

## Section V - 2009 King Countywide STP/CMAQ Competition Application

To be used for projects submitted for the following Countywide Programs:

- ❖ Small Jurisdictions Program
- ❖ Larger Jurisdiction Program
- ❖ All Other Agency Program
- ❖ Rural Area Program

This application is available on the King County Web site at

<http://www.kingcounty.gov/transportation/kcdo/PlanningAndPolicy/RegionalTransportationPlanning/2009KCCtywideComp.aspx>

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**\*\*Please read all of the text in this section before completing this application.\*\***

**Important notice:** The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

**Projects receiving funding as a result of this competition:** Funding distributed as a result of the 2009 STP/CMAQ King Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2009. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another Countywide project.

**14-page limit:** You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

**E-mail submissions are preferred:** Attach your completed application to an e-mail and send to [peter.heffernan@kingcounty.gov](mailto:peter.heffernan@kingcounty.gov). Please name the file "(Agency): (Project tile)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR -0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-1812, Attn: Peter Heffernan. All applications must be submitted by **5pm May 15<sup>th</sup>, 2009**.

**Definition of a project:** For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

**PROJECT DESCRIPTION INFORMATION**

<p><b>1</b></p>	<p><b>Project title:</b> NE 120<sup>th</sup> Street Extension</p> <p>For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).</p>
<p><b>2</b></p>	<p><b>Destination 2030 ID#:</b></p> <p>In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i>, the region’s Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i>, refer to Appendix 9 of <i>Destination 2030</i> at <a href="http://www.psrc.org/projects/mtp/d2030plan.htm">http://www.psrc.org/projects/mtp/d2030plan.htm</a>. For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or <a href="mailto:kscrivner@psrc.org">kscrivner@psrc.org</a>.</p>
<p><b>3</b></p>	<p>a. <b>Sponsoring agency:</b> City of Kirkland</p> <p>b. Co-sponsor(s) if applicable:</p> <p><b>Important:</b> For the purposes of this application and competition, “co-sponsor” refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have “Certification Acceptance” status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor? (refer to WSDOT’s Local Agency Guidelines Manual for information on CA status: <a href="http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf">http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf</a>)</p>
<p><b>4</b></p>	<p><b>Project contact person:</b> Ray Steiger</p> <p>Address: Public Works Department 123 5<sup>th</sup> Ave, Kirkland, WA 98033</p> <p>Phone:425-587-3833                      Fax:425-587-3807                      E-Mail: RSteiger@ci.kirkland.wa.us</p>

<p><b>5</b></p>	<p><b>Project description.</b> Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p><b>a. Project scope:</b> Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p>Construction of an 800 foot extension of NE 120<sup>th</sup> Street, an arterial roadway, between Slater Ave and 124<sup>th</sup> Avenue NE a principal arterial to include 5-foot bike lanes, planter strip, sidewalks, street trees and a new traffic signal. Providing an alternative route to the Totem Lake Regional Growth Center, NE 120<sup>th</sup> St will connect directly with 124<sup>th</sup> Avenue NE, and the Lake Washington Technical College. The project will vastly improve traffic circulation, increase exposure and access to businesses, decrease congestion on surrounding roadways, and improve emergency access to surrounding areas. Project includes 2 11-foot travel lanes, a continuous 12-foot left turn lane, and 5-foot bike lanes with curb on both sides. A stormwater collection treatment and transmission system will be required. A traffic signal will be installed at the intersection of NE 120<sup>th</sup> Street and 124<sup>th</sup> Avenue NE providing a mid block pedestrian crossing, on 124<sup>th</sup> Ave NE midway between NE 116<sup>th</sup> street and NE 124<sup>th</sup> street; the existing signal at NE 120<sup>th</sup> and Slater Ave will be reconstructed to accommodate the new leg of the intersection, and the project will incorporate signal interconnectivity.</p> <p><b>b. Project justification, need or purpose:</b> Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>The Regionally designated Urban Center of Totem Lake is Kirkland’s economic engine producing more than 1/3 of the revenue needed to run the City. The density and land use that has been planned for and adopted in the City’s Comprehensive Plan is only achievable by the completion of a limited number of specific transportation improvements in the area; NE 120<sup>th</sup> Street is one of the critical improvements that will enable the City to maintain concurrency under Growth Management Act.</p> <p>The missing extension of NE 120<sup>th</sup> Street prevents a direct connection to northbound I-405, Evergreen Hospital, and the Totem Lake Mall forcing over 11,000 vehicles daily to be diverted to two alternative routes including residential streets. The diversions cause significant congestion, circuitous traffic patterns, potential risks to pedestrians and delay within this economic center.</p> <p>This new connection is the key link in relieving vehicular congestion, improving transit, providing critical non-motorized facilities/options for residents and business patrons as well as more evenly distributing circulation in and around Totem Lake. Realizing these objectives will lead to significant economic development in the area.</p>
<p><b>6</b></p>	<p><b>Project location:</b> City of Kirkland</p> <p>a. County(ies) in which project is located: King</p> <p><b>Answer the following questions if applicable:</b></p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): Slater Ave NE</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): 124<sup>th</sup> Ave NE</p>

7	<p><b>Map:</b> 1. Include a legible 8½” x 11” project map with the completed application form. 2. Include a legible vicinity map with the completed application form (can be smaller than 8½” x 11”).</p> <p><b>Note:</b> If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>	
8	<p><b>Federal functional classification code</b> (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or <a href="mailto:srossi@psrc.org">srossi@psrc.org</a>.</p> <p><b>Important:</b> A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as “00”.</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> <li>• Any bicycle and/or pedestrian project.</li> <li>• Projects not on a roadway and using CMAQ or other funds</li> <li>• Any transit project, including equipment purchase and park-and-ride lot projects.</li> </ul>	
9.	<p style="text-align: center;"><b>Rural Functional Classifications</b> “Under 5,000 population”</p> <p style="text-align: center;">(Outside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> <b>00</b> Exception</p> <p><input type="checkbox"/> <b>01</b> Principal Arterial - Interstate</p> <p><input type="checkbox"/> <b>02</b> Principal Arterial</p> <p><input type="checkbox"/> <b>06</b> Minor Arterial</p> <p><input type="checkbox"/> <b>07</b> Major Collector</p> <p><input type="checkbox"/> <b>08</b> Minor Collector</p> <p><input type="checkbox"/> <b>09</b> Local Access</p> <p><input type="checkbox"/> <b>21</b> Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>22</b> Proposed Principal Arterial</p> <p><input type="checkbox"/> <b>26</b> Proposed Minor Arterial</p> <p><input type="checkbox"/> <b>27</b> Proposed Major Collector</p> <p><input type="checkbox"/> <b>28</b> Proposed Minor Collector</p> <p><input type="checkbox"/> <b>29</b> Proposed Local Access</p>	<p style="text-align: center;"><b>Urban Functional Classifications</b> “Over 5,000 population”</p> <p style="text-align: center;">(Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> <b>00</b> Exception</p> <p><input type="checkbox"/> <b>11</b> Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>12</b> Principal Arterial – Expressway</p> <p><input type="checkbox"/> <b>14</b> Principal Arterial</p> <p><input type="checkbox"/> <b>16</b> Minor Arterial</p> <p><input type="checkbox"/> <b>17</b> Collector</p> <p><input type="checkbox"/> <b>19</b> Local Access</p> <p><input type="checkbox"/> <b>31</b> Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>32</b> Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> <b>34</b> Proposed Principal Arterial</p> <p><input checked="" type="checkbox"/> <b>36</b> Proposed Minor Arterial</p> <p><input type="checkbox"/> <b>37</b> Proposed Collector</p> <p><input type="checkbox"/> <b>39</b> Proposed Local Access</p>

COUNTYWIDE PROJECT EVALUATION

**Important:** Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the “2009 King County Countywide Project Evaluation Criteria” before completing these sections of the application for guidance, examples, and details on scoring.

**Instructions:**

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

Part 1: Category Specific Questions (70 Points STP, 50 Points CMAQ)

10. Select one of the following three categories that best fits your project and follow the corresponding instructions:

- Designated Center: Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).
- Manufacturing/Industrial Center: Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).
- Connecting Corridors: Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

**Note:** Information on the 2005 adopted Regional Economic Strategy and the targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at <http://www.prosperitypartnership.org/clusters/index.htm>. For questions regarding these topics, contact Chris Strow at 206-971-3051 or [cstrow@psrc.org](mailto:cstrow@psrc.org)

A. Designated Regional Growth Centers

**Instructions:** Complete this section (questions 11-13) if you selected “Designated Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections B or C.

11. **Center Development.** Please address the following:

- Growth. Describe how the project will support the potential for housing/employment densities in the center. Describe how the project will support the development/redevelopment plans and activities of the center.
- Plans and Policies. Describe how the project furthers the objectives and aims of existing policies for the center; please provide a citation and copy of the corresponding policies.
- Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

The Regionally designated Urban Center of Totem Lake is Kirkland’s economic engine producing more than 1/3 of the revenue needed to run the City. The density and land use that has been planned for and adopted in the City’s Comprehensive Plan is only achievable by the completion of specific transportation improvements in the area. The completion of NE 120<sup>th</sup> Street is a critical improvement that will enable the City to maintain concurrency under GMA

The missing extension of NE 120<sup>th</sup> Street prevents a direct connection to northbound I-405, Evergreen Hospital, and the Totem Lake Mall forcing over 11,000 vehicles daily to be diverted to two alternative routes including residential streets. The diversions cause significant congestion, circuitous traffic patterns, potential risks to pedestrians and delay within this economic center.

This new connection is a key link in relieving vehicular congestion, improving transit, providing critical non-motorized facilities/options for residents and business patrons as well as more evenly distributing circulation in and around Totem Lake. Realizing these objectives will lead to significant economic development in the area.

This critical connection is a key “missing link” in the transportation network of the Totem Lake area of Kirkland. The Totem Lake area is the economic engine of Kirkland. The slated redevelopment of the Totem Lake Mall will add over 600,000 square feet of retail space in the area. Totem Lake is also an important center for high-wage jobs associated with the existing university, high-tech, and bio-tech/medical institutions and research companies in the area and is projected to generate approximately 1,200 new permanent jobs associated with the redevelopment of the area. This project is a vital component of the City’s overall economic development strategy by providing essential infrastructure to serve this urban center.

The continuation of NE 120<sup>th</sup> Street provides direct access to I-405, the transit center at Evergreen Hospital and the Totem Lake mall for residents and Lake Washington Vo-Tech students and employees. Many businesses in this area have expressed the desire to redevelop; but, are unwilling to proceed without the city’s commitment to build the necessary infrastructure. This roadway will provide improved commuting options for residents and employees of the area, NE 120<sup>th</sup> provides direct access to I-405, and will provide pedestrian and bicycle access to the transit center. The inclusion of sidewalk, bike lanes and street trees will contribute to a safe and attractive pedestrian environment. The heart of the neighborhood is an attractive urban village that is welcoming to visitors and residents alike. This central core includes a mix of medical, retail, office and housing uses; together, this rich mix of uses and planned development enhance the sense of place. Landscaping will visually connect the neighborhood’s separate areas. The use of Canopy trees will maximize visibility. Trees unify the landscape, visually connect the streets, add color, texture and form to the urban environment, as well as strengthen the character and identity of the neighborhood. Project features include landscaping and signage. Future development of the area includes public investments in landscaping, signage, street furniture and public art.

The project is at the heart of Kirkland’s economic development strategy. Increased mobility in the area will encourage more rapid investment in the redevelopment of the Totem Lake Mall and support the growth of the Lake Washington Technical College the Totem Lake Business Center, Evergreen Hospital and the Transit Center.

### **Plans & Policies:**

Project is identified in the City of Kirkland Capital Improvement Program page 5, Project # ST0057 000; and the City of Kirkland Comprehensive Plan identified under capital facilities on page XIII-16, and referred to under the Totem Lake neighborhood page XV H-33. Project is consistent with the following Framework Goals: FG-3 “Maintain vibrant and stable residential neighborhoods and mixed use development, with housing for diverse income groups, age groups, and lifestyles” and FG-14 “Plan for a fair share of regional growth, consistent with State and regional goals to minimize low-density sprawl and direct growth to urban areas”, planned Totem Lake mall redevelopment will include mixed-use villages, employment densities of 87-170 Jobs/acre and residential densities of 50 units per acre. Development includes residential, office, retail, light industrial and institutional uses. FG-9 NE 120<sup>th</sup> St extension will connect Lake Washington Technical College students and dense housing to 124<sup>th</sup> Ave NE, the main arterial leading to Evergreen Hospital (the City’s largest employer), the Totem Lake Mall, and other business and restraunts in the area. FG-10, the project will include sidewalks, bike lanes, and provides Metro transit buses with direct access to I-405, and the new Sound Transit Facility being constructed at Evergreen Hospital. FG-13 “Maintain existing adopted levels of service for important public facilities”, project is required for Kirkland to meet concurrency, without the project the city would not meet the established Level of service. The Totem Lake business district plays a vital role in the overall Kirkland economy, serves as the community and sub-regional center for services, vehicle sales, and a major destination for retail sales and health care needs.

The Eastside Transportation Partnership Mobility Action Priorities identifies NE 120<sup>th</sup> Street as a tier 1 project, number R-21. This street extension has been determined key to improving the the Eastside’s transportation efficiency, and is a high priority for the region.

## **12. Project’s Benefit to the Center.** Please address the following

- **Long-Term Benefit.** Does the project remedy a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)? Please describe.
- **User Groups Supported.** Describe the user groups that will benefit from the project (including commuters, residents, commercial users, those groups identified in the President’s Order for Environmental Justice<sup>1</sup> and/or areas experiencing high levels of unemployment or chronic underemployment).

The project will remedy a long-identified existing problem, and benefits a large number and variety of users including commuters, residents, and commercial users. The project is in the heart of Totem Lake; much of this area is established as retail, and office park containing a mix of office, light industrial and service uses. Totem Lake serves as the community and sub-regional center for services, vehicle sales, major destination retail and health care. Currently getting around this area is difficult due to significant congestion and circuitous travel patterns. This overly congested area lacks the transportation facilities necessary

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<sup>1</sup> The President’s Order for Environmental Justice states “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.”

to efficiently handle current residents, business customers and employees, and Lake Washington Technical College students and employees. The expansion and redevelopment of the Totem Lake Urban Center will only compound the current congestion problems.

The project area has experienced significant economic development since the existing roadways were constructed over 20 years ago. Now, this area consists of diverse economic activity (high density housing, commercial and industrial activity, Lake Washington Technical College) which depends on these roadways. The existing road plan constructed prior to these developments should be upgraded to achieve the levels of service mandated by the Growth Management Act and the Kirkland Comprehensive Plan. The existing roads are highly congested and the proposed project would aid in alleviating this congestion by providing a multimodal through way.

Under existing conditions, approximately 11,000 vehicles per day are diverted from their logical pathway along the continuation of NE 120<sup>th</sup> Street. This not only requires vehicles to detour north and south from NE 120<sup>th</sup> Street, but it also overloads the traffic situation on Slater Avenue - the detour route. This is a problem that the City of Kirkland must solve to fully realize the economic potential of this area. It is estimated about 40% of the traffic will be eliminated from the most congested areas. This traffic will use the new extension of NE 120<sup>th</sup> Street as a direct route to and from the west.

