

# TOTEM LAKE URBAN CENTER ENHANCEMENT + MULTIMODAL TRANSPORTATION NETWORK PLAN



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## EXECUTIVE SUMMARY

Totem Lake is a rapidly growing district in Kirkland. It is currently the main economic generator for the City, supporting 1/3 of the job base and tax revenue, and it is projected to accommodate 40% of the City's growth, housing 8,600 residents by 2035.

Recently, the district has seen tremendous development interest, precipitated by the redevelopment of the Totem Lake mall into a lifestyle center, The Village at Totem Lake, with retail, housing, and high-quality pedestrian gathering spaces. In fact, over half of the 20 year projected residential growth is currently in permitting or development in just a three year time frame. This growth surge has forced the City to reevaluate the current transportation network and livability of the district to accommodate this growth and maintain the economic strength of Totem Lake. This plan provides recommendations for each modal network and strategies to improve the overall identity and appeal of Totem Lake.

Presently, Totem Lake has a very auto-oriented street network. Access to the district is primarily via Interstate 405, and arterials are the only through routes north-south or east-west across the district. This circulation pattern has created large super blocks and characteristically suburban street network that is sinuous and disconnected. The lack of a network grid and heavy reliance on arterials for through movement results in high vehicle volumes and travel delays. Transit service shares the same lanes as single occupant vehicles, which limits schedule frequency and affects service reliability. Bicycle facilities are sparse and do not reach the core destinations within the district. An average adult would not feel comfortable riding a bike through Totem Lake. The viability of walking in Totem Lake is also hampered by the large superblock development, as this results in long walking times with limited street crossing opportunities. Sidewalk quality is variable, and many sidewalks are absent from major arterials.

There are some rich open spaces in Totem Lake, including Totem Lake Park and the Cross-Kirkland Corridor (CKC), a regional multiuse trail. These resources have master plans in place to become iconic central destinations for walking and bicycling within the district. There are also regional destination hubs within the district including Evergreen Health, the Transit Center, the Village at Totem Lake, and Lake Washington Institute of Technology. However there is not a unifying identity of Totem Lake as there are not many public gathering spaces, and the district as a whole is bisected into quadrants by the Interstate and the NE 124th St arterial.

Despite the shortcomings of the street network and lack of a cohesive identity in the district, Totem Lake has a vision of becoming a livable, walkable and bikeable district that is a desirable residential and commercial destination for Kirkland residents, businesses, and visitors from across the region. To that

end, there are a number of significant planning documents and policies in place to guide the development and vision of Totem Lake. Significant among them related to the walking and bicycling environments of Totem Lake include the plan for the Cross Kirkland Corridor be a regional connection in the active transportation network, economic catalyst, and unifying element between Kirkland neighborhoods; and the vision of The Totem Lake Circulator as a boulevard loop with plantings, lighting, benches, signs, art, and pavement textures to be a visual connection and a pedestrian friendly route through the district.

This plan builds upon past planning efforts with the purpose of identifying improvements to create walking and bicycling friendly environments and improve the overall identity and appeal of Totem Lake. Recommendations include improvements to each of the modal networks, strategies for placemaking enhancements and wayfinding throughout the district, and specific dimensions and amenities for select street typologies. The top five recommendations for Totem Lake include:

- Designing and implementing the Circulator street typologies to connect the sub areas of the district, integrate walking and bicycling with transit, provide orientation and wayfinding to visitors, and reflect identity of sub areas as well as the Totem Lake district as a whole.
- Reducing block sizes with new streets oriented to local traffic and through block connections in new development projects for improved circulation and gathering spaces for people walking and bicycling.
- Establishing a dense, continuous, and interconnected walking network to be able to safely and conveniently walk to destinations within Totem Lake.
- Establishing a continuous, low stress and interconnected biking network to reach destinations within Totem Lake and to travel safely through the district.
- Leveraging the intersection of NE 124th St and 124th Ave NE as a gateway hub with new "Totems" to establish an identity for the district, indicate arrival to visitors, and create a core gathering place for the community.

## INTRODUCTION

The Totem Lake district is an economic hub undergoing rapid growth and redevelopment, though the district's vitality and density is limited by its heavily auto-oriented transportation network. As of 2015, Totem Lake supported 1/3 of Kirkland's job base and 1/3 of sales tax revenue. The district is projected to accommodate 40% of the city's growth, and over 8,600 residents are anticipated to live in Totem Lake by 2035<sup>1</sup>.

At its core, Totem Lake is perhaps best known for the Totem Lake Mall, which is presently undergoing redevelopment into a lifestyle center, The Village at Totem Lake. The Village will include retail, housing, and high-quality pedestrian gathering spaces. This redevelopment has precipitated new development interest throughout Totem Lake, particularly residential and mixed-use projects. In fact, over half of the projected residential growth in the district is currently under development or in the permitting process. Active redevelopment parcels are shown in the aerial map on the following page.

To support this rapid economic and population growth, the transportation network must provide multi-modal network options and reduce the number of single occupant vehicle trips in the district. Moreover, to guide the changing landscape of Totem Lake into a livable, walkable district, Totem Lake needs access to and provision of public open spaces such as parks and plazas, walking and bicycling friendly streetscapes, and a cohesive district identity. The purpose of this plan is to address these needs by recommending improvements to the transportation networks for users of all modes, and providing strategies to strengthen the identity and appeal of Totem Lake.

In late July 2017, City staff and the consultant team took a walking tour of the district. This tour included meetings with the developer of the Village at Totem Lake, and a City representative for the planned redevelopment of Totem Lake Park. From this walking tour, it is clear Totem Lake has some rich open space resources ideal for walking or bicycling such as the Cross Kirkland Corridor and boardwalk trail on the perimeter of Totem Lake. However, the street network in Totem Lake is heavily auto-oriented and not a pleasant place to walk or ride a bicycle. Streetscapes in Totem Lake need to be improved to facilitate walking and bicycling to these open spaces, as well as to other major destinations such as the Evergreen Health Medical Center, Lake Washington Institute of Technology, and the Kingsgate Park and Ride. Above all, Totem Lake should be welcoming and accessible by all modes of transportation.



*Comfortable walking and bicycling connections across Interstate 405 are critical to create cohesion across the Totem Lake district. NE 116th St, shown above, was recently improved with a widened sidewalk and planting buffer.*



*The Cross Kirkland Corridor is a 5.75mi gravel walking and bicycling trail that connects Kirkland south to north. There are plans to pave the trail and construct a landmark bridge in the Totem Lake district at 116th Street and Totem Lake Boulevard, location shown in the photo above, for a seamless and memorable trail experience.*



*Totem Lake has beautiful wetlands and habitat, accessible by boardwalks. The Totem Lake Park master plan includes active play space, new boardwalks, and an open park area to encourage more visitors to this natural resource.*



*Totem Lake Boulevard is a major north-south arterial and bus corridor connecting destinations through the district. Sidewalks are very narrow and unpleasant to walk as there is no buffer between the sidewalk and the five vehicle lanes.*

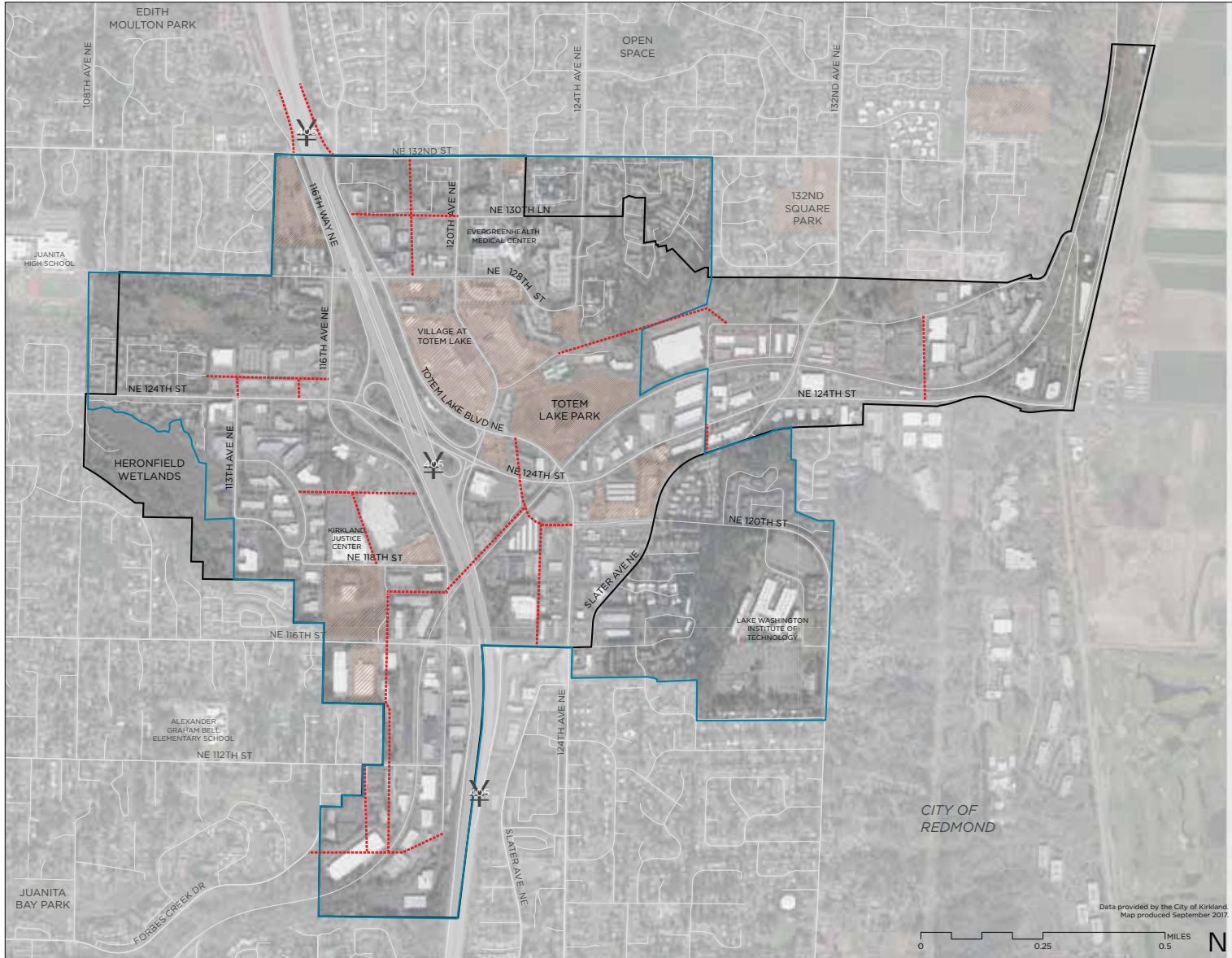
<sup>1</sup> Totem Lake Business District Plan December 2015, pg 5

# EXISTING CONDITIONS + PLANNED IMPROVEMENTS

TOTEM LAKE URBAN CENTER  
ENHANCEMENT+ MULTIMODAL  
TRANSPORTATION NETWORK PLAN

## AREA OVERVIEW

- - - - - Possible New Street Connections
- Redevelopment Parcels
- Business District Boundary
- Urban Center Boundary



Data provided by the City of Kirkland.  
Map produced September 2017.

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# EXISTING CONDITIONS + PLANNED IMPROVEMENTS

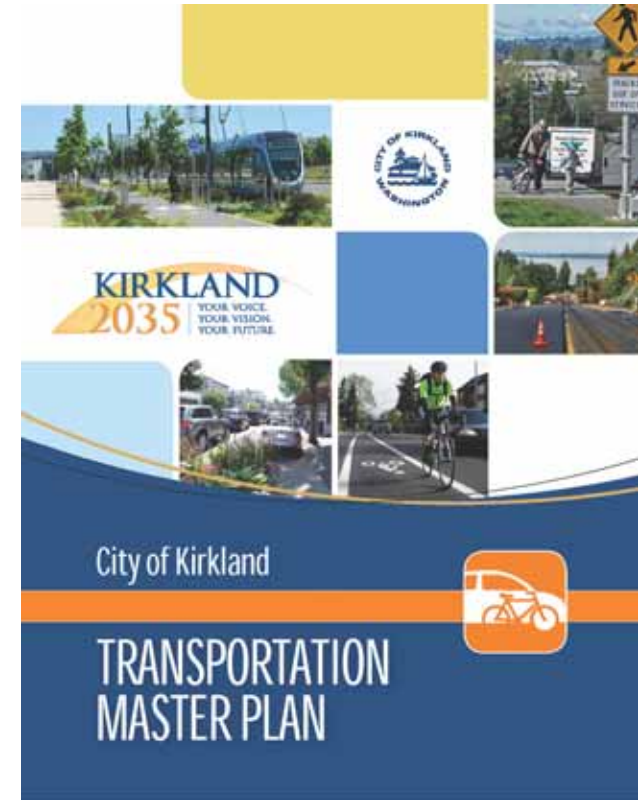


## MAJOR PLANNING DOCUMENTS

There are a number of significant planning documents and policies in place to guide the development of Totem Lake. In addition to the illustrated documents shown, the Kirkland Zoning Code has some specific design requirements in Totem Lake, as well as parcel specific setback requirements. The 2009 Active Transportation Plan provided an evaluation of conditions for walking and cycling in Kirkland, and outlined a vision for more people walking and cycling in Kirkland, and established goals and objectives which have been echoed in the most recent 2015 Transportation Master Plan. Lastly, the Village at Totem Lake has an overarching master plan, development phases, and established sign standards which will likely influence signage throughout the district.



The Cross-Kirkland Corridor is a central spine to the walking and bicycling network in Kirkland. Moreover, this trail is a key link in the regional trail network which will connect Renton, Bellevue, Redmond, Kirkland, Woodinville, and Seattle. This document, adopted by Kirkland City Council on June 17, 2014, establishes the goals, character, design elements, and experience of this trail. Not only will the Cross Kirkland Corridor be a regional connection in the active transportation network, it will become an iconic local destination, economic catalyst, and unifying element between Kirkland neighborhoods.



Also functioning as the transportation element of the city's Comprehensive Plan, the Transportation Master Plan was adopted by Council on November 17, 2015. This plan sets goals for improved mobility for all modes of transportation, safety by elimination of all traffic fatalities and serious injury by 2035, and sustainable development that is sensitive to the environment.

# Totem lake Business District

## 1. INTRODUCTION

The Totem Lake Business District is located in the northeastern part of the city, south of the Kingsgate Neighborhood, east of Juanita, and north of North Rose Hill and Highlands. The district encompasses about 1.3 square miles, generally bounded by NE 132nd Street on the north, Slater Avenue and Willows Road on the east, and the boundary created by established single-family residential areas on the south and west. The boundaries of the business district and urban center are very closely aligned.

Totem Lake is designated as a regional "Urban Center". The Totem Lake Urban Center boundaries incorporate the entire Totem Lake Business District with the exception of the light industry/office area north of NE 124<sup>th</sup> Street and east of 128<sup>th</sup> Lane NE and the wetland areas along the center's western boundary, and the addition of land east of Slater and north of NE 116<sup>th</sup> Street that is included in the North Rose Hill Neighborhood (See Figure TL-1).

This chapter addresses goals and policies for both the business district and the designated urban center. The Urban Center designation was approved by King County in 2003, based on standards in the adopted Countywide Planning Policies, in recognition of the City's Comprehensive Plan policies directing the majority of the city's employment and housing growth to this area.

The Totem Lake Urban Center is also a designated Regional Growth Center within the Puget Sound Regional Council policy framework. Both the King County Countywide Planning Policies and the PSRC's VISION 2040 envision cities with designated regional centers as playing an important role in shaping future growth patterns through accommodating a significant portion of the region's employment and residential growth.



The Totem Lake Business District and Urban Center Plan, adopted as part of the Comprehensive Plan on December 8, 2015, outlines goals and policies to guide the economic, land use, housing, transportation, and urban design development of Totem Lake.



Adopted by the City Council pursuant to Kirkland Municipal Code Section 3.30.040, Ordinance 4052.

Jim Lauringer,  
Mayor

Eric Shields,  
Director,  
Planning & Community  
Development

The Design Guidelines for Totem Lake Neighborhood, approved by Council June 6, 2006, builds the vision of Totem Lake as a thriving urban center. These guidelines include design interventions specific to sub-districts within Totem Lake, and overall design strategies for pedestrian friendly environments. These strategies include elements such as appropriately scaled lighting, street oriented building facades, street trees, and clear gateway elements for wayfinding.



Adopted by the City Council pursuant to Kirkland Municipal Code Section 3.30.040. Dated August 3, 2004. Updated December 11, 2012, R-4945 & R-4946.

Attest:

Jean McBride,  
Mayor

Eric Shields,  
Director,  
Planning & Community  
Development

The Design Guidelines for Pedestrian-Oriented Business Districts, most recently updated on December 11, 2012, applies to the center core of Totem Lake. These guidelines highlight key design elements to make an inviting and engaging environment for pedestrians. This includes elements such as appropriate building massing, active facades, pedestrian amenities, adequate sidewalk widths, and landscaping.

## LAND USE AND ZONING

Totem Lake is primarily an industrial, office, and commercially zoned area, however, zoning regulations support a mix of uses throughout most of the district. Totem Lake is also designated a regional growth center by the Puget Sound Regional Council and the population is projected to increase from 4,680 to over 8,600 residents by 2035.

The core commercial development of the district is focused on the area surrounding The Village at Totem Lake and Evergreen Health Medical Center. There are also zoned commercial areas on NE 124th Street on either side of the I-405 interchange, and along 124th Avenue NE. Office uses are primarily concentrated on the west side of I-405, while industrial uses are primarily in the northeast corner of Totem Lake. Residential areas are on the periphery of the commercial areas, concentrated as high density zones closer to the commercial areas and low density residential beyond these areas.

## PLANNED DEVELOPMENTS

There are a number of parcels undergoing development or redevelopment. The Village at Totem Lake is currently the largest project underway, but there are a number of high density residential projects in the permitting process both east and west of I-405. There are also two park projects, the Totem Lake Park Master Plan and play fields at 132nd Square Park. The map on the following page illustrates zoning in the district, and current parcels under redevelopment.



*The Village at Totem Lake, currently under construction, will be a lifestyle center with commercial and residential uses and a central destination in the district.*



*Athens is a planned high density senior housing project on NE 124th St in the eastern commercial district. Image: Athens Administrative Design Review Update.*



*A key development at the core of the district is the plan for Totem Lake Park, which includes a perimeter walking trail, restrooms, and open park space. Image: Totem Lake Park Master Plan.*



*The Totem Lake business district is zoned to encourage higher density and mixed-use developments such as Slater 116, just south of the Totem Lake Business District boundary.*

# EXISTING CONDITIONS + PLANNED IMPROVEMENTS

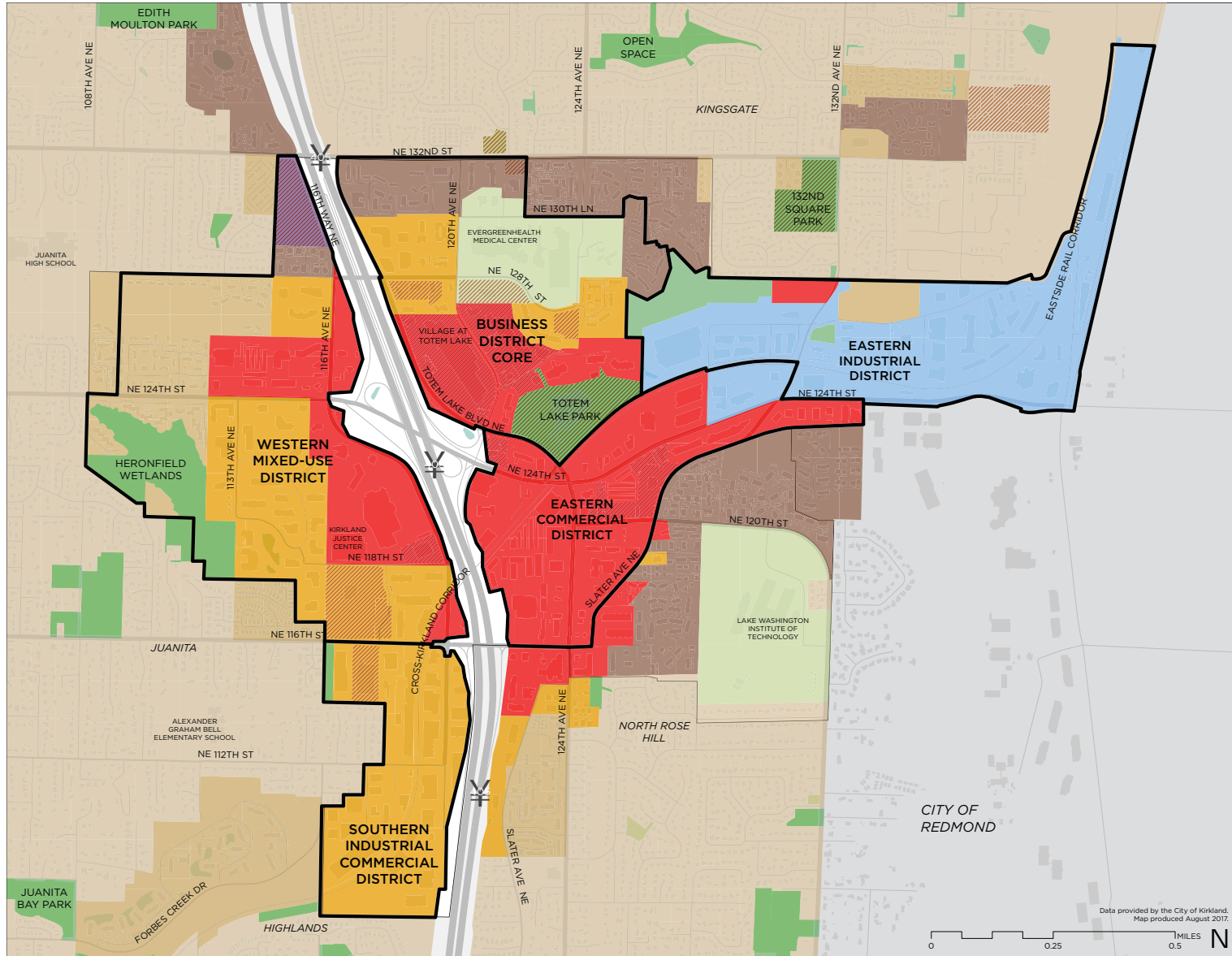
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## ZONING

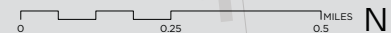
- Planning District Boundaries
- Commercial
- High Density Residential
- Industrial
- Institutions
- Low Density Residential
- Medium Density Residential
- Office
- Park/Open Space
- Transit Oriented Development

## BASE

- Buildings
- Redevelopment Parcels
- Water
- Parks
- Study Area
- City of Kirkland Boundary



Data provided by the City of Kirkland.  
Map produced August 2017.



## STREET NETWORK

The street network in the district is largely auto-centric, as access to Totem Lake is primarily via Interstate 405 and the arterials NE 124th Street, Totem Lake Boulevard, and 124th Avenue NE. Because of large “super blocks,” the street network is not a continuous grid, and traffic is funneled to these major arterials. Residential streets on the periphery of the district are characteristically suburban: sinuous and disconnected. Aside from the interstate and major arterials, there are no through routes north-south or east-west across the district.

## PLANNED FACILITIES

Improved access and mobility in and around Totem Lake is critical to its successful growth and development. The Kirkland Transportation Master Plan has identified opportunities for new local street connections to create a finer transportation grid in Totem Lake. These are illustrated as red lines in the map on the facing page.

The Totem Lake Business District and Urban Center Plan sets a goal for Totem Lake to achieve a 64% mode split for daily home to work single occupancy vehicles(SOV) by 2035. This would be a dramatic reduction from current home to work SOV trips of 81%. Given the limited capacity and disconnected grid of the district, modal alternatives should be prioritized to achieve this goal. The Comprehensive Plan supports a system which promotes all forms of transportation, including walking, bicycling, and transit. Transportation planning in Totem Lake should reflect that hierarchy by improving streets for walking and bicycling and improving speed and reliability for transit. These networks are described in the following pages.



124th Avenue NE is slated to be widened from a three lanes to five lanes, with improved sidewalks, bike lanes, and transit stops.



A future street connection is proposed in the ROW adjacent to the Cross Kirkland Corridor beneath Interstate 405.



Project plan and proposed section for 124th Avenue NE. Image: City of Kirkland.



Street connection design concept beneath I-405 from the Cross Kirkland Corridor Master Plan. Note the proposed street would be a neighborhood connector street oriented to local traffic rather than arterial throughput.

# EXISTING CONDITIONS + PLANNED IMPROVEMENTS

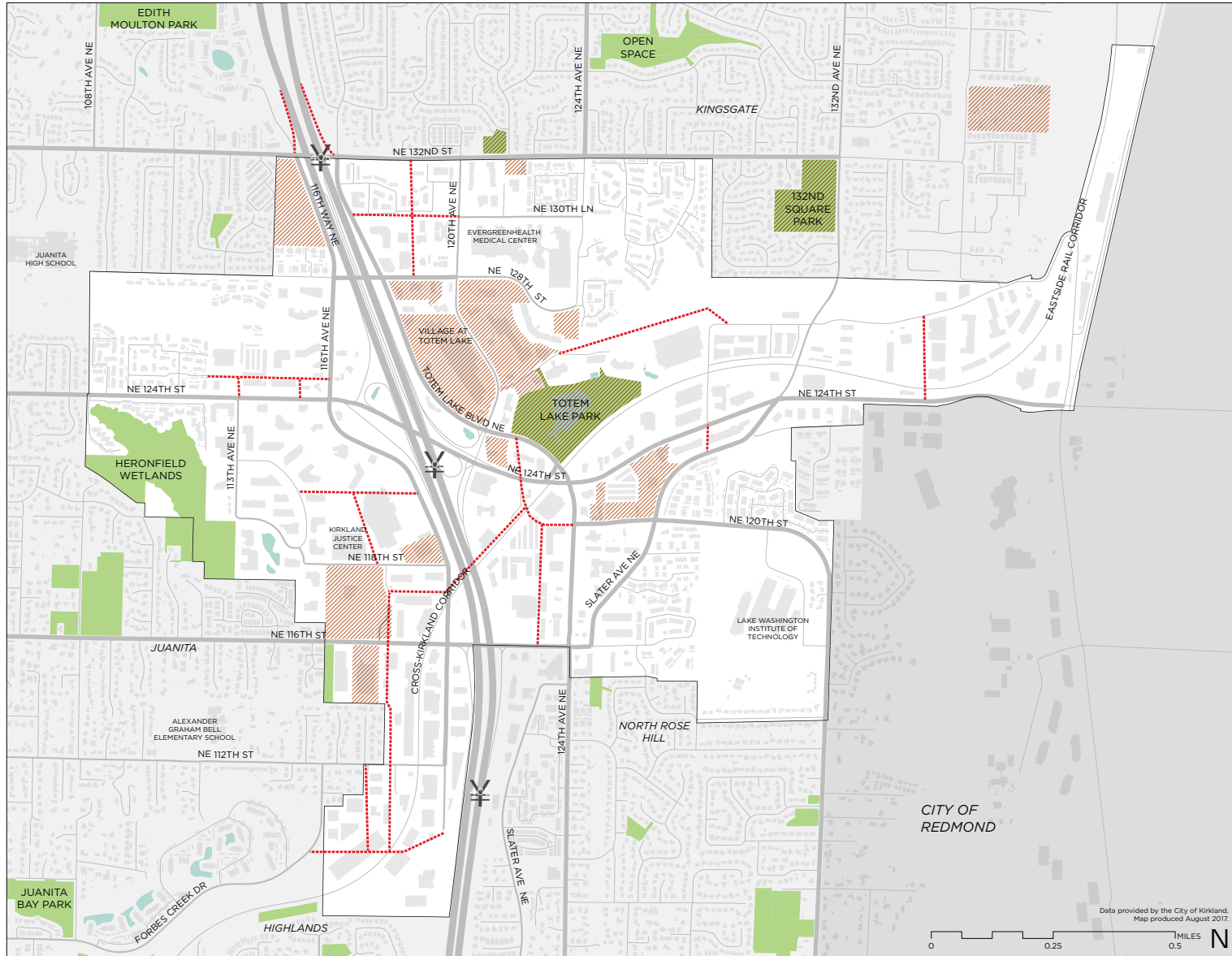
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TRANSPORTATION NETWORK PLAN

## STREET NETWORK

- - - - - Possible New Street Connections
- Interstate
- Arterial
- Collector
- Local

## BASE

- Buildings
- Redevelopment Parcels
- Water
- Parks
- Study Area
- City of Kirkland Boundary



Data provided by the City of Kirkland.  
Map produced August 2017.

