



CITY OF KIRKLAND
Planning and Building Department
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MEMORANDUM

To: Planning Commission
Houghton Community Council

From: Angela Ruggeri, AICP, Senior Planner
Paul Stewart, AICP, Deputy Director
Eric Shields, AICP, Director

Date: November 18, 2016

Subject: Houghton/Everest Neighborhood Center & 6th Street Corridor Study
File No. CAM16-02742

RECOMMENDATION

Receive overview of survey results and community workshop from project consultant on Houghton/Everest Neighborhood Center and 6th Street Corridor Study and give direction on redevelopment continuum.

BACKGROUND DISCUSSION

The City Council has passed Resolution R-5208 relating to the Houghton/Everest Neighborhood Center. The resolution provides a timeline for completion of the Neighborhood Center update process. It states that the Planning Commission will hold a public hearing on the Comprehensive Plan amendments and zoning regulations and make final recommendations to the City Council by January 31, 2017.

Over the summer and fall, staff and the consulting team asked citizens, business owners and property owners for opinions, ideas and suggestions in an online survey, through comments on the project website and at neighborhood meetings. The results of this outreach were reported at a community workshop on November 2, 2016. A video of the workshop can be seen at the following link: <https://youtu.be/AxOUmlJWMk>. Various members from the Planning Commission, Houghton Community Council, Transportation Commission and City Council attended the workshop.

CONSULTING TEAM

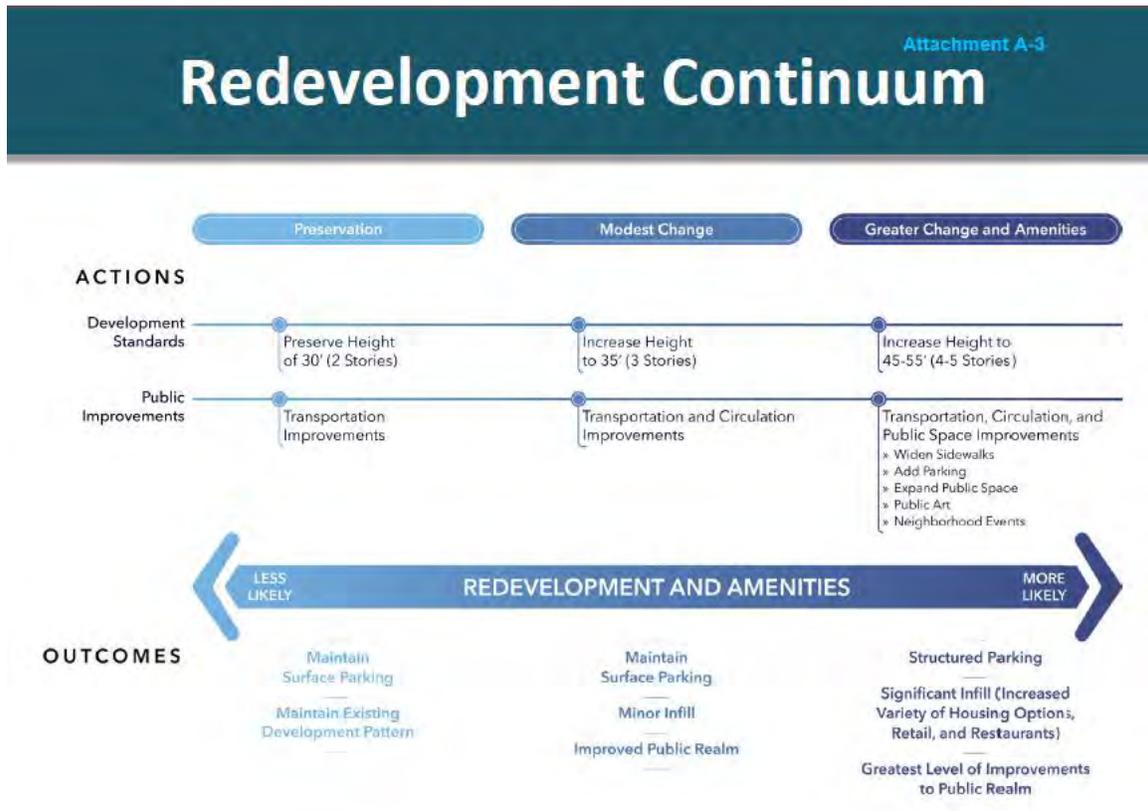
The consulting team, including 3 Square Blocks, Berk and Transpo, has been working on this project in conjunction with a study of the 6th Street Corridor. The consultants will provide an overview of the survey and community workshop

results. A summary of the results for both is included as Attachments A and A-1 through A-5 to this memo.

MOVING FORWARD

The next meeting on the project will be held as a joint study session for the Houghton Community Council and the Planning Commission on December 15th. We will be discussing which options to bring forward to the public hearing in January. There will be an open house from 6:00 to 7:00 that evening to allow citizens to come early and ask questions.

Staff and the consulting team are using a redevelopment continuum to look at potential development standards and to determine which public improvements and amenities can be expected at each level of development. We are also considering preliminary information which indicates that the PCC Natural Market on the north side of NE 68th Street has expressed an interest in redeveloping the property with the need for additional height in order to remain in their present location at the Houghton/Everest Neighborhood Center. Staff is following up with the PCC and the property owners to better understand their interest. The following chart represents the continuum being used.



We will be discussing these various levels and their impact on the redevelopment continuum at the meeting. More information will be brought to the December 15th study session once staff receives direction from the Planning Commission and Houghton Community Council.