Once completed, the new roadway will provide an alternative route to the Totem Lake Urban Center, vastly improve traffic circulation, increase exposure and access to adjacent businesses, decrease congestion on Slater Avenue NE, 124<sup>th</sup> Avenue NE, and NE 124<sup>th</sup> Street, provide a more efficient potential bus route, and improve emergency access to surrounding areas. King County Metro has shown an interest in this roadway due to the routing efficiencies it will offer. The extension will provide Metro with direct access to I-405, Kingsgate Park & Ride, the new Sound Transit Facility being constructed at Evergreen Hospital and the Totem Lake shopping malls. Also, with the inclusion of bicycle and pedestrian facilities along this connection, and bicycle carriers on all Metro transit buses, alternative modes of transportation will be possible and encouraged.

The funding we are requesting for the NE 120<sup>th</sup> Street Corridor will allow traffic in the area to be dispersed and contributes to Kirklands ability to achieve the levels of service indentified in the Kirkland Comprehensive Plan and supported by the Growth Management Act. It will eliminate the congestion bottleneck on Slater Avenue, will encourage multimodal options and provide a vital link to access I-405 for Lake Washington Technical College and the Totem Lake area in general.

Improvements will make the Totem Lake area more attractive for those who visit, live in and work in the Urban Center.

### **13. Circulation within the Center.** Please address the following.

- **Safety and Convenience.** Describe how the project improves safe & convenient access to major destinations within the center.
- **Intermodal Opportunities and Connections.** Describe how the project will improve circulation and enhanced opportunities for active transportation within the center for people and/or goods regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, preservation of essential freight movement and/or other.
- **Travel Choices.** Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a “missing” mode.
- **System Continuity.** Describe how the project completes a physical gap or provides an essential link in the transportation network.
- **Parking.** If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

**Safety and Convenience:** The project will improve circulation around the center, improve mobility, and reduce congestion. Construction of the new route will allow traffic to flow through the Center, improve the movement of goods and improve accessibility to numerous businesses in the densely commercial and retail area of Totem Lake. The project will improve access to major destinations within the center including, the Totem Lake Mall, Evergreen Hospital Medical Center, and the Sound Transit Totem Lake Transit Center.

**Intermodal Opportunities and Connections:** The inclusion of pedestrian and bicycle facilities will encourage multimodal transportation options further decreasing congestion by making alternative modes of transportation safe, efficient and convenient. The project will enhance alternative travel options by improving access to transit facilities, and increasing pedestrian and bicycle access.

**System Continuity:** The project completes a physical gap in the transportation network. Currently, traffic is diverted from its logical pathway along NE 120<sup>th</sup> Street. The continuation of NE 120<sup>th</sup> Street provides direct access to I-405, the transit center at Evergreen Hospital and the Totem Lake mall for residents, Lake Washington Vo-Tech students and employees, and visitors. This critical connection is a key “missing link” in the transportation network of the Totem Lake area of Kirkland.

## B. Manufacturing/Industrial Centers

**Instructions:** Complete this section (question 14) if you selected “Manufacturing/Industrial Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or C.

**14. Mobility and Accessibility.** Please address the following:

- **Freight Movement.** Describe how the project provides opportunities for freight movement.
- **Growth Plans and Policies.** Describe how the project will benefit or support the development of the manufacturing/industrial center.
- **System Continuity.** Does the project complete a physical gap, provide an essential link, or remove a barrier in the Freight & Goods component of the Metropolitan Transportation System (See Destination 2030, Technical Appendix 4)? Please describe.
- **Safety.** Describe how the project improves safety and reduces modal conflicts to help achieve a “seamless” system.
- **Improved Commute Access.** Describe how the project improves access for one or more modes to major employment sites or access to residential areas outside the center, including opportunities for active transportation.
- **Trip Reduction.** How does the project promote Commute Trip Reduction (CTR) opportunities?
- **User Groups Supported.** Describe the user groups (e.g. employees, customers, modal carriers, those identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment) that will benefit from the project.
- **Economic Strategy.** Describe how the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

## C. Connecting Corridors

**Instructions:** Complete this section (questions 15-17) if you selected “Corridors Serving Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or B.

**15. Benefit to Centers or Manufacturing/Industrial Center.** Please address the following:

- **Growth Plans and Policies.** Describe how this project will benefit or support the housing and employment development of a regional growth and/or manufacturing/industrial center(s). Does it support multiple centers?
- **Travel Choices.** Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.
- **User Groups Supported.** Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment).
- **Economic Strategy.** Describe whether the project helps to create or sustain jobs in the targeted industry clusters within a center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

**16. System Continuity.** Please address the following:

- Serving Centers. Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.
- Missing Link. Describe how the project fills in a missing link or removes barriers to a center.
- Congestion Relief. Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.

**17. Long-term Benefit/Sustainability.** Please address the following:

- Efficiency. How does this project support a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.
- Safety. Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

## **PART 2: QUESTIONS FOR ALL PROJECTS**

**Instructions:** Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 18-21).

### **D. Air Quality and Climate Change (20 Points STP, 40 Points CMAQ)**

**18. Describe how your project will reduce emissions.** Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways, depending on the type of project. Please provide the requested information if your project contains the elements listed below:

- **Diesel retrofits:** Describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, where they are used, how much fuel is consumed annually and when the retrofits will occur.
- **Roadway capacity (general purpose and high occupancy vehicles):** Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc.
- **Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.):** What is the current transit ridership in the project area? What are the current transit routes serving the project area? If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. What is the average trip length for a new rider?
- **Bicycle and/or pedestrian facilities:** What is the length of the facility? What are the connections to other nonmotorized facilities and to the larger nonmotorized system? Describe the expected travel shed (i.e., land use and population surrounding the project).
- **Signalization and other ITS improvements:** Describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.), and describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.). Is there a significant amount of truck traffic (i.e. freight movement) on the facility? Does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- **Alternative fuels/vehicles:** Describe the change in fuel or vehicle technology. How many vehicles are affected? What are the current conditions?

- Other: Describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. “no idling” signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

**Background Info:**

NE 120<sup>th</sup> Street will provide an important connection to the Totem Lake Urban Center; NE 120<sup>th</sup> Street will provide a directly connect moderate-density and high-density single-family and multi-family residential neighborhoods with the “downtown area”. The downtown area includes the Totem Lake Mall, Evergreen Hospital Medical Center, I-405 interchanges, and the new Transit Center. Under existing conditions, approximately 11,000 vehicles per day are diverted from their logical pathway along the continuation of NE 120<sup>th</sup> Street. This not only requires vehicles to detour north and south from NE 120<sup>th</sup> Street, but it also overloads the traffic situation on Slater Avenue – the detour route. The slated redevelopment of the Totem Lake Mall will add over 600,000 square feet of retail space in the area and is anticipated to generate approximately 1,200 new permanent jobs. Lake Washington Technical College, located .50 miles east of this project and .75 miles from I-405, has over 500 employees and 5,000 registered students. Evergreen Hospital is the City’s largest employer and is adjacent to the Sound Transit Totem Lake Transit Center.

**Improving Traffic Flow:**

Emissions will be reduced through improving the traffic flow; increasing roadway capacity and reducing the time vehicles spend idling.

This project will improve movement of goods and improve accessibility to numerous businesses in the densely commercial and retail area of Totem Lake. It is estimated about 40% of the traffic will be eliminated from the most congested areas; eliminating the congestion bottleneck on Slater Avenue. Construction of the new route will allow traffic to flow freely, will alleviate the congested intersections at NE 116<sup>th</sup> Street, improving the v/c ratio of those intersections and of the subarea.

**Eliminating Vehicle Trips / Mode shift away from Single Occupant Vehicles / Reducing vehicle miles traveled:**

Emissions will be reduced through enhanced transit facilities and better access to those amenities, and through the addition of pedestrian and bicycle facilities.

Students typically make up a large number of pedestrians and bicyclists and would benefit from this project. This connection would encourage College employees and students to use alternate modes of transportation and would alleviate College traffic from Slater Avenue NE.

Pedestrian and bicycle facilities will provide the residential neighborhood, and Lake Washington Technical college students and employees direct access to retail shopping, medical services and transit; eliminated the need to use a vehicle and or reduce the distance between destinations.

The project will improve traffic flow and enable Metro to more efficiently route buses. The route will provide direct access from residential housing to I-405, Kingsgate Park and Ride, the Totem Lake Shopping malls, Evergreen Hospital, and the Transit Center.

The inclusion of pedestrian and bicycle facilities and direct access to the Transit Center will eliminate vehicle trips, encourage mode shift away from single occupant vehicles, reduce vehicle miles traveled, and improve traffic flow.

**Other Air Quality Benefits:**

LED signals will be utilized in the new traffic signal that is being installed with the project. LED signals use less electricity to produce the same amount of light output as traditional traffic signals; consuming 80-90% less energy or 15-20 watts compared to 100 watts. The use of less energy contributes to lower greenhouse gas emissions and reduces the impacts on the environment.

Totem Lake Urban Center contains the most intensive land uses within the neighborhood. Designated land uses within the Totem Center include mixed-use, the Evergreen Hospital Medical Center, and the Totem Lake Mall. New development and redevelopment should be intense enough to create a sense of vitality and activity within the designated center. Integration of the transit center with employment and residential area allows and encourages alternative modes. The goal is to establish a transportation network that emphasizes pedestrian and transit use, allows for choices in through movement and local access, consistent with the regional transit plan and contributes to the character and identity of Totem Lake.

## E. Project Readiness/Financial Plan (10 Points)

**Introduction:** Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness question (14) and financial plan question (15) below. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- Whether PSRC's federal funds will complete the project or a phase of the project.

**Note:** The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

**19. Project Readiness:** Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds only for a Preliminary Engineering phase need not answer question #19.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

**Important instructions:** For question 19A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question 19B, including the estimated schedule for completion.

**19A. Check all items that apply below.** Note: if no ROW is required for the project, select "not needed" for sections b through g.

- Not yet completed a. Final FHWA or FTA approval of environmental documents including:  
Not yet completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.  
Not yet completed - Section 106 Concurrence.  
Not yet completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).
- Not yet completed b. True Cost Estimate for Right of Way.
- Already completed c. Right-of-way Plans (stamped).
- Not needed d. Relocation Plan (if applicable).

- Not yet completed e. Right-of-way Certification.
- Not yet completed f. Certification Audit by WSDOT R/W Analyst.
- Not needed g. Relocation Certification, if applicable.  
Not needed - WSDOT Certification Audit of Relocation Process, if applicable.
- Not yet completed h. Engineer's Estimate.
- Not yet completed i. All environmental permits obtained (e.g., Army Corps of Engineers Permit, HPA, etc.)

**19B. Additional information:** Include details on any items above that are not yet completed and provide an estimated schedule. Please provide any additional information as appropriate (e.g., status of planning, environmental documentation, permits, design, etc.).

All FHWA/FTA documents will be completed 09/09. Right of Way cost estimate will be completed 6/09. Right of Way Certification will be completed 5/10. Certification Audit by WSDOT will be completed 6/10. Engineer's Estimate will be completed 11/09. All environmental permits will be obtained by 6/10.

**20. Financial plan:** Please fill out Tables A through D below and corresponding questions E through F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured (Table C) funds needed to complete the project.

**Guidelines:**

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

**Required Match:** A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

**Table A: Funding Requested from Countywide Competition**

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
Construction	6/30/10	STP	2,800,000
			\$
			\$
<b>Totals:</b>			<b>\$2,800,000</b>

**Table B: Existing Secured Funding**

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
Planning	5/1/07	Local	\$21,000
Prelim/Design	12/30/07	Local	\$679,000
Right of Way	9/30/06	Local	\$2,400,000
Construction	6/30/10	Local	\$500,000
			\$
<b>TOTAL:</b>			<b>\$3,600,000</b>

\*For tables B and C, "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

**Table C: Needed Future Funding (Unsecured) Note: do not include the grant funds requested in Table A**

Phase	Estimated Obligation date by Phase (mm/dd/yy)	Source	Amount
			\$
			\$
			\$
			\$
			\$
<b>TOTAL:</b>			<b>\$0</b>

**Table D: Total Project Cost and Schedule** (Please provide the total estimated cost and scheduled completion date for each phase of the project.)

Total Estimated Project Cost		Scheduled Completion of Phases	
Phase	Total Estimated Cost	Phase	Scheduled Completion Date (mm/dd/yy)
Planning:	\$21,000	Planning:	5/15/07
Preliminary Engineering/Design:	\$679,000	Preliminary Engineering/Design:	12/15/09
Right of Way:	\$2,400,000	Right of Way:	6/30/10
Construction:	\$3,300,000	Construction:	12/30/11
Other (Specify) :	\$	Other (specify) :	
<b>Total Project Cost:</b>	<b>\$6,400,000</b>	Estimated date of completion (i.e. open for use)	1/1/12

**E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:**

All phases of the project from planning and design to construction will be fully completed if the requested funding is obtained. Planning is 100% complete, preliminary engineering is 10% complete. Preliminary design is 30% complete, and Right of Way is 20% complete.

**F. If unable to completely fill out Table D (Total Project Cost and Schedule):** Use the space below to explain the nature of any project for which the total project cost and/or schedule is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

**F. Other Considerations (No Points)**

**21. Please describe any additional aspects of your project** not previously addressed in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of centers and connecting corridors. Note: no points will be given to this section.



# City of Kirkland NE 120th Street Roadway

I-405/NE 132nd Street Interchange  
(construction anticipated 2018)  
\$90 M -- Fed/DOT

NE 128th Street/I-405 Direct Access Ramps  
(completed 2008)  
\$53 M -- Fed/DOT/ST/Kirkland

120th Ave NE Widening (5 lanes)  
(construction anticipated 2014)  
\$8.6 M -- City of Kirkland

Evergreen Hospital  
(expansion completed 2007)  
\$120 M -- KC Hospital District

Totem Lake Transit Center  
(completed 2008)  
\$8 M -- Sound Transit

120th Ave NE  
(construction anticipated 2010)  
\$3.0 M -- Kirkland

Totem Lake Mall redevelopment  
(construction anticipated 2010)  
estimated \$100 M -- private

NE 124th St/124th Ave NE Signal Imps  
(construction underway)  
\$2.7 M -- Kirkland + private mitigation

NE 120th Street -- new street  
(construction pending)  
\$6.4 M -- Kirkland + external grant

Lake Washington  
Technical College

124th Ave NE widening (5 lane)  
(design/right of way acq underway)  
\$4.3 M -- Kirkland + external grant

1-405/NE 116th St Interchange  
(construction anticipated 2010)

Kirkland "Nickel" Project  
(new freeway lanes completed 2008)  
\$164 M -- Fed/5-cent gas tax

### Summary

This critical connection is a key "missing link" in the transportation network of the Totem Lake area of Kirkland. The Totem Lake area is the economic engine of Kirkland, with retail sales from the area generating one-third of the City's overall sales tax revenue. The slated redevelopment of the Totem Lake Mall will add over 600,000 square feet of retail space in the area. Totem Lake is also an important center for high-wage jobs associated with the existing university, high-tech, and bio-tech/medical institutions and research companies in the area. This project will help to generate approximately 1,200 new permanent jobs associated with retail and office development.

### Highlights

- New minor arterial connection
- Improved emergency response time within commercial area
- Improved freeway access to Lake Washington Tech College
- New pedestrian and bicycle facilities
- New transit route alternatives
- New traffic signal and completion of ITS network in Totem Lake

### Status

Preliminary engineering is complete and right of way acquisition is now underway. Currently the City anticipates completing design and environmental permitting in third quarter 2009 with a request for construction funds immediately thereafter.