0 0.25 0.5 MILES N

## WALKING AND BICYCLING NETWORKS

According to the Business District and Urban Center Plan, Totem Lake currently has a walking and bicycling mode share of 3%, and the peak hour aspirational mode split for walking and bicycling by 2035 is 10%<sup>1</sup>. To achieve this goal, there need to be safe, intuitive, and interconnected active transportation networks. Several bicycle projects identified in the 2009 Active Transportation Plan (ATP) have been completed or are funded for construction, including one of the City's first neighborhood greenways on 128th Ave NE, bike lanes on NE 120th St from 124th Ave NE to Slater Ave NE, and raised bicycle facilities on 120th Ave NE as part of The Village at Totem Lake development. Some missing sidewalks identified in the ATP have since been completed, such as NE 116th St from 120th Ave NE to 124th Ave NE, 116th Ave NE from NE 124th St to NE 128th St, and one side on NE 124th St on the I-405 overpass. However, many of the high priority streets for sidewalk improvement and bicycle projects identified in the ATP remain incomplete, resulting in disconnected series of individual improvements that do not function as a complete network.

### PLANNED FACILITIES

Central to the walking and cycling network in Totem Lake is the aspirational plan for the Cross Kirkland Corridor. Already successfully functioning as an interim unpaved trail, this will be a paved trail with high quality materials, trailheads, gathering spaces, wayfinding, lighting, and other amenities for a regional trail. The Cross Kirkland Corridor will act as both a recreational destination and an active transportation network connector through Kirkland. Within Totem Lake there are plans for an iconic bridge, the "skipping stone," which will create a seamless trail connection over the 124th Ave NE and NE 124th St intersection, which has average daily vehicle volumes of approximately 50,000.

A second key component of the active transportation network in Totem Lake is the vision of a landscaped boulevard, the Totem Lake Circulator, as a walking friendly loop through the quadrants of Totem Lake separated by I-405 and NE 124th Street. The Circulator plan, identified in the Totem Lake Neighborhood Design Guidelines and the Totem Lake Business District and Urban Center Plan, follows NE 116th Street, 124th Avenue NE, Totem Lake Boulevard, NE 128th Street, 116th Ave NE, and 120th Avenue NE.

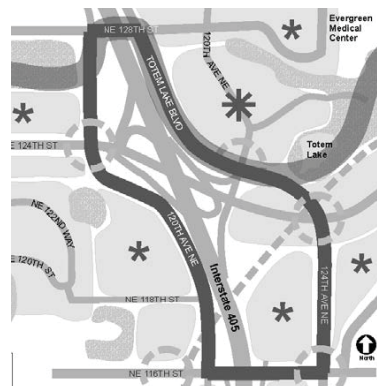
The map on the opposite page illustrates existing walking and bicycling networks, as well as planned bicycle facilities which were derived from the 2015 Transportation Master Plan, 2009 Active Transportation Plan, Cross Kirkland Corridor Master Plan, Totem Lake Park Master Plan, developer plans, completed projects, and other projects currently in planning by the City.



*In Totem Lake, often there are long blocks between intersections with few safe pedestrian crossing opportunities. This mid block crossing on 116th Avenue NE facilitates a midblock street crossing with striping, signage, and a median refuge island.*



*Presently the Cross Kirkland Corridor uses signage to direct trail users to an at-grade street crossing at NE 124th Street and 124th Ave NE. There are plans for a bicycle pedestrian bridge, also called the Totem Lake Connector, to continue over this intersection and maintain a trail experience.*



*The Totem Lake Circulator is a boulevard loop envisaged to have plantings, lighting, benches, signs, art, and pavement textures to be a visual connection and a pedestrian friendly route through the district. Image: Design Guidelines for Totem Lake Neighborhood.*



*Rendering of the "Skipping Stone" design for the Totem Lake Connector. This will create a seamless experience while walking or biking the Cross Kirkland Corridor. Image: City of Kirkland.*

<sup>1</sup> pg 99



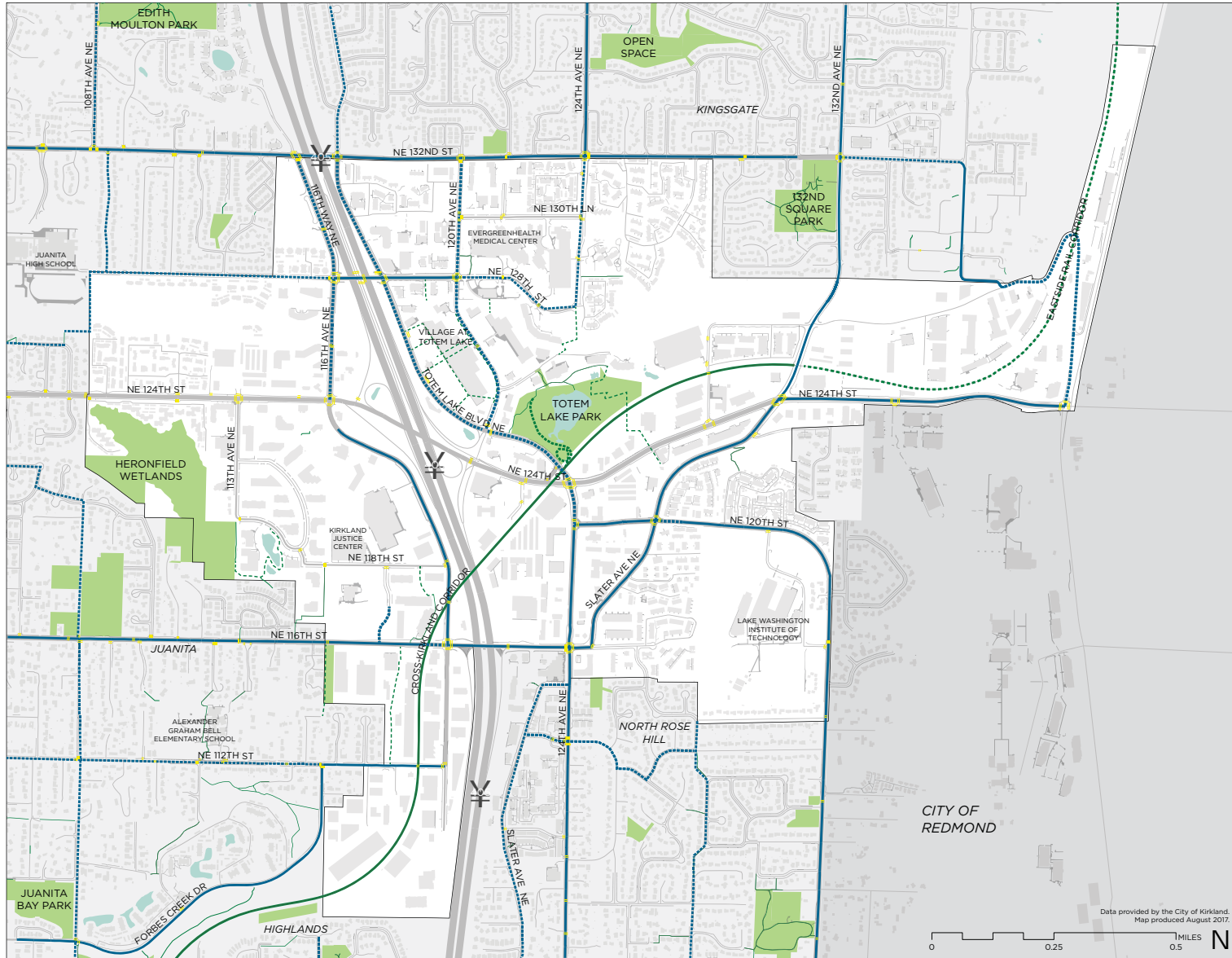
# EXISTING CONDITIONS + PLANNED IMPROVEMENTS

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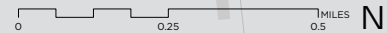
## BICYCLE + PEDESTRIAN NETWORKS

- Existing Bike Lane
- Existing Pedestrian Path
- Existing Multi-use Trail
- Proposed On-Street Bicycle Facility
- Proposed Trail
- Existing Crosswalk
- Existing Sidewalk

- BASE**
- Buildings
  - Water
  - Parks
  - Study Area
  - City of Kirkland Boundary



Data provided by the City of Kirkland.  
Map produced August 2017.



## TRANSIT NETWORK

Totem Lake has a current home to work commute transit mode share of 7%, with aspirations to increase to 15% by 2035.<sup>1</sup> The bus routes through the district use the major arterials, which have high vehicle volumes and no dedicated transit lanes, resulting in delays. There are two major transit stations in Totem Lake: the Freeway Station platform on the I-405 express lanes at NE 128th Street, and the Totem Lake Transit Center on the Evergreen Health Medical Campus on NE 128th Street. While transit service in Totem Lake is operated by the agencies King County Metro, and soon Sound Transit, Kirkland maintains responsibility for street maintenance and installation of streetscape elements key to an enjoyable transit experience, including waiting areas, lighting, and wayfinding.

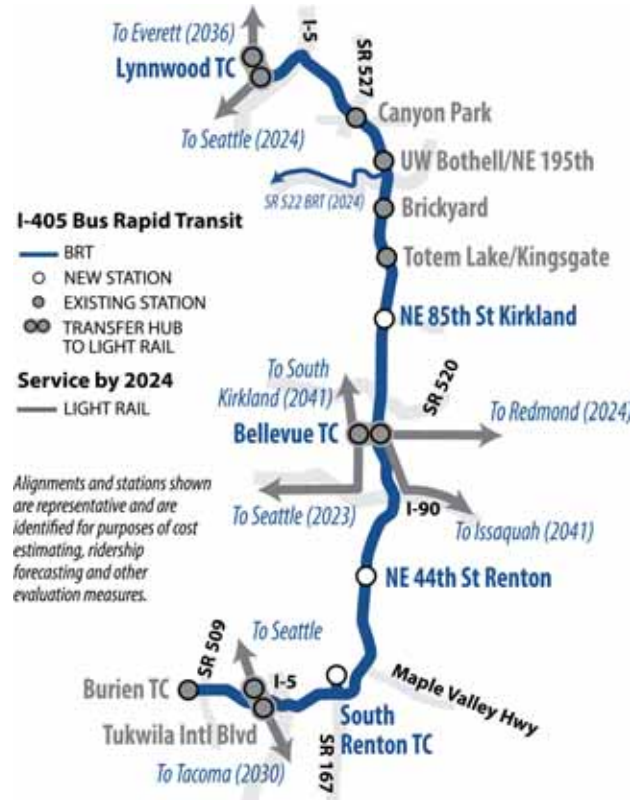
## PLANNED FACILITIES

I-405 Bus Rapid Transit (BRT) is proposed as part of Sound Transit 3 and is scheduled to operate in 2024, stopping at the existing freeway station on I-405. As part of I-405 Bus Rapid Transit, 400 new parking stalls and transit oriented development will be added to the Kingsgate Park and Ride. This BRT route will extend from Lynnwood to Burien and will connect to regional light rail service.

King County Metro CONNECTS plan also describes significant changes to transit in Totem Lake, including two new RapidRide lines through the district. RapidRide routes operate frequently, serve many destinations along a logical corridor, and has service that operates 20 hours-a-day, 7 days-a-week. The Metro CONNECTS plan will expand transit service with a new RapidRide line that will connect the Totem Lake Transit Center to downtown Kirkland, South Kirkland Park and Ride, downtown Bellevue, and Bellevue College by 2025. Another RapidRide line connecting Kenmore, Finn Hill, Totem Lake and Overlake is planned to be operational by 2040.

Lastly, Kirkland is also developing a Transit Implementation Plan to improve transit service in the City and support planned and future developments. This is tentatively scheduled to be adopted in 2018.

Existing transit routes, stops, and the planned BRT alignment is illustrated in the map on the following page.



I-405 BRT will connect Burien, Renton, Bellevue, Kirkland, and Lynnwood with 10 minute peak headways. Image: Sound Transit System Expansion Interactive Map <https://systemexpansion.soundtransit.org/images/inset-maps/i405%20BRT-01.svg>



The Kingsgate Park and Ride site has been identified as a potential transit-oriented development site, given its proximity to the BRT line and walking distance to live, work, and shopping destinations in Totem Lake. As part of the BRT line, a portion of the existing surface parking lot will be converted into a 600 stall parking garage. This would be an ideal opportunity to construct a TOD. Image: City of Kirkland GIS.



Most bus stops in Totem Lake are sign posts on the sidewalk and do not have amenities such as a shelter or seating area. This stop on Totem Lake Boulevard is an uninviting place to wait as the sidewalk is narrow and there is no place to sit. The City has received a TIB grant for 2019 to improve Totem Lake Boulevard with wider sidewalks, lighting, and other streetscape improvements.

<sup>1</sup> Business District and Urban Center Plan pg 99



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# INFORMATION GATHERING + ANALYSIS



## STAKEHOLDER WORKSHOPS

Over the fall of 2017, City staff and the project consultant team held three workshops to gather information from stakeholders with a vested interest in Totem Lake. Stakeholders included developers, business owners, and representatives from the Planning Commission, the Transportation Commission, the Design Review Board, the Cultural Arts Commission, Evergreen Health, and Lake Washington Institute of Technology. Each workshop focused on a key topic: vision and identity; multimodal transportation networks and street typologies; placemaking and public enhancements. The information gathered from these workshops created a basis of understanding of the multimodal network and public space needs for Totem Lake. The following section outlines key findings from City staff and stakeholder input, grouped by general topic. A full summary of each of the workshop activities can be found in the Appendix. The map on the facing page is a desire line and destination analysis compiled from stakeholder and City comments during the workshops.

## VISION + IDENTITY

### VISION + IDENTITY

- Totem Lake needs to generate a district identity and change existing perceptions.
- Totem Lake is an economic generator for Kirkland.
- Totem Lake should be seen as a desirable new location for businesses.
- Totem Lake aspires to be a community for people to live, work, and shop.

### DESTINATIONS

- Totem Lake Park and the Cross-Kirkland Corridor should be featured destinations of the district.
- There are not enough public gathering spaces in the district.
- New public gathering spaces should be multipurpose and/or seasonal.
- There are central destination hubs within the district such as Evergreen Health, and the Transit Center, Totem Lake Village, and Totem Lake Park.
- Lake Washington Institute is a destination isolated from the main core of destinations of Totem Lake by major arterials and topography, but there is a strong desire to connect to the core.
- There is a strong need to connect the quadrant destinations of Totem Lake with the core of the district.
- The Cross Kirkland Corridor is an opportunity for placemaking to unify the district.

### WAYFINDING

- Same numbered street names and avenues such as 124th and 124th are disorienting to visitors.
- There should be an indication of arrival at the Totem Lake core.
- Landmarks could reinforce Totem Lake identity and aid in wayfinding throughout the district.
- The Totem Lake Connector bridge will be a memorable landmark.

### NEW DEVELOPMENTS

- New development should integrate with and balance existing businesses.
- New developments present an opportunity for midblock connections and increased pedestrian permeability.

- The core identity of Totem Lake can be reinforced and extended to new developments.
- Opportunities to orient or link new developments to the Cross Kirkland Corridor should be encouraged.

### CIRCULATION

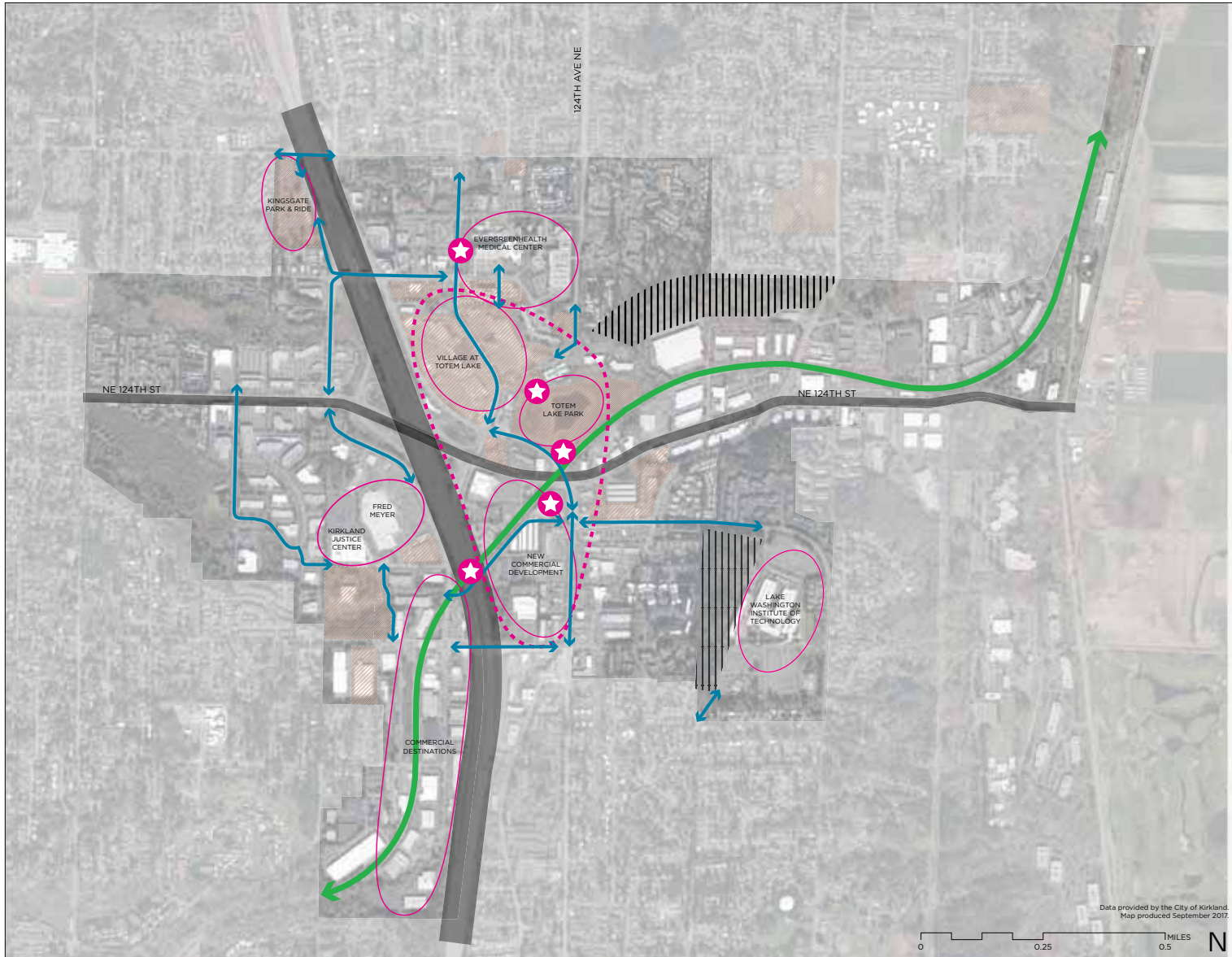
- Circulation needs to be improved for all modes.
- Vehicular access is necessary for the continued economic success of Totem Lake.
- There are not enough streets for the amount of traffic demand.
- I-405 is a dividing barrier with few crossing opportunities.
- Currently, bicycling in Totem Lake is for the fearless, confident rider.
- Totem Lake needs bicycle access to destinations within the district.
- Totem lake needs bicycle connectivity though the district.
- The walking streetscape in Totem Lake needs to be a continuous network.
- Connections to transit by walking or bicycling need to be improved, currently it is very difficult.
- Bicycle infrastructure should be applicable to different street classes. What kind of bicycle infrastructure is implemented on an arterial street, what is implemented on a local connector?
- Retrofit or phased opportunities for bicycle infrastructure should be considered.
- The Cross-Kirkland Corridor underpass is a key link for connectivity in the district
- Frequent connections to the Cross Kirkland Corridor are key to the walking and biking networks of Totem Lake.

# EXISTING CONDITIONS + PLANNED IMPROVEMENTS

TOTEM LAKE URBAN CENTER  
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TRANSPORTATION NETWORK PLAN

## OPPORTUNITIES + CHALLENGES ANALYSIS

- Desire Lines
- Cross Kirkland Corridor
- ★ Placemaking Opportunity
- Destinations
- Totem Lake Identity Core
- Topographic Barrier
- Infrastructure Barrier



Data provided by the City of Kirkland  
Map produced September 2017.



## MULTIMODAL NETWORKS + STREET TYPOLOGIES

### NETWORK

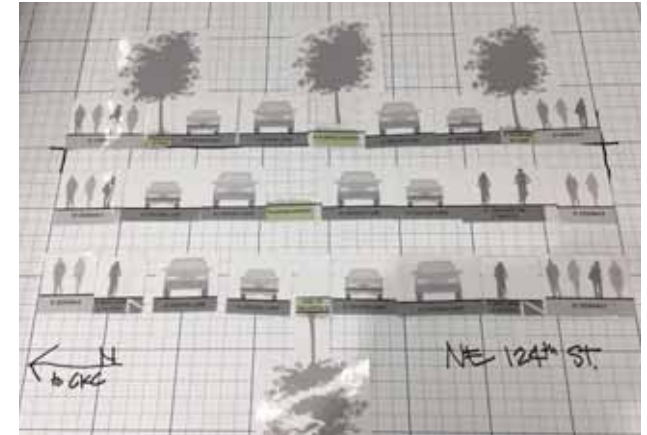
- Most streets are high stress for walking and bicycling.
- There are limited north south street connections through Totem Lake.
- Totem Lake Boulevard and 124th Ave are key district connections for all modes.
- Need more pedestrian and bicycle connections to the access the Cross-Kirkland Corridor.

### INTERSECTIONS

- 124th Ave NE and NE 124th St is a key intersection as an arrival point and a junction.
- Need midblock walking and bicycling connections for more efficient paths of travel.

### STREET TYPOLOGIES

- Need a means of determining priority of elements in a street section.
- Placemaking elements should be integrated into the streetscape.
- Incremental or interim improvements should be considered.
- Need to identify streets which require ROW acquisition for bicycle and pedestrian infrastructure.
- Need to identify streets to add parking and loading zones.
- New streets should prioritize walking and bicycling.











Street typologies and trade offs were discussed and explored during the network workshop using game pieces and ROW information. On the following page, walking and bicycling routes to key destinations in Totem Lake were mapped and assigned a Level of Traffic Stress or LTS score. More information on the network analysis is on page 28.







# TOTEM LAKE URBAN CENTER ENHANCEMENT+ MULTIMODAL TRANSPORTATION NETWORK PLAN

EXISTING CONDITIONS

-  Existing New Road Connectivity
-  Neighborhoods in Plan
-  Current Street Boundary
-  New Street Boundary

-  Bus 238
-  CAR
-  WALK
-  BIKE

- LTS
-  4
  -  3
  -  2
  -  1



## PLACEMAKING + PUBLIC ENHANCEMENTS

### STREETSCAPE

- There needs to be safe places to walk and rest.
- The district would benefit economically and culturally by incorporating more flexible spaces to appeal to a diverse demographic.
- Incorporate more artistic and cultural expression throughout the built environment with amenities and wayfinding.
- The district needs more planting to create buffer areas from vehicular traffic for respite and greater perception of safety.

### DESTINATIONS

- The district needs more inviting gathering spaces and places of interest.
- There are limited natural green areas in Totem Lake, it is more of an urban setting.
- There is opportunity for private developments to provide public spaces for people to gather, rest and play.

### CONNECTIVITY

- Currently difficult to reach destinations, need a stronger draw to places and better walking and bicycling connections.
- There is a need for a strengthened connection between the Village at Totem Lake and Evergreen Hospital.
- There needs to be a greater visual appeal of landscape surrounding Evergreen Hospital for patients and elderly community.
- The Cross-Kirkland Corridor will be a key connector beneath I-405 and should be visually distinctive.
- Wayfinding is needed throughout the district.



*Placemaking elements were debated and given potential locations throughout the district.*



## NETWORK ANALYSIS

### LEVEL OF TRAFFIC STRESS

The existing street network in Totem Lake was analyzed for Level of Traffic Stress (LTS) to determine general comfort for walking and bicycling in Totem Lake. While typically an LTS analysis is used solely for bicycle networks, this analysis is applicable to the pedestrian network as it measures street characteristics which also affect pedestrian comfort. Moreover, there is insufficient data to conduct a more robust pedestrian analysis, which would require sidewalk width and buffer information.

The Level of Traffic Stress Analysis for this plan was adapted from the 2012 Mineta Transportation Institute *Report 11-19: Low-Stress Bicycling and Network Connectivity*. A level of comfort for walking or bicycling on a street is determined based on factors including posted speed limit, street width, and the presence and character of bicycle lanes. The combination of this criteria separates the network into one of four scores:

- LTS 1: Low-stress route suitable for cyclists of all ages and abilities
- LTS 2: Route comfortably ridden by the mainstream adult population
- LTS 3: Route ridden by “enthused and confident” cyclists
- LTS 4: Route ridden by the “strong and fearless” cyclists

In general, a separated bicycle facility, such as a trail or a cycle track, would qualify as a low-stress (LTS 1) bikeway, while an arterial shared with motor vehicle traffic operating at high speeds would receive a higher-stress score. The results of the LTS analysis helps identify existing areas with a high level of service as well as focus areas for improvement.

The map on the facing page illustrates the level of traffic stress in Totem Lake. Notably, all of the principal arterials and nearly all of the minor arterials are high stress routes. The only routes of LTS 1 are the Cross Kirkland Corridor and the portion of 120th Ave NE through the Village at Totem Lake that is currently under construction. The Eastside Rail Corridor was not included in this analysis as it is not yet complete.



*The Cross-Kirkland Corridor is a trail which corresponds to LTS 1: comfortable for people of all ages and abilities.*



*NE 120th St currently has three travel lanes and bike lanes, which represents LTS 3, comfortable for confident cyclists.*



*Totem Lake Way is scored an LTS 2 as it has low traffic volumes and speeds, although there is no bicycle infrastructure.*



*The intersection of NE 132nd St and 116th Way NE represents LTS 4 as there are no bicycle lanes, a wide street, and high vehicle speeds. This would be only comfortable for the most intrepid rider.*

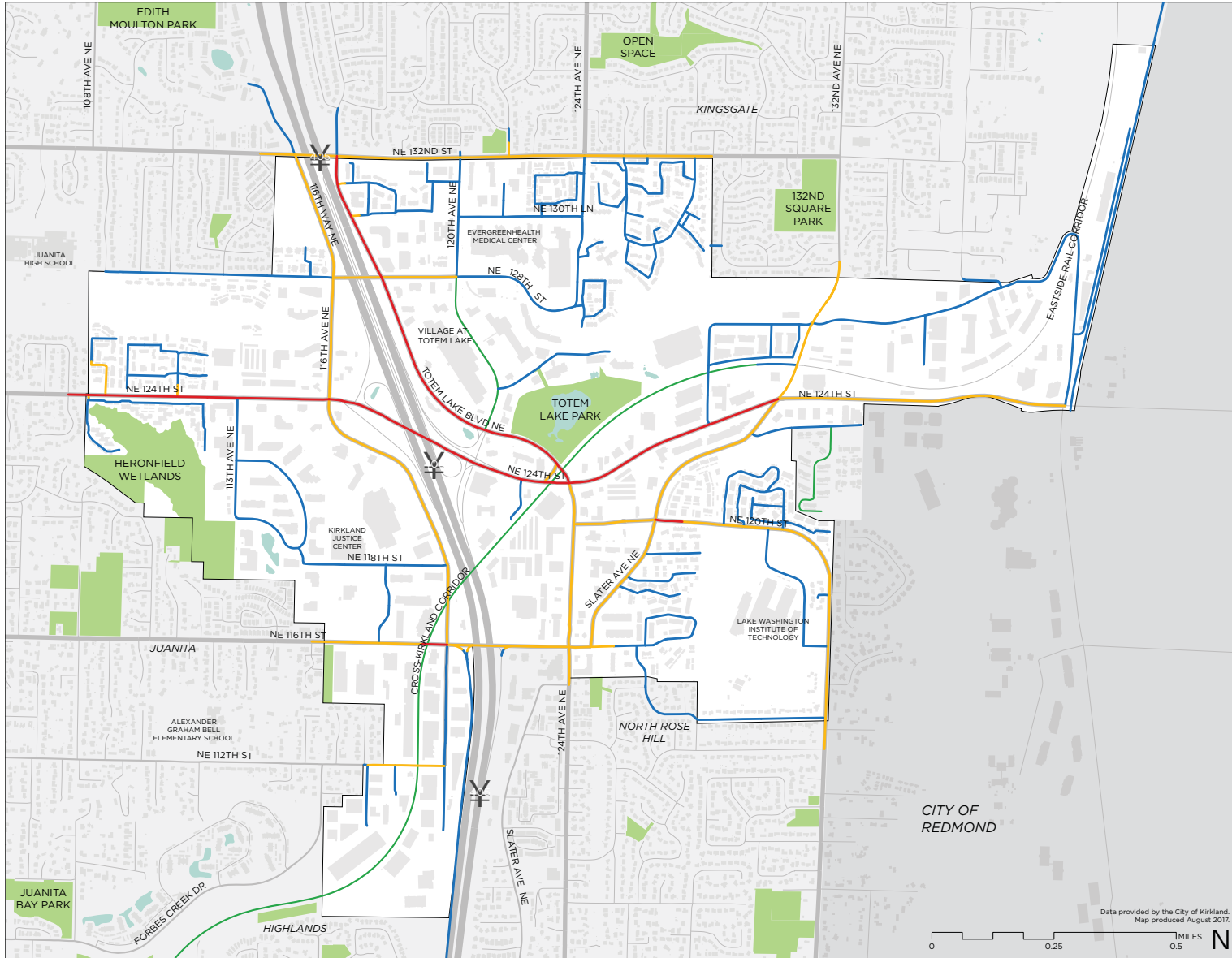
# EXISTING CONDITIONS

TOTEM LAKE URBAN CENTER  
ENHANCEMENT+ MULTIMODAL  
TRANSPORTATION NETWORK PLAN

## LEVEL OF TRAFFIC STRESS ANALYSIS

- LTS 1
- LTS 2
- LTS 3
- LTS 4

- BASE
- Buildings
  - Water
  - Parks
  - Study Area
  - City of Kirkland Boundary



Data provided by the City of Kirkland.  
Map produced August 2017.