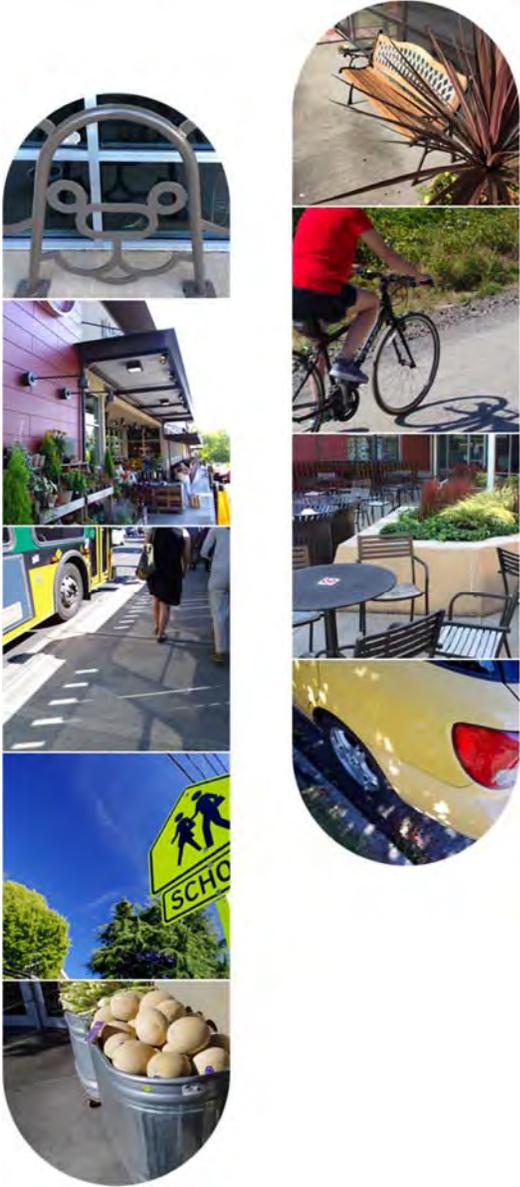
The timeline for the project is included below:

| | |
|----------|---|
| 12/06/16 | Transportation Commission Update |
| 12/15/16 | Joint Planning Commission & Houghton Community Council Study Session (Open House from 6:00 to 7:00) |
| 01/17/17 | City Council Study Session Update |
| 01/26/17 | Joint Hearing Planning Commission & Houghton Community Council |

After the January 26th meeting, we will determine if we need to continue the hearing and/or need an additional meeting in February to complete the recommendation to the City Council.

Attachments:

- A. Community Workshop Summary
 - A-1. Workshop Agenda
 - A-2. Open House Displays
 - A-3. Slide Show Presentations
 - A-4. Instant Polling Results
 - A-5. Small Group Transportation Maps



HE.6th

- HOUGHTON / EVEREST NEIGHBORHOOD CENTER
- 6TH STREET CORRIDOR

Community Workshop Summary

November 2, 2016

I. OVERVIEW

The City of Kirkland hosted a community workshop on November 2, 2016, at Northwest University as part of an integrated land use and transportation study of the Houghton/Everest Neighborhood Center and 6th Street Corridor. The goal of the workshop was to (1) share information gathered through the online survey and consultant team research and (2) provide a forum for discussion of options to inform the recommendations for further review by the Planning and Transportation Commissions.

A summary of agreements, opinions and preferences that emerged from small group workshop discussions include the following:

Neighborhood Center

Areas of agreement:

- The area should continue to serve as a neighborhood center, maintaining its character and mix of land uses.
- Implementation of pedestrian-oriented design would improve the neighborhood center.
- Broad concern about existing traffic conditions and the additional impacts that increased intensity in the Neighborhood Center would have on traffic and circulation.
- General uncertainty about what the options for increased development intensity would result in for the neighborhood. These uncertainties generally focused on building design, building heights, traffic, the mix of uses, and the loss of existing businesses.
- Interest in more retail and restaurants.
- Concerns about traffic impacts from new development.

- General support for design guidelines, especially to help retain current community character even with more intensive development. General interest in getting a better understanding of how design guidelines work.

Areas of difference in opinion:

- Both support and opposition for allowing development of up to five stories. Some support for this type of development on specific properties, including two properties along 68th Street adjacent to the Cross Kirkland Corridor that currently have multi-family residential and office buildings. Strong opposition from some to five stories on the Metropolitan Market site and at the intersection of NE 68th Street and 6th Street S/108th Avenue NE. Strong opposition from some for development of up to five stories at any location in the Neighborhood Center.
- A mix of support and opposition for allowing development of up to three stories.
- Some felt there is a risk of retail amenities declining over time if redevelopment opportunities limited by maintaining current zoning and development standards. Others felt that the surrounding area would always support and maintain a healthy neighborhood center.
- Some identified a desire for buildings to be set back from the street and opposition to buildings being developed up to the street frontage. Others support development to the street frontage as being more friendly to pedestrians.

6th Street Corridor

Regarding the 6th Street Corridor, participants most valued improvements that would

- Move people through corridor (most supported)
- Safely connect community and neighborhood destinations (well supported)
- Reduce congestion (supported)

The value of providing capacity into the future was least supported by participants.

Participants recognized that capacity improvements to reduce congestion are very limited in the corridor and that transit is the best and easiest option for moving people. Some thought more transit could be provided on 108th; others thought more transit connecting to Bellevue would help. A few thought running buses on the Cross Kirkland Corridor might be the best way to increase transit ridership. All agreed there are currently too many transit stops in the area.

Most acknowledged that closing driveways and putting in medians would improve safety and enhance connections for all modes in the Neighborhood Center, especially if redevelopment occurs with changes to zoning.

Some recognized that the demographics of the Houghton neighborhood could change over this study's 10- to 20-year planning horizon, making the process challenging for many participants.

Transit comments and suggestions:

- More buses are needed in the northern portion of the corridor
- Prefer more frequent bus service and later service hours

- Improve transit services with frequent destinations
- Need dedicated bus lanes along 6th Street/108th Avenue Corridor
- Bus riders use the entire corridor as an informal park & ride
- Consider providing a local circulator shuttle

Bicycle/pedestrian comments and suggestions:

- Physical barriers are needed between bike lanes and vehicular traffic
- The Cross Kirkland Corridor needs more access points
- Provide a north-south greenway for neighborhood connections
- Improve pedestrian and bicycle access to Houghton Park & Ride
- Find ways for more kids to walk to school or carpool
- Create continuous bike lanes
- Provide safe walking routes in the neighborhood center and across surface parking lots
- What's the deal with the private shuttles? Amazon, Facebook, Google

General comments and suggestions:

- The city's maintenance budget for streets, sidewalks and adjacent plantings is insufficient
- Provide more east-west connectivity along the corridor
- Limited parking in the neighborhood center forces parking into surrounding residential neighborhoods
- Improve safety by improving sight distance near the old train bridge on Kirkland Way and on NE 68th Street.
- The bridge over I-405 at 70th Street needs to be widened for traffic, sidewalks and bike lanes



II. COMMUNITY WORKSHOP

The community workshop provided a forum for discussion of Neighborhood Center and 6th Street Corridor options to inform recommendations for further review by the Planning Commission and Transportation Commission. Foundational information shared at the workshop included preliminary results from an online survey, 6th Street Corridor transportation data, and neighborhood center land use information, along with potential development scenarios. This section describes the discussion and findings of the workshop.