### Funding

Private Mitigation (Impact Fees)	609,000 (secured)
Surface Water Funds	1,000,000 (secured)
Local Transportation funds	1,991,000 (secured)

**Needed Funds** **\$2,800,000**

Total Funding 6,400,000

### Map key

- NE 120th Street corridor
- Recently completed Project **\$225 M**
- Currently under construction **\$2.7 M**
- Currently under design or planned **\$150 M**
- Other essential facility **\$220 M**

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2009 TO 2014**

<b>PROJECT #</b>	<b>ST 0057 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 120TH STREET ROADWAY EXTENSION (EAST SECTION)		
<b>PROJECT LOCATION</b>	NE 120th Street alignment between Slater Avenue NE and 124th Avenue NE	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		2006	Modified Project

**DESCRIPTION/JUSTIFICATION**

Install up to 44-foot (curb to curb) roadway with five-foot planter strip and five-foot sidewalk, new traffic signal at 124th Avenue NE/NE 120th Street, and signal modifications at Slater Avenue NE/NE 120th Street. Based on a 1996 agreement between the City and Infinity of Kirkland established a value for the property with an annual inflation rate well below the market value of the land, previous funding was used to acquire the right of way along the corridor that was previously 100% privately owned. This project will help the City to attain the 2022 level of service standard established in the Comprehensive Plan.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

Project completion year anticipated to coincide with availability of Federal Appropriations Funds - total project cost changed from \$8,116,400 to \$6,603,200 based on updated construction cost estimates and an earlier project completion.

<b>POLICY BASIS</b>	<b>PRIOR YEAR(S) BUDGET TO ACTUALS</b>	<b>METHOD OF FINANCING (%)</b>	
1997 Eastside Transportation Program		Current Revenue	37 %
Comprehensive Plan <i>ix-29</i>	Budget \$1,609,000	Reserve	13 %
Transportation Improvement Plan <i>Page 1</i>	Actual \$378,353	Grants Federal Appropriation \$1.5	25 %
	Balance \$1,230,647	Other Sources TBD	25 %
		Debt	0 %
		Unfunded	0 %

<b>CAPITAL COSTS</b>	Prior Year(s)	2009	2010	2011	2012	2013	2014	<b>2009-2014 TOTAL</b>	Future Year(s)	<b>Total Project</b>
Planning/Design/Engineering	240,000	90,000	0	100,000	180,000	0	0	370,000	0	610,000
In-House Professional Svcs.	119,000	72,000	0	32,100	50,100	0	0	154,200	0	273,200
Land Acquisition	1,250,000	1,070,000	0	0	0	0	0	1,070,000	0	2,320,000
Construction	0	0	0	1,100,000	2,300,000	0	0	3,400,000	0	3,400,000
Computer Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	1,609,000	1,232,000	0	1,232,100	2,530,100	0	0	4,994,200	0	6,603,200
<b>NEW MAINT. AND OPER.</b>	0	0	0	0	0	0	0	0	0	0
<b>NEW FTE</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2009 TO 2014**

<b>PROJECT #</b>	<b>ST 0057 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 120TH STREET ROADWAY EXTENSION (EAST SECTION)
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<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, which is anticipated to last four to five months, traffic using 124th Avenue and Slater Avenue may experience delays due to construction activity. Adjacent businesses will also experience noise, dust, and equipment impacts.</i>
Community economic impacts	<i>This new roadway will vastly improve traffic circulation in the Totem Lake area and improve exposure to adjacent businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Pedestrian and bicycle facilities to be constructed with the project will encourage non-SOV mobility. Emergency access to surrounding areas will be improved.</i>
Responds to an urgent need or opportunity	<i>During the development of the Infinity car dealership, the City was given first options on purchasing property needed for this new roadway.</i>
Feasibility, including public support and project readiness	<i>Adjacent businesses (Infinity of Kirkland and Verizon) have been involved with preliminary design of the project. The project will require significant facility construction near Slater Avenue, including walls to retain the roadway.</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed to comply with professional and legal requirements and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Will continue pedestrian and bicycle facilities planned for Slater Avenue NE and along 132nd Avenue NE/NE 120th Street east of the project.</i>
Implications of deferring the project	<i>The right of way adjacent to Infinity of Kirkland is subject to a 1996 agreement whereby the City agreed to purchase right of way within 10 years at a pre-determined value. In the event the 10 years pass, the additional cost of the right of way could exceed \$230,000.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	<p>Name of Neighborhood(s) in which located: <i>Totem Lake, North Rose Hill</i></p> <p>Is there a specific reference to this project or land use in the immediate vicinity? <i>Yes</i></p> <p>How does the project conform to such references?</p> <p>Attachments: <input type="checkbox"/> (Specify)</p>
<b>LEVEL OF SERVICE IMPACT</b>	<p><input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation).</p> <p><input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 1,600 feet of bicycle, sidewalk; 6,000 vpd</p> <p><input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service.</p> <p><input type="checkbox"/> Project required to meet concurrency standards.</p>

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## XV.H. TOTEM LAKE NEIGHBORHOOD ECONOMIC DEVELOPMENT

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mechanisms. All of these measures should be developed to support commercial activity in the neighborhood.

### ***Policy TL-1.2:***

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

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

### ***Policy TL-1.3:***

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

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

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

### ***Policy TL-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.

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### ***Goal TL-2: Focus intensive growth within Totem Center (Districts TL 1, TL 2, and TL 3).***

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### ***Policy TL-2.1:***

Provide for increased intensity of development in Totem Center.

In the Totem Lake Neighborhood, the most intensive commercial development is focused in Totem Center (see Figure TL-2). The Evergreen 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.

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## XV.H. TOTEM LAKE NEIGHBORHOOD ECONOMIC DEVELOPMENT

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The neighborhood is a valuable member of the family of neighborhoods within the City and region as a whole, providing services, employment and recreational opportunities for area residents. Regional facilities connect the neighborhood to the balance of the City. Development around the edges of the neighborhood provides a seamless transition between the commercial center of Totem Lake and the lower-density residential pattern of the surrounding area.

The neighborhood is designed for people. 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 non-motorized 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. A central neighborhood park provides an opportunity for informal and organized play, as well as an inviting meeting place for local residents.

In 2012, the Totem Lake Neighborhood has evolved into a lively urban village with an appealing mix of residential, commercial, medical office, light industrial and open space uses.

### 3. ECONOMIC DEVELOPMENT

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

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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 areas designated in the Comprehensive Plan. 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.

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***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.***

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#### ***Policy TL-1.1:***

Support the growth and retention of commercial activity in the neighborhood.

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

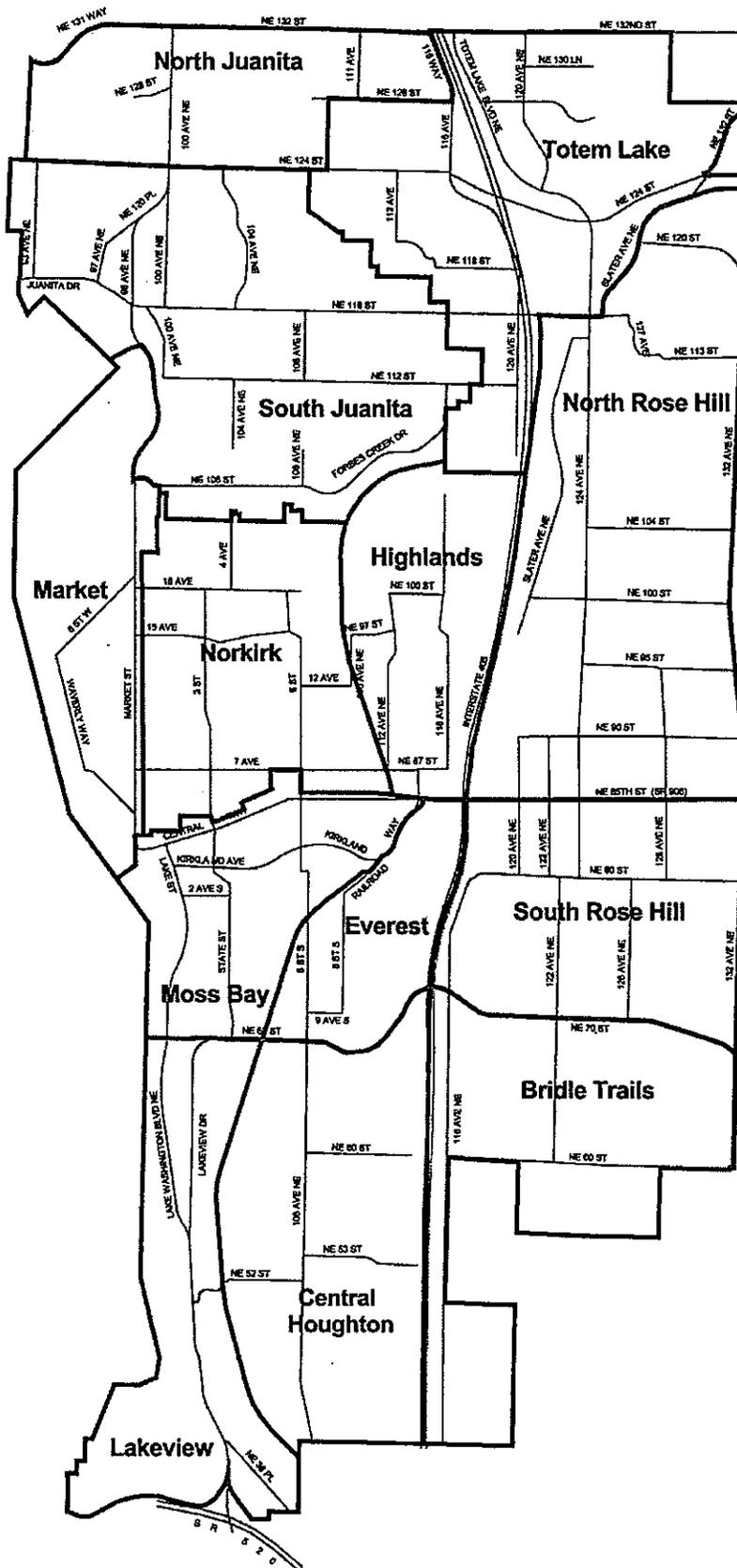


Figure TL-1: Totem Lake Neighborhood Boundaries

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## XV.H. TOTEM LAKE NEIGHBORHOOD

# INTRODUCTION

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### 1. INTRODUCTION

The Totem Lake Neighborhood is located in the northeast corner of Kirkland (see Figure TL-1). The neighborhood encompasses about one square mile, generally bounded by NE 132nd Street on the north, Slater Avenue and I-405 on the east, and the boundary created by established single family residential areas on the south and west.

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 Totem Lake Neighborhood is an attractive urban village that is welcoming to visitors and residents alike. 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. This central core includes a mix of medical, retail, office and housing uses in architecturally attractive buildings, formal and informal public meeting spaces, and extensive pedestrian amenities. 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.

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.

A wide array of residential, retail, light industrial and office uses surround this core. Residential uses consist primarily of moderate-density and high-density multi-family development, providing an important source of workforce housing in a highly desirable locale. Employment opportunities run the gamut, from small start-up businesses, to light industrial uses to high tech medical uses, as well as traditional retail 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.

# XIII. CAPITAL FACILITIES

**Table CF-8  
Capital Facilities Plan: Transportation Projects**

**SOURCES OF FUNDS**

Revenue Type	Revenue Source	2006	2007	2008	2009	2010	2011	Six-Year Total
Local	Surface Water Fees	529,000	760,000	304,300	649,200	479,500	73,000	2,795,000
Local	Real Estate Excise Tax	7,000	30,900	395,600	555,000	650,500	573,800	2,212,800
Local	Impact Fees	1,284,500	600,000	498,600	819,600	825,000	1,158,100	5,185,800
Local	Reserves	910,900	309,000	318,300	513,600	402,400	487,000	2,941,200
External	Sound Transit	368,000						368,000
External	Grants			2,121,800	3,278,000	2,845,300	579,600	8,824,700
External	Private	110,000	224,500		546,500			881,000
<b>Total Sources</b>		<b>3,209,400</b>	<b>1,924,400</b>	<b>3,638,600</b>	<b>6,361,900</b>	<b>5,202,700</b>	<b>2,871,500</b>	<b>23,208,500</b>

**USES OF FUNDS**

**Funded Projects**

Project Number	Project Title	2006	2007	2008	2009	2010	2011	Six-Year Total
ST 0057	NE 120th Street Roadway Extension (east section)	300,000	309,000	1,268,800	1,639,100	1,109,200		4,626,100
ST 0059	124th Ave. NE Roadway Improvements (north section)		857,500	1,379,200	1,387,700			3,624,400
ST 0063	120th Ave. NE Roadway Improvements			392,500	1,693,600	3,104,200	992,400	6,182,700
NM 0036	NE 100th Street Bikelane						231,900	231,900
NM 0044	116th Ave. NE Sidewalk (Highlands)		103,000	233,300	273,100			609,400
NM 0049	112th Avenue NE Sidewalk					60,800	185,400	246,200
NM 0051	Rose Hill Business District Sidewalks	672,900	309,000					981,900
NM 0052	NE 73rd Street Sidewalk		81,400	123,000				204,400
NM 0053	NE 112th Street Sidewalk			82,700	122,400			205,100
NM 0054	13th Avenue Sidewalk (Phase II)				50,300	155,300		205,600
NM 0055	122nd Avenue NE Sidewalk				161,800	348,900	156,500	667,200
TR 0004	Kirkland Avenue/3rd Street Traffic Signal				358,500			358,500
TR 0065	6th Street/Kirkland Way Traffic Signal				406,500			406,500
TR 0070	NE 124th St./124th Ave. NE Intersection Improvements	624,200						624,200
TR 0078	NE 85th Street/132nd Ave. NE Intersection Improv. (Phase I)	530,400						530,400
TR 0079	NE 85th Street/114th Ave. NE Intersection Improvements	597,900						597,900
TR 0080	NE 85th Street/124th Ave. NE Intersection Improvements	374,000						374,000
TR 0082	Central Way/Park Place Center Traffic Signal	110,000	224,500					334,500
TR 0083	100th Ave. NE/NE 132nd St. Intersection Improvements					424,300	652,700	1,077,000
TR 0085	NE 68th St./108th Ave. NE Intersection Improvements		40,000	159,100	268,900			468,000
TR 0086	NE 70th St./132nd Ave. NE Intersection Improvements						652,600	652,600
<b>Total Funded Transportation Projects</b>		<b>3,209,400</b>	<b>1,924,400</b>	<b>3,638,600</b>	<b>6,361,900</b>	<b>5,202,700</b>	<b>2,871,500</b>	<b>23,208,500</b>
<b>SURPLUS (DEFICIT) of Resources</b>		<b>-</b>						

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## XIII. CAPITAL FACILITIES

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### C. CAPITAL FACILITIES PLAN

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#### *Introduction*

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The following Tables CF-8 through CF-12 list the capital improvement projects for the six-year planning period for transportation, utilities, parks, and fire. In each table, the projects are grouped into one or more of the three categories:

- ◆ Funded projects;
- ◆ Utility funded projects;
- ◆ Bond projects.

The cost of each capital improvement project over the next six fiscal years is shown. All costs are shown in current dollars – no inflation factor has been applied. Costs will be revised as part of the review and update of the Comprehensive Plan together with the Capital Improvement Program.

Most of the funded projects for transportation and utilities are needed to meet the adopted six-year LOS standards for concurrency. In addition, many of the capital improvement projects listed will meet the adopted LOS standards, eliminate existing deficiencies, make available adequate facilities for future growth, and repair or replace obsolete or worn out facilities.