## PEDESTRIAN GAP ANALYSIS

### EXISTING CONDITIONS

In addition to the LTS analysis, the walking and bicycling networks were individually evaluated for network and spot gaps. The pedestrian analysis was based on presence or absence of sidewalks using City GIS data. Quality of sidewalks could not be fully assessed as width and buffer information is not available. While the 2009 Active Transportation Plan assessed city sidewalks based on paving material (concrete, gravel or asphalt), this does not capture the degradation of the material, or the usable width of the sidewalk. Although there is not a complete inventory of sidewalk quality, generally sidewalks in Totem Lake range from 5'-10' wide, and many do not have a buffer from the vehicle travel lanes. Often, there are obstacles in the sidewalks, and the overall traveled width of the sidewalk may vary within one block. Moreover, many sidewalks are disjointed as sidewalks on public streets and pedestrian facilities on private property are often not connected.

As shown in the map on the following page, there is a lack of density in the pedestrian network and large blocks with no alternate routes or intersection crossings. Midblock connections would shorten walking distances and improve accessibility to destinations. Where possible, new project developments should develop publicly accessible pedestrian through block connections between buildings to reduce block size and improve the walkability of the district. The planned new street connections (pg 15) and the planned trail connections (pg 17) are included as gap locations to add to the pedestrian network.

The gap analysis also illustrates the need for intersection improvements for pedestrians. Potential spot gap improvements include directional curb ramps, tactile warning strips, adding a missing leg of crosswalk to an intersection, leading pedestrian intervals, curb bulbs, or new signalized or otherwise pedestrian activated crossings.



*Some arterials in Totem Lake, such as NE 124th St, only have sidewalks on one side of the street. Note this particular sidewalk also abruptly ends in a shoulder.*



*Currently there is no sidewalk connection from the CKC to 120th Ave NE, a key walking route from east of I-405 to the Fred Meyer grocery store and the Kirkland Municipal court.*



*Some sidewalks abruptly end along property frontages, such as NE 120th St just east of Slater Ave.*



*Though there is a crosswalk and pedestrian walk signal, there is no receiving curb ramp or sidewalk for people walking on NE 124th St and 116th Ave NE.*

# EXISTING CONDITIONS

TOTEM LAKE URBAN CENTER  
ENHANCEMENT + MULTIMODAL  
TRANSPORTATION NETWORK PLAN

## GAP ANALYSIS

### PEDESTRIAN NETWORK GAPS

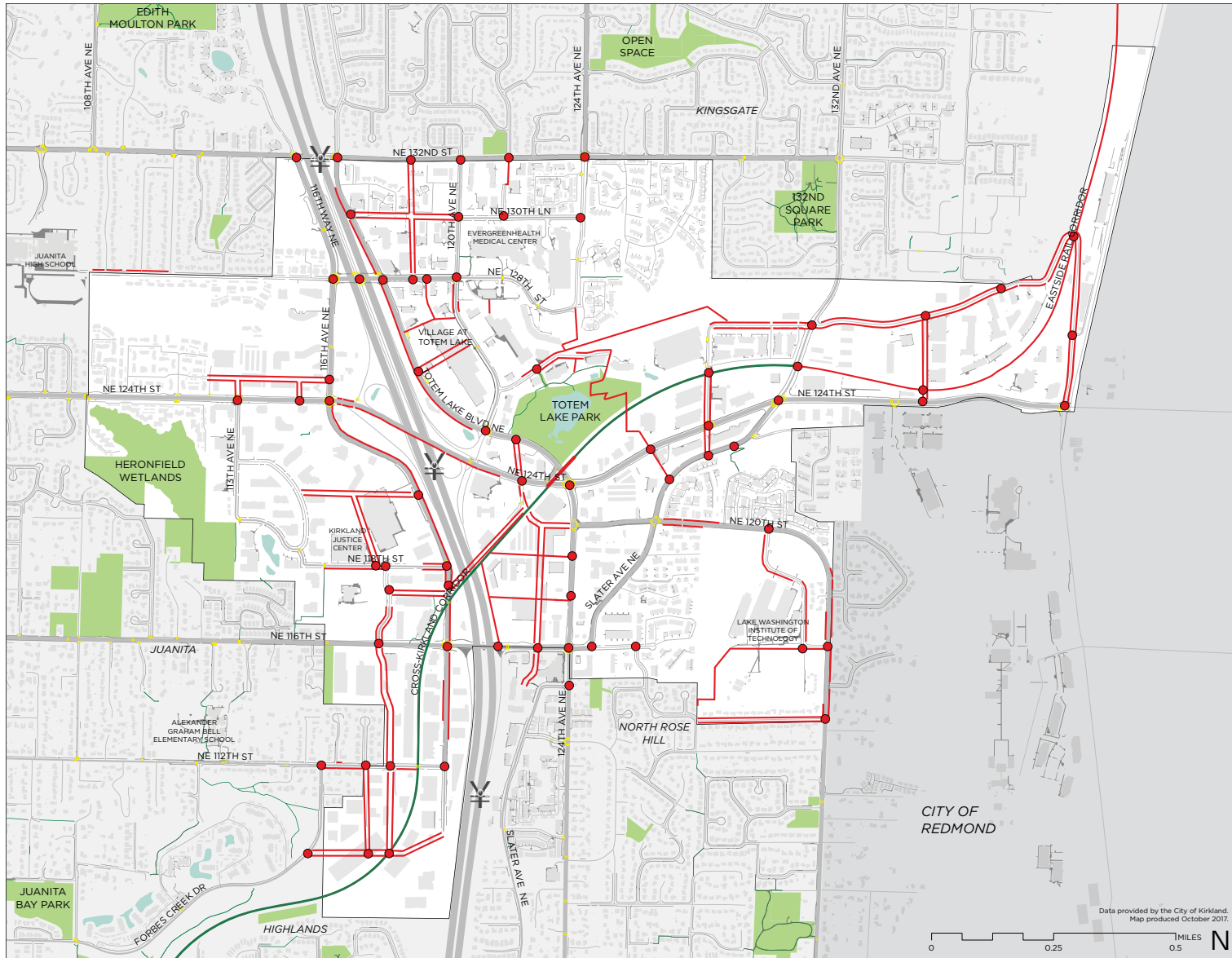
- Spot Gap
- Pedestrian Network Gap

### PEDESTRIAN NETWORK

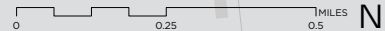
- Existing Pedestrian Path
- Existing Multi-use Trail
- Existing Sidewalk
- Existing Crosswalk

### BASE

- Buildings
- Water
- Parks
- Study Area
- City of Kirkland Boundary



Data provided by the City of Kirkland.  
Map produced October 2017.



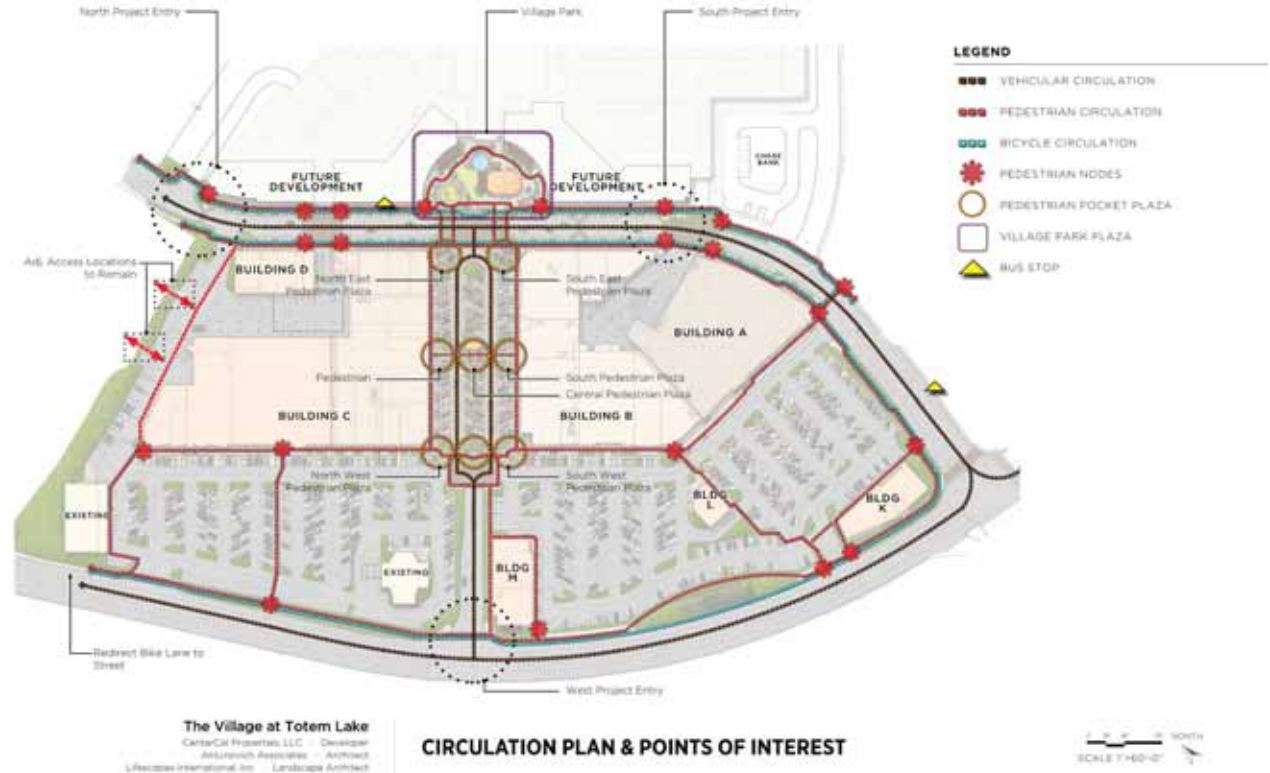
# PEDESTRIAN GAP ANALYSIS

## FUTURE CONDITIONS

There are some notable planned improvements to the pedestrian network. In conjunction with the Cross Kirkland Corridor (CKC), the completion of the Eastside Rail Corridor would create a safe and comfortable trail connection southwest to northeast across the district. As part of the CKC, the Totem Lake Connector “skipping stone” bridge would complete the gap at the 124th Ave NE/NE 124th St intersection and extend to an improved boardwalk connection through Totem Lake Park. There is also a proposed hillside connector trail between Totem Lake Park and Evergreen Health Medical Center via the street end on 124th Ave NE adjacent to the proposed Jefferson House assisted living development. That connection, in combination with the proposed boardwalks through Totem Lake Park, will also connect south to a proposed street crossing of NE 124th St and continue south as part of the Athene Senior Housing development. These two links would provide safe and enjoyable walking connections to outdoor spaces for more vulnerable populations. The Village at Totem Lake development is also creating new pedestrian connections through the parcel and north towards Evergreen Health. The Totem Lake Apartments and Lennar project parcels, just northwest of the Village development, have also jointly dedicated a pedestrian easement to link NE 128th Street directly south to the Village.

Even with these planned improvements, there are considerable gaps in the pedestrian network and missing sidewalk segments. Intersections will still need to be upgraded for the safety and convenience of people walking through the district. A map of the recommended pedestrian improvements is illustrated on page 45.

Moreover, it is of utmost importance new sidewalks are built to a higher quality standard than existing sidewalks in Totem Lake. On arterials, sidewalks should be a minimum of 8’ wide and have a minimum buffer to the vehicle travel lanes of 5’. Sidewalks must have a clear, continuous through zone for ADA compliance that is not interrupted by utilities, planting, or other obstructions. Sidewalks should also connect between land uses and have appropriate transitions at intersections and grade changes. These elements are fundamental to a pleasant walking experience. Refer to the street typologies in the recommendations chapter for further details on sidewalk amenities and widths.



The Village at Totem Lake development has planned for finer grain pedestrian circulation through the parcel, and maintains existing pedestrian connections to adjacent developments. Image: Village at Totem Lake Design Review Board Submittal June 20, 2016.



# PLANNED IMPROVEMENTS

TOTEM LAKE URBAN CENTER  
ENHANCEMENT+ MULTIMODAL  
TRANSPORTATION NETWORK PLAN

## GAP ANALYSIS

### PEDESTRIAN NETWORK GAPS

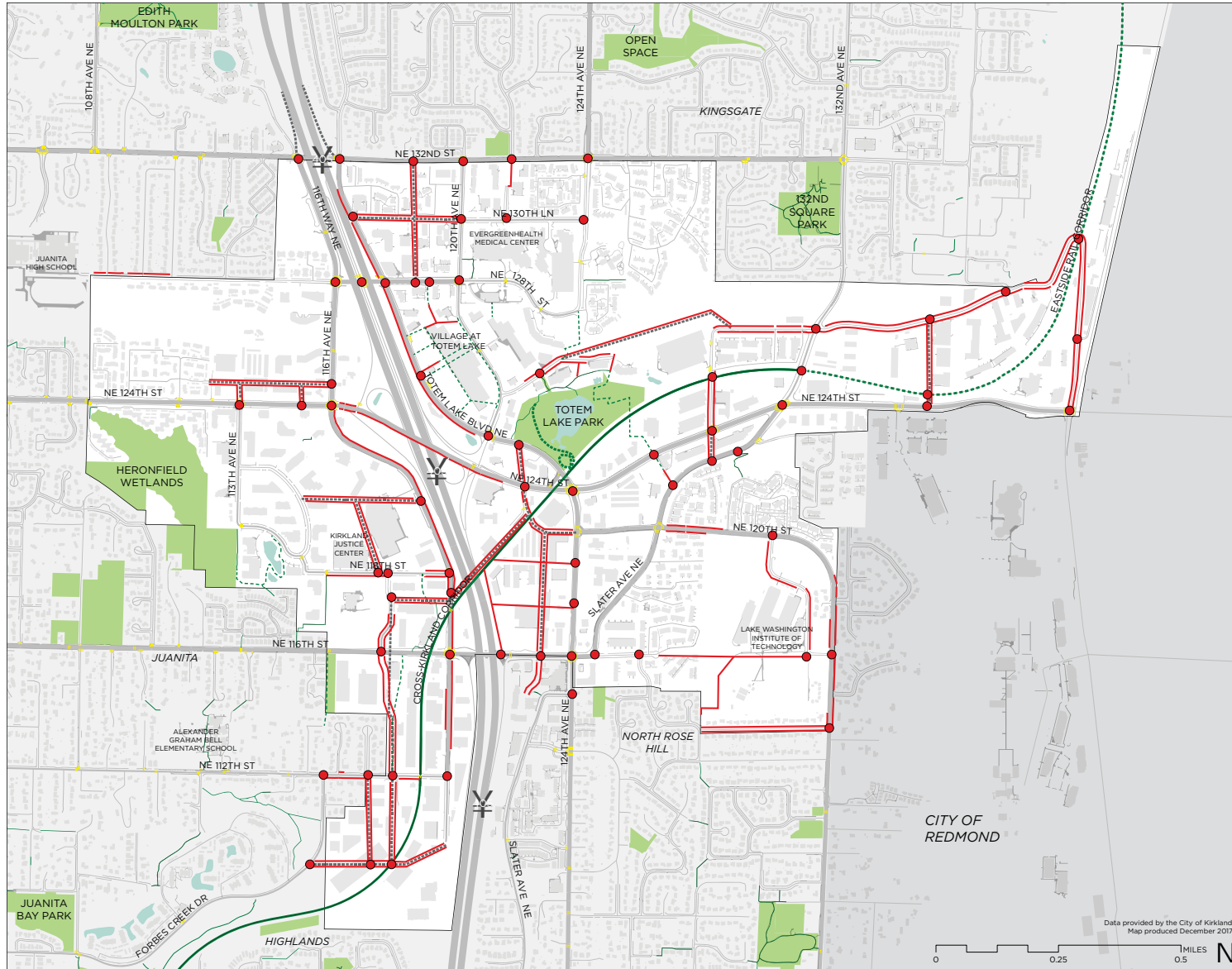
- Spot Gap
- Pedestrian Network Gap

### PEDESTRIAN NETWORK

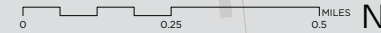
- Existing Pedestrian Path
- Existing Multi-use Trail
- Existing Sidewalk
- Existing Crosswalk
- Proposed Trail
- Possible New Street Connections

### BASE

- Buildings
- Water
- Parks
- Study Area
- City of Kirkland Boundary



Data provided by the City of Kirkland.  
Map produced December 2017.



## BICYCLE GAP ANALYSIS

### EXISTING CONDITIONS

As the map on the following page illustrates, there are very few connected bicycle routes through Totem Lake. There are no direct north-south routes to reach the main destinations in the business district core, such as Evergreen Health Medical Center, The Village at Totem Lake, and Totem Lake Park. East-west there are bicycle lanes on NE 132nd St and NE 116t St, however, even these streets do not have accommodations for bicycling at intersections, such as pavement markings, signals, or signage. Thus, spot gaps are indicated at intersections throughout the district.

For the bicycle lanes that do exist in Totem Lake, typically there is no buffer between the bicycle lane and the vehicle travel lane. Often bicycle lanes end abruptly or transition to a shared condition with vehicle lanes. Pavement markings and signage may be inconsistent or absent. Based on the LTS analysis, shown on page 29, the majority of streets in Totem Lake are high stress and would not be comfortable for the majority of adult bicyclists. The Cross Kirkland Corridor and the future segment of 120th Ave NE through the Village at Totem Lake are the only segments of bicycle infrastructure that would be comfortable for people of all ages and abilities.



*NE 120th St on the west-bound intersection approach to Slater Ave is a key gap in the bicycle network, as approximately 250' is all that is needed to connect contiguous bike lanes.*



*Both NE 116th St and 124th Ave NE have bike lanes, however there are no pavement markings or indication for drivers to be aware of cyclists at this intersection.*



*Though existing pavement conditions were not included in the gap analysis, several existing bike lanes in Totem Lake may need repainting or reapplication of bike lane symbols.*



*Currently the CKC ends at NE 124th St and Totem Lake Boulevard, directing users to crosswalks across two legs of NE 124th St/124th Ave NE intersection, a crossing distance of up to 12 vehicle lanes.*

# EXISTING CONDITIONS

TOTEM LAKE URBAN CENTER  
ENHANCEMENT+ MULTIMODAL  
TRANSPORTATION NETWORK PLAN

## GAP ANALYSIS

### BICYCLE NETWORK GAPS

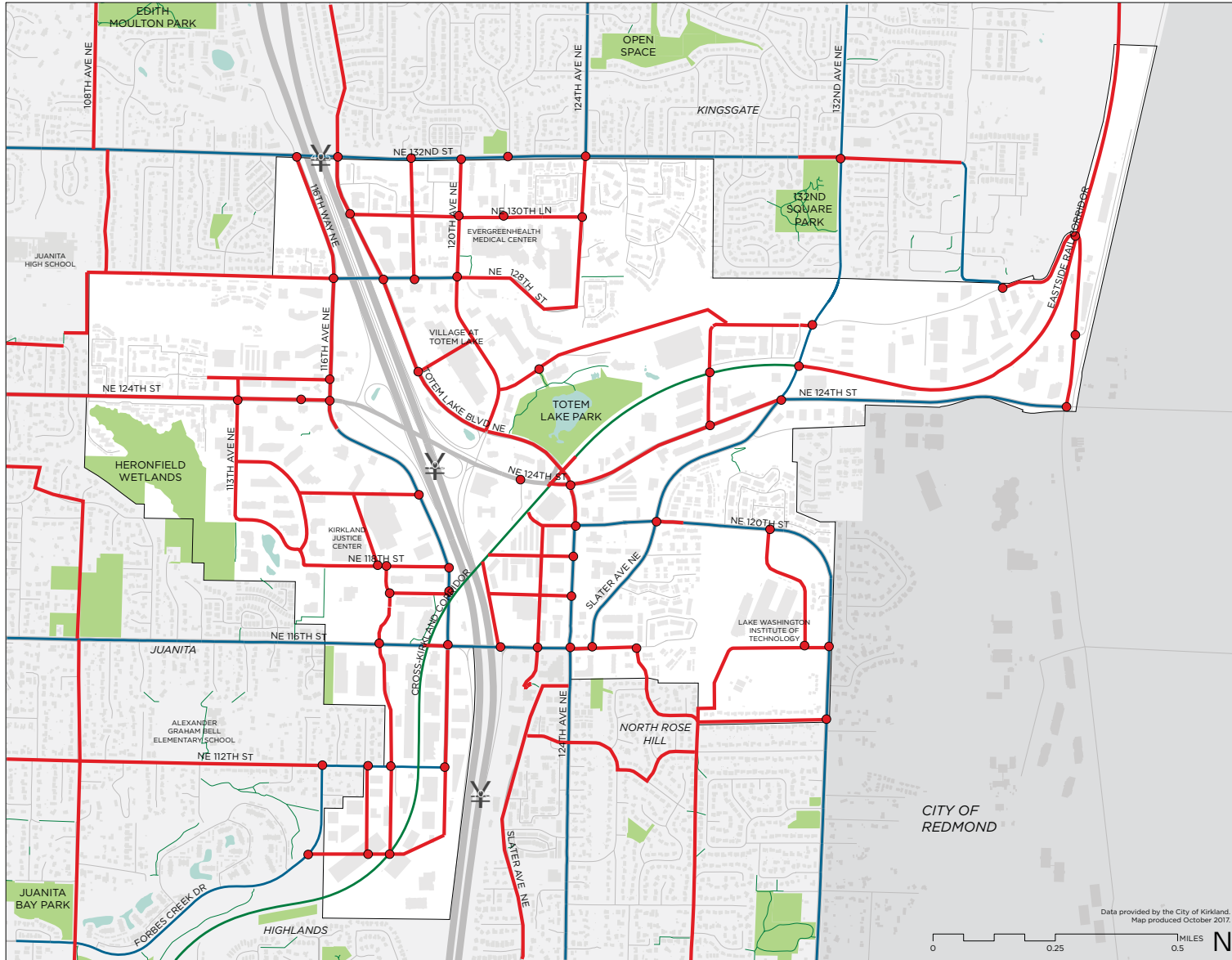
- Spot Gap
- Bicycle Network Gap

### BICYCLE NETWORK

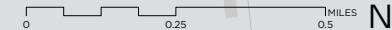
- Existing On-Street Bicycle Facility
- Existing Multi-Use Trail

## BASE

- Buildings
- Water
- Parks
- Study Area
- City of Kirkland Boundary



Data provided by the City of Kirkland  
Map produced October 2017.

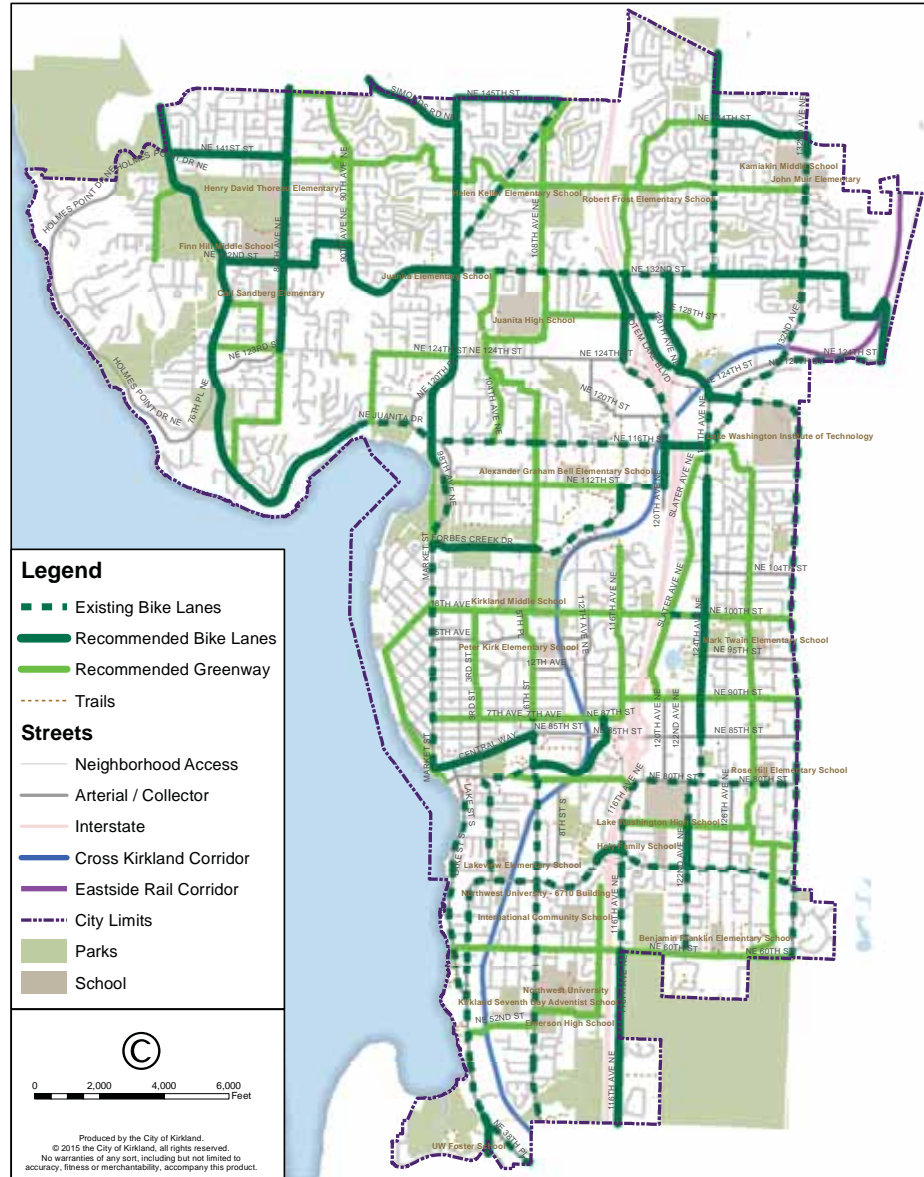


# BICYCLE GAP ANALYSIS

## FUTURE CONDITIONS

Within the Active Transportation Plan, Transportation Master Plan, The Totem Lake Park Master Plan, and The Village at Totem Lake development plans there are several proposed bicycle network improvements which would drastically improve bicycle mobility in Totem Lake. In the Transportation Master Plan, the City has stated a goal of a safe, interconnected all ages and abilities bicycle network in Kirkland. In Totem Lake, however, limited ROW, high vehicle volumes, and environmental constraints makes this goal difficult to achieve. Thus, the majority of recommended improvements within the district are to achieve an interconnected low stress bike network. In the future, as modal needs and priorities change, roadway space can be reallocated to upgrade bicycle facilities to meet an all ages and abilities standard.