Workshop Notification

Advertising of the community workshop was conducted through multiple methods, including:

- Announcement on project web site
- E-mail notice to those who provided address on project web site or at prior events
- Flyers posted on dedicated project road signs and on neighborhood billboards and windows
- Press release sent to neighborhood groups and Kirkland Reporter

Workshop Attendance

A total of 81 people signed-in, were offered name tags and received audience response devices. Couples arriving together were encouraged to each sign-in and take a device separately. Participants arrived throughout the informal open house portion of the event—only a few arrived during the presentations immediately following.

Conducting the Event

As shown in Attachment 1, the workshop agenda broke the event up into three major sections: (1) informal open house, (2) presentations and instant polling, and (3) small group discussions.

OPEN HOUSE

The workshop began with an informal open house session during which attendees could review display boards with detailed information on public outreach to date, analysis of the transportation network and land use and development potential in the neighborhood center (see Attachment 2). City of Kirkland staff and consultants answered questions and conversed with attendees viewing the exhibits. Questions focused on online survey findings, transportation network and land use and development scenarios.

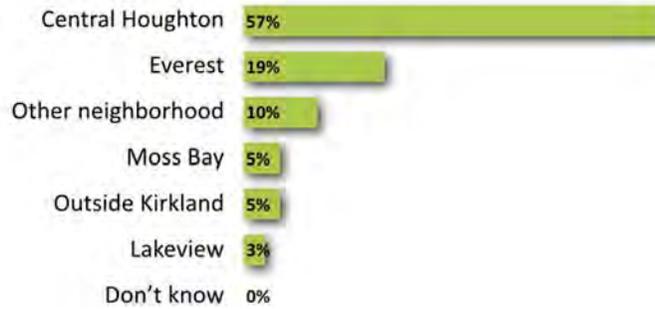


PRESENTATIONS AND INSTANT POLLING

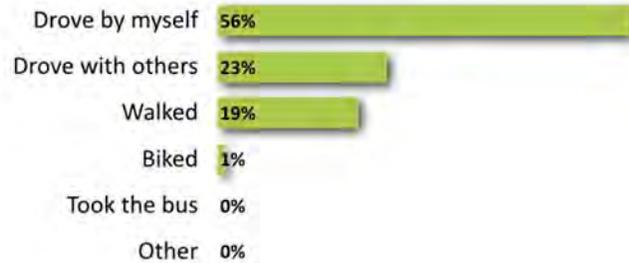
Opening remarks by City of Kirkland Planning Director Eric Shields preceded an overview of the agenda and presentations on survey findings, transportation research and analysis and land use research and analyses conducted to-date (see Attachment 3). Questions and comments from attendees were noted, though in the interest of staying on schedule, responses were limited.

Following the presentations, an electronic audience response system was employed so that participants express their views on a series of questions with instant results available for all to see. The first two questions were intended to allow participants learn how to use the polling devices and the remaining questions focused on participant opinions about the Neighborhood Center and 6th Street Corridor. Some of the questions were intentionally set up to force choices among priorities and opinions that have been expressed in the community. Some participants found this aspect of the question structure frustrating. For example, in response to questions #4 and 5, some objected to the lack of an option to respond “all of the above.” In those cases, some respondents elected to select the choice “none of the above” as a way to express “all of the above.” Questions and responses are shown below and in Attachment 4.

1. Where do you live or work?



2. How did you get to tonight's meeting?



3. What is the most important aspect of community character to you?



4. What is your biggest concern about development in the Neighborhood Center?



5. In addition to traffic congestion, what is the most important mobility challenge for the 6th Street Corridor?



6. What is the highest priority for improvements to the 6th Street Corridor?



SMALL GROUP DISCUSSIONS

For the final hour, participants gathered in groups to discuss issues and ideas related to either the transportation network or growth in the neighborhood center. Questions posed to the small groups were intended to solicit preferred land use and zoning in the neighborhood center and design improvements to the 6th Street Corridor. Facilitators and scribes guided and recorded the conversation. At the conclusion of the working session, a member from each group prepared a brief statement of findings and reported to the full audience.

The discussion and findings of the small groups are described below.

NEIGHBORHOOD CENTER

Participants addressing neighborhood center development issues worked in three groups of approximately eight persons each. Their collective discussions and key points are summarized below.

Questions Asked

1. Current zoning and development standards provide limited opportunity for infill and redevelopment. What are the benefits and risks of maintaining existing zoning and development standards versus increasing opportunities for infill and redevelopment by allowing taller buildings? What changes would you recommend for the Neighborhood Center?
2. Kirkland has a set of design guidelines, focused on pedestrian-oriented design, that guides redevelopment in some commercial neighborhoods. The topics addressed by the design guidelines and a few specific examples are provided in the handout. Do you think that design guidelines would be useful in achieving a high quality community character in the Houghton/Everest Neighborhood Center? What would

be the most important topics for design guidelines to address? What concerns would you have about design guidelines?

Report Out Highlights

Consensus was not reached on the degree of change participants would like to see in the Neighborhood Center, with some participants in support of maintaining current development standards and others willing to consider some level of change if it was accompanied by transportation/congestion improvements.

Areas of agreement included:

- The area should continue to serve as a neighborhood center, maintaining its character and mix of land uses.
- Most acknowledged that implementation of pedestrian-oriented design would improve the neighborhood center.
- Broad concern about existing traffic conditions and the additional impacts that increased intensity in the Neighborhood Center would have on traffic and circulation.
- Broad uncertainty about what the options for increased development intensity would result in for the neighborhood. These uncertainties generally focused on building design, building heights, traffic, the mix of uses, and the loss of existing businesses.
- Interest in more retail and restaurants.
- Concerns about traffic impacts from new development.
- General support for design guidelines, especially to help retain current community character even with more intensive development. Some comments noted that retaining views and allowing for natural light throughout the Center were important. Also, that building modulation and massing should be used to prevent a “tunnel affect” if five story buildings were allowed along the street. General interest in getting a better understanding of how design guidelines work.