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#### *Projects*

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#### *FUNDED PROJECTS – TRANSPORTATION, UTILITIES, STORMWATER, PARKS, AND FIRE AND EMERGENCY SERVICES*

Tables CF-8 through CF-12 contain a list of funded capital improvements along with a financing plan. Specific funding sources and amounts of revenue are shown which will be used to pay for the proposed funded capital projects. The funding sources for the funded projects are a reflection of the policy direction within the text of this Element.

The revenue forecasts and needed capital projects are based on the Capital Improvement Program. When the Capital Improvement Program (CIP) is updated, the projects within the Capital Facilities Plan should be changed to match the CIP document.

Transportation projects are found in Tables CF-8 and CF-9. They include nonmotorized, street and traffic intersection improvements. Transportation grants require matching City funds so the City should provide the funds from the funding sources found in Policy CF-5.3.

Table CF-8 contains the six-year project list and Table CF-9 contains the 20-year project list through 2022. As priorities change and/or projects on the six-year list are completed, projects from the 20-year list will be moved to the six-year list. A descriptive list of the 20-year transportation projects is found in Table T-5 and a map showing the location of the projects is found in Figure T-6 contained in the Transportation Element.

Water, sewer and surface water utility projects are found in Table CF-10.

Park projects are found in Table CF-11. Several of the park projects are funded with voter-approved bonds.

Fire protection and emergency services projects are found in Table CF-12.

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## II. VISION/Framework GOALS

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***FG-15: Solve regional problems that affect Kirkland through regional coordination and partnerships.***

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**Discussion:** Many challenges facing Kirkland and other local communities may only be solved through regional planning, funding and action. Transportation, affordable housing, employment, and natural resource management are just a few of the issues that need regional coordination. A city-by-city approach often results in impacts on neighboring communities. Interlocal cooperation, consistent standards and regulations between jurisdictions and regional planning and implementation are important to solving these regional issues.

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***FG-16: Promote active citizen involvement and outreach education in development decisions and planning for Kirkland's future.***

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**Discussion:** Kirkland's future will be determined by a myriad of independent actions taken by individuals and groups who live, work, shop, and play here. Planning for the future offers the opportunity for all community members to cooperatively identify a vision for the City's future and to coordinate their actions in achieving that vision. If such planning is to have meaning, however, a broad base of credibility and responsibility must be established. To ensure that this occurs, the City should actively encourage community participation from all sectors of the City in the ongoing preparation and amendment of plans and implementing actions. This involvement should also include community outreach educational programs to inform and solicit ideas. For development decisions, the City should actively encourage collaboration and consensus with the community, stakeholders and developers to assure predictable and timely results.

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***FG-17: Establish development regulations that are fair and predictable.***

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**Discussion:** Achieving the desired future for Kirkland will depend on actions undertaken by both governmental agencies and private property owners. To

ensure that public and private actions support the Comprehensive Plan and are consistent with public health, safety, and welfare, governmental regulation of development will continue to be necessary. Such regulation, however, must fairly balance public interests with private property rights. It is important also that regulations be clearly written to assure predictable results, fair and cost-effective, and that they be administered expeditiously to avoid undue delay.

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## II. VISION/Framework GOALS

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land has a rich variety of well-maintained parks, including neighborhood playgrounds, ballfields, tennis, basketball and skate courts, walking trails, natural and landscaped open spaces, an outdoor swimming pool, indoor community centers, and senior citizen and youth centers. Recreational programs offer year-round, low cost or free activities for all age groups. It has been a long-standing City policy that the range and quality of park facilities and programs now available to Kirkland residents keep pace with future population growth. To ensure wise use of available resources, planning for future park facilities must be coordinated with other public and private providers of recreation services. Where possible, multiple use of public facilities, such as City-school park partnerships, should be sought. At a minimum, park facilities should be maintained close to current levels of service. Because of the importance of parks in defining Kirkland's character and promoting a healthy community, the City also should continue to explore ways to enhance the park system beyond the needs generated by new growth, including additional funding sources such as grants, special property tax levies or impact fees.

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***FG-12: Ensure public safety.***

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**Discussion:** Police and fire protection are essential to the community's quality of life. Prompt response times with appropriate resources are critical. The City-operated municipal court is convenient and cost-effective. The City also has a central role in emergency preparedness and responding to natural and manmade disasters. Plans should be in place and well-coordinated with local hospitals, schools, communication systems and other jurisdictions.

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***FG-13: Maintain existing adopted levels of service for important public facilities.***

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**Discussion:** Facilities and services for transportation, police and fire protection, water supply, sanitary sewer, and surface water control are essential for the day-to-day functioning of the City. The levels of service now provided by these facilities are generally satisfactory. Maintaining the adopted level for these

services as growth occurs is a high priority, and construction of required capital facilities must be phased accordingly. Similarly, some localized deficiencies exist in the sanitary sewer and water supply systems that will require correction. Where possible, we should continue to improve all of these facilities and services above the minimum adopted level of service to preserve our quality of life and the environment. The City should also explore additional ways to fund needed improvements, such as through grants, special property tax levies and/or impact fees. In planning for public facilities, the interrelationship of Kirkland's facilities to regional systems must be recognized.

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***FG-14: Plan for a fair share of regional growth, consistent with State and regional goals to minimize low-density sprawl and direct growth to urban areas.***

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**Discussion:** Although Kirkland is a unique and special place, it is not isolated. Kirkland is part of a large and growing metropolitan area. Regional planning policies seek to direct growth to existing and emerging urban areas within the metropolitan region. Consequently, Kirkland must accommodate a fair share of such growth. To do so, development in Kirkland must use land efficiently. Fortunately, Kirkland's development pattern is already well established and has accommodated compact developments at many locations. Accepting a fair share of regional growth, therefore, will not require fundamental shifts in the City's overall pattern or character of development. Even so, careful attention must be paid to ensure that growth is accommodated in a manner that complements rather than detracts from Kirkland's unique character while being consistent with State and regional goals to minimize low-density sprawl and direct growth to urban areas.

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## II. VISION/Framework GOALS

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### A. VISION STATEMENT



*Welcome to Kirkland sign*

The Vision Statement is a verbal snapshot of Kirkland in the year 2022. It summarizes the desired character and characteristics of our community. It provides the ultimate goals for our community planning and development efforts.

The Vision Statement is an outgrowth of a community visioning process that occurred in 1992 and then again in 2002. The process in 1992 involved a series of community workshops in which approximately 250 Kirkland citizens worked to articulate commonly held desires for the Kirkland of the future. In 2002, the City sponsored an outreach program called “Community Conversations – Kirkland 2022.” The program centered around a video produced by the City about Kirkland’s past, present and future with three questions focusing on a preferred future vision. Nearly 1,000 people participated in one of the 51 conversations held by a wide range of groups in the community to discuss their preferred future in 20 years. In addition, individuals participated by viewing the video program on the City’s cable channel or on the City’s Internet web site and responding to the questions by mail or e-mail to the City. The responses from all three formats were summarized into major themes reflecting commonly held desires and formed

the basis for the Vision Statement. The community visioning program was awarded the Puget Sound Regional Council’s 2020 Vision Award for its high level of innovation, creativity and success.

The Vision Statement is intended to set a direction instead of being a mere prediction. Rather than describing the features of Kirkland as we think they are likely to be, it expresses what we would like our community to become and believe we can achieve. It acknowledges past and current trends and Kirkland’s relationship to external factors, but also assumes an ability to shape the future in a positive way. The Vision Statement, therefore, is optimistic, affirming and enhancing the best of our attributes, past and existing, and aspiring for those we hope to have.

#### *A VISION FOR KIRKLAND*

Kirkland in 2022 is an attractive, vibrant, and inviting place to live, work and visit. Our lakefront community, with its long shoreline, provides views and access to the lake and is a destination place for residents and visitors. Kirkland is a community with a small-town feel, retaining its sense of history while adjusting gracefully to changes in the twenty-first century.

The City is a place where people are friendly and helpful, ideas are respected and action is taken based on collaborative decisions. We have a diverse population made up of various income and age groups from various ethnic and educational backgrounds. We are committed to developing and strengthening a healthy community by creating programs that assist those in need, encourage individual expressions, provide enrichment opportunities for an increasingly diverse population, and promote healthy lifestyles. High quality local schools are important to us. Our neighborhood, business, and civic associations; our faith-based groups; and our school organizations have strong citizen involvement.

Our neighborhoods are secure, stable and well-maintained, creating the foundation for our high quality of life. Each neighborhood has its own character which is a community asset. People from all economic, age, and ethnic groups live here in a variety of housing

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## II. VISION/Framework GOALS

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types. Our residential areas are well-maintained with single-family and multifamily homes and include traditional subdivisions, waterfront-oriented neighborhoods, urban villages and an equestrian community. We have worked to increase diversity and affordability, such as smaller homes on smaller lots, compact developments and accessory housing units. Mixed land uses in neighborhoods help to minimize driving. Many of our apartments and condominiums are close to commercial areas and transportation hubs.

Kirkland's economy is strong and diverse. A healthy mix of businesses provides valuable economic returns including varied employment opportunities and high wages, a strong tax base with sustainable revenues that help fund public services, and a broad range of goods and services. Our business districts are attractive, distinctive and integral to the fabric of the City. Many serve as community gathering places and centers of cultural activity. Businesses choose to locate in Kirkland because of our innovative and entrepreneurial spirit and because they are regarded as valued members of the community.

Downtown Kirkland is a vibrant focal point of our hometown with a rich mix of commercial, residential, civic, and cultural activities in a unique waterfront location. Our Downtown maintains a human scale through carefully planned pedestrian and transit-oriented development. Many residents and visitors come to enjoy our parks, festivals, open markets and community events.

Totem Lake Urban Center is an economic and employment center with a wide range of retail, office, industrial and light manufacturing uses as well as a regional medical center surrounded by related services. It is a compact mixed-use urban village with extensive pedestrian- and transit-oriented amenities, higher intensity residential development, public gathering places and cultural activities.

We accommodate growth and change while maintaining strong linkages with our past. Important historic landmarks are preserved, and new development occurs in a manner that is compatible with and respectful of its historic context.

Our transportation system offers a variety of ways to meet our mobility needs and provides efficient and convenient access to all areas of Kirkland and regional centers. Improved transit service and facilities allow us to commute within Kirkland and to other regional destinations without overburdening our neighborhood streets. The City is pedestrian-friendly. Paths for safe pedestrian, bicycle and other transportation modes interconnect all parts of the City. In addition to the transportation functions they provide, our streets and paths are people-friendly and provide public spaces where people socialize.

The City has excellent police and fire protection, dependable water and sewer service, and well-maintained public facilities. Emergency preparedness for natural or manmade disasters is a high priority. We work closely with other jurisdictions on regional issues that affect our community. For recreation, we like to bike or walk to one of our many parks. We have well-maintained playgrounds, play fields, sport courts, indoor facilities and trails in or near each neighborhood. Our recreational programs offer a variety of year-round activities for all ages. Public access to our waterfront is provided by an unparalleled and still-expanding system of parks, trails, and vistas.

We preserve an open space network of wetlands, stream corridors, and wooded hillsides. These natural systems provide habitat for fish and wildlife and serve important biological, hydrological and geological functions. Streets are lined with a variety of trees, and vegetation is abundant throughout the City. The water and air are clean. We consider community stewardship of the environment to be very important.

Kirkland in 2022 is a delightful place to call home.

### B. VISION/Framework GOALS

#### INTRODUCTION

The Framework Goals express the fundamental principles for guiding growth and development in Kirkland over the 20-year horizon of the Comprehensive Plan. They are based on and provide an extension of

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## II. VISION/Framework GOALS

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the aspirations and values embodied in the Vision Statement. By nature they are forward-looking and future-oriented. Even so, they were developed with a keen awareness of Kirkland's history and a strong appreciation for the high quality of life which that history has given us. The Framework Goals address a wide range of topics and form the foundation for the goals and policies contained in other elements of the Comprehensive Plan. Although all of the Framework Goals broadly apply to all Comprehensive Plan elements, some of the Framework Goals are more applicable to some elements than others. Each element identifies the Framework Goals that are particularly relevant to that element.



*Public art in Downtown Kirkland*

All Framework Goals are intended to be achievable. They are not prioritized to give importance to some goals over others. Tradeoffs among goals will be necessary as they are applied to particular circumstances; but over time, it is intended that an appropriate balance will be achieved.

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### ***FG-1: Maintain and enhance Kirkland's unique character.***

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**Discussion:** To those who come to Kirkland to live, work, shop, or play, Kirkland is a unique and special place. Each of the City's neighborhoods and business districts has its own distinctive identity. A prime goal is to protect and improve those qualities that make our neighborhoods and our business districts so attractive. Some of the important characteristics are a small-town feel; strong sense of place; waterfront orienta-

tion; long shoreline with public views and access; pedestrian- and transit-friendly business districts; a human-scale downtown; a thriving urban center, numerous and diverse parks; neighborhoods with a variety of housing types, styles, and ages; abundant open space; historic structures; and a network of bike and pedestrian paths. The Comprehensive Plan must seek to support these and any other features which significantly contribute to the City's desired character.

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### ***FG-2: Support a strong sense of community.***

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**Discussion:** Kirkland is far more than a product of its physical features. We have a strong sense of community supported by friendly and helpful people, a network of neighborhood, business, homeowners and civic associations, good schools and recreational opportunities. A wide range of human services and enrichment opportunities are available to encourage a stable and healthy community. New ideas are respected and shared to improve the quality of life in Kirkland and the region. Parks, outdoor markets, festivals, community events and neighborhood retail districts foster good will and provide an opportunity for people to mingle and converse. Continued support of these attributes is important.

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### ***FG-3: Maintain vibrant and stable residential neighborhoods and mixed-use development, with housing for diverse income groups, age groups, and lifestyles.***

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**Discussion:** Maintaining vibrant and safe neighborhoods as desirable places to live is a high priority. Part of the appeal of existing neighborhoods is their diversity, in terms of housing types, size, style, history, maturity, and affordability. An essential part of this diversity is maintaining the integrity of existing single-family neighborhoods. We have experienced changes in the composition of our population. These changes include an aging population, smaller households, racial and ethnic diversity and a broader range of household income. At the same time, Kirkland has experienced rising housing costs, making it increasingly difficult to provide low- and moderate-cost housing. To meet the needs of Kirkland's changing population, we

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## II. VISION/Framework GOALS

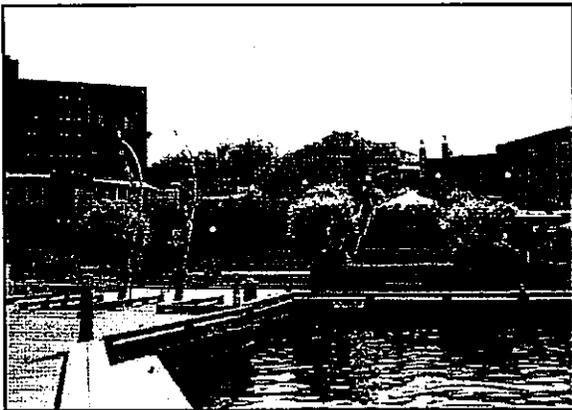
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must encourage creative approaches to providing suitable housing by establishing varied and flexible development standards and initiating programs which maintain or create housing to meet specific needs. Mixed-use and transit-oriented neighborhood retail are encouraged and integrated with our neighborhoods.