Gaps illustrated on the adjacent map account for segments in need of a bicycle connection that are not currently in development or planning documents. The proposed new street connections as suggested in the Totem Lake Business District Plan are also shown on the map as gaps, as these streets should be oriented to people walking and bicycling. One notable gap is the trail connection from Totem Lake Way to NE 126th Place. This segment was identified in the 2009 Active Transportation Plan, but was not included in the 2015 Transportation Master Plan. This connection should remain in planning for the bicycle network as it would improve east-west connections and access to Totem Lake Park and the Village at Totem Lake.



The Transportation Master Plan illustrates a network of bicycle lanes and neighborhood greenways, which are low-stress neighborhood streets. A greenway is scheduled for construction in Totem Lake on 128th Ave NE.

# PLANNED IMPROVEMENTS

TOTEM LAKE URBAN CENTER  
ENHANCEMENT+ MULTIMODAL  
TRANSPORTATION NETWORK PLAN

## GAP ANALYSIS

### BICYCLE NETWORK GAPS

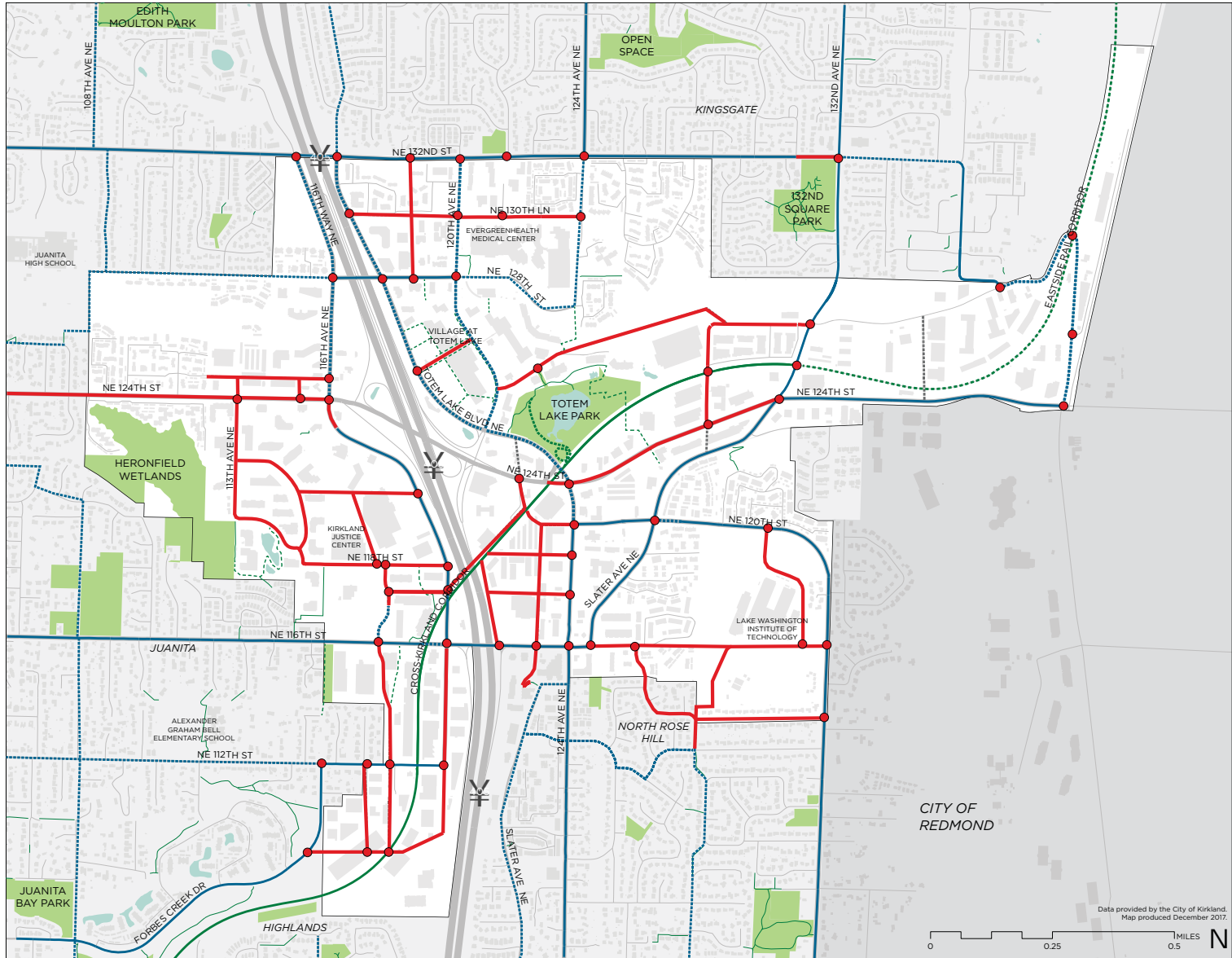
- Spot Gap
- Bicycle Network Gap

### BICYCLE NETWORK

- Existing On-Street Bicycle Facility
- Existing Multi-use Trail
- - - Proposed On-Street Bicycle Facility
- - - Proposed Trail
- - - Possible New Street Connections

### BASE

- Buildings
- Water
- Parks
- Study Area
- City of Kirkland Boundary



Data provided by the City of Kirkland.  
Map produced December 2017.

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# RECOMMENDATIONS



## VISION

Based on observed site conditions, stakeholder and city staff input, planning document information, and GIS network analysis, the following recommendations build upon the vision outlined in the Totem Lake Business District and Urban Center Plan to create a livable, walkable and bikeable district that is a residential and commercial destination for Kirkland residents and visitors from across the region. To create walking and bicycling friendly environments and improve the overall identity and appeal of Totem Lake, this plan outlines recommended improvements to each of the modal networks; strategies for placemaking enhancements and wayfinding throughout the district; and specific dimensions and amenities for select street typologies. An overall prioritization of network improvements and list of next steps towards realizing these improvements are described in the following section on pages 91-95.

The top five recommendations to achieve the vision for Totem Lake include:

- Designing and implementing the Circulator street typologies to connect the sub areas of the district, integrate walking and bicycling with transit, provide orientation and wayfinding to visitors, and reflect identity of sub areas as well as the Totem Lake district as a whole.
- Reducing block sizes with new streets oriented to local traffic and through block connections in new development projects for improved circulation and gathering spaces for people walking and bicycling.
- Establishing a dense, continuous, and interconnected walking network to be able to safely and conveniently walk to destinations within Totem Lake.
- Establishing a continuous, low stress and interconnected biking network to reach destinations within Totem Lake and to travel safely through the district.
- Leveraging the intersection of NE 124th St and 124th Ave NE as a gateway hub with “New Totems” to establish an identity for the district, indicate arrival to visitors, and create a core gathering place for the community.

## MULTIMODAL NETWORKS

In the following pages, each modal network is mapped to show priority routes and hierarchies. The bicycle and pedestrian networks also include secondary maps illustrating recommended segment and spot improvement locations based on existing conditions and planning documents.

Accompanying each modal network map, there is bulleted text formatted into four sections: enhance, preserve, introduce, remove. Under each of these headings are improvements and recommendations specific to each mode. For example, the pedestrian network recommends to enhance sidewalks by widening, preserve existing trail connections, introduce setback requirements, and remove obstructions in sidewalks. If a particular heading (enhance, preserve, introduce, remove) did not apply to a network, it was not included.

## PLACEMAKING ENHANCEMENTS

Following the network recommendations, broad strategies are recommended for placemaking enhancements in public gathering spaces and commercial developments. Based upon the recommended bicycle and pedestrian networks and anticipated redevelopments, key opportunities for placemaking enhancements and public gathering spaces within the ROW and private developments are mapped in the district. A wayfinding strategy for the district is also introduced and is paired with a map of ‘gateway’ moments and the Circulator, which will be the unifying loop through the district.

## STREET TYPOLOGIES

Lastly, tying together the network, placemaking, and wayfinding recommendations, there are detailed street typologies for four key corridors in the district. These typologies include dimensions, and list elements to enhance, introduce, preserve, or remove. An example of one of these elements is to introduce distinctive pedestrian scale lighting. The street typologies include street section axonometric drawings and image examples of these elements, which can act as a menu for private developments. The street typologies are interspersed with vignettes of four key locations in the district to help visualize the recommendations for the street typologies and placemaking interventions in the district. On the facing page is a summary table of the street typologies and specific streetscape element recommendations.



	<b>CIRCULATOR 124TH AVE NE</b>	<b>CIRCULATOR TOTEM LAKE BOULEVARD</b>	<b>TRANSIT STREET NE 128TH ST</b>	<b>LIVE WORK RETAIL STREET</b>
Pedestrian Facility	8' wide sidewalks, 5' buffer. Midblock connections through new development.	12' shared use trail	6'6" sidewalk	12'6" sidewalk (7'6" clear, 5' buffer). Though block connections in new developments.
Bicycle Facility	6' wide raised protected bike lanes, bicycle racks at transit stops and commercial and residential destinations. Midblock connections through new development.	12' shared use trail	6' wide raised protected bike lanes, bicycle racks at transit stops and commercial and residential destinations	shared street, bicycle racks at through block crosswalks, and commercial and residential destinations. Though block connections in new developments.
Transit Facility	11' lanes, distinct shelter design	11' lanes, distinct shelter design	11' lanes, distinct shelter design	N/A
Vehicle Facility	5 travel lanes	5 travel lanes	4 travel lanes	2 travel lanes in shared street environment. On street parking.
Planting Palette	Lowland grasses and stormwater plantings	Lowland grasses and stormwater plantings	Upland evergreen	Per geographic zone
Street Tree	Katsura	Black Tupelo	Dawn Redwood	Ornamental Pear
Lighting	18-20' height pedestrian lighting	18-20' height pedestrian lighting	12-14' height pedestrian lighting	12-14' height pedestrian lighting
Wayfinding	Circulator streetscape, new totems at gateways/thresholds, district color coded transit shelters and signage	Circulator streetscape, new totems at gateways/thresholds, district color coded transit shelters and signage	District color coded transit shelters and signage	Graphically incorporated on building walls or pavement marking at through block connections

## PEDESTRIAN NETWORK

The vision for the pedestrian network in Totem Lake is sidewalks on both sides of every street, as well as finer grain pedestrian only trails and through block connections. Below are key strategies to improve the pedestrian network.

### ENHANCE

- Update street standards in Totem Lake to include wide sidewalks and amenity zones, per street typologies (pg 60, 64, 72, 82).
- Widen sidewalks on transit corridors, retail streets, and on the Circulator. Refer to street typologies.
- Add buffer amenities to existing sidewalks, such as planting, lighting, and seating. Integrate placemaking and wayfinding with these streetscape elements.
- Improve pedestrian safety at intersections with leading pedestrian intervals, curb bulbs, refuge medians, directional curb ramps and high visibility crosswalk markings.
- Improve the experience walking or jogging on the CKC by giving the trail priority at street grade crossings.

### PRESERVE

- 120th Ave NE wide retail oriented sidewalk through the Village at Totem Lake.
- Connections from Evergreen Health and the Transit Center to the Village at Totem Lake.
- Existing trail connections and sidewalks.
- Existing public spaces.
- Pedestrian boardwalk loop around Totem Lake.

### INTRODUCE

- New connection from Slater Ave NE to Totem Lake Park.
- New midblock connections in new developments.
- New trail connection from Totem Lake Way to NE 126th Pl.
- New trail connection from the 128th Ave NE Greenway to Lake Washington Institute of Technology.
- New connections to the Cross-Kirkland Corridor.
- Add sidewalks to existing streets where absent for a continuous walking network.
- Developer ROW setback requirements for sidewalks to be comfortable for walking and wide enough to support buffer amenities such as plantings, lighting, and places to sit.

- New streets as pedestrian and bicycle priority streets.

### REMOVE

- Obstructions in the sidewalk such as plantings, signs, and if needed, relocate poorly placed utility boxes and poles.
- Non ADA compliant curb ramps.



*The newly constructed sidewalk on NE 116th has a diversity of plantings and trees, lighting, ample setback from the vehicle lanes, and wider walking space. Although 116th is a major arterial, these treatments make walking an enjoyable experience.*



*The Cross Kirkland corridor is a core linkage in the pedestrian network of Totem Lake, both for recreational and utilitarian use. This trail is a respite from the urban environment of the district.*






# RECOMMENDED NETWORK

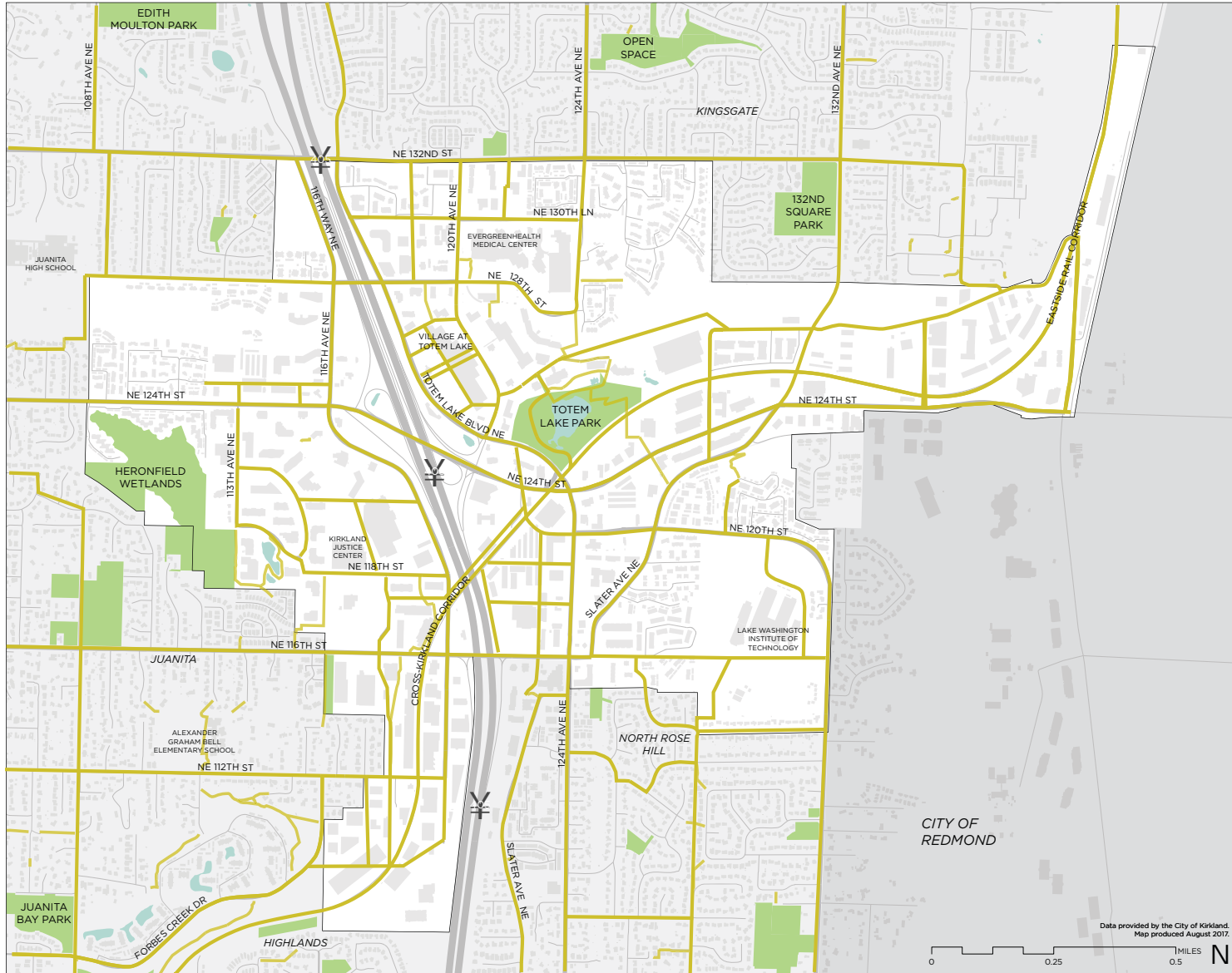
TOTEM LAKE URBAN CENTER  
ENHANCEMENT+ MULTIMODAL  
TRANSPORTATION NETWORK PLAN

## PEDESTRIAN

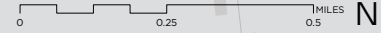
 Sidewalk on both sides of roadway, or pedestrian accessible trail.

## BASE

-  Buildings
-  Water
-  Parks
-  Study Area
-  City of Kirkland Boundary



Data provided by the City of Kirkland.  
Map produced August 2017.



## PEDESTRIAN NETWORK RECOMMENDATIONS

Based on existing conditions and planned improvements, the map on the following page illustrates the recommended pedestrian network improvements within the Totem Lake study area. Projects already in proposed in the Totem Lake Park Master Plan, the Cross Kirkland Corridor, developer plans, or projects already in design by the City were not included in the recommendations list.

Upgrades shown on the map indicate where one side of the street has sidewalks, but the other side is missing sidewalks. It is key for the convenience and reliability of the walking environment to have sidewalks on both sides of the street. Requiring people to walk to one side of a street because of an absence of sidewalk increases travel time and frustration, and may prove particularly difficult to navigate for people with disabilities.

Potential spot gap improvements shown could include directional curb ramps, tactile warning strips, adding a missing leg of crosswalk to an intersection, leading pedestrian intervals, curb bulbs, or a new signalized crossing.

Sidewalk quality data was not available to make detailed recommendations on sidewalk widths or buffers. However, new sidewalk construction on arterials should maintain at a minimum 8' wide clear zone and a 5' buffer from the vehicle lanes of the street. This allows to people to comfortably walk side by side or in opposite directions. Streetscapes can be further improved with lighting, places to sit, and variety of plantings as described in the street typologies sections on pages 60, 64, 72, and 82.



*The clear walking zone should not meander or be interrupted by planting, such as this segment on NE 128th St.*



*Utilities and plantings reduce the usable width for walking and a sidewalk. New developments should provide minimum buffer zone for utilities to be located outside of the clear zone.*



*Street trees need at a minimum 4'6" for a full tree grate. Tree grates should not be a part of the clear walking zone.*

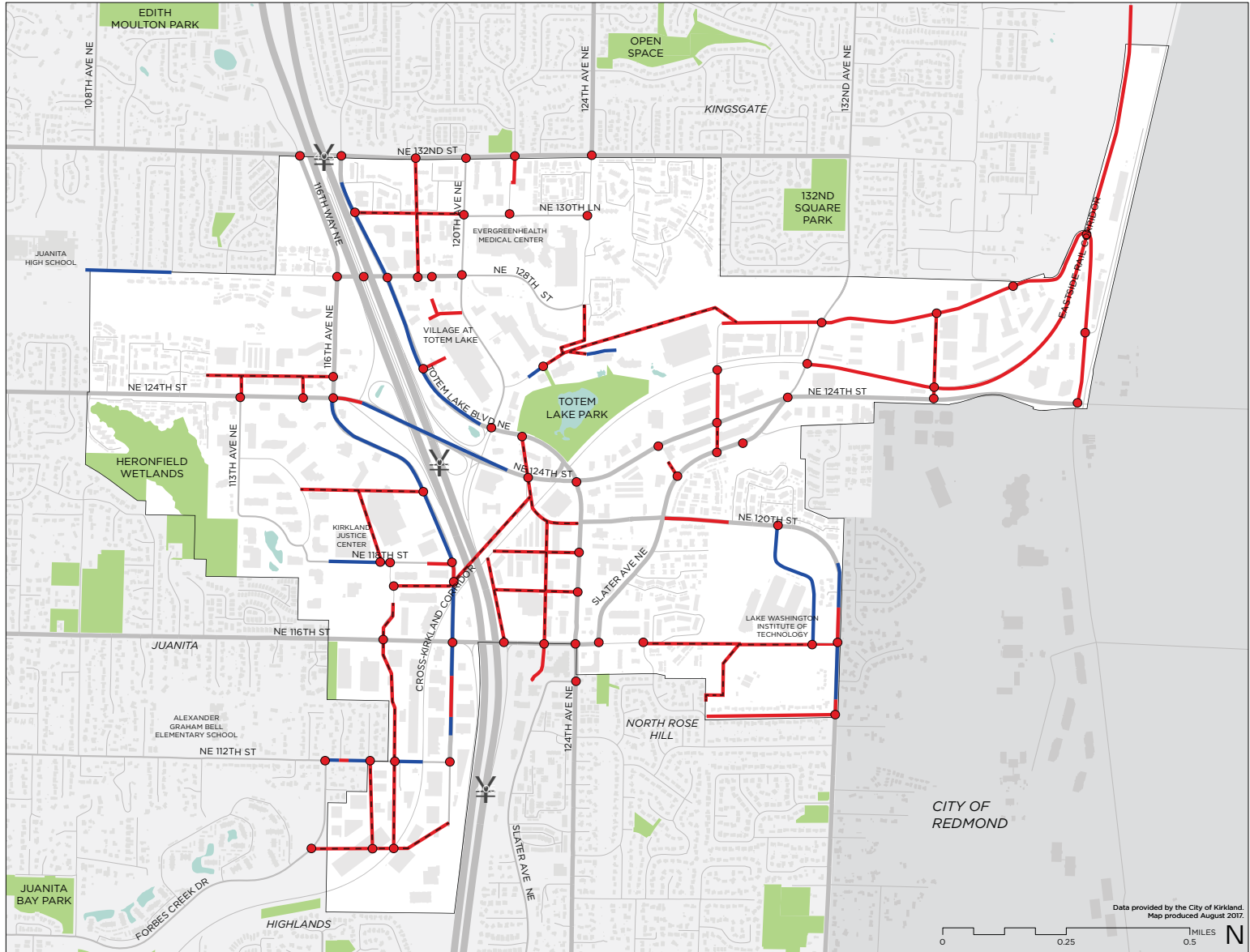
# RECOMMENDED NETWORK

TOTEM LAKE URBAN CENTER  
ENHANCEMENT+ MULTIMODAL  
TRANSPORTATION NETWORK PLAN

## PEDESTRIAN IMPROVEMENTS

- New Sidewalk One Side
- New Sidewalks
- New Street or New Trail
- Intersection Improvement

- BASE**
- Buildings
  - Water
  - Parks
  - Study Area
  - City of Kirkland Boundary



Data provided by the City of Kirkland.  
Map produced August 2017.

## BICYCLE NETWORK

The vision for the bikeway network in Totem Lake is a connected network of low stress bikeways. Ideally, the long term vision for Totem Lake would be an all ages and abilities network. However, as evident from the initial LTS analysis of the network, a more realistic near term goal for Totem Lake is a complete low-stress network equating to an LTS level of 1 or 2. Once an initial low-stress network is implemented, bicycle ridership increases, and modal needs change; streets can be reconfigured to remove vehicle lanes, lower speeds, and add further separation to the bicycle network.

As illustrated on the facing page, this network is categorized into Citywide and Local streets. This distinguishes those paths that connect destinations within Totem Lake (Local) and those that connect to other neighborhoods in Kirkland, or the adjacent regions of Redmond, Bellevue or Woodinville (Citywide).

Below are key strategies to improve the bicycle network.

### ENHANCE

- Increase separation for existing on street facilities by re-striping, channelization and installing buffers.
- Improve the experience riding the Cross-Kirkland Corridor by giving the trail priority at street grade crossings.
- Improve safety for people bicycling through intersections by installing cross-bike markings, bicycle signals, and reducing curb radii to slow turning vehicles.

### PRESERVE

- 120th Ave NE raised bike lane segment through the Village at Totem Lake.
- 128th Ave NE Greenway.
- Grade separated crossing on the Cross Kirkland Corridor at NE 124th St and 124th Ave NE.

### INTRODUCE

- New street crossing for the CKC at Slater Ave NE.
- Protected bike lanes on the Circulator (except Totem Lake Boulevard).
- Shared use trail on the Circulator (Totem Lake Boulevard).
- New trail connection from the 128th Ave NE Greenway to Lake Washington Institute.
- New trail connection from Totem Lake Way to NE 126th Pl.
- New street connections as pedestrian and bicycle priority

streets.

- New connections as part of gap analysis.
- Bicycle parking at major destinations and transit stops.
- Self repair stations along the Circulator (see Transit Street typology pg 82).

# RECOMMENDED NETWORK

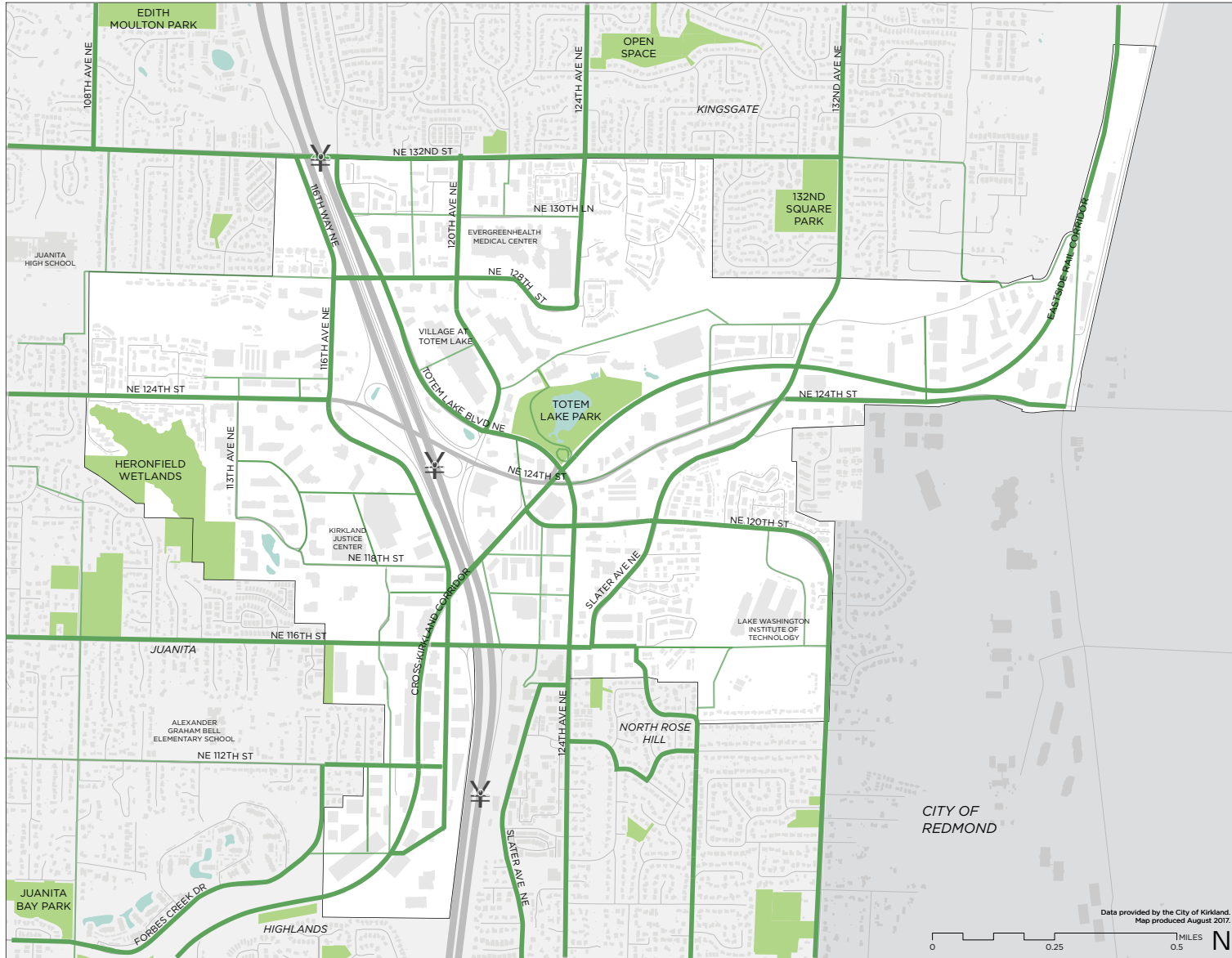
TOTEM LAKE URBAN CENTER  
ENHANCEMENT+ MULTIMODAL  
TRANSPORTATION NETWORK PLAN

## BICYCLE

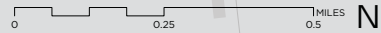
- AAA Citywide
- Local

## BASE

- Buildings
- Water
- Parks
- Study Area
- City of Kirkland Boundary



Data provided by the City of Kirkland  
Map produced August 2017.