Areas of difference of opinion included:

- Both support and opposition for allowing development of up to five stories. Some support for this type of development on specific properties, including two properties along 68th Street adjacent to the Cross Kirkland Corridor that currently have multi-family residential and office buildings. Strong opposition from some to five stories on the Metropolitan Market site and at the intersection of NE 68th Street and 6th Street S/108th Avenue NE. Strong opposition from some for development of up to five stories at any location in the Neighborhood Center.
- A mix of support and opposition for allowing development of up to three stories.
- Some felt that there is a risk of retail amenities declining over time if redevelopment opportunities are limited by maintaining current zoning and development standards. Others felt that the surrounding area would always maintain a healthy neighborhood center.
- Some identified a desire for buildings to be set back from the street and opposition to buildings being developed up to the street frontage. Others support development to the street frontage as being more friendly to pedestrians.

TRANSPORTATION

Participants addressing transportation issues in the neighborhood center worked in two groups of approximately 12 each. Their collective discussions and key points are summarized below.

Questions Asked

1. Which of these statements best represent your values for the corridor? (There are no wrong answers.) The 6th Street/108th Corridor must:
 - a. be designed to reduce congestion
 - b. move people (not just vehicles) efficiently throughout the entire corridor (not just 6th/108th) now and into the future
 - c. provide capacity into the future to help the city achieve future growth objectives
 - d. connect community and neighborhood destinations, safely
2. Looking at the air photo, can you tell us where you would like to see changes or investments for various modes of transportation? Please place the color coded “Mode” stickers where you would like to see improvements.
3. Using the “like” and “don’t like” stickers, can you show us what ideas you like and don’t like? Explain how we might develop solutions.

Report Out Highlights

Both groups recognized that capacity improvements to reduce congestion are very limited in the corridor and that transit is the best and easiest option for moving people. Some thought more transit could be provided on 108th; others thought more transit connecting to Bellevue would help. A few thought running buses on the Cross Kirkland Corridor might be the best way to increase transit ridership. All agreed there are currently too many transit stops in the area.

Ideas for increasing safety included improving sight distance near the old train bridge on Kirkland Way and on NE 68th Street. Most acknowledged that closing driveways and putting in medians would improve safety and enhance connections for all modes in the Neighborhood Center, especially if redevelopment occurs with changes to zoning.

Finally, some recognized that the demographics of the Houghton neighborhood could change over this study's 10- to 20-year planning horizon, making the process challenging for many participants.

The ranking of statements that best represent participants' values for the corridor were as follows:

- Move people through corridor (highest support)
- Safely connect community and neighborhood destinations (well supported)
- Reduce congestion (well supported)
- Provide capacity into the future (lowest support)

Concerns included:

- The 6th Street/108th Avenue Corridor is one of only two north-south arterials connecting Kirkland neighborhoods, other than I-405
- More buses are needed in the northern portion of the corridor
- Prefer more frequent bus service and later service hours
- East-west traffic is forced onto side streets due to insufficient I-405 crossings
- Physical barriers are needed between bike lanes and vehicular traffic
- The Cross Kirkland Corridor needs more access points
- Insufficient maintenance budget for streets, sidewalks and adjacent plantings

Key points included:

- Provide a north-south greenway for neighborhood connections
- Improve transit services with frequent destinations
- Provide more east-west connectivity along the corridor
- Improve pedestrian and bicycle access to Houghton Park & Ride
- Limited parking in the neighborhood center forces parking into surrounding residential neighborhoods
- Need dedicated bus lanes along 6th Street/108th Avenue Corridor
- Find ways for more kids to walk to school or carpool
- Address limited sight distance at Kirkland Way trestle
- Create continuous bike lanes
- Bus riders use the entire corridor as an informal park & ride
- Provide safe walking routes, especially across surface parking lots
- Consider providing a local circulator shuttle
- Widen the bridge over I-405 at 70th Street for traffic, sidewalks and bike lanes

- What's the deal with the private shuttles? Amazon, Facebook, Google

Each group marked up a map with features that they liked and didn't like, see Attachment 5.

WRAP-UP

During a brief wrap-up discussion, staff stated that the notes and findings from the workshop would be posted on the project website (kirklandwa.gov/HE6th). City staff also noted that future public comment opportunities will be provided at Planning Commission, Transportation Commission, Houghton Community Council and City Council meetings. Attendees were encouraged to sign up for future notifications of meetings on the project website and to attend upcoming public meetings to voice their opinions.



III. ATTACHMENTS

1. Workshop Agenda
2. Open House Displays
3. Slideshow Presentations
4. Instant Polling Results
5. Small Group Transportation Maps



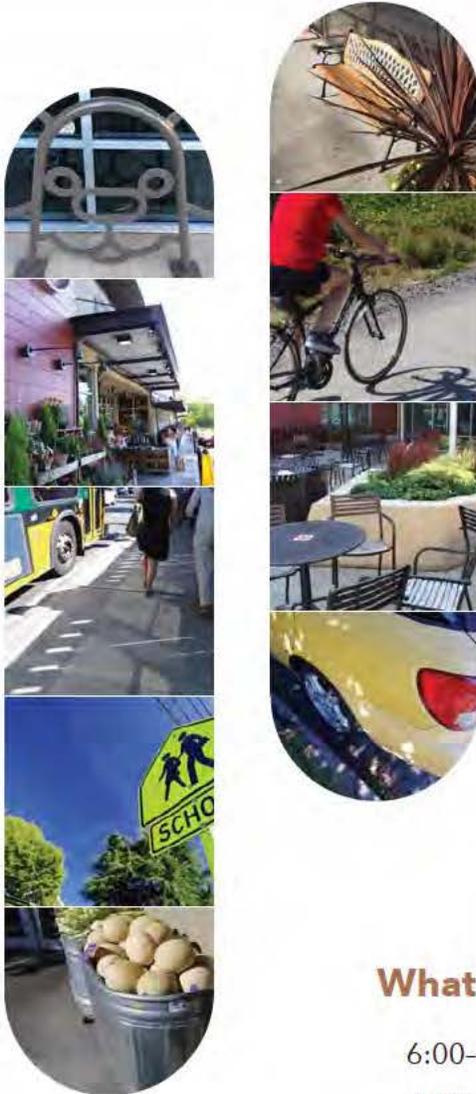
Workshop Agenda

6th Street Corridor Study & Houghton/Everest Neighborhood Center Plan
 November 2, 2016
 Northwest University
 6:00 – 9:00 PM

Workshop Goal: Provide direction on transportation and neighborhood center options to inform the development of recommendations for the Planning Commission's consideration.