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***FG-4: Promote a strong and diverse economy.***

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*Carillon Point public access areas*

**Discussion:** Kirkland's economy provides a variety of employment opportunities, a broad range of goods and services, and a strong tax base. We are fortunate to have a diversity of successful business sectors, including retail services, offices, industrial and high technology companies, medical and educational institutions, and home-based businesses. A large number of creative and innovative entrepreneurs are attracted to Kirkland by our many cultural, recreational and civic activities and our beautiful setting.

Numerous commercial districts offer distinctive business locations. Our historic Downtown is an attractive lakeside pedestrian-oriented district. Our largest commercial area, Totem Lake, is a vibrant regional retail and employment center. Other significant business nodes are located in Rose Hill, Juanita, Houghton, Yarrow Bay and Bridle Trails. These districts are integrated into the fabric of the community in a manner

that respects and complements the character of our neighborhoods and the quality of the natural environment.

To protect and strengthen our economy, public and private interests must work together to create a climate that allows existing businesses to prosper and attract new businesses compatible with Kirkland's economic goals and character.

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***FG-5: Protect and preserve environmentally sensitive areas, and a healthy environment.***

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**Discussion:** In addition to Lake Washington, Kirkland contains a variety of natural features which, through a mixture of circumstance and conscious action, have been preserved in a natural state. Features such as wetlands, streams and smaller lakes play an important role in maintaining water quality, preventing floods, and providing wildlife habitat. Vegetation preservation throughout the City, particularly on steep hillsides, helps provide soil stability and oxygen to our ecosystem, and prevent erosion. Apart from their biological, hydrological, or geological functions, natural areas also make a significant contribution to Kirkland's unique identity. They provide visual linkages with the natural environment, accentuate natural topography, define neighborhood and district boundaries, and provide visual relief to the built environment. Maintaining clean air and water provides the community with a healthy environment. Efforts to maintain significant sensitive areas, natural features, the urban forest and vegetation, clean air and water through active community stewardship is critical to our quality of life.

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***FG-6: Identify, protect and preserve the City's historic resources, and enhance the identity of those areas and neighborhoods in which they exist.***

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**Discussion:** Kirkland is fortunate to have a richness and quality based on its long and colorful history. The numerous historic buildings, sites and neighborhoods reflect various stages of the City's development. These resources provide evidence of the community's

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## II. VISION/Framework Goals

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historical continuity, and contribute to Kirkland's identity. They are important visible reminders of where we have been and they deserve active protection and enhancement.

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***FG-7: Encourage low impact development and sustainable building practices.***

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**Discussion:** As Kirkland develops and rebuilds, we have an opportunity to create a healthier and more environmentally sensitive community and to save energy and building costs. Low impact development practices strive to mimic nature by minimizing impervious surface, infiltrating surface water through bio-filtration and bio-retention facilities, retaining contiguous forested areas and maintaining the character of the natural hydrologic cycle. Sustainable building practices cover all aspects of development, including site preparation and layout, material selection and building construction, operation and maintenance.

Utilizing these practices has many benefits: construction and maintenance costs are lowered; water quality and efficiency are improved; surface water runoff is reduced and treated; stream and fish habitat impacts are lessened; native trees and other vegetation are preserved; and recycled materials are used. Some examples of the practices include integrated building and site design, vegetated roofs, reduced impervious surface, reused waste water for irrigation, alternative heating and cooling systems, and recycled building materials and landscaping used to reduce heat emissions and to treat surface runoff. The practices may evolve over time as the market, science and technology changes.

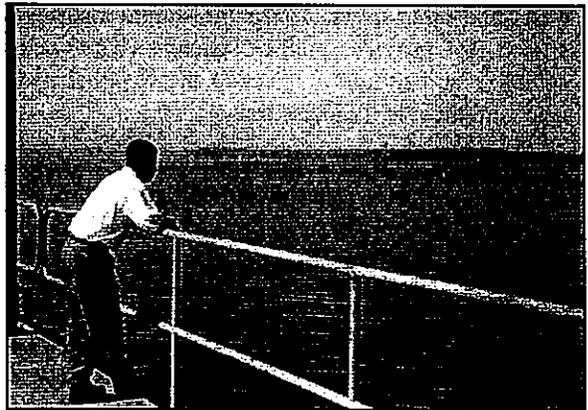
Kirkland encourages many of these practices through our sensitive area ordinance, projects to restore our natural systems, recycling programs and public education.

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***FG-8: Maintain and enhance Kirkland's strong physical, visual, and perceptual linkages to Lake Washington.***

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**Discussion:** Kirkland's history, identity and character are strongly associated with its proximity and orientation to Lake Washington. The City is famous for its system of waterfront parks, which provide a broad range of passive and active recreational activities and environmental protection. Complementing the parks is a system of shoreline trails that has been installed as lakefront properties develop or redevelop. West-facing slopes have afforded lake and territorial views from public spaces within many neighborhoods. Downtown Kirkland strongly benefits from its adjacency to Moss Bay. Linkages to the lake in the Juanita and Yarrow Bay business districts are limited with existing development blocking most of the shoreline. Opportunities should be pursued to increase public access to the lake in these districts. Maintaining and improving these linkages to the lake, requiring paths to complete the shoreline trail system and continuing to obtain waterfront parks where feasible are important.



*Lake Washington*

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## II. VISION/Framework GOALS

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**FG-9:** *Provide safety and accessibility for those who use alternative modes of transportation within and between neighborhoods, public spaces, and business districts and to regional facilities.*

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**Discussion:** An important part of Kirkland's existing character is its safety and accessibility for pedestrians, bicyclists and alternative modes of transportation. Such alternatives provide an opportunity for daily exercise which promotes a healthy lifestyle and results in a reduction in vehicle emissions and cleaner air. To meet this goal, we need a completely connected system of pathways for pedestrians, bicyclists and alternative mode users that is safe and convenient. Such pathways can take a variety of forms, ranging from concrete sidewalks, bike lanes, and bridges to unimproved trails. The need for pedestrian pathways and bike lanes is especially important to the most common destinations, such as schools, parks, public buildings, transportation, and business districts. Also important in fostering pedestrian and bike accessibility are land use patterns, site designs, and building designs which encourage and facilitate access for pedestrians, bicyclists and other users. The paths should also be designed to provide public spaces where people socialize and should connect to the regional pedestrian and bicycle trail systems.

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**FG-10:** *Create a transportation system which allows the mobility of people and goods by providing a variety of transportation options.*

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**Discussion:** The increase in employment, housing and total population both within Kirkland and throughout the region has increased the use of our roads. Historically, there is also a dependence on car ownership and the number of miles most people drive alone each week. At the same time, road building has been slowed because of insufficient funds, an unwillingness to disrupt established neighborhoods, and doubts about the effectiveness of road building to solve congestion.

There will be no single or simple solution to the congestion problems that decrease our mobility. Greater emphasis than in the past is placed on providing viable alternatives to driving, or at least driving alone. Although some road widening may be necessary, mobility options should include better transit, more car pooling, greater pedestrian, bicycle and other modes of mobility, better street connections, and land use strategies which reduce the need to drive, such as mixing uses and locating shops and services close to home. In addition, because Kirkland's transportation system is but a small part of a complex regional network, it is necessary for our transportation planning to be closely coordinated with neighboring jurisdictions and regional plans.

The street system and transit centers provide an opportunity to add to our sense of community. These facilities should be people-friendly and provide public spaces where people socialize.

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**FG-11:** *Maintain existing park facilities, while seeking opportunities to expand and enhance the current range of facilities and recreational programs.*

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*Marina Park in Downtown Kirkland*

**Discussion:** Kirkland is regionally known for its outstanding park system. Kirkland's parks also provide a prominent source of community identity and pride. The City is perhaps best known for its extensive and diverse system of lakefront parks. In addition, Kirk-

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## XV.H. TOTEM LAKE NEIGHBORHOOD

### TOTEM CENTER

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market forces alone, significant levels of housing are not likely to result in this area. In order to ensure a viable residential community in Totem Center, the City should provide a range of regulatory incentives that support residential development. Examples of possible incentives include increased height, bonus densities for affordable housing and decreased parking requirements for residential units.

#### ***Policy TL-7.2:***

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.

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

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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, gen-

erous 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.

#### ***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,

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## XV.H. TOTEM LAKE NEIGHBORHOOD

# TOTEM CENTER

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communicate the availability of goods and services in a lively and sophisticated manner and contribute to the character of the area.

### ***Policy TL-8.2:***

Implement design principles for the mixed-use area west of Evergreen Hospital Medical Center.

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-8.3:***

Emphasize vitality and activity during evenings and weekends.

Redevelopment should emphasize compatible retail, residential, and service uses that attract activity and bring vitality during evenings and weekends. In addition, redevelopment in 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-9: Support and strengthen the role of Evergreen Hospital Medical Center as an important part of the Kirkland community (district TL 3).***

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

### ***Policy TL-9.1:***

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 Hospital 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-9.2:***

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

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## XV.H. TOTEM LAKE NEIGHBORHOOD

# TOTEM CENTER

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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-10: 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-10.1:***

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 at the Totem Lake Mall.

#### ***Policy TL-10.2:***

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 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 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 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.

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## XV.H. TOTEM LAKE NEIGHBORHOOD

### TOTEM CENTER

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- 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.

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***Goal TL-11: Acquire and develop community facilities, such as a neighborhood park and community center.***

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***Policy TL-11.1:***

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-11.2:***

Public/private partnerships should be encouraged to provide additional parks, open space and pedestrian corridors.

Future intensive residential, office and retail development in 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 Totem Center that benefit public and private interests.

***Policy TL-11.3:***

Support the creation of community centered functions and activities.

New community-oriented facilities in 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 center, or the provision of space for these functions through private development would be a significant contribution to the future of 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 Totem Center and the Totem Lake Neighborhood as a whole.

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

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***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 ten 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

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## XV.H. TOTEM LAKE NEIGHBORHOOD

# TOTEM CENTER

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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-13: Establish a transportation network that emphasizes pedestrian and transit use and is consistent with the regional transit plan.***

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### ***Policy TL-13.1:***

Support the list of sidewalks, bikeways and trails for established for Totem Center in the Non-Motorized Transportation Plan.

Sidewalks, bikeways and trails provide important transportation benefits. Safe and attractive pedestrian routes allow residents and workers to reach retail and service businesses without using their car. Bikeways allow safe bicycle commuting and short convenience trips. In addition, these facilities

contribute to the overall visual character of the area. The city should continually identify sidewalk, bikeway and trails needs and solutions.

### ***Policy TL-13.2:***

Increase transportation options throughout Totem Center.

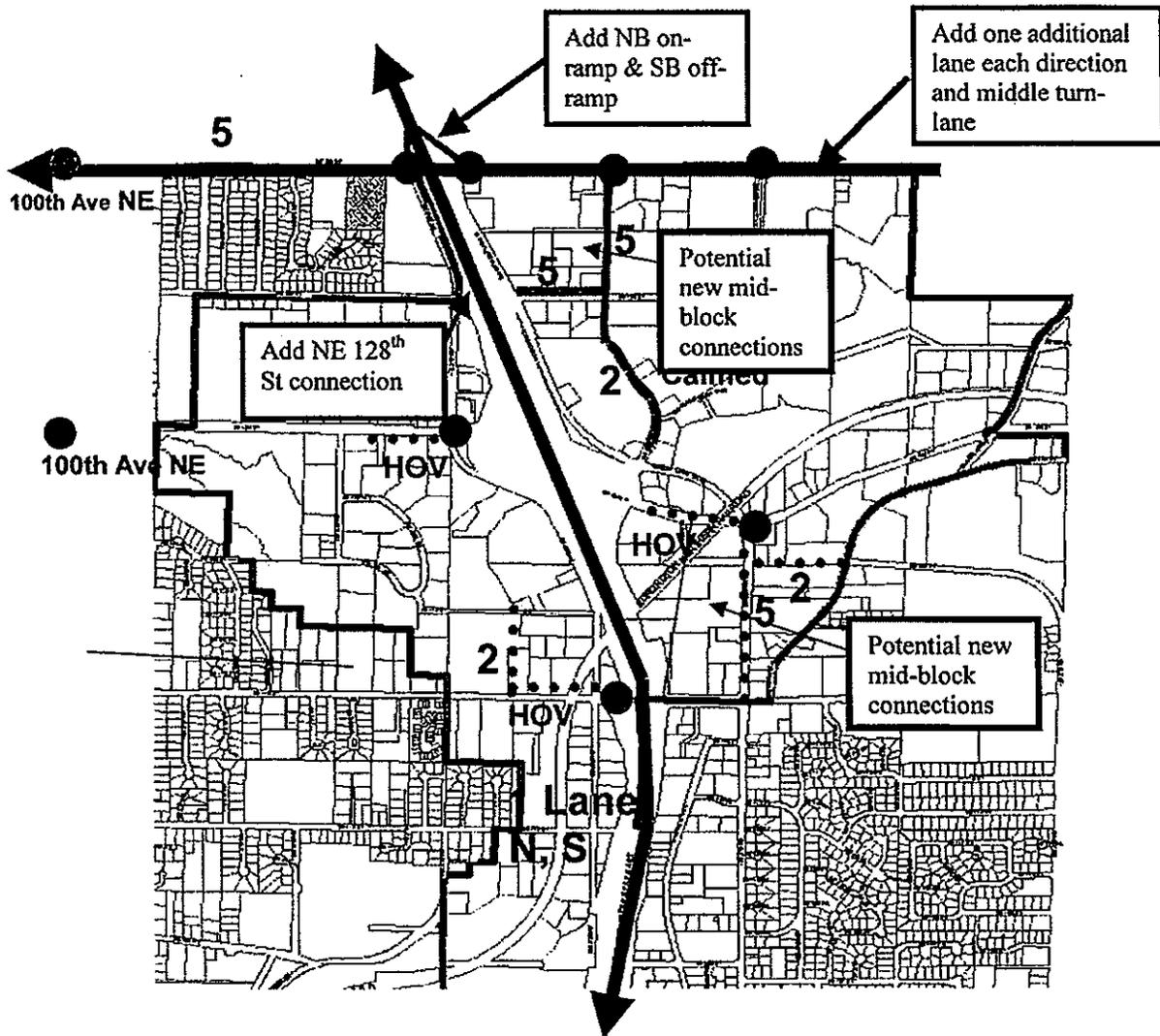
Totem Center has limited options for local vehicular circulation. Development of a complete network of local access streets would allow for choices in through movement and local access, encourage walking, the use of transit and contribute to the character and identity of Totem Center. Potential new street connections include mid block connections along 120th Avenue NE and between NE 128th Street and NE 130th Street, as shown in Figure TL-4.

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

### ***Policy TL-13.3:***

Calm traffic on 120th Avenue NE.

120th Avenue NE runs between the upper and lower Totem Lake Mall, provides access to Evergreen Hospital and is the more heavily used of the two major north/south arterials through 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 Totem Center. Traffic calming measures could include a traffic roundabout, narrowing of the street, addition of on-street parking, or other measures. Specific traffic calming measures should be developed in collaboration with emergency service providers to ensure adequate emergency access to Evergreen Hospital and other uses in the area.



\*Notes: Numbers shown on the map indicate number of lanes.

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

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## XV.H. TOTEM LAKE NEIGHBORHOOD NATURAL ENVIRONMENT

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### 5. NATURAL ENVIRONMENT

***Framework Goal: Preserve, protect and enhance the natural environment in the Totem Lake neighborhood.***

This section provides policy direction regarding the natural environment in the Totem Lake Neighborhood. Broad city-wide policies 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 Neighborhood.