## BICYCLE NETWORK RECOMMENDATIONS

Based on existing conditions and planned improvements, the map on the following page illustrates the recommended bicycle network improvements within the Totem Lake study area. Projects already proposed in the Totem Lake Park Master Plan, the Cross Kirkland Corridor, developer plans, or projects already in design by the City were not included in the recommendations list. Some projects extend slightly beyond the area boundary to create a logical connection in the bicycle network. Moreover, some projects will need to be implemented so there are not “dead end” facilities, such as the 108th Ave NE Greenway, and NE 124th St further west to an existing bike lane on 100th Ave NE. A full picture of the key gaps in the bike network can be seen in the gap analysis maps on pages 35 and 37. A full vision of a low-stress, connected bicycle network can be seen in the map on page 47.

Key project improvements for the bicycle network in Totem Lake include connections to the Cross Kirkland Corridor, and establishing bicycle facilities on the Totem Lake Circulator. These two components provide circulation through Totem Lake and connect the sub areas and destinations of the district. A map of bicycle project priorities is illustrated on page 94.



*Recommended upgrades on the map are shown where an existing on street facility should be improved by adding separation between a bicycle lane and vehicle lanes. This encourages more people to ride who may not feel comfortable riding in a standard bike lane by reducing the route stress level to a 1 or 2. This image shows a cyclists exiting an existing bike lane on 124th Ave NE to ride on the sidewalk.*



*The current intersection of 124th Ave NE and NE 124th St does not have pavement markings to indicate bicycle crossing, a safe place to wait on the street, or directional curb ramps.*



*While the Totem Lake Connector will close a gap on the Cross Kirkland Corridor, improvements for bicycling should be made to the NE 124th Ave/Totem Lake Blvd NE and NE 124th St intersection to facilitate access from the Cross Kirkland corridor to destinations along NE 124th St. Image: <http://www.kirklandwa.gov/Assets/Public+Works/Public+Works+PDFs/CIP/TOTEM-BRIDGE-boards.pdf>*



# RECOMMENDED NETWORK

TOTEM LAKE URBAN CENTER  
ENHANCEMENT+ MULTIMODAL  
TRANSPORTATION NETWORK PLAN

## BICYCLE IMPROVEMENTS

### CITYWIDE NETWORK

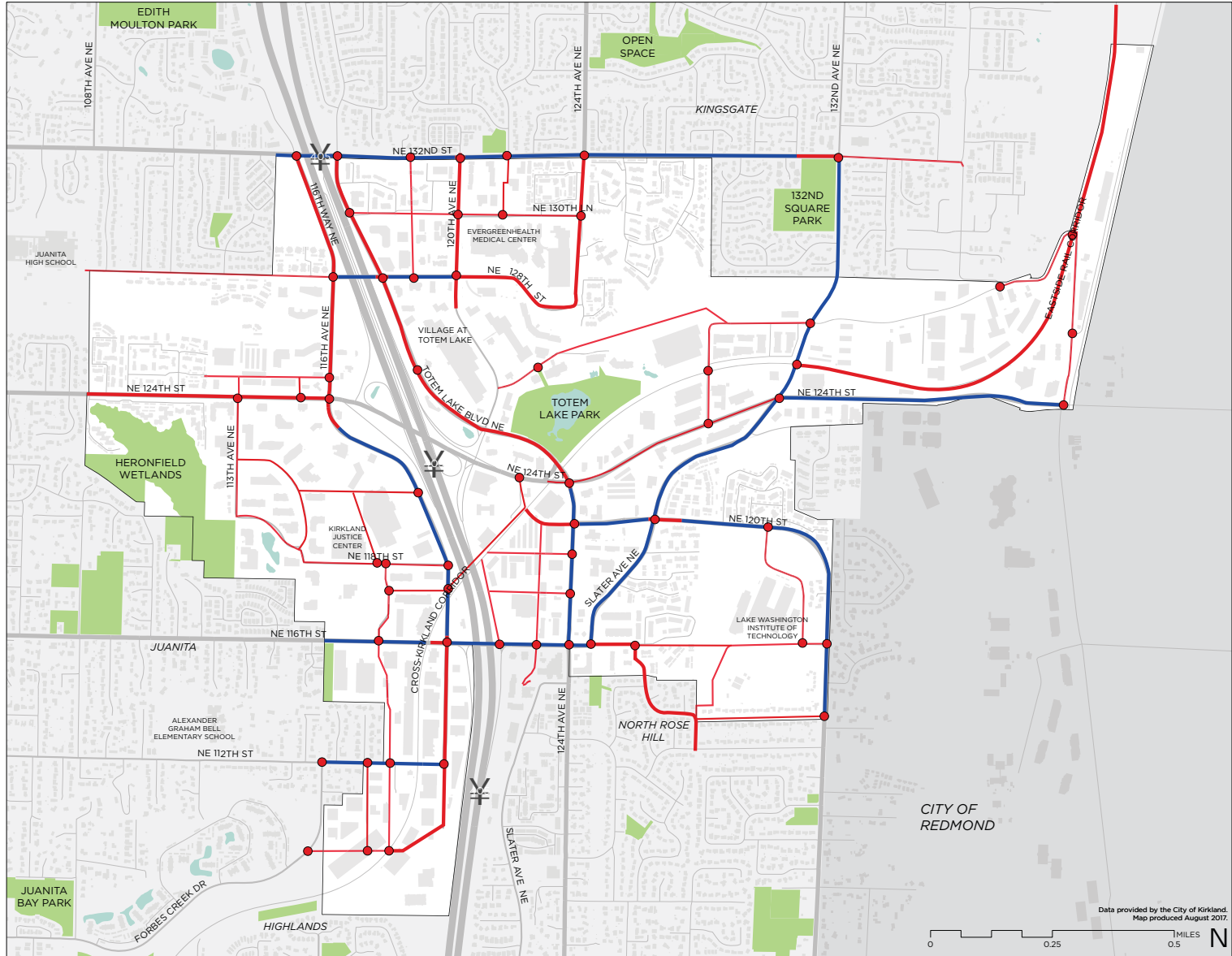
- Upgrade Existing Facility
- New Facility
- Intersection Improvement

### LOCAL NETWORK

- New Facility

### BASE

- Buildings
- Water
- Parks
- Study Area
- City of Kirkland Boundary



Data provided by the City of Kirkland.  
Map produced August 2017.



# TRANSIT NETWORK

The recommended transit network in Totem Lake reflects the proposed 2040 network in the King County Metro Connects Long Range Plan and Sound Transit 3 System Plan. This includes more frequent service with the introduction of Metro RapidRide lines, and Sound Transit will introduce the bus rapid transit line on the I-405 corridor by 2024. In anticipation of these networks, below are strategies to improve the streetscape at transit stops.

## ENHANCE

- Consider transit stops as placemaking opportunities and integrate the visual identity of the district in wayfinding, seating, lighting, and shelters.
- Widen sidewalks on transit corridors.
- Provide trash cans, wayfinding, lighting, and places to sit at transit stations and stops.
- Add wayfinding to Totem Lake Transit Center and I-405 Freeway Station.

## PRESERVE

- I-405 BRT access.
- Existing stop locations on planned service routes.

## INTRODUCE

- Bicycle lane and transit stop integration.
- RapidRide to Kirkland and Bellevue on NE 128th St, 116th Ave NE and NE 124th St; including new stops and amenities by 2024.
- New parking garage and transit-oriented development at Kingsgate Park and Ride prior to 2024.
- RapidRide to Kenmore, Finn Hill, and Overlake on NE 124th St, 116th Ave NE, NE 128th St, 120th Ave NE, Totem Lake Blvd and 124th Ave NE; including new stops and amenities by 2040.

## REMOVE





- Stops no longer serviced as transit service is restructured to be consistent with recommended network.








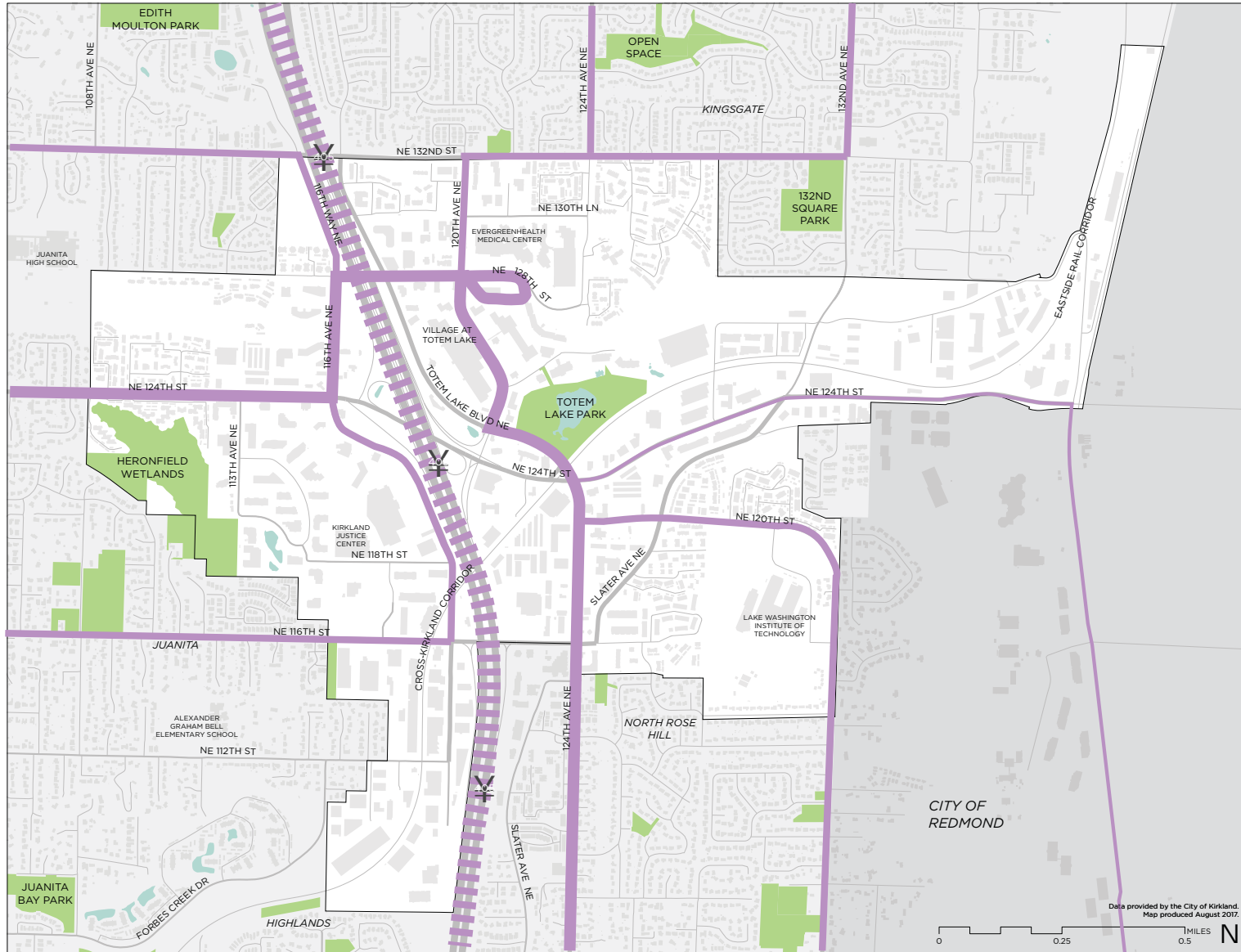
124th Ave NE is planned to become a RapidRide (bus rapid transit) corridor by 2024. A second RapidRide corridor connecting Kenmore, Finn Hill, and Overlake will be added to Totem Lake by 2040. The peak 244 service from Kenmore to Overlake Transit Center is planned to become an express route and extend to the Edmonds ferry terminal and end at downtown Redmond rather than Overlake. Image [kcmetrovision.org](http://kcmetrovision.org).

# RECOMMENDED NETWORK

TOTEM LAKE URBAN CENTER  
ENHANCEMENT+ MULTIMODAL  
TRANSPORTATION NETWORK PLAN

- TRANSIT**
-  I-405 Bus Rapid Transit
  -  Frequent Service
  -  Express Service
  -  Local Service

- BASE**
-  Buildings
  -  Water
  -  Parks
  -  Study Area
  -  City of Kirkland Boundary



Data provided by the City of Kirkland.  
Map produced August 2017.

## VEHICLE NETWORK

The recommended vehicle network in Totem Lake is largely to remain as it exists today, with the addition of the local street connections as part of new developments and those connections proposed in the Totem Lake Business District Plan. These new street connections should be designed to prioritize bicycle and pedestrian movements, and only serve as local connections for vehicle traffic with parallel street parking. See the Live Work Retail Street typology on page 72.

If there is an opportunity to re-stripe or re-channelize a street, lanes should be narrowed to give greater buffer space or protection to bicycle lanes. As mobility needs in the district change, the vehicle network should be re-evaluated for opportunities to reduce travel lanes and reallocate space to wider sidewalks, plantings, or bicycle facilities.

Improvements to the street network alone will not shift driver behavior. Education, promotion and outreach are key to changing behavior. A GTEC (Growth and Transportation Efficiency Center) plan was adopted by the Kirkland City Council and PSRC in 2008. The plan is intended to reduce drive alone trips and vehicle miles of travel, improve air quality and reduce Kirkland's contribution to climate change by optimizing and managing the use of transportation facilities and services and increasing the use of alternative modes of transportation. In addition to the specific recommendations contained in this plan, it will be important for the City to continue to implement the strategies of the GTEC plan.

### **PRESERVE:**

- Existing number of lanes.
- Existing vehicle network.

### **INTRODUCE:**

- New local street connections.
- On street parking on retail oriented streets.






### **REMOVE:**

- Look for opportunities to narrow the traveled section of streets by removing or narrowing lanes in order to manage speeds and provide additional amenities for pedestrians and cyclists within the limited right of way.






# RECOMMENDED NETWORK

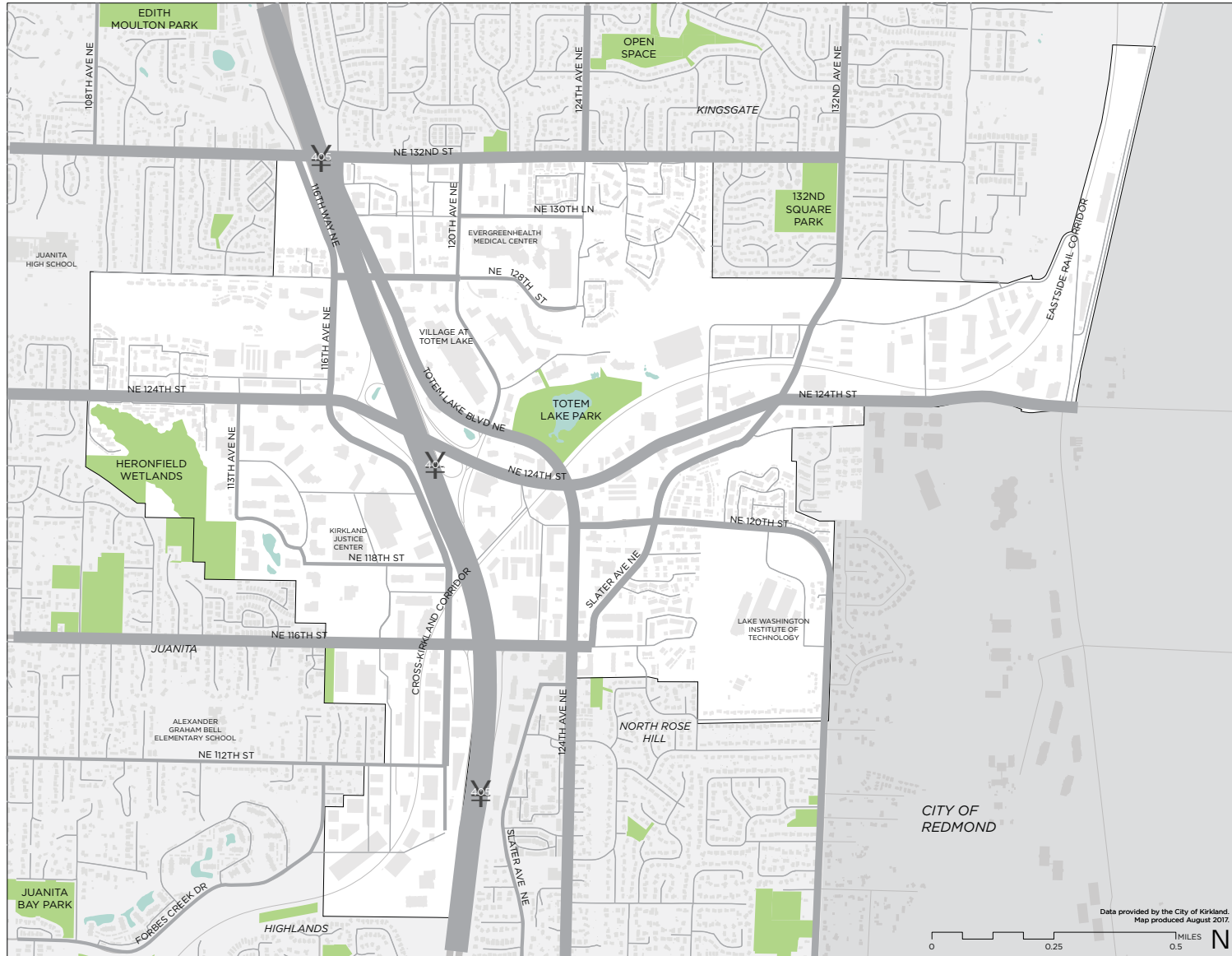
TOTEM LAKE URBAN CENTER  
ENHANCEMENT+ MULTIMODAL  
TRANSPORTATION NETWORK PLAN

## VEHICULAR

-  Interstate
-  Principal Arterial
-  Minor Arterial
-  Collector
-  Local

## BASE

-  Buildings
-  Water
-  Parks
-  Study Area
-  City of Kirkland Boundary



Data provided by the City of Kirkland.  
Map produced August 2017.

0 0.25 0.5 MILES N

## PLACEMAKING ENHANCEMENTS

Building upon the pedestrian, bike, and vehicular networks, placemaking in Totem Lake is an outgrowth of the right of way network and opportunities presented by future development. Areas of enhancement include through block connections and pathways, enhanced sidewalks with seating zones, enhanced connections to existing open space with specific emphasis on Totem Lake Park and the CKC, and linear parks which negotiate topography. Within new development areas, opportunities for increased public amenity are based on right of way enhancements that, when paired with through block connections may take form as new urban plaza spaces or neighborhood green space. The adjacent Placemaking map identifies potential areas associated with the pedestrian network for placemaking enhancements and public gathering spaces.



*Hillside developed into a terraced park.*



*Hill climb with broad landings for gathering space.*
















*Unique paving materials create a distinct pedestrian space.*

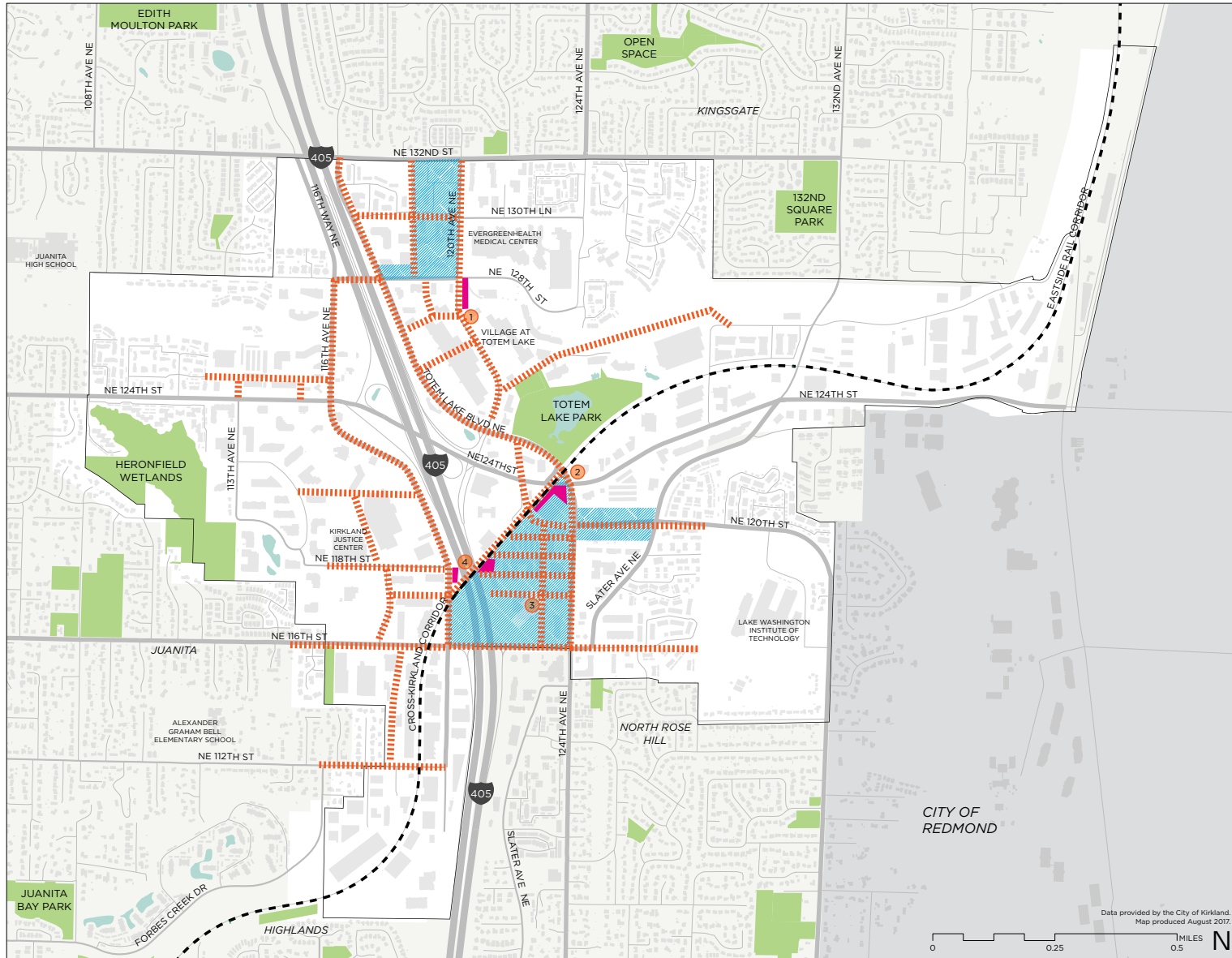


*A midblock connection designed for people walking and bicycling.*

# TOTEM LAKE URBAN CENTER ENHANCEMENT+ MULTIMODAL TRANSPORTATION NETWORK PLAN

## PLACEMAKING ENHANCEMENTS

-  Buildings
-  Water
-  Parks
-  Study Area
-  City Boundary
  
-  CKC
-  Placemaking Enhancement (see Street Typologies, pg. 60, 64, 72, 82)
-  Gathering Space Improvements (Public)
-  Gathering Space Improvement Zones (Private Development or Public/Private Partnership)
  
-  1 Hillside Opportunities (see pg. 78)
-  2 Gateway Hub (see pg. 68)
-  3 Live Work Retail Street (see pg. 72)
-  4 CKC Underpass Connection (see pg. 86)



Data provided by the City of Kirkland.  
Map produced August 2017.



## COMMERCIAL SITE DESIGN PRINCIPLES

Commercial sites should be planned to provide function to the larger community and blend into the form of the neighborhood, while creating continuity in their surroundings. These developments should be safe, functional spaces, planned to be attractive and visually stimulating. The following site design principals flex depending on the scale and location to create a series of placemaking attributes.

- Site design will focus on developing a sense of place, which contributes to the larger community.
- Site design can be used to establish a framework for larger streetscape patterns, contributing to neighborhood form and character.
- Site design will support safe pedestrian, bicycle, and vehicular connections to minimize conflict and support a walkable, bikeable community.
- Site design will respond to local open space networks, green infrastructure corridors, multi-use paths, and community gateways to establish continuity.

## PRIVATE COMMERCIAL DEVELOPMENTS AND PUBLIC SPACES

Developments should have publicly accessible spaces at their primary frontage which contributes to the character and quality of the community. These spaces shall have no dimension less than 15-feet and occupy approximately 20% of the lot frontage. Successful small "mini" public spaces should typically range from 500sqft to 1,000sqft. Larger pocket park and plaza spaces associated with larger residential or commercial developments should range from 1,500 - 2,000sqft.

## PUBLIC ART

Developments should look to include art in their spaces as a means of reinforcing the identity of the place and or the larger district. When locating art in the right-of-way or a public space, safety, longevity, and cohesion are key aspects. The visibility of the art is also a factor with a range of desires from prominent and landmark characteristics to subtle and discovered interventions. Public art can contribute to the overall character of the district such as murals in pedestrian through block connections or iconic elements to punctuated in the Right of Way. Public-private partnerships can also be used to ensure district development and appropriate scale and durability.

## WATER FEATURES

Fountains and water features are special interventions within the public realm. Their presence often signifies a civic quality to a space and indicates an elevated level of refinement. The use of water features should be measured, with an emphasis on the most important spaces and consideration for both passive and interactive elements. The latter being geared toward publicly owned spaces which have a higher level of care and activity. Stormwater elements can be weather activated water features which bring elements of art, the environment, and community to the forefront.





*Public art can be distinctive yet purposeful, such as this piece which has a unique character and functions as seating.*



*Public art can enliven many different interstitial spaces and provide opportunities for community engagement through its conceptual development and installation.*



*Water features are playful and inviting elements in the public realm.*



*Water features may also provide ecological services with storm water basins while still contributing to a positive aesthetic and acoustic experience.*

## WAYFINDING ENHANCEMENTS

District wayfinding is envisioned as a cumulative network of enhancements and specific strategies that mark distinct 'gateway' moments, primary circulation corridors, and the heart of Totem Lake. Through the creation of a shared language of streetscape and wayfinding elements, the goal is to create an experience of Totem Lake that permeates the district.

This plan focuses the wayfinding improvements on the Circulator as a unifying loop, the 'Gateway Hub' (124th Ave NE and NE 124 Street and the Cross Kirkland Corridor), major gateways on the Circulator, and minor thresholds/gateways throughout the district.

The Circulator is the unifier. Once you are on the Circulator, you know you are in Totem Lake. Elements including planting, bicycle amenities, transit shelters, seating areas, lighting, and incorporated signage distinguish the Circulator and the distinct areas it passes through. Recommended wayfinding/character elements are elaborated upon in the street typology section and should be included when new development occurs on the Circulator and/or Circulator gateway amenities and wayfinding. These recommendations will be used by public infrastructure and private development when designing street frontage.

The Gateway Hub is where it all comes together. Common to all gateways, including the 'Hub', major, and minor gateways shown on the map: is the concept of a unifying element, a new district 'totem' which can be placed at all gateways and thresholds in groups, and amassed at major areas such as the Gateway Hub and the CKC connector at the I405 underpass. Additional important thresholds may be identified over time.

The new 'totem' for Totem Lake presents the opportunity for the City to harness energy from the community, garner support for new development, and to generate a sculptural element that is both timeless yet emblematic of the district. The new totem for the district could be developed in a similar manner to the recent medallion project sponsored by the City, in which an artist worked with the community to design markers that can be purchased and installed in new projects. The City should develop a public call for artists to develop the new totem. The totem design would be available for fabrication for public infrastructure projects, as well as for private developers to incorporate into the streetscape when the project is located at marked gateways as shown on the map.

Within the context of the overall wayfinding strategies, signage that is responsive to the context and proposed elements can be incorporated. Bus shelters, built in features such as site walls, and in some cases, the new totems, are potential canvases for marking specific district highlights. In tandem with the conception of the new totems, the City should develop a comprehensive wayfinding/signage plan for the Totem Lake Business District and Urban Center.













