

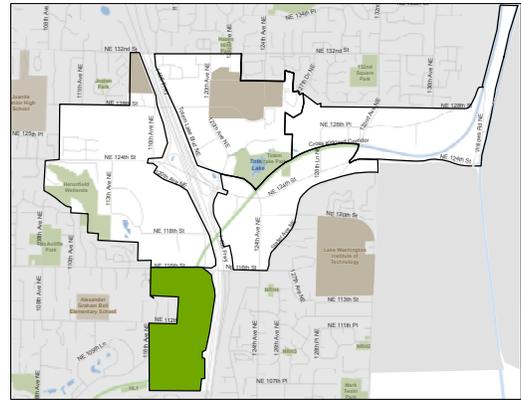


SOUTHERN INDUSTRIAL SUBAREA

THE PLACE: Par Mac warehouses, Cross Kirkland Corridor, 120th Avenue Northeast

THE PLAN: Redevelop to an office and business center with building heights up to 80 feet.

THE PROJECTS: Northeast 116th Crosswalks, Vazeze Residential



NORTHEAST 116TH STREET CROSSWALKS (various intersections along Northeast 116th Street)

Construction begins fall 2019 on improvements to five of Northeast 116th Street’s crosswalks

between 101st Place Northeast and 113th Place Northeast. The project will improve the crosswalks at 101st and 113th places northeast, as well as 104th, 108th and 110th avenues northeast with traffic islands, crosswalk flashing lights, and better lighting. **Contact:** Project Engineer Laura Drake., (425) 587-3833, ldrake@kirklandwa.gov

VAREZE RESIDENTIAL (11801 NE 116th St.)

The warehouse that previously housed Skymania Trampolines will, by the end of 2019, be replaced by 82 townhomes. Eight of those townhomes will qualify as affordable housing. To create access for those townhomes off Northeast 116th Street, the developer, Vazeze

Residential, is partnering with the Wolff Company’s three-building Lifebridge development project to extend 118th Avenue Northeast another 400 feet to the south, where it will junction with Northeast 116th Street.

The Wolff Company is extending 118th Avenue Northeast. Vazeze Residential is installing a traffic signal at Northeast 116th Street.

Vazeze Residential received its grading permit and applied for its first building permit in October 2017. **Contact:** Senior Planner Tony Leavitt (425) 587-3253, tlevitt@kirklandwa.gov



OUTSIDE TOTEM LAKE SUBAREAS

NORTHEAST 132ND STREET TURN-LANE (at Juanita High School)

Construction begins summer 2019 on a project that will improve traffic flow on Northeast 132nd Street and ease morning access to Juanita High School’s campus. To do this, the project will add a northbound and a southbound turn-lane from Northeast 132nd Street onto 108th Avenue Northeast, enhance the eastbound bicycle

lane and will upgrade the traffic signal at Northeast 132nd Street’s intersection with the Juanita High School driveway entrance.

Kirkland’s project engineers are planning to complete the most intensive aspects of construction during the summer break and to complete the project after the beginning of the school year.

Contact: Project Engineer Laura Drake, (425) 587-3833, ldrake@kirklandwa.gov.



Planning is a six-decade tradition in Kirkland. Pictured above are master plans for the Cross Kirkland Corridor, Totem Lake Park, transportation, as well as Kirkland’s first Comprehensive Plan from 1963 and its most recent, from 2014.

According to plan

Growth and development in Totem Lake has been guided by a series of plans created to implement the public’s vision for Totem Lake.

Kirkland’s history of planning for development and population growth dates back to at least 1963, when an architect named Harry Cummings wrote the City’s first Comprehensive Plan.

Public and private development now adheres to an impressive library of plans, including master plans for Totem Lake Park, the Cross Kirkland Corridor and transportation, as well as the Comprehensive Plan, which the City Council updated in 2014.



Pete Stone, second from left, a University of Washington professor, tells Kirkland leaders and residents in a July 2011 Urban Land Institute symposium that re-development of Totem Lake would be catalyzed by a rebounding economy and a series of public infrastructure investments. Specifically, the panel of real estate and development experts, said re-development would be spurred by the development of the Cross Kirkland Corridor and the enhancement of Totem Lake Park.