- | | |
|--|-------------|
| <p>1. Open House <i>Detailed information on outreach, transportation and neighborhood center</i> <i>Staffed exhibits</i> <i>Comment opportunity on map of area</i></p> | <p>6:00</p> |
| <p>2. Welcome and Overview <i>Welcome, project description</i> <i>Overview of evening structure</i></p> | <p>7:00</p> |
| <p>3. Presentation <i>Survey, what we've heard (10 min)</i> <i>6th Street Corridor (15 minutes)</i> <i>Neighborhood Center (15 minutes)</i></p> | <p>7:10</p> |
| <p>4. Instant Polling <i>Practice questions</i> <i>6th Street Corridor questions</i> <i>Neighborhood Center questions</i></p> | <p>7:50</p> |
| <p>5. Small Group Discussions <i>Up to 8 tables (6-8 participants+facilitator)</i> <i>4 transportation/4 neighborhood center</i> <i>Two discussion questions</i></p> | <p>8:10</p> |
| <p>6. Recap and next steps</p> | <p>8:50</p> |
| <p>Adjourn</p> | <p>9:00</p> |

Welcome!



Community Workshop November 2, 2016



HE6th
 • HOUGHTON / EVEREST
 NEIGHBORHOOD CENTER
 • 6TH STREET CORRIDOR

What's this project about?

The Houghton/Everest Neighborhood Center and 6th Street Corridor project will identify preferred land use and zoning designations in the Neighborhood Center and a plan for improvements to the 6th Street S/108th Ave NE corridor. Your input helps ensure the plans recognize your interests and needs.

What's happening tonight?

- 6:00–7:00 **Open House**
- 7:00–7:10 **Welcome and Overview**
- 7:10–7:50 **Presentations**
 - Survey Results (10 min)
 - 6th Street Corridor (15 min)
 - Neighborhood Center (15 min)
- 7:50–8:10 **Instant Polling**
- 8:10–8:50 **Small Group Discussions**
- 8:50–9:00 **Report Outs and Next Steps**

Please share your thoughts about the future of your community.
We look forward to hearing your ideas and insights!

Find out more online at

Kirklandwa.gov/HE6th

Community Survey Overview

SURVEY PERIOD: August 22 – October 28



Outreach

ELECTRONIC ANNOUNCEMENTS

- Email announcements from City
- Kirkland NextDoor
- Kirkland Views

INFORMAL OUTREACH

- Local parks, Northwest University, PCC, CKC

OTHER

- Neighborhood signs
- Peter Kirk Day Camp
- Posters – locations citywide
- Lakeview PTSA
- 6th Street Corridor businesses

Responses



Citywide participation encouraged



Neighborhood Preferences

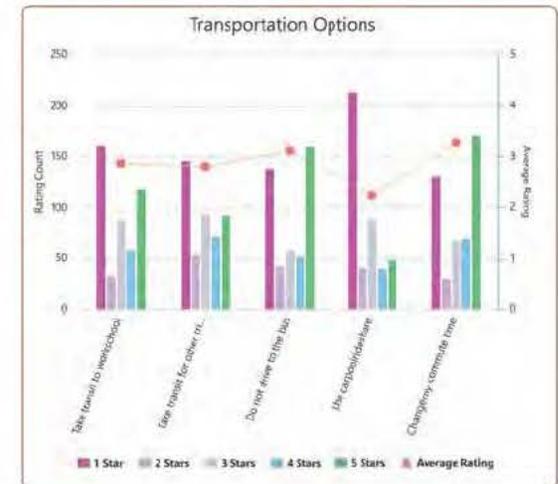
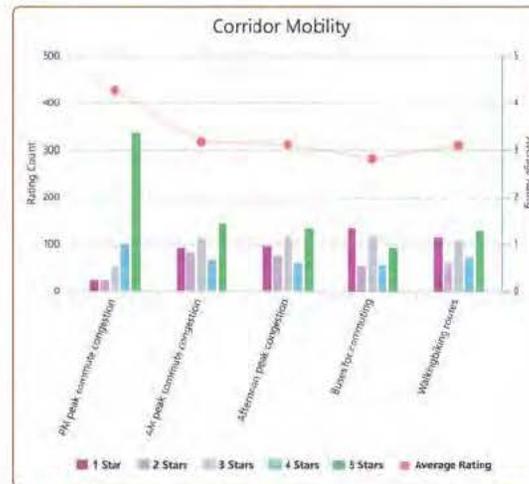
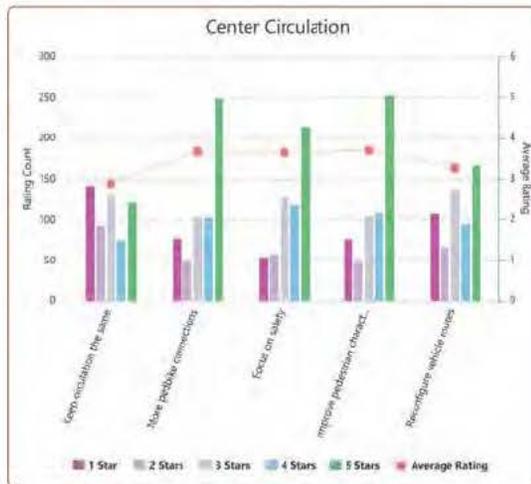
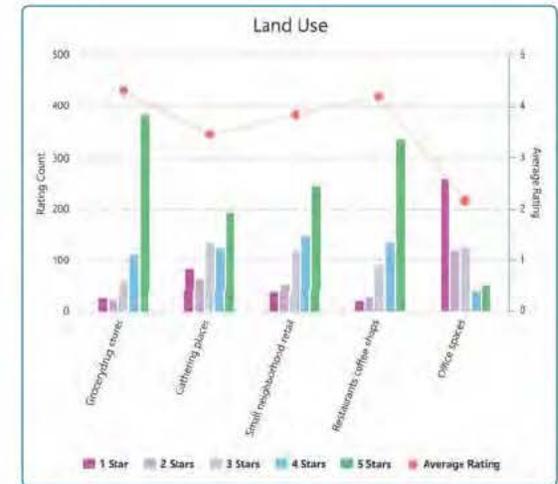
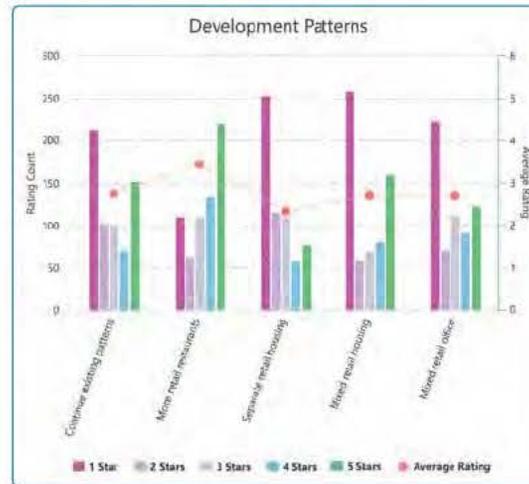
SURVEY RESULTS through October 19