*Artistic 'totems' can be used as waymarkers throughout the district.*

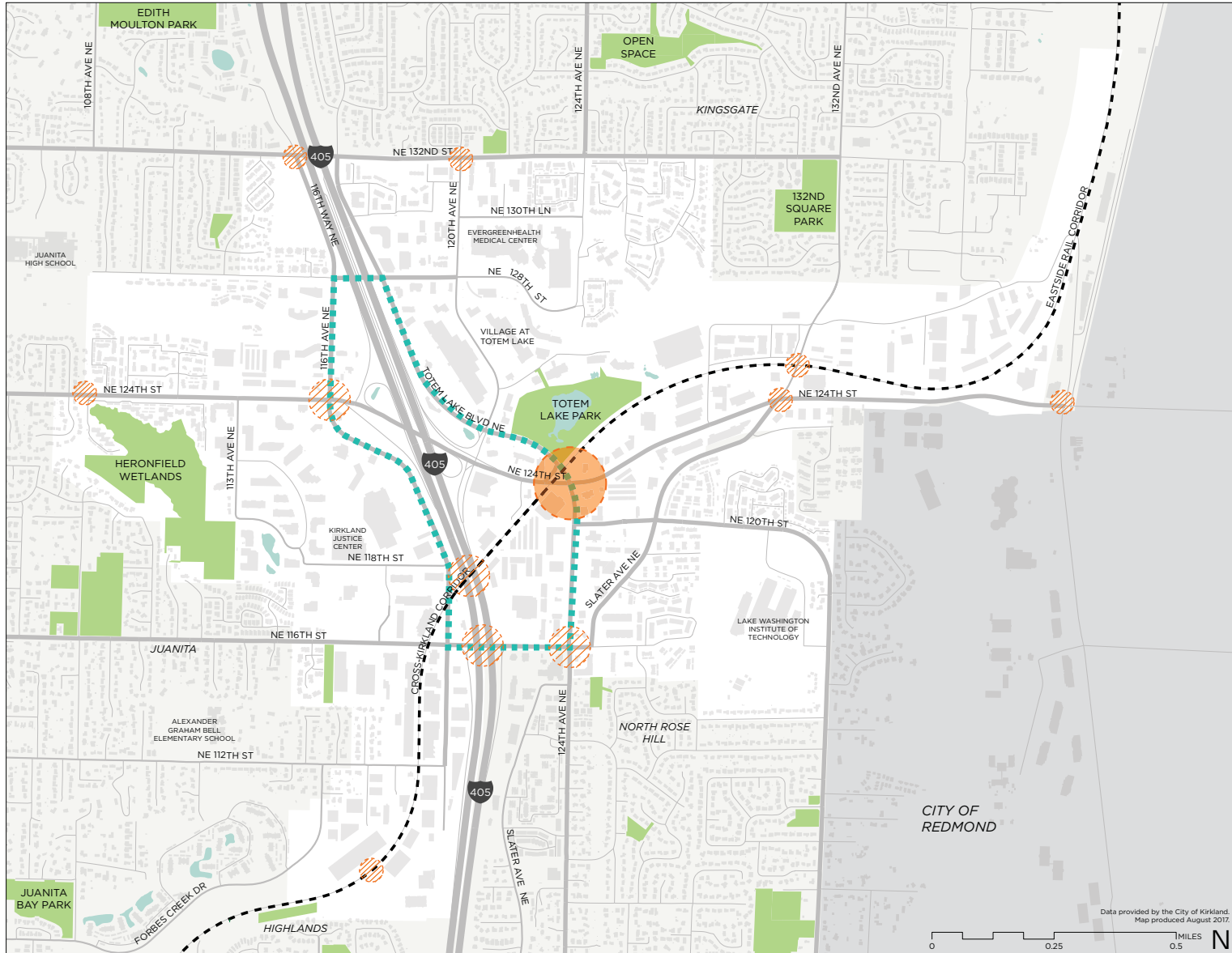


*Consistent style and placement of light poles and trees distinguishes the character of this street, and acts as a breadcrumb wayfinding element. This strategy can be applied to the Circulator.*

# TOTEM LAKE URBAN CENTER ENHANCEMENT+ MULTIMODAL TRANSPORTATION NETWORK PLAN

## WAYFINDING IMPROVEMENTS

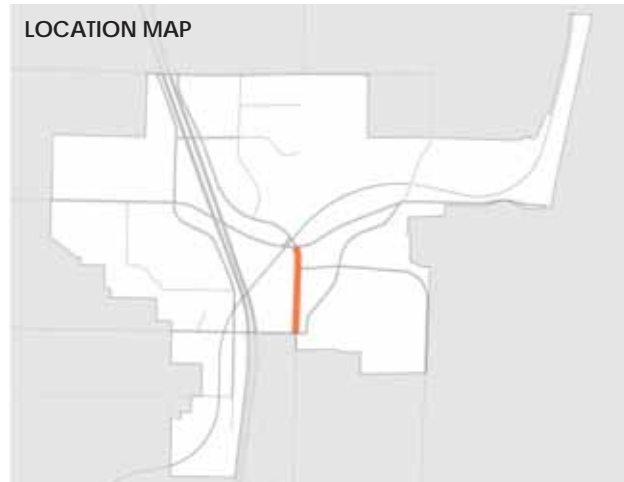
-  Buildings
-  Water
-  Parks
-  Study Area
-  City Boundary
  
-  CKC
-  Circulator
  
-  Gateway Hub
-  Major Gateways
-  Minor Gateways



Data provided by the City of Kirkland.  
Map produced August 2017.

# STREET TYPOLOGIES

## CIRCULATOR STREET - 124TH AVE NE



The Circulator loop connects the district and will have a recognizable character as it moves through different areas. This plan outlines specific typologies for two critical segments of the Circulator: 124th Ave NE and Totem Lake Boulevard.

Improvements at the Circulator at 124th Ave NE will include a combination of the following elements to create a pedestrian oriented streetscape that will facilitate circulation, provide opportunities to sit and stay, and visually link the district. Elements will be provided by both public and private development in order to ensure a cohesive and beneficial streetscape experience.

### ENHANCE

- Bicycle lanes into protected bike lanes, raised and separated from the vehicle lanes.

### PRESERVE

- Dealership presence, though consolidate surface lots into a garage to allow for denser development.

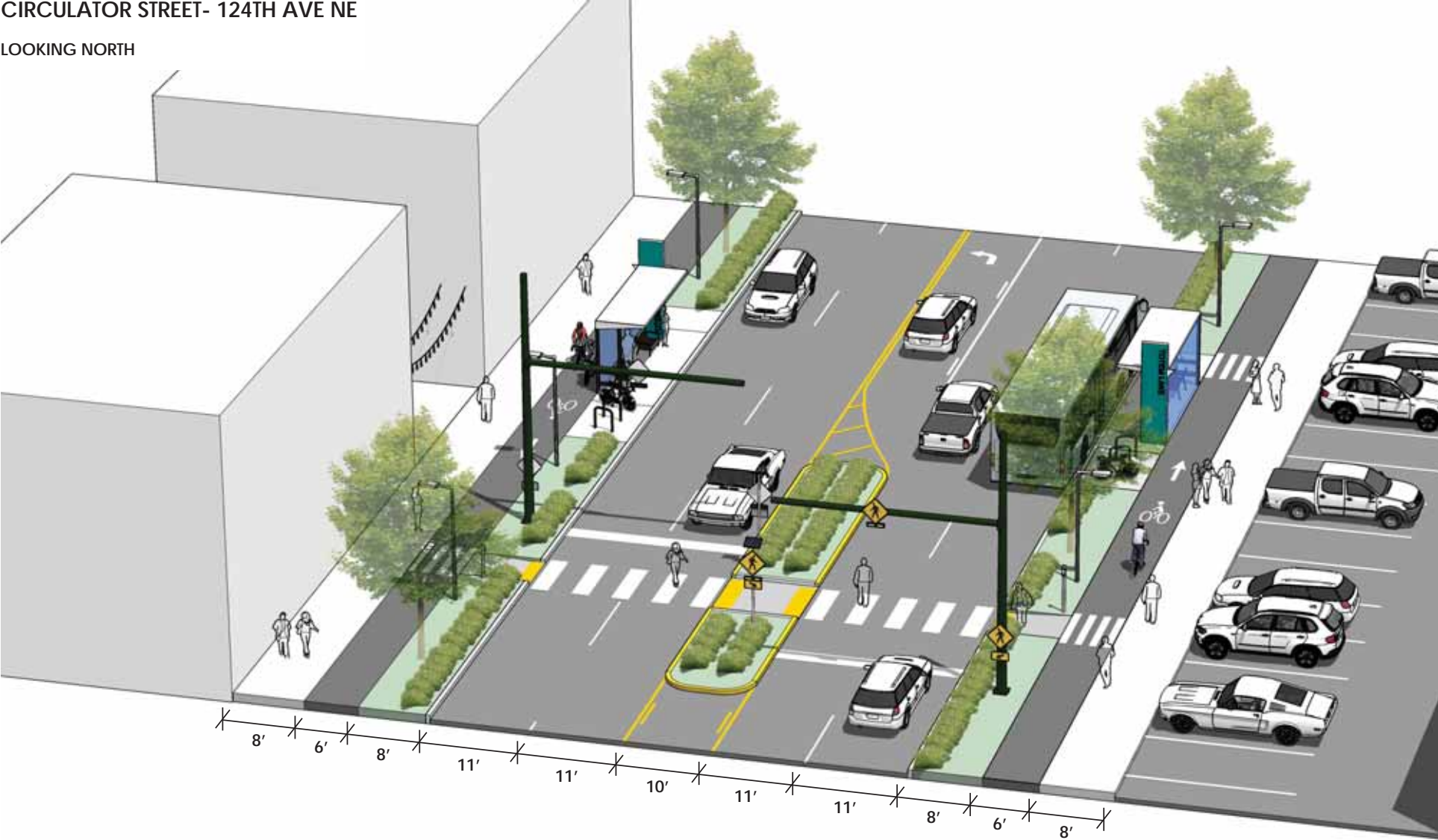
### INTRODUCE

- Mid-block pedestrian crossings: Increase crossing opportunities with new street developments west of 124th Ave NE, spaced no more than 350' apart. Mid-block crossings should be set at locations defined in the street grid and have people oriented nodes on each end. These nodes should be defined by enhanced planting and the use of seating. Wherever possible the crossings should include curb extensions for short crossings, medians for points of refuge, and enhanced lighting.
- Through-block connections: Provide non-motorized circulation passageways 15' to 25' wide through new mixed-use developments. See Live Work Street on pg 72.
- Planted buffers: Plant palettes will change from evergreen upland plantings at NE 128th St to lowland grasses and stormwater plantings along the edge of Totem Lake on Totem Lake Boulevard and on 124th Ave NE to accentuate the topographical changes within the district. At a minimum, all new developments on 124th Ave NE shall incorporate the plant palette in the planting strip zones illustrated.
- Street trees: Trees provide canopy coverage, rhythm and character to the streetscape. Species should change along the Circulator, marking upland to lowland conditions as well as seasonal change. A possible tree species on 124th Ave NE is the Katsura.
- Lighting: Incorporate distinctive, pedestrian scale (eg. 18-20' height) lighting. Poles should appear distinct from and taller than lighting found on adjacent streets, yet consistent along the entire Circulator loop.
- Seating edges: Plant buffers provide backdrops for free-standing or built in benches, seat walls, and seating eddies which can be provided at street edge or adjacent to new development. Eddies should be 150 – 300sqft. In lieu of defined eddy areas, linear seating should be incorporate at least 15 linear feet (contiguous or separated).
- Paving treatment: Encourage textural/material changes at seating areas and at building entries for both commercial and residential uses.

- Bike racks: Place staple style bike racks at transit stops and at new commercial/residential developments within 50' of the building entrance for short term bicycle parking.
- Bike hubs: Incorporate 5 uniquely designed bicycle repair hubs along the Circulator loop.
- Transit shelters: Incorporate transit monitor screens and district signage as part of a shelter; shelters may also include bike hubs as a combined element. The number and placement of shelters is determined by transit demand.
- Color: Use district color coding in transit shelters and incorporated signage for wayfinding.
- District wayfinding: Key to overall district wayfinding, the Circulator streetscape and amenities announce the identity of Totem Lake. Public and private developments can both contribute to the story through streetscape design and incorporation of district totems where required at Circulator gateways/thresholds.
- Game tables or interactive elements: Residential or commercial developments may include publicly accessible amenities that enliven the public realm.
- Public art: Can vary in scale, application, and dimension. Developments may include the 'new totem' where appropriate, adorn blank walls with commissioned murals, or find site specific opportunities for engaging art.
- Water features: As discussed in the placemaking enhancements overview discussion, water features are significant to the success of public spaces, but not essential. The investment in water features comes at a higher premium and should be considered in the context of the development of the district public gathering spaces, rather than at an individual development basis.

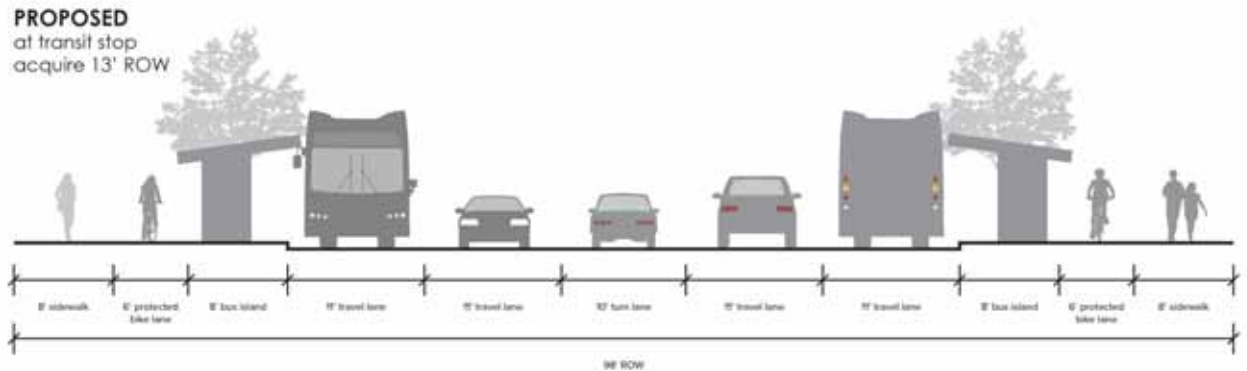
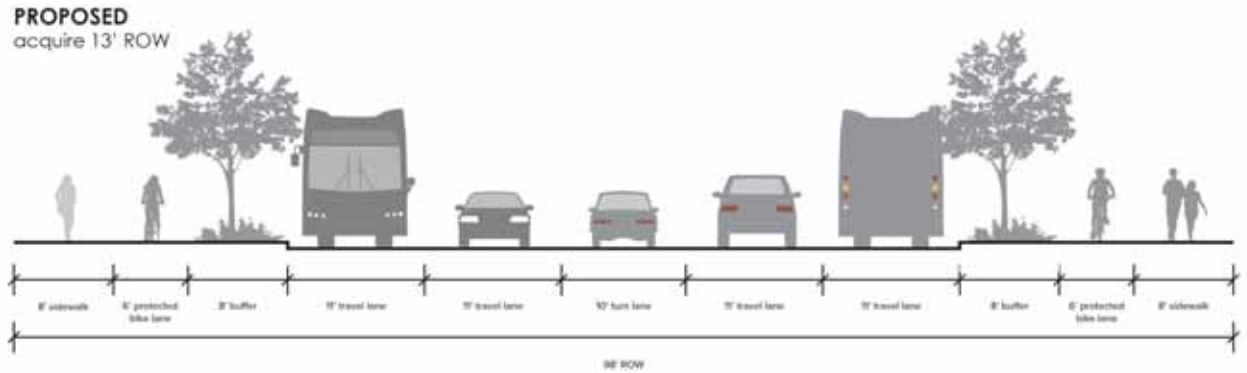
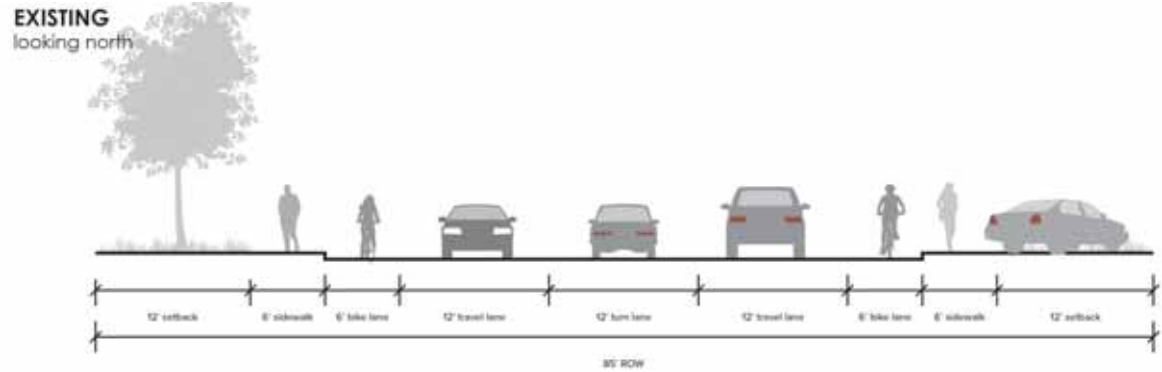
CIRCULATOR STREET- 124TH AVE NE

LOOKING NORTH



The Circulator should have minimum 8' wide sidewalks, and 6' wide raised protected bicycle lanes. At transit stops, the boarding area and shelter or waiting area should be a minimum of 8' wide to allow accessible space for loading and unloading, and ample queuing space. At transit stops, the protected bicycle lane can go behind the stop to reduce conflicts between people bicycling and people boarding and alighting from a bus. In non stop locations on the Circulator, the 8' separation between the protected bicycle lane and the vehicle travel lanes can continue down the street as a wide planted buffer.

The images on the following page are examples of the previously recommended elements for the Circulator. These could be considered menu items for new developments to include in projects. Through block connections along these segment of the Circulator are particularly important given the new development opportunities to improve the walkability and bikeability of this area.





*Seating edges can be arranged to create eddy areas for conversations. Robust evergreen plantings and distinctive, large canopy street trees typify the upland zone of the Circulator.*



*Seating areas and canopies can be developed in partnership between private developments and the public row for integrate materials, plantings, and through block pedestrian connections.*



*Transit shelters can be uniquely designed and color coded to reflect the character of the district along the Circulator.*



*Seating edges can also be linear along a planting buffer. Benches can be built in to a planter, or stand alone.*



*Through block connections enhance circulation and provide opportunities for art establishment of district character.*



*Staple style bike racks near building entries are convenient for users and encourage arrival by bicycle. Bike racks can be strategically placed beneath building awnings for weather protection.*

## CIRCULATOR STREET - TOTEM LAKE BLVD

### LOCATION MAP



Improvements at the Circulator at Totem Lake Blvd will include the following elements to enhance the pedestrian and bicycle experience. Elements will be provided by provided primarily through public infrastructure development.

### ENHANCE

- Widen existing sidewalk into a multi-use trail.

### PRESERVE

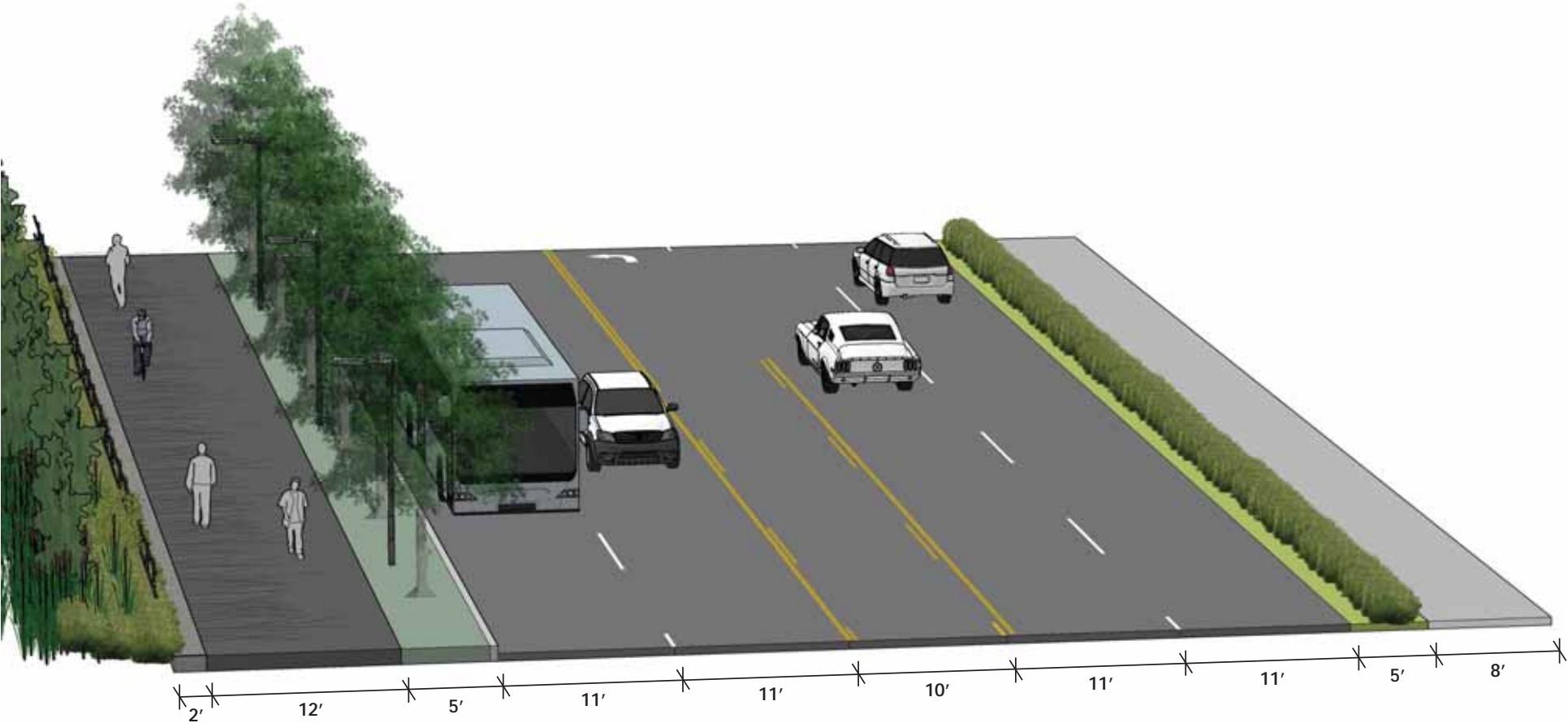
- Natural plantings at the edge of Totem Lake.

### INTRODUCE

- Identity: Distinctive lighting, free standing and/or embedded signage at key locations.
- Planted buffers: Plant palettes will change from evergreen upland plantings at NE 128th St to lowland grasses and stormwater plantings along the edge of Totem Lake on Totem Lake Boulevard and on 124th Ave NE to accentuate the topographical changes within the district. Lowland planting will have an informal appearance and visually connect to Totem Lake Park. Planting can include stormwater plantings and native shrubs and grasses. Provide planting as illustrated.
- Street trees: Trees provide canopy coverage, rhythm and character to the streetscape. Species should change along the Circulator, marking upland to lowland conditions as well as seasonal change. A possible tree species on Totem Lake Blvd is the Black Tupelo.
- Lighting: Incorporate distinctive, pedestrian scale (eg. 18-20' height) lighting. Poles should appear distinct from and taller than lighting found on Live Work Residential streets, yet consistent along the entire Circulator loop.
- Color: Use district color coding in transit shelters and incorporated signage for wayfinding.
- District wayfinding: Key to overall district wayfinding, the Circulator streetscape and amenities announce the identity of Totem Lake. Incorporate new district totems where at Circulator gateways/thresholds.
- Public art: Can vary in scale, application, and dimension. May include artistic pavement treatments to reflect character of Totem Lake Park.



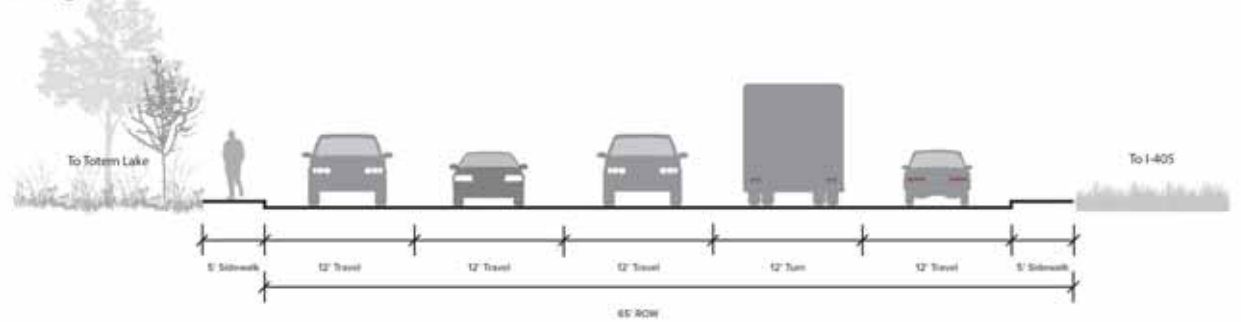
CIRCULATOR STREET- TOTEM LAKE BOULEVARD  
LOOKING SOUTH



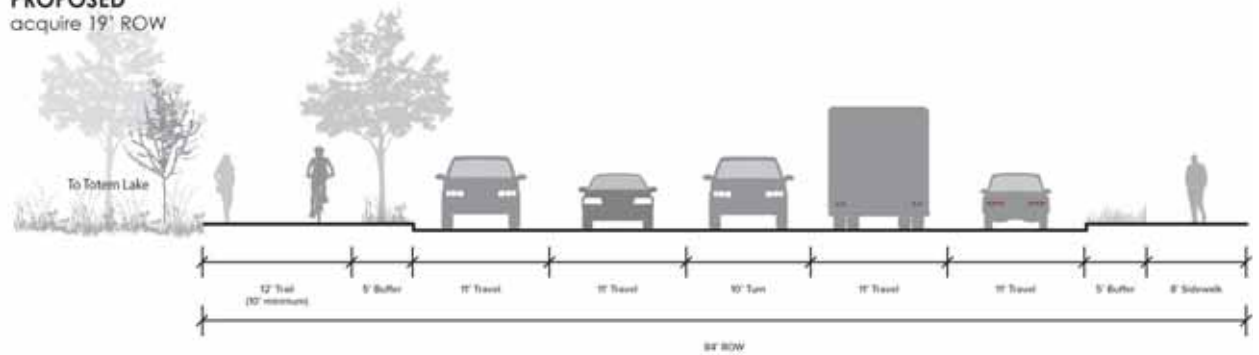
Along Totem Lake Boulevard, the Circulator becomes a one sided shared use path facility due to environmental and ROW limitations. A shared use path should be a minimum of 12' wide, with 2' clear shoulders. Adjacent to the vehicle lanes, there must be a minimum 5' buffer to the trail. As the trail passes Totem Lake Park, there is an opportunity to extend the green vegetated character of the park to the street by planting a lush buffer to the roadway, and potentially including artistic pavement treatments on the trail to reflect the wetland character of Totem Lake Park.

The images on the following page are examples of the previously recommended elements for the Circulator. These could be considered menu items for new developments to include in projects. Note the vegetation changes from 124th Ave NE to Totem Lake Boulevard to reflect a lowland basin character.

**EXISTING**  
looking south



**PROPOSED**  
acquire 19' ROW





*Street tree species can change along the Circulator to reflect subarea identity. Black Tupelo would be an appropriate street tree for the Circulator along Totem Lake Boulevard.*



*Tall, yet pedestrian scale lighting that is distinct from lighting in other neighborhoods can be a consistent part of the Circulator identity.*



*Other lowland plantings can be used to reflect the context of Totem Lake along Totem Lake Boulevard.*



*Uniquely designed transit shelters along the Circulator can enhance district identity and wayfinding.*

## GATEWAY HUB



The Gateway Hub marks the core of the district - the place where everything connects and everyone passes through. Comprised of the street network, the new CKC Connector Bridge overhead, the CKC itself, and Totem Lake Park, The Gateway hub has the potential to not only mark this critical district threshold, but also become a place to be.

A new aquatic center is envisioned for the SE corner of the intersection, and the creation of a Totem Lake Community space at the existing Public Storage building on the SW corner could introduce uses such as a bike shop, café, and performance/gathering space. These new destinations and strengthened access to the CKC via the iconic Connector Bridge would set the stage for future trail oriented development investments. The CKC has the potential to serve as major non-motorized circulation as well as a significant open space in the district.