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

***Policy TL-14.1:***

Enhance the habitat quality of the Juanita Creek corridor.

Juanita Creek and associated wetlands represent the largest continuous wildlife habitat area in the Totem Lake 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-14.2:***

Restore the natural Forbes Creek channel through the neighborhood.

Within the Totem Lake Neighborhood, the Forbes Creek channel is culverted, which eliminates opportunities for wildlife habitat. Outside of the 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 Neighborhood portion of the stream.

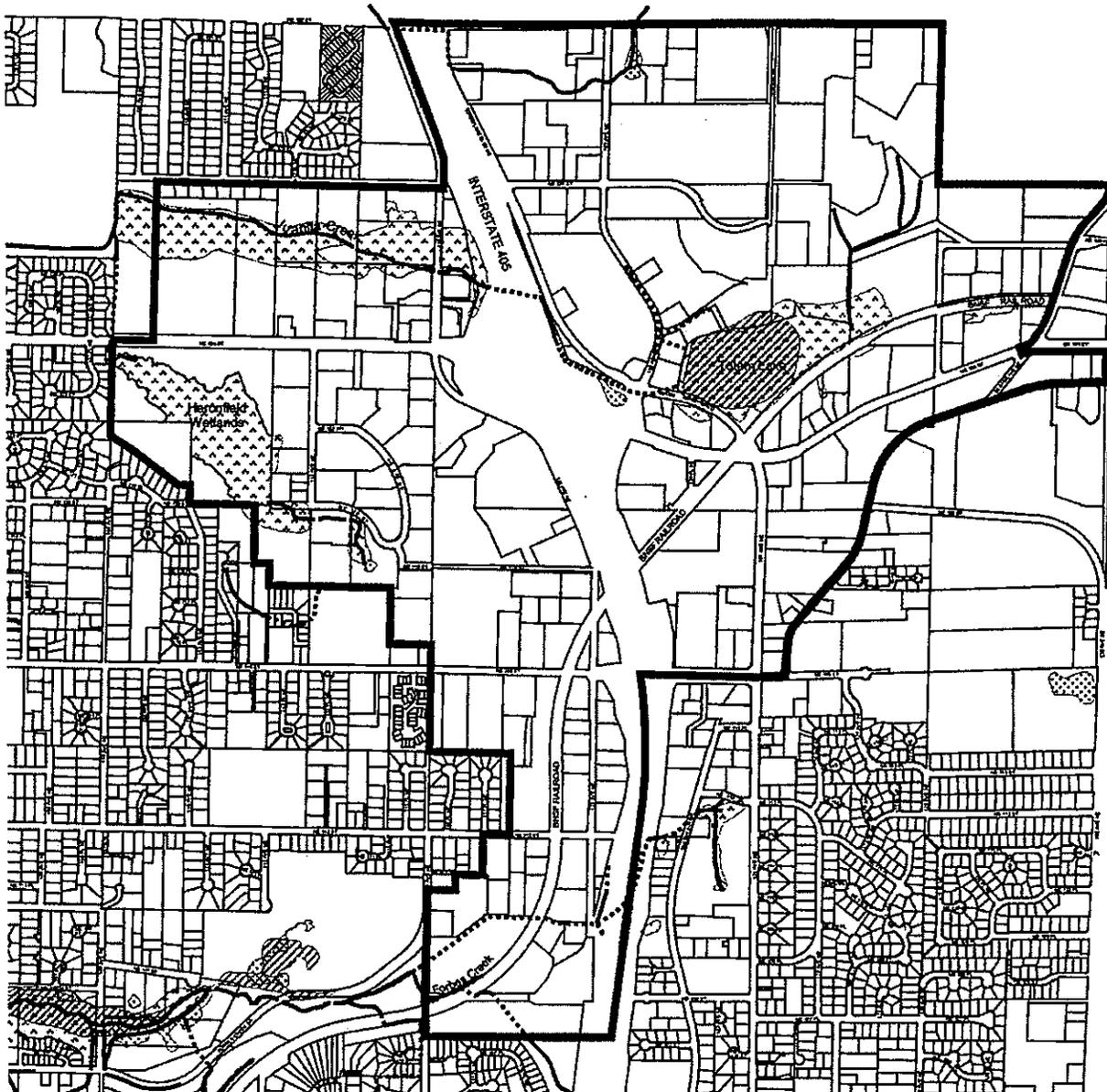
Rehabilitation of this stream corridor could restore biological health and diversity within the corridor, possibly re-establish a salmon run, and provide a visual amenity. City efforts should include a requirement that adjacent new development/redevelopment open and restore stream segments and/or direct 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.

***Goal TL-15: Enhance the natural condition and function of Totem Lake.***

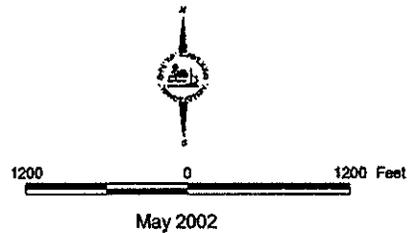
***Policy TL-15.1:***

Work collaboratively with other agencies and groups to improve the habitat value and function of Totem Lake.

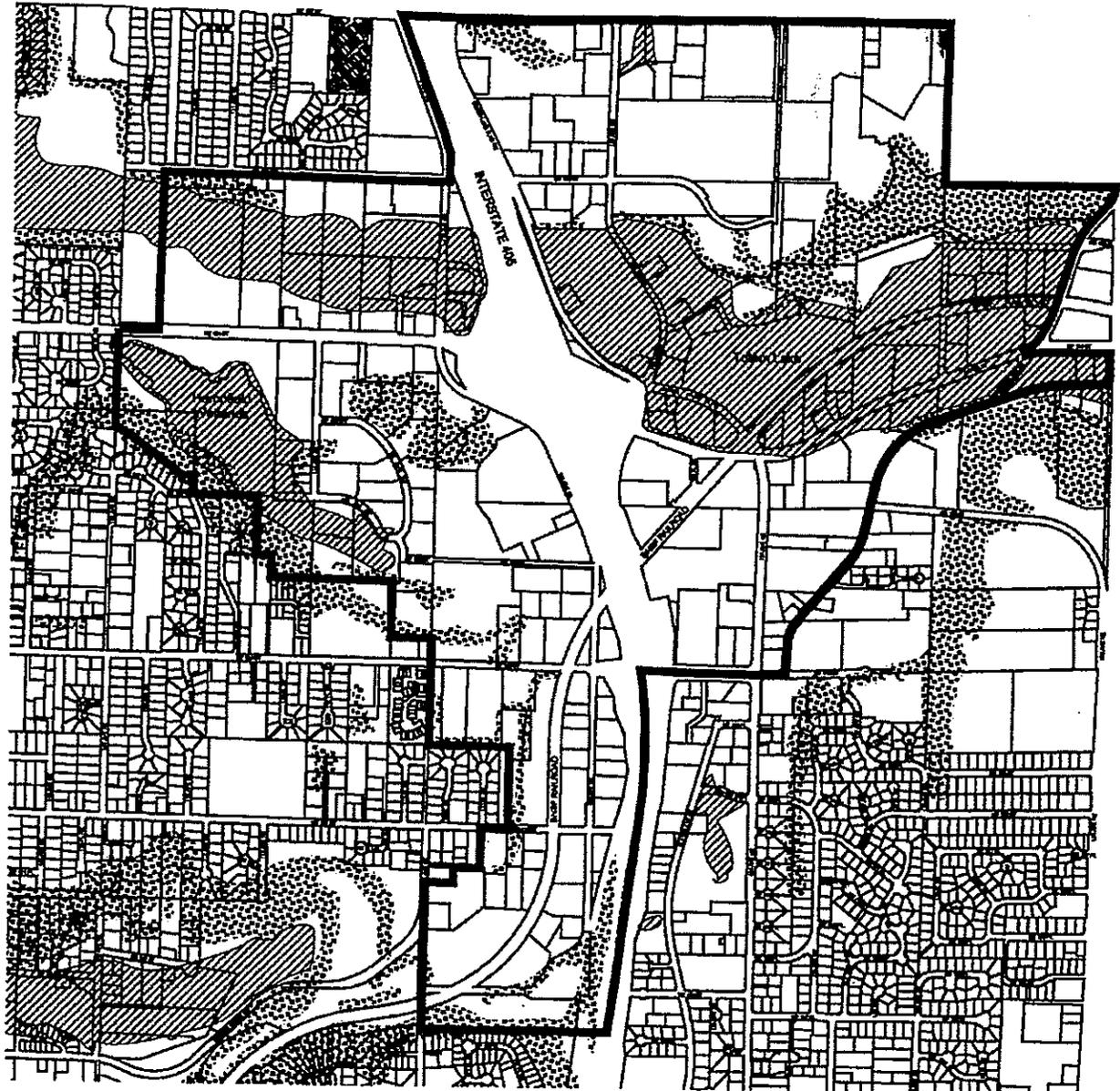
Totem Lake and wetlands include forest, shrub, and emergent communities, together with open water. This mix of communities creates a variety of habitat opportunities for wildlife in this headwater area of Juanita Creek. This area is bordered with little buffer area on the west, south and east sides by commercial development, roads and railroad tracks. Wooded slopes to the northeast provide upland area and wetland buffer features lacking along other sides.



-  Wetlands.shp
-  Ponds that are not Wetlands
-  Streams
-  Streams in Culverts
-  100 Year Floodplain



**Figure TL-5A: Totem Lake – Wetlands and Streams**



**Figure TL-5B: Totem Lake – Landslide and Seismic Hazards**

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## XV.H. TOTEM LAKE NEIGHBORHOOD NATURAL ENVIRONMENT

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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 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 Audubon Society should enhance the overall habitat value and function of Totem Lake.

### ***Policy TL-15.2:***

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-15.3:***

The City should acquire Totem Lake.

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.

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***Goal TL-16: 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-16.1:***

Create a public greenway as shown in Figure TL-6.

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 Neighborhood, a new public greenway should extend from the steep slope in the eastern portion of the neighborhood, through Totem Lake and the Juanita Creek corridor to the western edge of the neighborhood (see Figure TL-6). The greenway would encompass many of the Juanita Creek Basin wetlands on the north side of NE 124th Street (see Figure TL-5). 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 neighborhood.

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## XV.H. TOTEM LAKE NEIGHBORHOOD NATURAL ENVIRONMENT

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### ***Policy TL-16.2:***

In landscaped areas of the greenbelt, 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 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-16.3:***

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.

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***Goal TL-17: Protect potentially hazardous areas, such as landslide, seismic and flood areas, through limitations on development and maintenance of existing vegetation.***

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High and moderate landslide areas are located throughout the Totem Lake 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 Par Mac and along the north side of Juanita Creek (see Figure TL-5). 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 Neighborhood is located around Totem Lake. Policies in this section provide general guidance regarding these features.

### ***Policy TL-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-11), 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.

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

### ***Policy TL-17.3:***

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

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 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

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## XV.H. TOTEM LAKE NEIGHBORHOOD NATURAL ENVIRONMENT

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the southern portion of the hillside north of NE 126th Place, this development and all development on the hillside is subject to the following conditions:

- (1) Development should be subject to public review and discretionary approval.
- (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 northward more than 150 feet into any slope in excess of 15 percent, nor 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) The developer should indemnify and hold harmless the City by a covenant running with the land in a form approved by the City Attorney.
- (11) 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.

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-5). 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 non-residential 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.

***Policy TL-17.4:***

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

The water bodies in the Totem Lake 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

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## XV.H. TOTEM LAKE NEIGHBORHOOD

# NATURAL ENVIRONMENT/PUBLIC SERVICES AND FACILITIES

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contributor to water quality problems. The City should address water quality issues 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-17.5:***

Coordinate with the Federal Emergency Management Agency to update floodplain map for the Totem Lake 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 must coordinate with FEMA to review and update these maps as needed.

## **6. PUBLIC SERVICES AND FACILITIES**

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***Framework Goal: Support new development and redevelopment with adequate public services.***

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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 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

Neighborhood. The goals and policies provided below address specific public service issues unique to the Totem Lake Neighborhood.

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

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### ***Policy TL-18.1:***

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

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

### ***Policy TL-18.2:***

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

The Lake Washington School District, King County Library System, King County Solid Waste Division, Northshore Utility District, Puget Sound Energy, King Conservation District, King County Metro, King County Public Hospital District #2 and Sound Transit provide services to the Totem Lake Neighborhood. In most cases, these service providers do not maintain facilities within the neighborhood itself, but their services significantly contribute to the quality of life in the neighborhood. The City should coordinate with the service providers to ensure that their plans reflect the City's current plan for the Totem Lake Neighborhood.

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## XV.H. TOTEM LAKE NEIGHBORHOOD PUBLIC SERVICES AND FACILITIES

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***Goal TL-19: Provide parks, open space and trails that serve both the needs of residents and employees in the neighborhood.***

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***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 underestimated. 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-20.2:***

Reduce the overall rate and volume of stormwater run off 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.

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## XV.H. TOTEM LAKE NEIGHBORHOOD

# URBAN DESIGN

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### 7. URBAN DESIGN

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***Framework Goal: Provide a sense of neighborhood identity.***

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The Totem Lake Neighborhood is comprised of distinct areas separated by built features, such as I-405. Urban design policies seek to establish visual connections between these areas, create effective transitions within and around the neighborhood, and provide a collective identity for the neighborhood.

The urban design policies provide the broad rationale and vision for the future design character of the Totem Lake Neighborhood. 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-21: Ensure that public and private development contributes to a coherent and attractive neighborhood identity.***

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***Policy TL-21.1:***

Ensure that public improvements contribute to neighborhood identity.

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

***Policy TL-21.2:***

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

Private development in the Totem Lake 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 neighborhood. For example, design standards in Totem Center, which support intensive development and a high level of transit and pedestrian activity, are somewhat different than those in the balance of the neighborhood. Please refer to the Totem Center goals and policies for design measures that address this area.

***Policy TL-21.3:***

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-21.4:***

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

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## XV.H. TOTEM LAKE NEIGHBORHOOD URBAN DESIGN

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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-22: Develop gateway features that strengthen the character and identity of the neighborhood.***

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***Policy TL-22.1:***

Use public and private efforts to establish gateway features at the locations identified in Figure TL-6.

Gateways to the 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 are shown in Figure TL-6.

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-23: Develop a new landscaped boulevard that provides a green visual connection between the four quadrants of the neighborhood through enhanced landscape and public amenities.***

---

***Policy TL-23.1:***

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

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 four quadrants of the 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-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-23.2:***

Enhance the landscaped boulevard 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.