Areas of Agreement

- Development Patterns
- Land Use

Mixed Opinions

- Circulation Patterns
- Corridor Mobility
- Transportation Options



Transportation Strategies

SURVEY RESULTS through October 19

Areas of Agreement

- Pedestrian Circulation
- Improving Transit

Mixed Opinions

- Bicycle Circulation
- Neighborhood Access
- Reducing Congestion

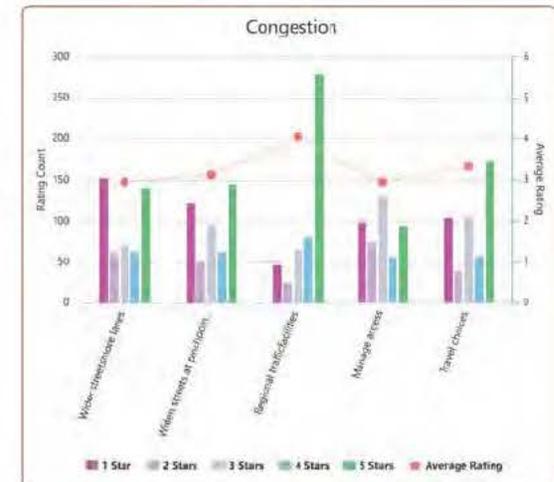
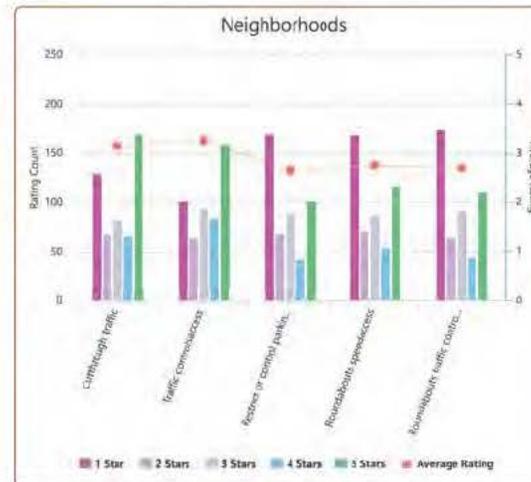
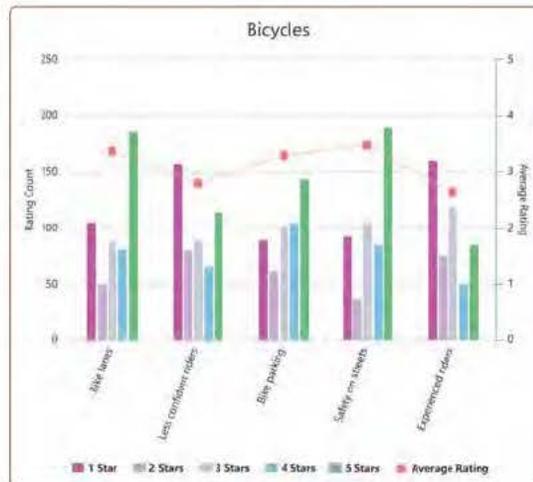
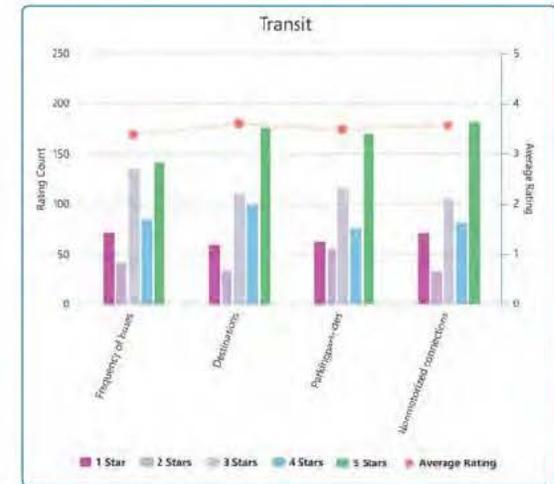
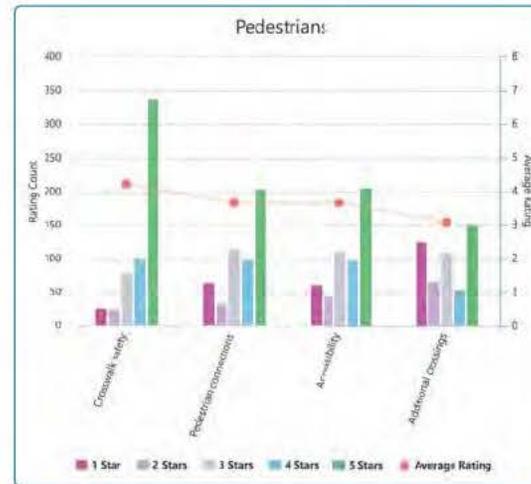