Gateway features at this location would include: a sweep of planting, like a green carpet, that expands the verdant experience of Totem Lake Park and visually links the CKC at the ground level across the major intersection; incorporation of the new 'Totem Lake Totems' which may have more variety of scale and color introduced for this specific location; and potential artful incorporation of existing infrastructure, as shown in the vignette at the high voltage power line tower.

### ENHANCE

- Existing infrastructure with artwork for wayfinding and placemaking.

### PRESERVE

- New CKC connector bridge over the 124th/124th intersection.

### INTRODUCE

- Identity: New community center in storage building.
- Planted buffers: New plantings to extend the green of Totem Lake Park. Lowland grasses and stormwater plantings are appropriate in this location.
- District wayfinding: New totems as gateway markers and wayfinding element throughout the district.



*Enlivening existing infrastructure can bring a new face to the Totem Lake District.*



*Plantings extend the green of Totem Lake Park into the district.*



*The public storage building envisaged as a community center.*



*Totem Lake's "new totems" can serve as wayfinding landmarks and are an opportunity for unique public art reflective of the district.*



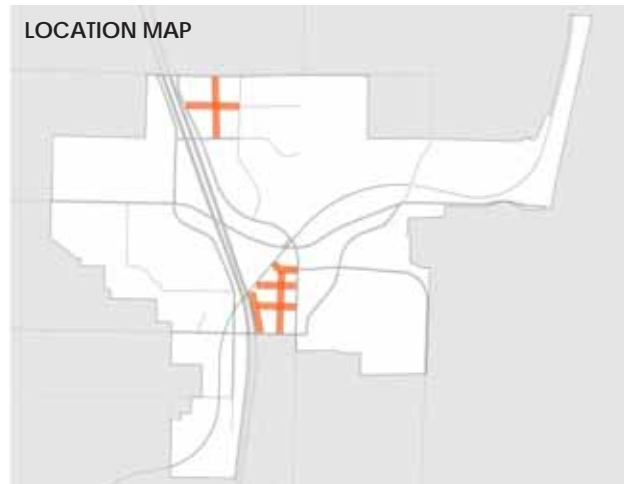
*Integration of lighting, color, and potential signage add additional wayfinding value to Totem Lake's "new totems".*

GATEWAY HUB INTERSECTION: 124TH AVE NE AND NE 124TH ST





## LIVE WORK RETAIL STREET



The Live Work Retail (LWR) Streets are concentrated in the district core redevelopment zone but are also applied to uphill streets including Evergreen hospital neighborhood.

The LWR streets set up a neighborhood tone with two lane streets, wide sidewalks, and robust planting. Through block connections can connect to the Circulator at 124th Ave NE, and can also expand into neighborhood gathering spaces. The public realm of the LWR streets includes a combination of the following elements to create a dynamic pedestrian oriented streetscape that responds to ground level uses such as retail, residential or live/work conditions. Elements will be provided by both public and private development in order to ensure a diverse and lively streetscape experience.

### ENHANCE

- Connectivity to 116th, 124th and access to the CKC.
- Proposed network improvements through planting, streetscape furniture, and potential parklet siting.
- Public/private interface and activity.

### INTRODUCE

- Mid-block crossings should be set at locations defined in the street grid and have people oriented nodes on each end. These nodes should be defined by enhanced planting and the use of seating. Wherever possible, the crossings should include curb extensions for short crossings, medians for points of refuge, and enhanced lighting.
- Through-block connections: Pedestrian only spaces can provide circulation short cuts, performance spaces, seating, night activation, and moments of serendipity. Width should range from 15- 25'.
- Setbacks at through-block connections: Buildings adjacent through-block connections will be set back to create additional public space – these spaces may have retail uses or create larger gathering spaces within the context of the neighborhood. These spaces can range from an 8' setback for ground level restaurants to 12-15' setback on either side of the through block connection to create a larger pocket park or mini-plaza. In some cases, in lieu of creating street oriented spaces, developments can choose to transfer the space to the through-block connection itself to create generous 40-55' width spaces on the interior of the block for a more courtyard or performance space character.
- Planted edges: Pedestrian scale plantings, intensify at crossing plazas to create seating areas. Plantings can vary block to block but maintain consistency within a contiguous block.
- Street trees: Create smaller scale streets and seasonal interest. A possible species is ornamental pear.
- Lighting: Pedestrian scale (12-14' height) light poles that are distinct from the Circulator fixtures.
- Bike racks: Place staple style bike racks at new commercial/residential developments within 50' of the building entrance for short term bicycle parking.
- Flexible parallel parking spaces: Create opportunities for parklets, unique and sculptural or for outdoor restaurant seating spill over. These installations can be permanent or temporary. Overall length 20' to 40' and 7' wide.
- Crossing plazas: Provide seating opportunities and bike racks at crosswalks. 8-10' x 6-8'.

- Paving: Textural and or material change at crossings.
- Wayfinding: Incorporate graphically (not as stand alone objects) on walls at through block connections and/or at the ground plane at crosswalks.
- Game tables or interactive elements: Residential or commercial developments may include publicly accessible amenities that enliven the public realm.
- Public art: Can vary in scale, application, and dimension. Developments may include the 'new totem' where appropriate, adorn blank walls with commissioned murals, or find site specific opportunities for engaging art.
- Water feature: As discussed in the placemaking enhancements overview discussion, water features are significant to the success of public spaces, but not essential. The investment in water features comes at a higher premium and should be considered in the context of the development of the district public gathering spaces, rather than at an individual development basis.

### REMOVE

- Attributes of existing surface lot/strip mall development.



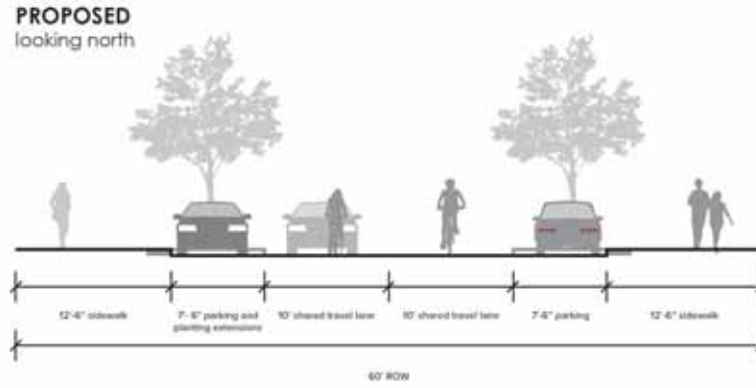
LIVE WORK RETAIL STREET  
LOOKING NORTH



## LIVE WORK RETAIL STREET

The Live Work Retail (LWR) typology will be applied throughout the district and should take on a different character based on the mix of uses. These streets are intended to feel like neighborhood definers and will feel like places unto themselves. Important to the character, new development should not be homogeneous in scale. Varied building height, use, and relationship to the sidewalk can reflect the character of development that grows over time. The LWR streets are flexible in their use and set the stage for seasonal events or temporary installations engagement with the neighborhood.

As outlined in the LWR street typology recommendations, private development should incorporate elements that contribute to this neighborhood character. Seating at street right of way, bike racks, and parklet opportunities are basic amenities that should be incorporated. Development at through block connections will provide additional space in the public realm. This network of streets will form the urban fabric of new developments at the district core.





*Through block connections can foster uses such as passive seating areas, cafe seating, green space, or small scale performances.*



*Seating can be temporary or permanent parklet, and can also function as eating space.*



*Specialty paving can extend into the street to characterize the street as a pedestrian priority zone.*



*Paving materials, planting, and variety of pedestrian scale lighting encourage exploration of a tough block connection.*



*Seating can be an artful, linear element defining the street edge yet engaging with the sidewalk.*



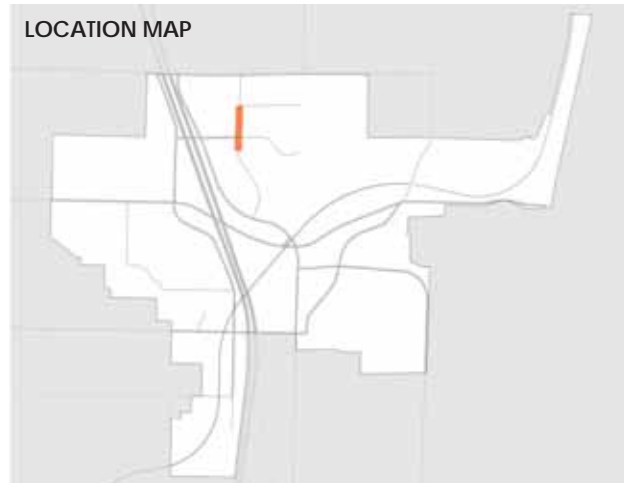
*Low level planting creates a comfortable buffer between the sidewalk and parking and defines the walkable area of the sidewalk.*

## LIVE WORK RETAIL STREET





## HILLSIDE OPPORTUNITIES



Hillside linear parks are an extension of the right of way and facilitate connectivity from hilltop locations such as Evergreen Hospital to the district core. The hillside parks are based on the Live Work Retail street typology in an asymmetrical application. These parks focus on the pedestrian experience while negotiating topography. A linear, terraced landscape provides places to pause and gather, and can incorporate area specific identity signage by integrating it into the landscape itself. By responding to the natural topography, these LWR hill climbs create an intentional experience that guides residents, students, health worker from the hill to the heart of Totem Lake.

### ENHANCE

- Existing sidewalk into a linear park and encourage movement between the Village at Totem Lake, Evergreen Health, and the Kingsgate neighborhood.
- Identity of Totem Lake with public amenity and visual appeal.

### PRESERVE

- Hillside character, negotiate grade with interesting places.

### INTRODUCE

- Linear pedestrian corridors: Integrated with the ROW. Approximate width should be 25' minimum.
- Planted buffers: Upland plantings reflective of the geography of the area.
- Seating edges: Plant buffers provide backdrops for free-standing or built in benches, seat walls, and seating eddies which can be provided at street edge or adjacent to new development. Eddies should be 150 – 300sqft. In lieu of defined eddy areas, linear seating should be incorporate at least 15 linear feet (contiguous or separated).

### REMOVE

- Circulation barriers between uphill and downhill zones.



*Stepped seating can also be interspersed with plantings and broad platforms for umbrellas or cafe tables and chairs.*



*Midblock connections over a grade change can include dynamic elements like seating, stairways, ramps, and stair runnels for walking with a bicycle.*



*Strong geometries create a visually striking landscape language and foster block to block connectivity.*



*Rich pedestrian and bicycle experiences anchor these linear parks as essential to district identity and circulation.*

HILLSIDE OPPORTUNITY: 120TH AVE NE







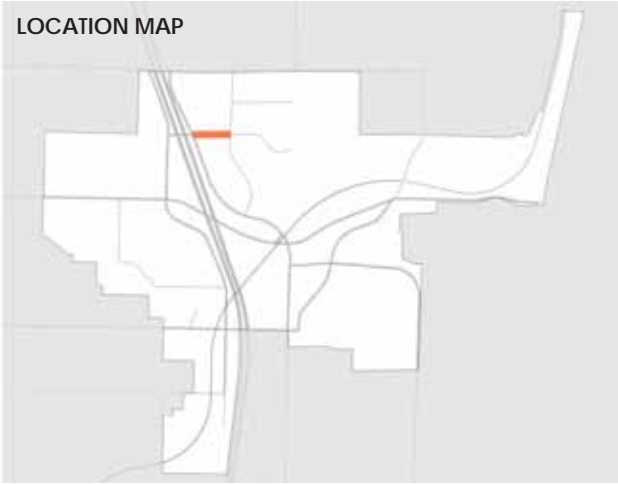
EvergreenHealth

Medical Center

EVERGREEN

## TRANSIT STREET - NE 128TH ST

### LOCATION MAP



The Transit Street is a critical link between the Kingsgate Park & Ride and the Metro stops at Evergreen Hospital and the Village at Totem Lake. It also connects to the Circulator loop, and will link people walking and bicycling to broader transit connections at the Totem Lake Transit Center.

Although the transit street is considered a conduit rather than a gathering area, it is critical that private development along the corridor provide seating opportunities for small groups in this high volume area.

### ENHANCE

- Widen existing sidewalks and planting buffers.
- Improve bike lanes to raised and separated facilities.

### PRESERVE

- Existing ROW and number of vehicle travel lanes.
- Existing transit access.

### INTRODUCE

- Planted buffers: Install evergreen upland planting palette.
- Street trees: Mark upland condition as well as seasonal change to create a striking corridor at the top of the hill. Possible species: Dawn Redwood.
- Lighting: Pedestrian scale (12-14' height) light poles that are distinct from the Circulator fixtures.
- Seating edges: Plant buffers provide backdrops for benches – free-standing or built in benches, seat walls, seating eddies. The spaces can be provided at the street edge or adjacent new development. Eddies should be 150 – 300sqft. In lieu of defined eddy areas, linear seating should be incorporate at least 15 linear feet (contiguous or separated)
- Bike racks: Place staple style bike racks at transit stops and at new commercial/residential developments within 50' of the building entrance for short term bicycle parking.
- Transit shelters: Incorporate transit monitor screens and district signage as part of a shelter; shelters may also include bike hubs as a combined element. The number and placement of shelters is determined by transit demand.
- Color: Use district color coding in transit shelters and incorporated signage for wayfinding.

### REMOVE

- Reallocate excess lane width to the sidewalk and raised bicycle lanes.

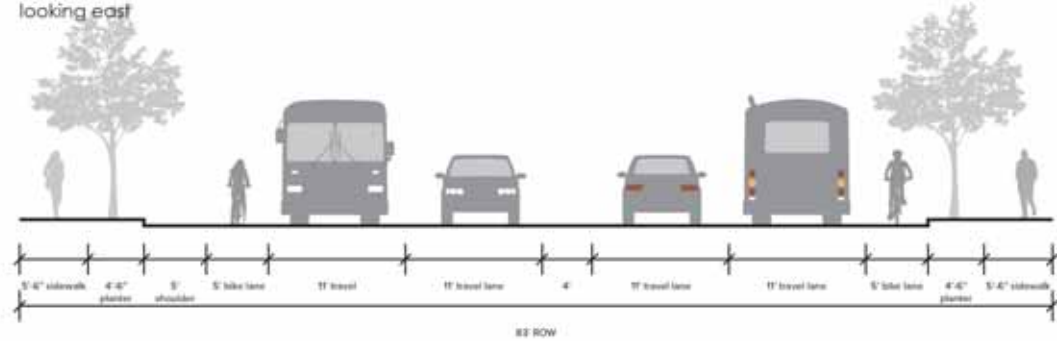
TRANSIT STREET - NE 128TH ST  
LOOKING EAST



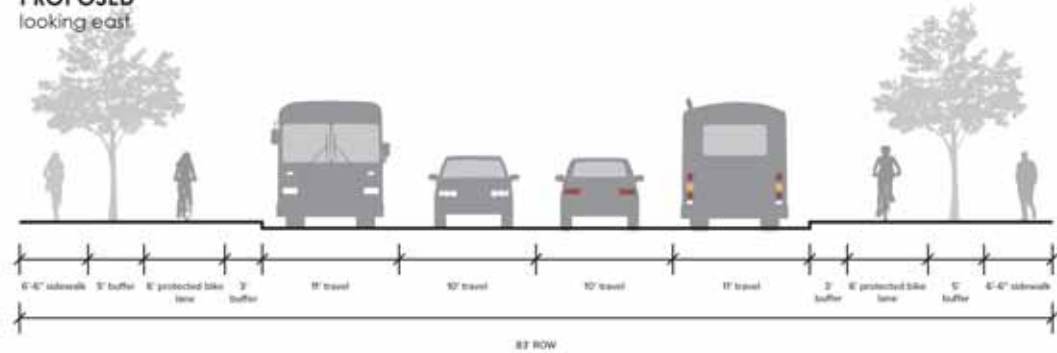
While ideally 8' wide sidewalks would be present along a transit street, given the limited ROW, 6' 6" wide sidewalks are recommended. Transit stops have a minimum 8' wide boarding area, and an elevated protected bicycle lane goes behind transit stops adjacent to the sidewalk.

The images on the following page are examples of recommended elements for this transit street. Note the vegetation changes from Totem Lake Boulevard to 128th Ave NE to reflect an upland character.

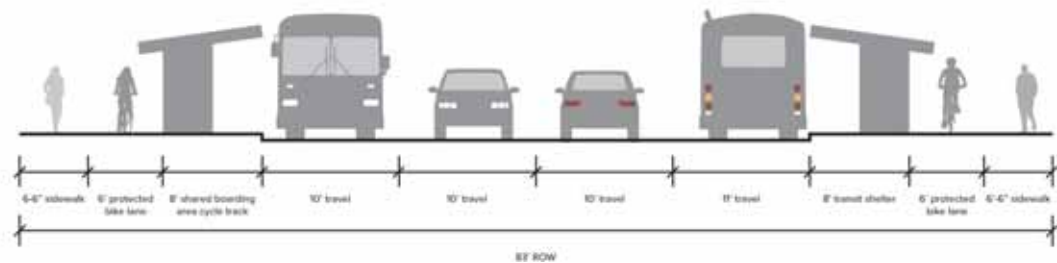
**EXISTING**  
looking east



**PROPOSED**  
looking east



**PROPOSED**  
at transit stop





*Dawn Redwood would be an appropriate street tree to reflect upland character.*



*A bike hub is a small shelter with map information, tools, and a bicycle repair stand. These hubs can be integrated with transit shelters.*

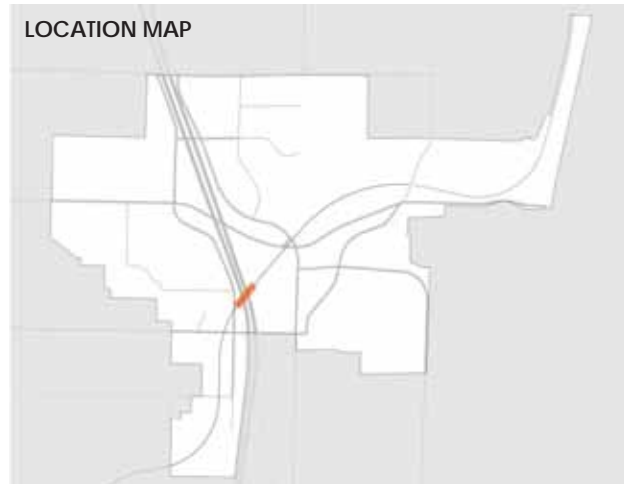


*Seating edges can also be linear along a planting buffer. Benches can be built in to a planter, or stand alone.*



*Bike racks should be provided at transit stops, and should be staple racks as they are intuitive to use and accommodate a wide variety of bicycle types.*

## CKC UNDERPASS CONNECTION



The Cross Kirkland Corridor is the spine that connects the district to the larger region. At a district level it complements the Circulator and is essential to district circulation and identity. The CKC is essential to connecting the east and west areas of Totem Lake separated by I405. This connection could be strengthened through the incorporation of a local street connection to facilitate travel between the district core and the Fred Meyer shopping and civic area.

The creation of an engaging and safe threshold as the trail passes underneath I405 contributes to district wayfinding and character. The utilization of color, light, the new Totem Lake 'totems', and the structure of the underside of I405 itself sets a precedent for similar treatments at other district underpasses. Rethinking these spaces as playful, dynamic spaces that build anticipation for what is on the other side will begin to change the experience of I405 as division, into part of the overall character of Totem Lake.

### ENHANCE

- Walking and bicycling experience on the CKC beneath I-405 with lighting, color, and a widened trail improved per the design standards in the Cross Kirkland Corridor Master Plan.

### PRESERVE

- Existing bridge/underpass infrastructure.

### INTRODUCE

- Street Connection: Construct a new local street connection parallel to the CKC beneath I-405.
- Lighting: Enliven the underpass space with artistic lighting and functional lighting for trail use.
- Wayfinding: New totems as wayfinding and indicator of arrival to the Totem Lake district.
- Public art: Can vary in scale, application, and dimension. May include the 'new totem', commissioned murals, or light installation.



*Opportunities for local artist commissions are plentiful at underpass conditions to animate the experience. Murals can transform any surface.*



*Transformation of existing infrastructure creates a memorable vision of formerly forgettable space.*



*Bright colors, unique seating, and lighting can be used for artistic activation of the underpass space.*



*Illumination of potentially uncomfortable spaces is essential to district pedestrian and bicycle connectivity and overall character. Lighting strategies can be both functional and artful.*

CKC CONNECTION: LOOKING EAST AT I405 UNDERPASS







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# PRIORITIZATION + NEXT STEPS



## PROJECT PRIORITIZATION

The project team developed a set of evaluation criteria for the recommended improvements to the walking and bicycling networks in Totem Lake. The intent of this evaluation is to prioritize the recommended improvements to the networks to support the vision and goals of the district. The projects illustrated in the maps on the following pages are intended to be flexible and represent conceptual project extents.

Priority projects may change over time. As new opportunities arise and land use and circulation patterns change, the City should review the priority project list and update as needed to best reflect the current needs and priorities of the Totem Lake.

The criteria in the adjacent table represent network impacts that can be assessed at a conceptual level. As projects move toward design, criteria can be modified to compare project impacts at a finer level. For instance, project feasibility may instead consider the degree of impact a project will have, such as whether it requires street re-striping or reconstruction of curbs.

Projects were prioritized using a GIS spatial analysis, and a total score was determined by summing the individual criterion. To determine ranking, the total score was separated into three bins using natural breaks: High, Medium, and Low. Following this spatial analysis, scores were verified and adjusted based upon City staff input and known priority projects. The bins correspond to the following:

### HIGHER PRIORITY

Projects have the highest potential for addressing district non-motorized transportation needs, and are intended for near-term implementation

### MEDIUM PRIORITY

Projects address the district's non-motorized transportation needs, but should be considered for development in the mid-term, as funding and other opportunities become available.

### LOWER PRIORITY

Projects address some of the district's non-motorized transportation needs, and should be considered in the longer term, as funding and opportunities become available.

CRITERIA	DEFINITION	INPUT	RANK	MEASUREMENT	
Safety + Comfort	To what extent does the project provide a safety improvement in a location with an identified safety concern?	Level of Traffic Stress Analysis results	High	Project creates a low stress facility on an existing high stress (LTS 4) route.	
			Medium	Project creates a low stress facility on an existing high stress (LTS 3) route.	
			Low	Project occurs on an existing low stress (LTS 1 or 2) route.	
Gaps	Does the project fill an identified facility or area gap?	Network gap analysis, existing facilities	High	Project creates a new facility in an area without a parallel route within 1/8 mile (pedestrian) and ¼ mile (bicycle).	
			Medium	Project closes an identified gap, connecting to existing facilities on both ends of project extent.	
			Low	Project closes an identified gap, connecting to an existing facility on one end of the project extent.	
Readiness: To what extent is the project ready for implementation? Includes several criteria.	Right of Way	Existing street and trail network	High	ROW acquisition may not be or is likely not required (Facility is along an existing street or upgrades an existing trail).	
			Low	ROW acquisition is required (Facility is a new trail or along a new street).	
	Funding Availability	CIP list	High	Project is fully funded.	
			Medium	Project is partially funded.	
			Low	Project is unfunded.	
	Project Coordination	Redevelopment parcels, CIP list	High	Project may be completed concurrently with another project to reduce cost of implementation.	
			Low	No projects are proposed that can be completed concurrently.	
	Feasibility	Existing facility data	High	Project upgrades an existing facility.	
			Low	Project creates a new facility.	
	Connectivity	Network: Project provides direct access to the Cross-Kirkland Corridor and/or creates a Citywide connection (specific to bicycle projects only)	Proposed networks	High	Project meets this criterion.
				Low	Project does not meet this criterion.
		Urban Center: Does the project have the potential to contribute to the pedestrian experience and urban center development in core areas?	City identified priority areas	High	Project is located in the business district core.
Medium				Project is located on the perimeter of the core area or in another area identified for pedestrian-oriented redevelopment and urban center densities.	
Low				Project is located outside of the core of the business district.	

# RECOMMENDED NETWORK

TOTEM LAKE URBAN CENTER  
ENHANCEMENT+ MULTIMODAL  
TRANSPORTATION NETWORK PLAN

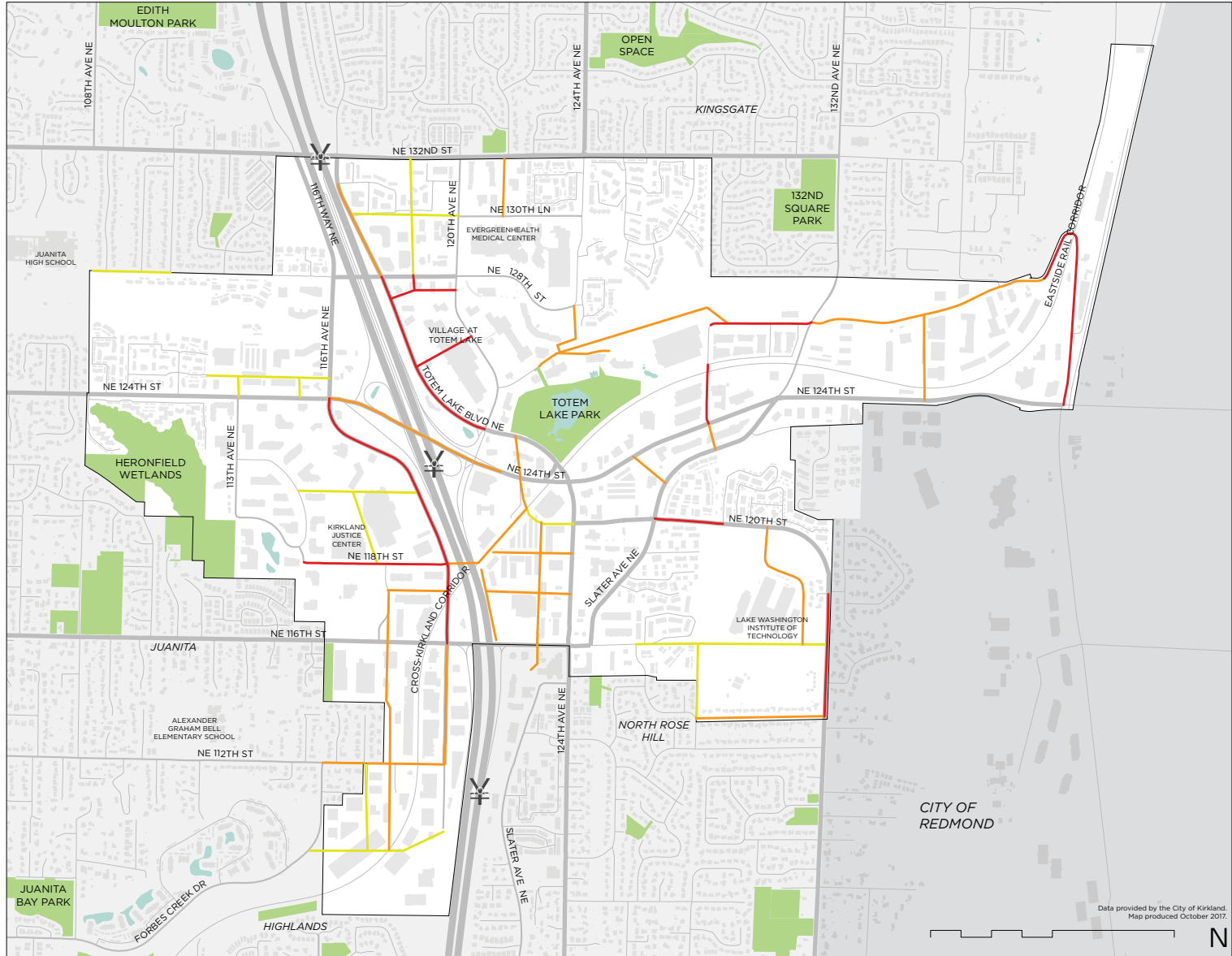
## PRIORITIZATION

### PEDESTRIAN NETWORK

- Higher Priority
- Medium Priority
- Lower Priority

### BASE

- Buildings
- Water
- Parks
- Study Area
- City of Kirkland Boundary



Data provided by the City of Kirkland.  
Map produced October 2017.