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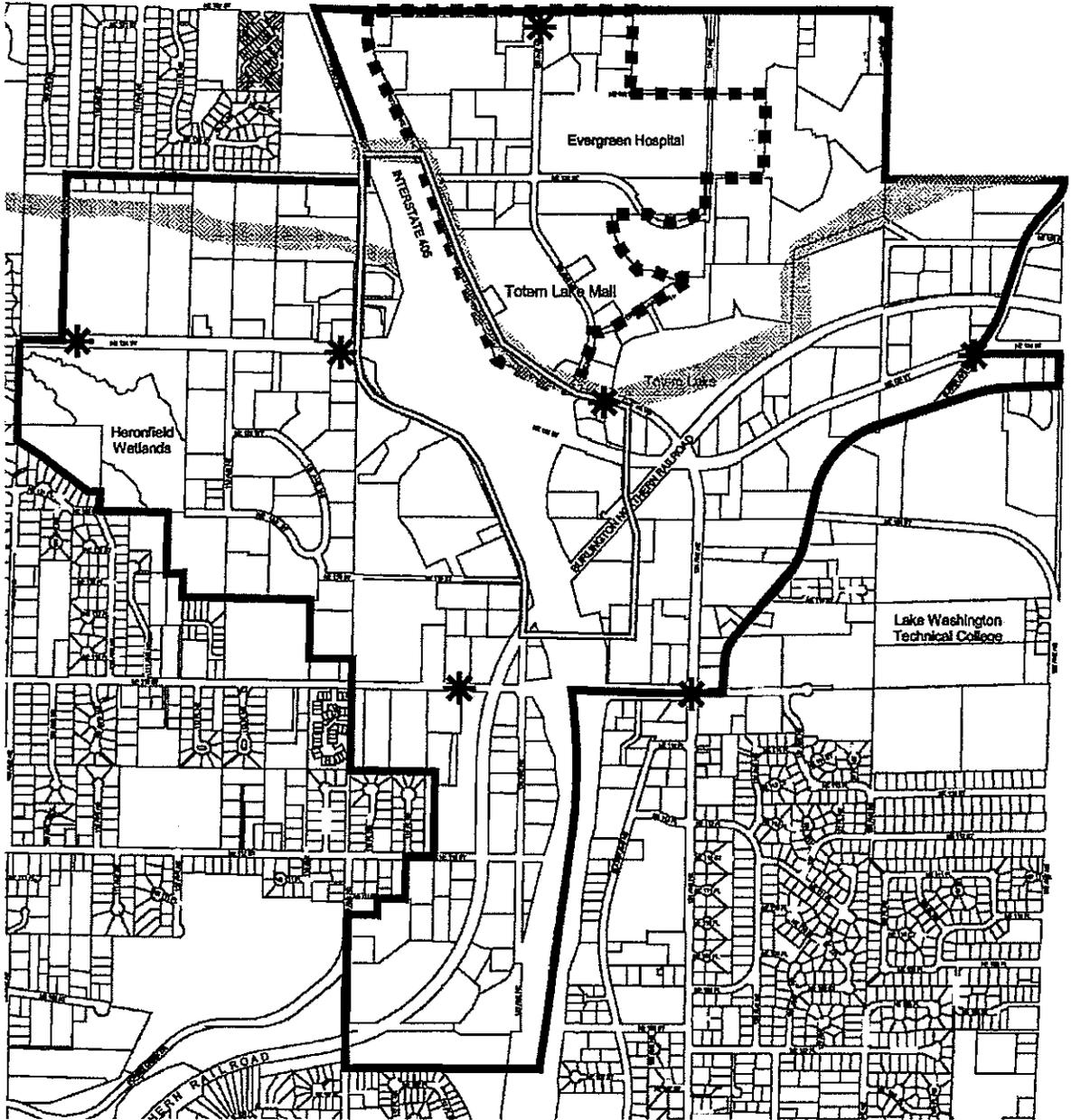
***Goal TL-24: Provide interconnected streetscape improvements throughout the neighborhood that contribute to a sense of neighborhood identity and enhance visual quality.***

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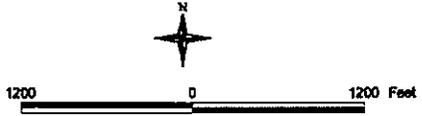
***Policy TL-24.1:***

Establish a street tree plan for the 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.



-  Activity Center - Totem Center
-  Greenway
-  Gateways
-  Landscaped Boulevard



(NOTE: Width and location of Greenway and Landscaped Boulevard are generalized)

**Figure TL-6: Totem Lake – Urban Design**

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## XV.H. TOTEM LAKE NEIGHBORHOOD URBAN DESIGN

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

### ***Policy TL-24.2:***

Identify standards for and promote the development of public amenities, such as benches, planters, lighting, public art and directional signs on all arterials.

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 neighborhood.

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

### ***Policy TL-24.3:***

Establish a lighting plan for the neighborhood.

A coordinated plan for lighting throughout the neighborhood can contribute to the area's identity. Fixtures which create a signature in style and placement throughout the streetscape and in public spaces can help to unify and upgrade the visual character of the 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-25: Provide effective transitions between the industrial, commercial and higher density multi-family uses in the neighborhood and single-family residential areas surrounding the neighborhood.***

---

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

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 Neighborhood include measures to address potential conflicts between these residential uses and the commercial development in Totem Lake.

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## XV.H. TOTEM LAKE NEIGHBORHOOD HOUSING

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### 8. HOUSING

***Framework Goal: Protect and strengthen diverse residential areas.***

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The Totem Lake Neighborhood is 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 neighborhood a more desirable business location and fulfill city-wide housing objectives.

This section provides policy direction regarding residential land uses in the Totem Lake 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 Neighborhood.

***Goal TL-26: Preserve existing multi-family residential areas and expand housing opportunities in the neighborhood.***

---

***Policy TL-26.1:***

Preserve existing residential areas.

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 Evergreen Hospital, extending east to the eastern boundary of the neighborhood (see Figure TL-3). These established residential areas should be retained and strengthened. Outside of Totem Center, residentially designated areas establish densities of 12 to 24 units per acre.

***Policy TL-26.2:***

Protect multi-family areas from potentially adverse impacts of 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 Neighborhood, similar measures should be provided for moderate and high-density residential areas.

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

***Policy TL-26.3:***

Expand housing opportunities in the Totem Lake Neighborhood.

In the Totem Lake Neighborhood, expanded housing opportunities are provided through high residential densities (minimum of 50 units per acre) and support for mixed-use development in 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 Neighborhood.

Significant opportunities also exist to encourage housing within some of the general commercial areas of the 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 allowed when upper story residential use is provided. This incentive would enable residential

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## XV.H. TOTEM LAKE NEIGHBORHOOD

# HOUSING

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use to be included either in mixed-use projects, or in stand-alone developments where retail use is not mandated as a ground floor use.

This incentive for greater height for residential development would be appropriate for the areas listed below, and shown in Figure TL-7:

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 BNSF tracks, and
5. Property north of NE 116th Street, south of NE 118th Street, and west of BNSF tracks.

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-11), 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 located at the Kingsgate Park and Ride, 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 the vitality of the neighborhood. 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.

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***Goal TL-27: Encourage housing that is affordable to the local workforce and meets diverse housing needs.***

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***Policy TL-27.1:***

Develop a variety of incentives and other measures to encourage development of affordable housing.

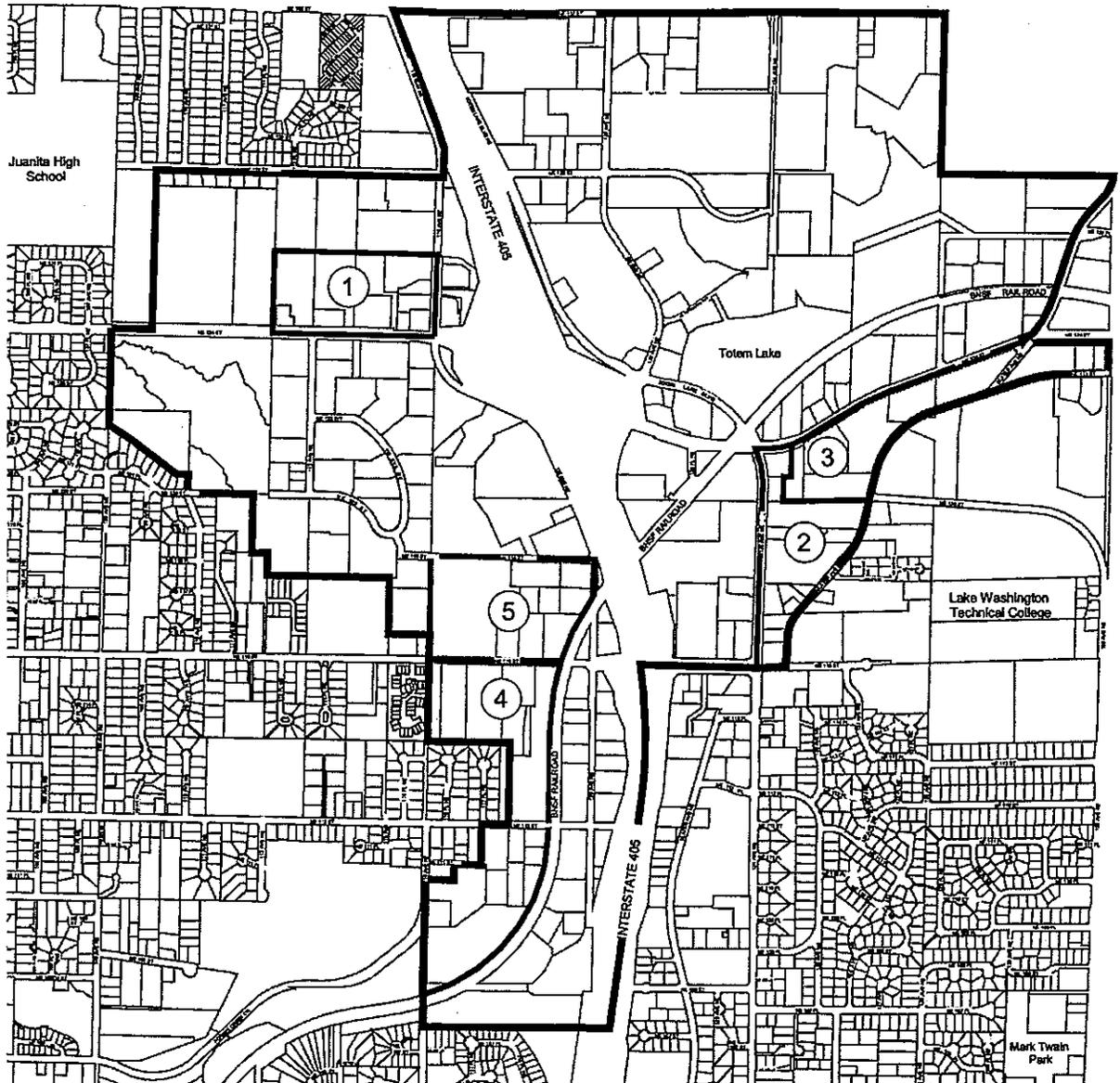
The Totem Lake Neighborhood provides an important source of housing that is affordable to local service and office employees. Zoning and regulatory incentives can help make housing more affordable to low to moderate income households. Additional incentives, such as bonus densities, public funding programs, 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. An assortment of affordability measures should be developed to help support housing projects in the Totem Lake Neighborhood.

***Policy TL-27.2:***

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

The Totem Lake Neighborhood provides a range of housing types, including ownership and rental multi-family housing, and senior and assisted housing. 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. Incentives could include reduced parking requirements for housing, increases in the floor area allowed for housing, and additional height 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 Totem Center.



 Housing Incentive Areas



1200 0 1200 Feet

January 2002

**Figure TL-7: Totem Lake – Housing Incentive Areas**

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## XV.H. TOTEM LAKE NEIGHBORHOOD HOUSING/TRANSPORTATION

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### **Policy TL-27.3:**

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

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

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

---

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

## 9. TRANSPORTATION

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***Framework Goal: Improve circulation within and through the neighborhood.***

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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 non-motorized 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 non-motorized 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.***

---

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

## XV.H. TOTEM LAKE NEIGHBORHOOD TRANSPORTATION

neighborhood, efficient use of existing rights-of-way and improvements to certain arterials are both necessary.

**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:

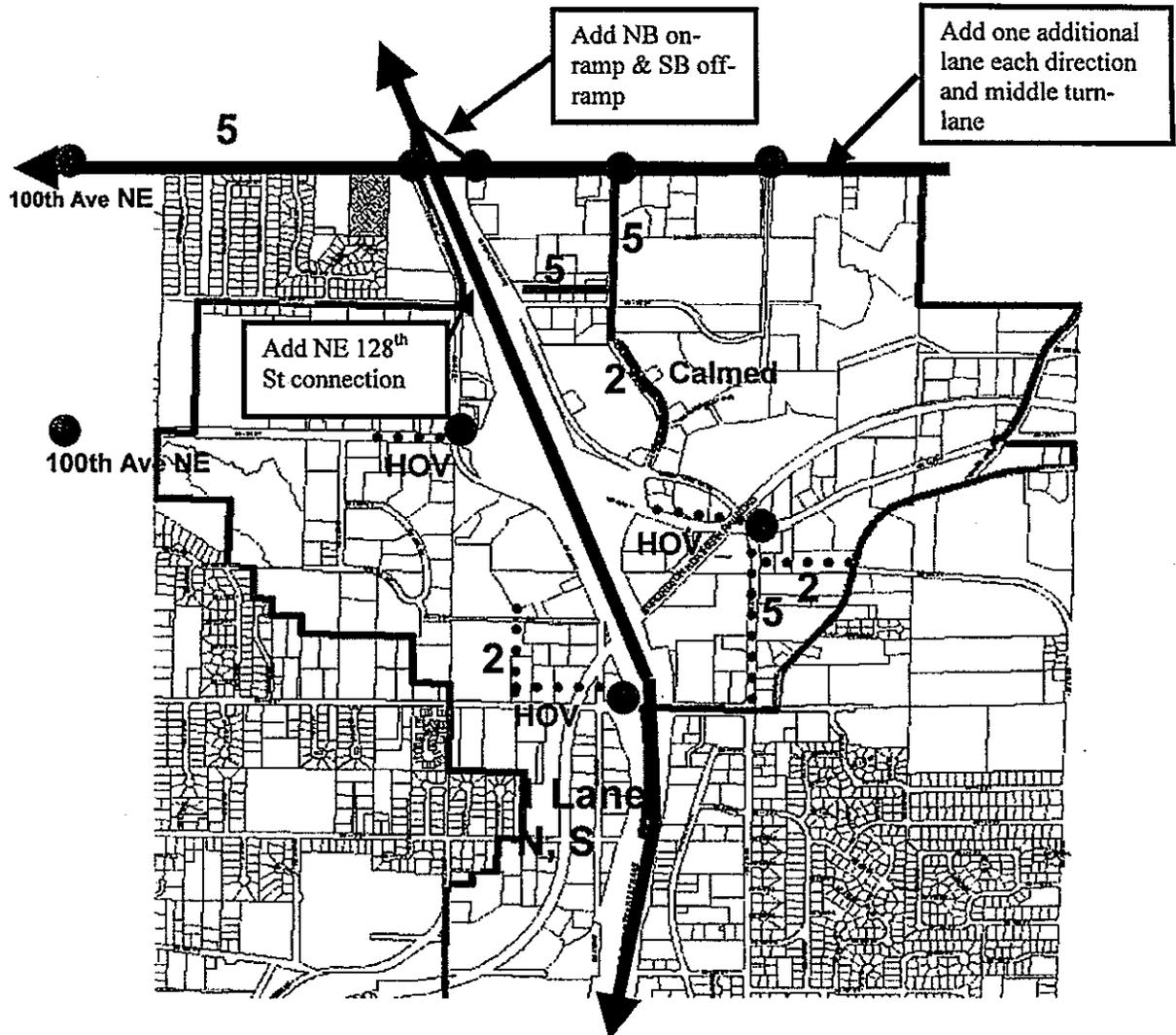
<b>Arterial Improvements</b>		
<b>Right-of-Way</b>	<b>Location</b>	<b>Description</b>
NE 132nd Street	100th Ave NE to 124th Ave NE	Add one lane in each direction
120th Avenue NE	North of Totem Lake Mall to NE 132nd St	Realign, add one lane each direction with center turn lane
120th Avenue NE	Totem Lake 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
NE 120th Street	Slater Ave NE to 124th Ave NE	New two-lane road

**XV.H. TOTEM LAKE NEIGHBORHOOD  
TRANSPORTATION**

<b>Intersection Improvements</b>		
100th Avenue NE	NE 132nd Street	One westbound right lane and restripe 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

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



\*Notes: Numbers shown on the map indicate number of lanes.