Image Voting

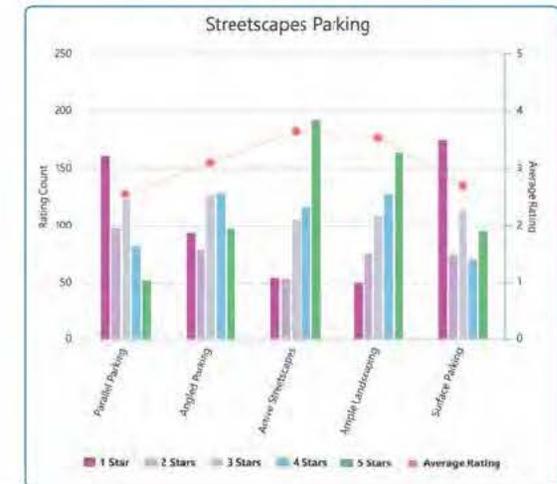
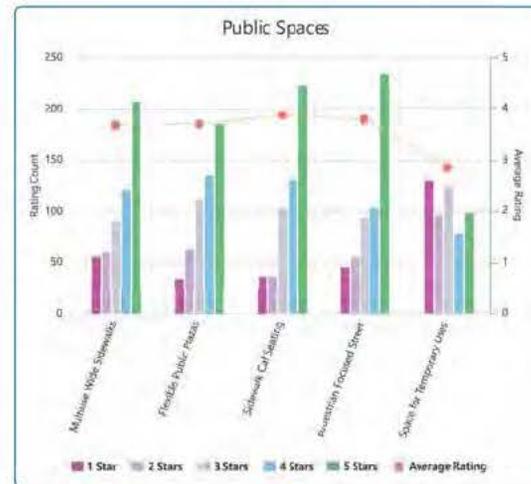
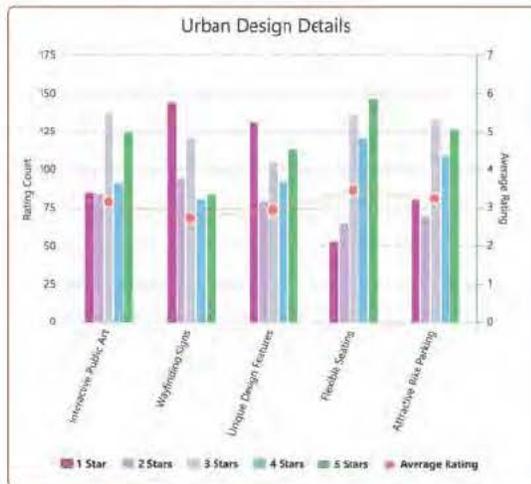
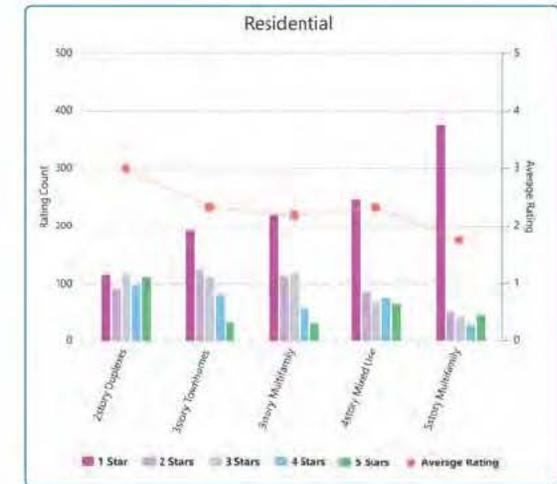
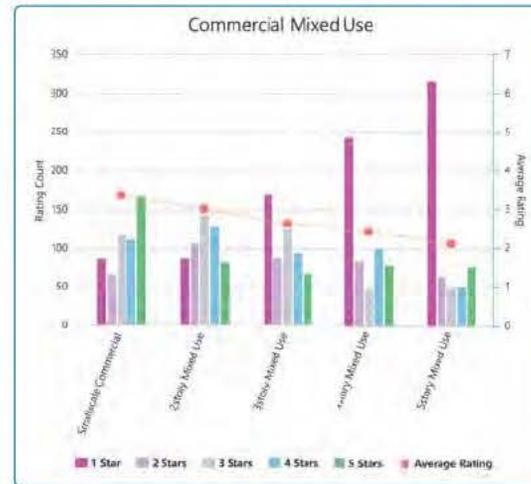
SURVEY RESULTS through October 19

Areas of Agreement

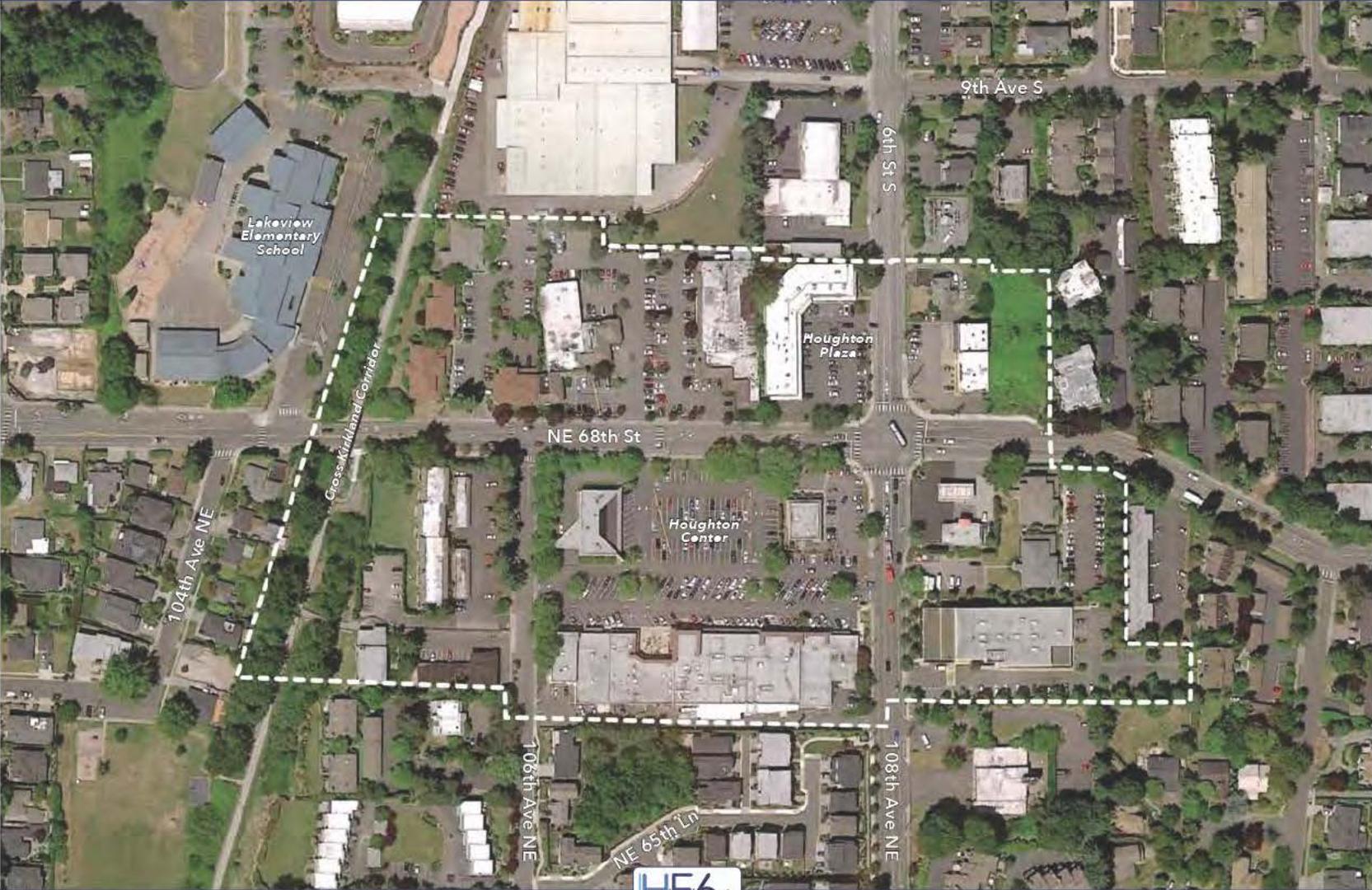
- Commercial/Mixed-Use
- Residential Development
- Public Spaces
- Streetscape & Parking