# RECOMMENDED NETWORK

TOTEM LAKE URBAN CENTER  
ENHANCEMENT+ MULTIMODAL  
TRANSPORTATION NETWORK PLAN

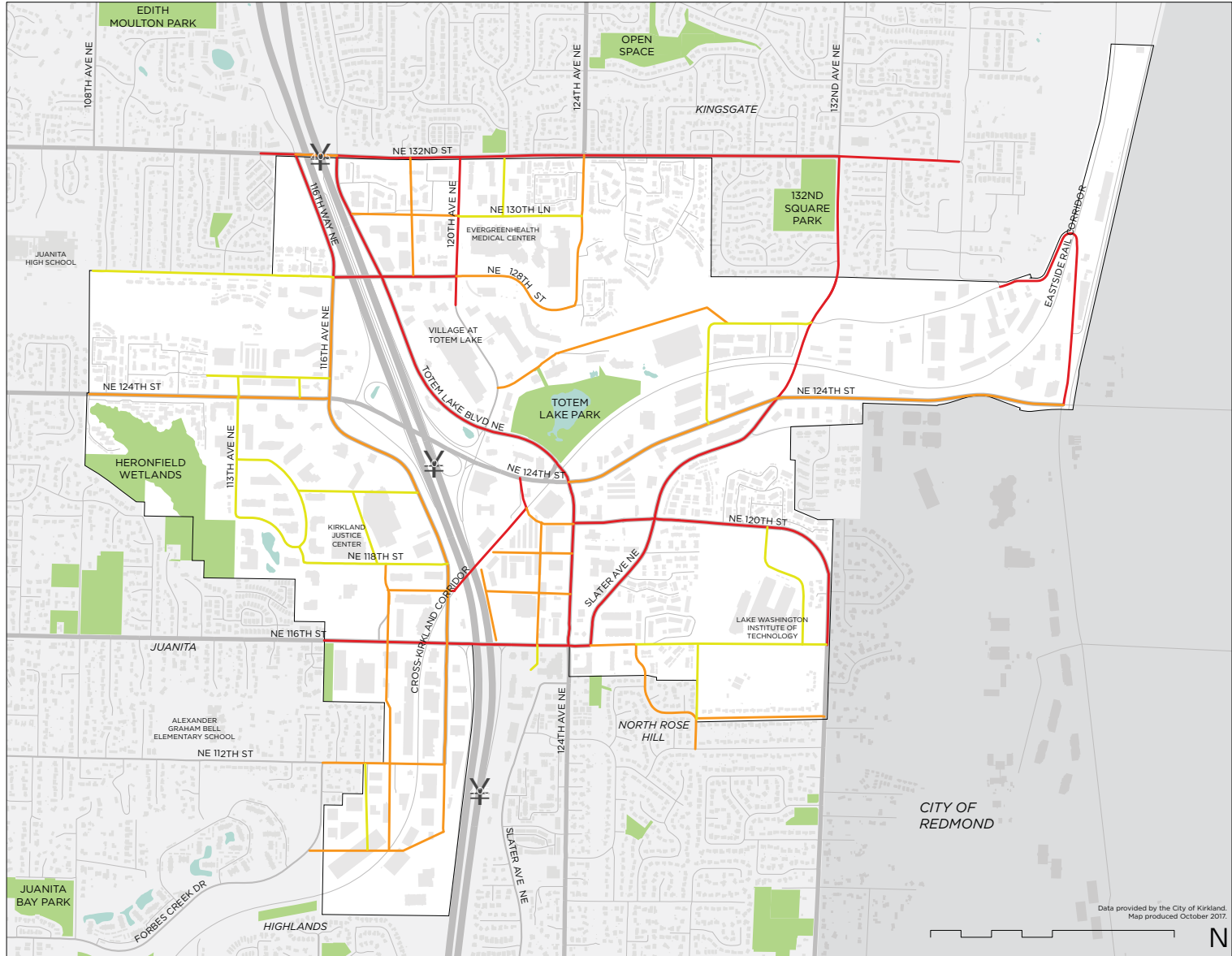
## PRIORITIZATION

### BICYCLE NETWORK

- Higher Priority
- Medium Priority
- Lower Priority

### BASE

- Buildings
- Water
- Parks
- Study Area
- City of Kirkland Boundary



Data provided by the City of Kirkland.  
Map produced October 2017.



## NEXT STEPS

- Conduct an inventory of sidewalks in the district to understand existing sidewalk quality and prioritize streets in need of upgrades and accessibility improvements.
- Update the Active Transportation Plan and develop specific projects for Totem Lake.
- Revise design guidelines for Totem Lake district.
- Develop design guidelines for the Circulator to be a catalyst for district identity and wayfinding strategy.
- Develop specific implementation measures in Public Works pre-approved plans, design guidelines and zoning code
- Create a call for artists for the design of the 'new totem' for Totem Lake.
- Develop a comprehensive wayfinding plan for the Totem Lake district, to address vehicular, pedestrian, and bicycle wayfinding and signage, complement and integrate with the 'new totems' program, and incorporate placemaking enhancement strategies per the revised design guidelines.
- Seek funding for a comprehensive wayfinding plan.
- Seek funding for the 'new totems' program which would include the call for artists and fabrication of the totems for critical gateways such as the new Gateway Hub and other major gateways (per Wayfinding Enhancements Map pg 59).
- Seek funding for site elements unique to the Circulator, such as distinct lighting, bike hubs, and transit shelter design.
- Consider strategic measures to create public spaces, such as City use of ground floor space at the existing storage facility at the 'Gateway Hub' at the corner of NE 124th Street/124th Avenue NE, and development of two block linear park at 120th Ave NE per Hillside Opportunities (see page 78).
- Conduct an inventory of sidewalks in the district to understand existing sidewalk quality and prioritize streets in need of upgrades and accessibility improvements.

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# APPENDIX



## WORKSHOP 1 EXERCISE 1

A variety of stakeholders with an interest in Totem Lake convened in September 2017 to discuss a big picture vision for the district. The stakeholders were prompted their thoughts, intuitions, and concerns they had for the district through a series of three exercises. The first exercise asked these three questions and prompted the stakeholders to write down their responses on a sticky note:

- What are your aspirations for this project?
- What is a mark of success for this project?
- What do you see as obstacles to the success of this project?

The consultant team continuously gathered and grouped notes into major topics that reflected the overarching themes generated by the responses to the three questions. The outline below summarizes each of these topics while highlighting some particularly pithy comments.

### ASPIRATIONS

#### TRANSFORM

Totem Lake is different.

- Bring excitement and energy to Totem Lake.
- Change existing perceptions.
- Identify ‘world class’ solutions to typical problems.

#### IDENTITY

Generate a district identity that comes from the place itself.

- Evoke a clear mental image of the district.
- Develop unique identity such as Design Center or Arts District.
- Consider naming as key to shaping and reinforcing district identity.
- Unify the district, disappear 405 as a divider.
- “Totem Lake thought of as a neighborhood NOT a strip mall.”
- “A ‘Phoenix Rising’ for Kirkland.”

#### REVEAL THE ENVIRONMENT

Totem Lake Park is special, allow its natural features to flourish and define the district.

- Feature Totem Lake Park as vital to the neighborhood and the region.
- Infuse the district with natural beauty.

- New development should increase environmental health.
- There are unique habitats in Totem Lake. Wildlife is an indicator of environmental health.

#### COMMUNITY

This is a neighborhood.

- New development will grow from and increase the diversity of retailers and uses.
- Balanced retail, where small business owners can flourish.
- Nurture a sense of loyalty and ownership.
- Serve neighbors, serve visitors.

#### TRANSPORTATION

Vehicular access is critical to the continued success of Totem Lake.

- Develop clear vehicular route hierarchy.
- Clear circulation – know how to get around easily.
- Enhance connectivity in the north part of the district.

#### PEDESTRIAN/BICYCLE CIRCULATION

Totem Lake will be more inviting if people can walk and bike around it comfortably.

- Foster walkability/bikeability within the district.
- Create connections through the district.

#### ECONOMY

New development should correlate directly to economic health.

- Continue to foster business and support growth.
- Housing is affordable.
- Plan for the future.

#### APPEALING DESTINATION

The aesthetics of the district are important to the functionality.

- Create a place to which people want to return through the visual language of the place.
- Inviting streetscapes.
- Break down the blocks.
- Diversity of business equals diversity in architecture.
- Timeless design.

## SUCCESS

### LIVABLE COMMUNITY

People live, work, and shop in Totem Lake.

- Totem Lake Park will be used and loved.
- Totem Lake becomes a vital neighborhood for living, dining, and shopping which connects adjacent neighborhoods.
- “A vibrant counterpoint to charming downtown Kirkland.”
- Totem Lake feels like a neighborhood.
- People who are here now, will be here later – artists will be able to stay due to tempered gentrification.

### ECONOMIC GENERATOR

Totem Lake seen as a new location for business.

- Attracts people within the greater Eastside region.
- Economic growth will exceed expectations.
- New business will be attracted to the area, and occupancy will remain high.
- Existing business will grow alongside the new.
- Lake Washington Institute of Technology is a viable resource and mainstay of Totem Lake.

### TRAFFIC/CIRCULATION

Vehicular access is a critical to the district and must facilitate use.

- Solutions to traffic are a hallmark of the project.
- Improve transit connections from Downtown Kirkland.

### PEDESTRIAN/BICYCLE CIRCULATION

People choose to walk and bike to and around the district.

- Utilize the Cross Kirkland Corridor as a spine for circulation, retail, and residential uses.
- People are walking and biking more to work, transit, or school.
- Wayfinding will be incorporated with clarity and artistry.
- Connected to the improved Eastside Rail Corridor. Make near term progress.



## INNOVATION

Make bold moves to address big problems.

- Phased strategies: develop temporary strategies/installations to maintain momentum while permanent solutions are in the works.
- A moniker for redevelopment for like projects and nationally.

## OBSTACLES AND FEARS

### COMMUNITY BUY-IN

Diverse constituents have different and potentially conflicting agendas which could block progress.

- Approval for new ideas may be difficult with diverse constituents.
- Commercial property owners may be adverse to change.
- General understanding of what the community needs to see for approval.

### INSUFFICIENT INFRASTRUCTURE/RESOURCES

Development should be tempered by available resources.

- The planned density exceeds capacity of existing infrastructure.
- Investment should be evaluated for commercial, residential, and infrastructure simultaneously.

### MORE OF THE SAME

Is it truly possible to change perceptions of Totem Lake?

- Old mall is replaced by new mall – ultimately a lateral shift and will be dated as well.
- Investment, energy and time will not succeed in creating a destination.
- The identity of the district is obsolete and maybe can't be changed.
- Status quo will prevail – auto row and storage facilities.
- Existing uses cannot be changed and will hinder proposed smaller redevelopment.

## DIVERSITY

Current small businesses and unique uses in Totem Lake may be at odds with redevelopment.

- Fear of a development mono-culture.
- Small businesses, 'mom and pops', artists will be forced out due to rising costs.

## PEDESTRIAN AND BICYCLE CIRCULATION

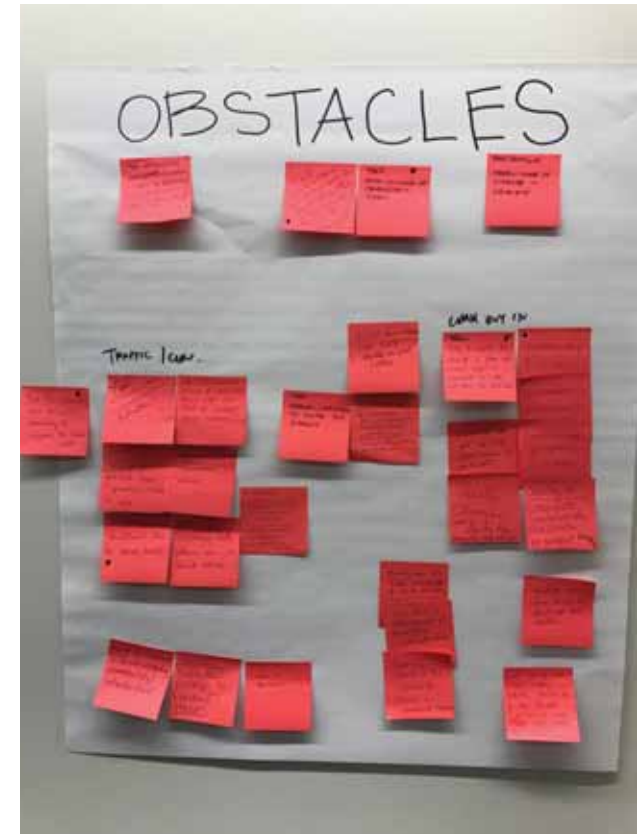
The desire for non-motorized circulation may be unattainable within the existing infrastructure even if modified.

- The existing scale of the streets cannot be broken down enough to foster pedestrian and bike circulation.
- The challenges to connectivity posed by major arterials are too great to expect increased non-motorized transportation.

## VEHICULAR CIRCULATION

Traffic may be the biggest obstacle to the district as a destination.

- "Traffic congestion will be a roadblock to success."
- The division 405 imposes on the district cannot be undone.
- The character of the super blocks and through traffic conditions overshadow current efforts.



OBSTACLES:

+ ECONOMICS

- INVESTMENT IS SUSTAINED.
- MARKET DOESN'T FALL OUT

A | S | O

PHOENIX RISING

- + IS THE AREA EXPANDING?
- + 1 MILE WALKABILITY ?
- + TRANSIT OPPS - CLK CONNECT... ERC...
- + COMMUNITY DEVELOPMENT BUY IN WHY?
- + RESISTANCE TO CHANGE
- + INCREASED TRAFFIC
- + PRICED OUT | GENTRIFICATION
- + ALL THE GROWTH BUT NO AMENITY, INFRASTRUCTURAL, CITY SUPPORT.
- + EASY TO PROGRAM T.L. BECAUSE OF NIMBY - PUT GROWTH OVER THERE
- + SCALE | STREETS | ARTERIALS
- + DEVELOPMENT MONOCULTURE (KEEP YOUNG, MOM+POP, STARTUPS)
- + VISUAL MONOCULTURE

ASPIRATIONS | SUCCESS | OBSTACLES

- + BRING TO MIND - AN MENTAL IMAGE OF 'WHAT' TOTEM LAKE IS...
- + ECU HEALTH
- + NEW DESTINATIONS
- + CONNECTIVITY - BRIDGE GAPS
- + HOW TO ENLIVEN STREETS CAPES
- + ORGANIZE TRANSPORTATION
- + HOW DO WE GET THINGS DONE, SUSTAINABLE INFRASTRUCTURE
- + HOUSING IS COMING!
- + AFFORDABILITY | DIVERSITY
- + BREAK DOWN SCALE
- + DESIRABLE

Housing PARTIAL CULTURAL

The sticky note responses were synthesized by the consultant team and discussed with the stakeholder group to arrive at key takeaways.

## WORKSHOP 1 EXERCISE 2

The second exercise was a visual preference survey to identify aspects of the public realm that stakeholders found appealing, aspirational, or undesirable. A series of images organized by theme were presented and discussed in two table groups. Through the lens of functionality and aesthetics, the exercise allowed stakeholders to build upon thoughts developed during the Aspirations, Successes, and Obstacles sticky note exercise in a more tangible format. The following outline is a summary of the highlights from the combined table groups.

### BICYCLING STREETScape

Think of the district as a destination hub with spokes for connectivity. Consider the trip type for different users including residents, students, and commuters when determining specific destinations, connections, and major hubs.

- Safety, access, lighting, identity and wayfinding are critical.
- The types of bike facilities are different and speak to the need to develop hierarchies – local connectors vs arterials and boulevards.
- Consider the planned use and the scale of proposed interventions.
- Will be easier to respond once specific routes are targeted.
- Level of intervention could be phased or considered as a retrofit – painted temporarily to a grade separated bike zone.
- Let the green of Totem Lake come through the district in the streetscape.

### PROTECTED BIKE LANE

- This would be great in conditions where there is enough width.
- Planting and rolled curbs are successful barriers.

### BICYCLE REPAIR STATION AND BIKE PARKING

- Love the idea of this as supporting bike transportation and activating the streetscape.
- Planned for the Cross Kirkland Corridor.

### SHARED USE

- Cars mixed with pedestrians and bicycles is intriguing, but doesn't seem safe unless the scale and speed of the street was a neighborhood connection.

## WALKING STREETScape

Think of walkability as a continuous network, not just a project. Eight thousand people will live in Totem Lake, four thousand people work at Evergreen, and there are students on the hill at Lake Washington Institute of Technology all waiting for the facilities to make the neighborhood walkable.

### COULD THIS FEEL LIKE A COLLEGE TOWN?

- Solutions may be a kit of parts to apply in phases or as complete redesign.
- Seating options in the streetscape are really successful – built in seat walls for example.
- Need to understand the realities of Totem Lake streets such as 124th and what is actually feasible and can it be more walkable?
- Can left turn lanes be sacrificed for wider sidewalks?
- Some Totem Lake streets ARE done well and should be shown.
- Look at Bothell Way.

### PARKLETS

- Lots of potential, flexibility, often ephemeral – consider Montreal model, ubiquitous and easy.
- Can revert back to parking in bad weather – very practical solution.

### VEGETATION AND TEXTURE

- Planting and planters are desirable but problematic – who maintains them?
- Green edges can connect the district to nature and Cross Kirkland Corridor.
- Texture, variety in paving and pattern is a pleasing aesthetic.
- Can setbacks be re-established to allow for increased green space or public amenity?
- Stormwater facilities have a lot of potential to add the streetscape, but the solution should fit the context.

### TRANSIT

- Important to make the connection.
- Transit is difficult in Totem Lake.

## PEDESTRIAN ONLY STREETS

- Potential issues with transients (e.g. Redmond Town Center)
- Could be aspirational – not there yet.
- Potential to convert summer pedestrian plazas into winter parking.

## PLAZAS AND PARKS + GREEN SPACE

- Exposure is key, always think about the sun and proximity to busy streets.
- Through block linear parks or steps – multi-faceted, multi-use, flexible public space is applicable to Totem Lake and desirable.
- A variety of scales to accommodate small neighborhood groups to large events is need in the district.
- Critical to Totem Lake: how developers are engaged/ incentivized in the enhancement and development of the public realm.
- Activation is imperative, public spaces in Totem Lake will fare better when adjoining the street.
- Activation through programming/organized events.
- Where is the center of Totem Lake?

## LANDMARK + IDENTITY

- Lots of opportunity in creating a new icon or set of landmarks and wayfinding for the district.
- 124th Square – gives identity to nomenclature that currently lacks it. Place naming, street naming is something to be considered.
- The Totem Lake Connector will be an instant landmark.
- What are the views from 405? Why get off? Would a 'Hollywood' sign do the trick?
- Art is good. Murals, informal wayfinding, iconic, etc.

# Visual Preference Survey: Walking Streetscape



- large planters
- seating areas

*great to find places for these in Totem Lake*



- outdoor cafe seating

*very attractive could have roof of trellis structure? lower?*



- outdoor cafe seating
- materials extend into the roadway

*bollards that go down*  
*convert to parking spaces in winter (possible?)*



- pedestrian only street



- plantings adjacent to the sidewalk

*more ideas for streets looking to Oak*



- customized crosswalk design

*is it improved safety? low may ease it attract*



- textured sidewalk
- ample plantings



- shared street between all modes

*nice but will need some definition for peds?*

## WORKSHOP 1 EXERCISE 3

Lastly, in the same table groups as the previous exercise, stakeholders drew on aerial maps of the district to illustrate destinations, barriers, potential connections, and opportunities for unique identity markers. These opportunities and challenges are outlined below and combined in the diagram map on the following page.

### DESTINATIONS

- The Village at Totem Lake
- Totem Lake Park
- Evergreen Health Medical Center
- Kingston Park and Ride
- Totem Lake Transit Center (at Evergreen Health)
- Lake Washington Institute of Technology
- Fred Meyer
- Commercial areas to the southwest
- New commercial development south of NE 124th Street and west of 124th Avenue NE

### BARRIERS

- Interstate 405
- 124th Street

### CONNECTIONS

- Cross Kirkland Corridor
- NE 120th Street
- 120th Avenue NE
- NE 128th Street

### PLACEMAKING OPPORTUNITIES

- I-405 underpass
- Totem Lake Connector
- Totem Lake Park
- NE 124th Street and 124th Avenue NE junction



*One table illustrated the need to rename NE 124th Street, as the junction of NE 124th Street and 124th Avenue NE is confusing.*



*The other table stressed the need to connect Lake Washington Institute of Technology to the heart of the district.*



## WORKSHOP 2 EXERCISE 1

First, the advisory committee was divided into three table groups and given user scenarios of people living or walking in Totem Lake. Each group was tasked with defining walking, bicycling, transit, and driving routes for their assigned scenario. Then, using a simplified level of traffic stress analysis, the chosen scenario routes for walking and cycling were classified into four categories where 1 is the least stressful and 4 is the most stressful. The following matrix was devised:

### LEVEL OF TRAFFIC STRESS (LTS) SCORING

Score	LTS	Color
0-1	4	Pink
2-3	3	Yellow
4-5	2	Blue
6-8	1	Green

### SPEED

- Less than 25 mph = +2
- 25 mph to 34 mph = +1
- 35+ mph = 0
- Number of Lanes
- 2 lanes = +2
- 3 lanes = +1
- 4+ lanes = 0

### ADT

- Less than 5,000 = +2
- 5,000 to 10,000 = +1
- 10,000+ = 0

### PEDESTRIAN/BICYCLE INFRASTRUCTURE

- Sidewalk = +1
- Bike lanes = +1
- Protected bike lanes = +2
- Trail = +3



Three table groups analyzed network connections and level of travel stress for different transportation modes.



Each table group presented to the larger group conclusions and key network connections throughout Totem Lake.

### TOTEM LAKE URBAN CENTER ENHANCEMENT+ MULTIMODAL TRANSPORTATION NETWORK PLAN

#### EXISTING CONDITIONS

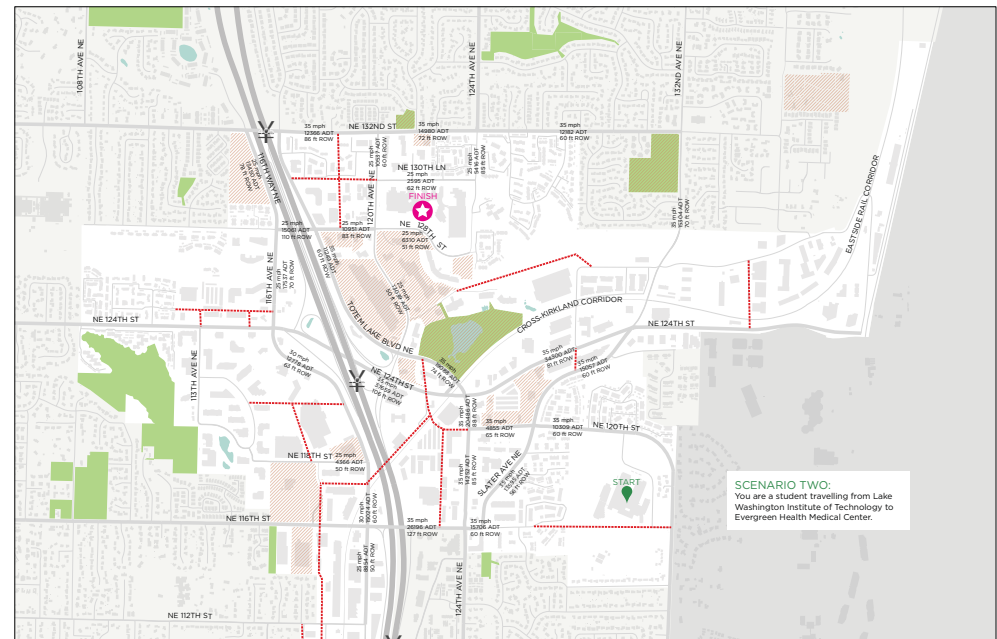
##### STREET CLASSIFICATIONS

----- Possible New Road Connections

- INTERSTATE
- Arterial
- Collector
- Local

#### BASE





- Buildings
- Redevelopment Parcels
- Water
- Parks
- Study Area
- City Boundary











Each table group had a scenario for a trip in Totem Lake. These scenarios illustrated the necessary network connections and mode network overlaps which connect to important destinations in Totem Lake.

# TOTEM LAKE URBAN CENTER ENHANCEMENT+ MULTIMODAL TRANSPORTATION NETWORK PLAN

EXISTING CONDITIONS

-  Existing New Road Connectivity
-  High-Density + Transit
-  Current Transit Boundary
-  New Transit Boundary

-  Bus 238
-  CAR
-  WALK
-  BIKE

- LTS
-  4
  -  3
  -  2
  -  1

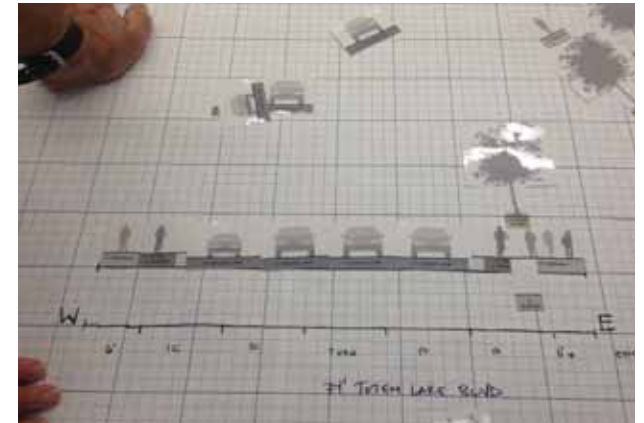
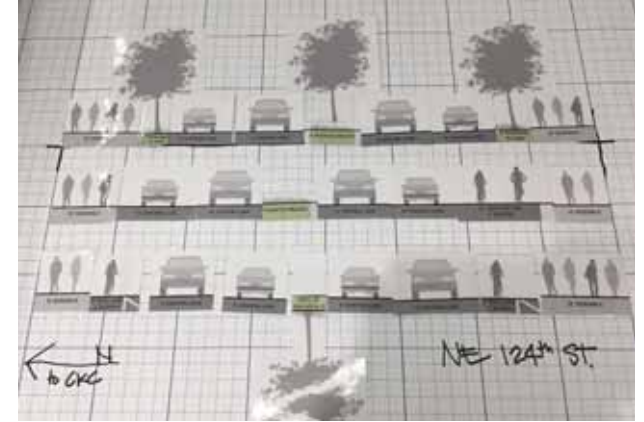


## WORKSHOP 2 EXERCISE 2

Working within existing ROW limits, the table groups were then tasked to reduce the level of traffic stress of the network routes. Street sections were arranged to examine the trade offs and ROW limitations.

### FINDINGS

- Make walking and bicycling a viable, attractive choice.
- Improve north-south and east-west multimodal connections through Totem Lake.
- Connect the periphery of Totem Lake to the heart of the district.
- Establish finer grain connections for walking and bicycling within the heart of Totem Lake.
- Connect walking and biking network to transit.
- Establish modal networks (transit, vehicular, bicycling, pedestrian) and develop street typologies to establish mode priority on streets.
- As part of street typologies identify streets for on-street public parking, building access (including parking garages, deliveries and other services such as garbage pickup), adjacent land use types and orientation of land uses to the street.
- Create specific design requirements so infrastructure is consistent with Totem Lake needs.



## WORKSHOP 3 EXERCISE 1

For the final workshop, stakeholders engaged in a role playing exercise to imagine the different people who would live and visit Totem Lake, and what types of amenities they would need. Through this exercise we determined different characters of the district, the variety of activities that might take place, and the necessary connections for people traveling by different modes. After the role playing exercise, we asked "Did you say anything in your role that might not apply to your everyday life?" to reflect on key takeaways.

### THEMES

- Totem Lake is an urban setting
- Need comfortable, safe, and inviting places to walk, bike, and linger
- Need places to congregate
- Need memorable places
- Multi-generational visitors and residents



## WORKSHOP 3 EXERCISE 2

Next, amenities were given a map application to imagine streetscape elements in the district. We also discussed different sub district character zones.

### FINDINGS

- Enhance district identity through the public realm.
- Establish public open space through the network to enhance connectivity and link destinations.
- Identify key zones for increased placemaking attention:
- Celebrate key gateways and integrate wayfinding.
- Develop hierarchy of interventions – scale and permanence.
- Humanize vehicular arterials.
- Take cues from the park and weave green through the district.
- Develop principles specific to key character zones in the district.
- Augment the identity of Totem Lake through placemaking
- Utilize private developments to create public spaces