**Figure TL-8: 2012 Network  
with Totem Lake Improvements**

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## XV.H. TOTEM LAKE NEIGHBORHOOD TRANSPORTATION

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### ***Policy TL-29.3:***

Actively explore a wide range of funding options to achieve the adopted road network and maintain an acceptable LOS.

The Growth Management Act requires local jurisdictions to identify and fund transportation improvements sufficient to achieve the adopted LOS. For the Totem Lake Neighborhood, the road network needed to achieve the adopted LOS requires an ambitious funding effort that must include public and private collaboration.

The City should ensure that private growth pays for its share of needed transportation improvements. The City has adopted an impact fee system to allow the collection of funds to pay for a portion of needed improvements caused by additional traffic from new development. The City should ensure that the impact fee schedule is updated to include necessary transportation facilities in the Totem Lake area. The City should also seek interlocal agreements with adjacent jurisdictions to mitigate the traffic impacts of new growth occurring outside of the city limits.

The City must also work with state and federal agencies to seek all available funding sources to support the adopted transportation network. The City should also consider the following revenue sources to finance needed improvements:

- ◆ General Revenue
- ◆ Impact Fees
- ◆ Local option gas taxes (if authorized)
- ◆ Surface Water Fees (based on new stormwater requirements)
- ◆ Special purpose taxing district

---

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

---

The use of public transportation as an alternative for people who work, live and shop in the Totem Lake Neighborhood should be encouraged. Increased use of this mode of transportation would help to reduce traffic congestion and parking problems in the neighborhood.

### ***Policy TL-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.

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## XV.H. TOTEM LAKE NEIGHBORHOOD TRANSPORTATION

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### ***Policy TL-30.2:***

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-30.3:***

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.

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

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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.

### ***Policy TL-31.1:***

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

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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## XV.H. TOTEM LAKE NEIGHBORHOOD TRANSPORTATION

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### ***Goal TL-32: Improve circulation and access for non-motorized 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 non-motorized modes of travel. The Non-Motorized Transportation Plan (NMT) indicates that non-motorized 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 non-motorized system emphasizing connections to schools, parks, transit, and other parts of Kirkland.

The Totem Lake Neighborhood needs many non-motorized improvements, as identified in the City's Non-Motorized Transportation Plan. These include safe and appropriately scaled non-motorized access to connect neighborhoods and activity 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.

#### ***Policy TL-32.2:***

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

Sound Transit's 10-year Regional Transit System Plan includes funding for a new Transit Center and HOV access project at NE 128th Street on I-405. As plans are finalized for these improvements, the City should ensure that complete pedestrian facilities and transit service connections to Totem Lake residents and businesses are provided. Please refer to the Totem Center policies for additional discussion of pedestrian/transit circulation in the vicinity of the Transit Center.

---

### ***Goal TL-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.

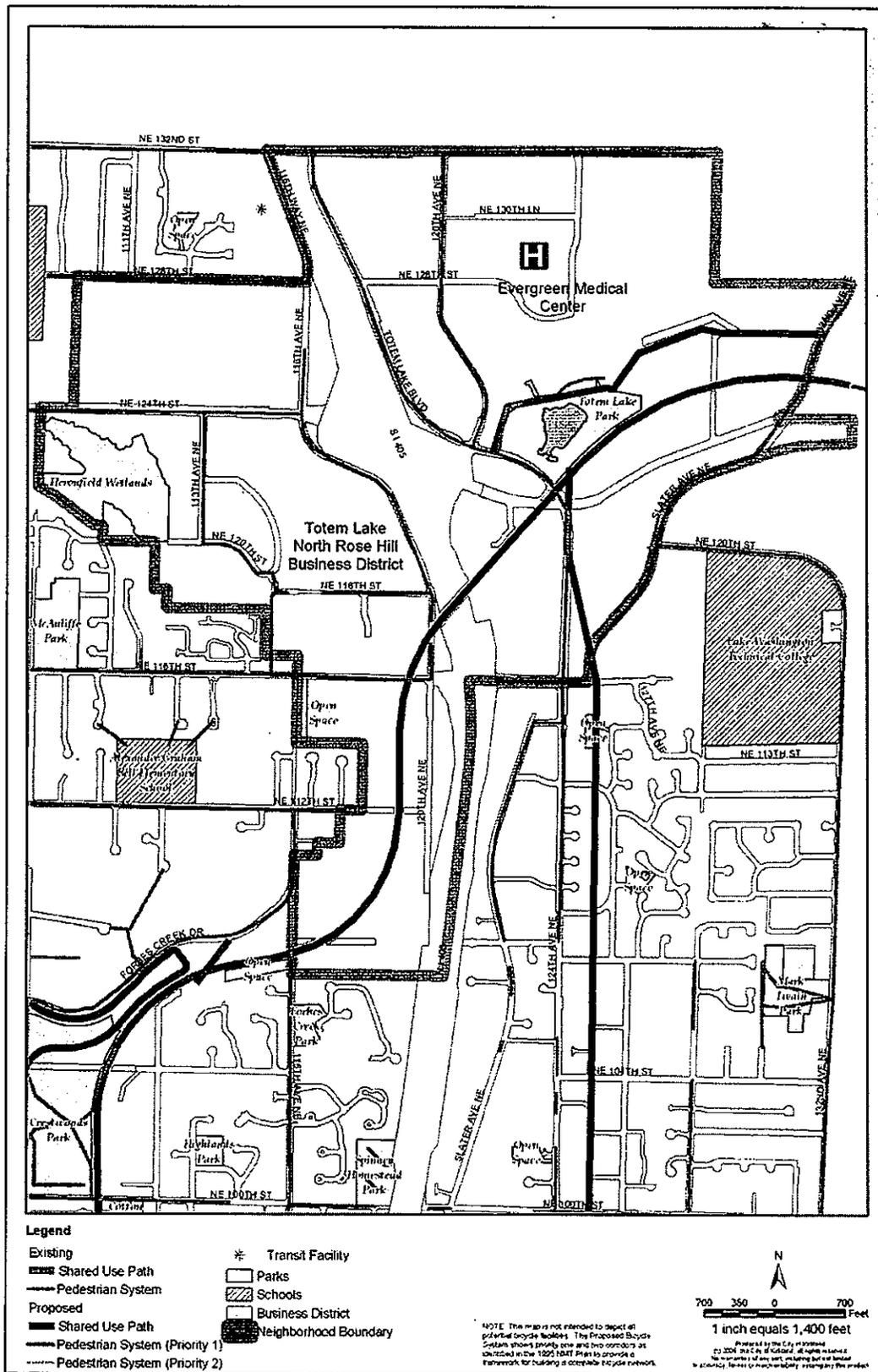
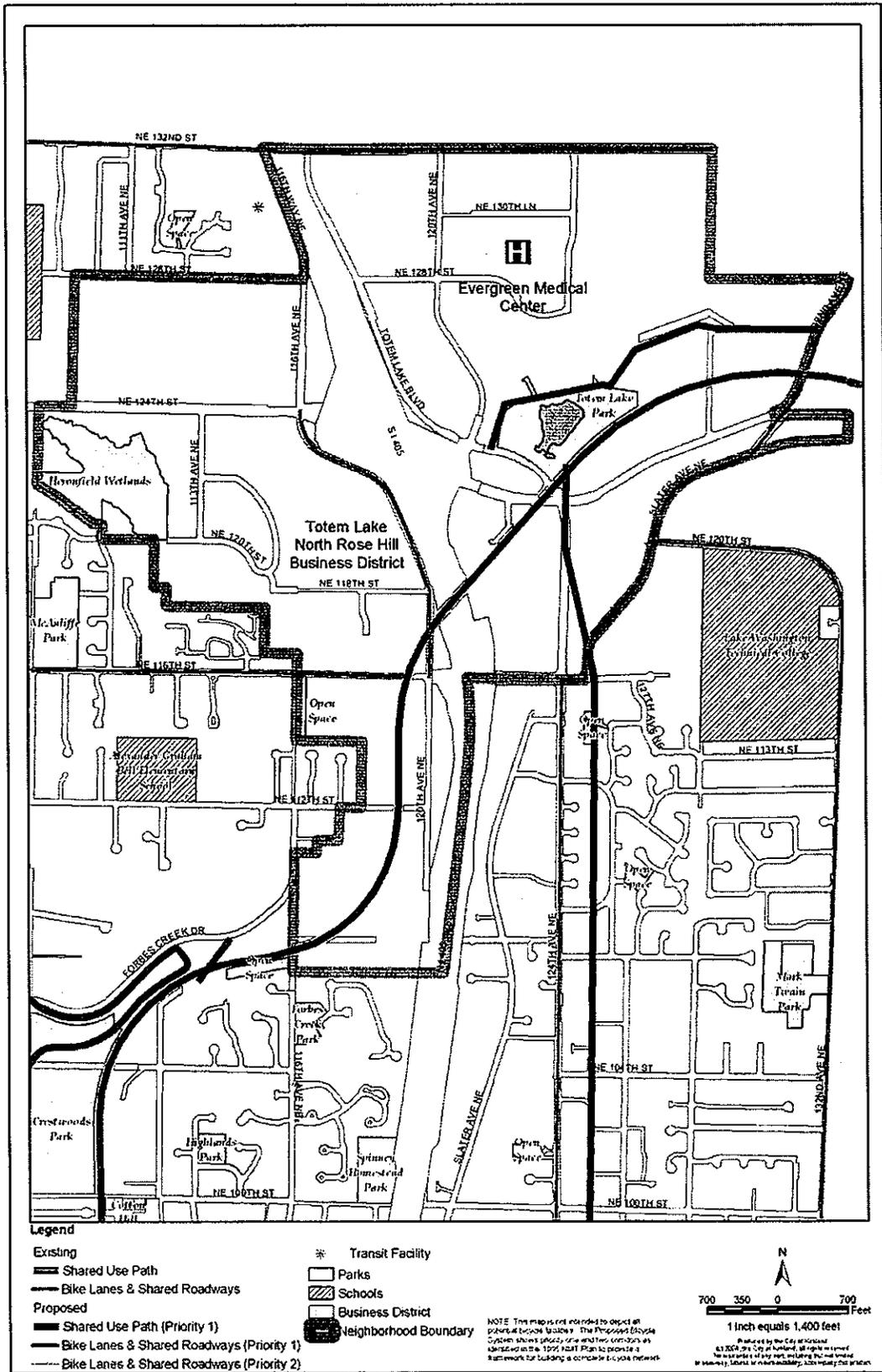
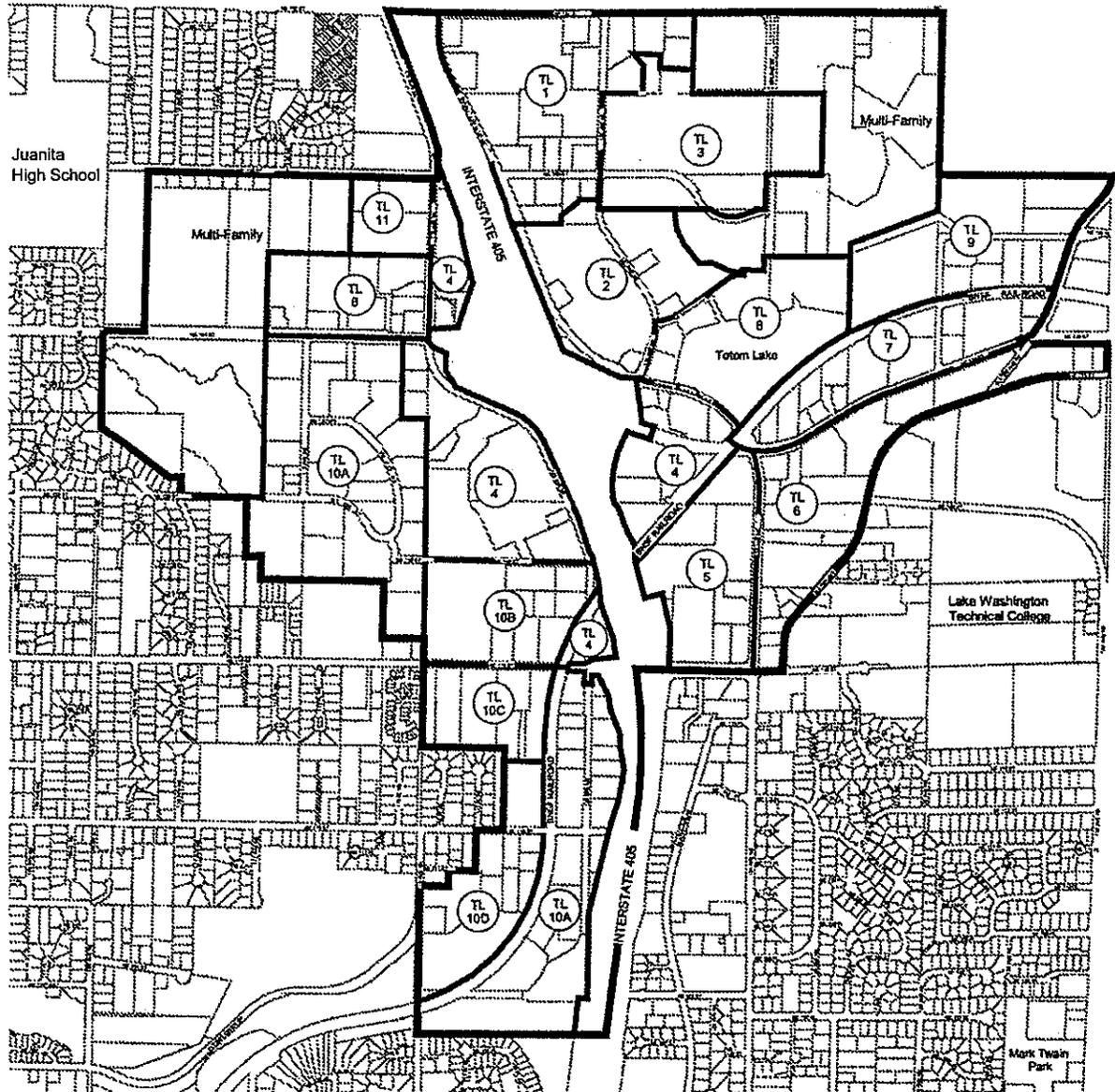


Figure TL-9: Totem Lake - Existing and Proposed Pedestrian System



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



 Planning Districts



1200 0 1200 Feet

January 2002

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

# XV.H. TOTEM LAKE NEIGHBORHOOD

## Totem Lake Neighborhood Land Use Matrix

### Districts

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

**Notes:**

- ◆ Denotes districts in which land uses are allowed.
- 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 uses and/or additional provisions for affordable housing.
- 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 office uses to support Evergreen Hospital Medical Center will be subject to City approval of a campus Master Plan.
- g. Ground floor uses may be limited to retail in certain areas of property.
- h. Types of retail uses may be limited.
- 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.