Mixed Opinions

- Urban Design Details



Houghton/Everest Neighborhood Center

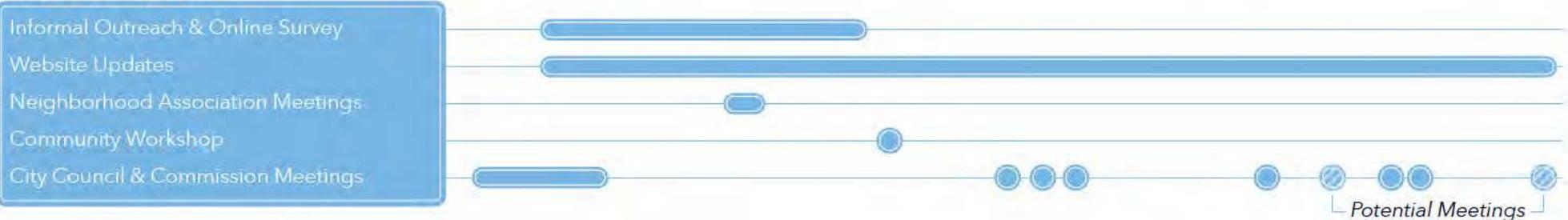


Project Schedule

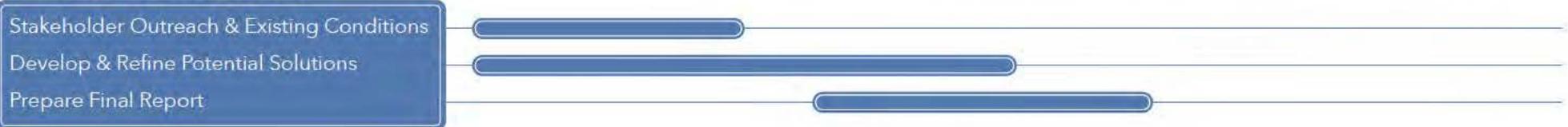
What's the general timeline?

AUG 2016 SEP OCT NOV DEC JAN 2017 FEB MAR

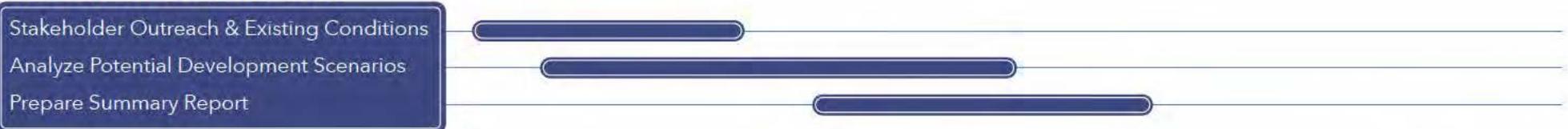
PUBLIC OUTREACH



6TH STREET CORRIDOR STUDY



HOUGHTON/EVEREST NEIGHBORHOOD CENTER STUDY



October 17, 2016 | Dates are subject to change

PRESENT FINAL STUDY TO CITY COUNCIL EARLY 2017



Buildings, Parking, Green Space

EXISTING CONDITIONS

Parking, Green Space, Buildings



Green Space Buildings Surface Parking (# stalls)

Parking + Green Space

- Many surface parking lots
- 657 parking stalls in Neighborhood Center
- Parking located in front of buildings along street
- Green space is mostly small landscaped areas and residential lawns

Buildings, Square Footage, Residential Units



Retail Office Residential

Land Use + Buildings

- Retail (105,000 sf)
- 1–2 Story Buildings
- 40 Residential Units
- Office (73,000)
- Buildings setback from the street

Streetscapes

EXISTING CONDITIONS



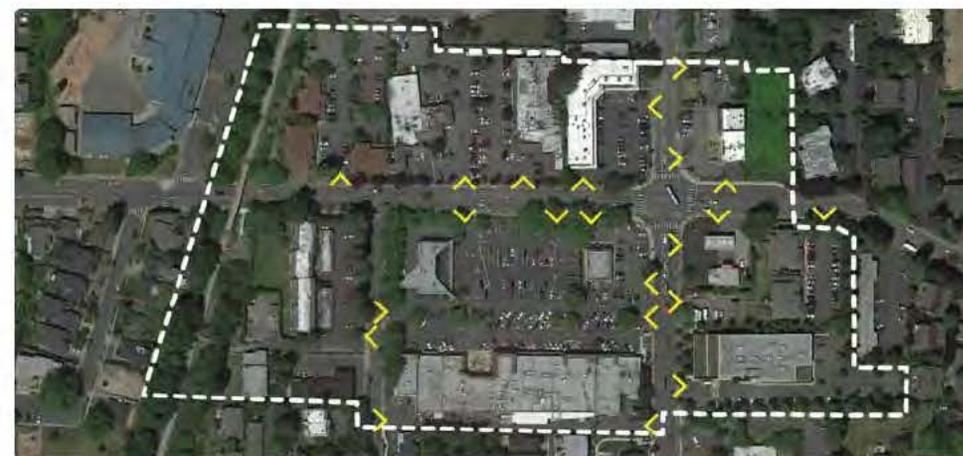
6th Street S



NE 68th Street

Streetscapes: Arterials

- Auto-oriented
- Narrow sidewalks
- Many curb cuts create vehicle and pedestrian conflicts
- Surface parking lots along street edge
- Bike lanes
- 3–4 vehicle lanes
- 22 curb cuts in Neighborhood Center create vehicle and pedestrian conflicts
- Cross Kirkland Corridor is the primary public open space



Curb Cuts



Major Arterials

Redevelopment under Existing Zoning

Redevelopment Potential

- Comprehensive Plan identified parcels highlighted below as more likely to redevelop
- Improvement value < 50% of land value
- Other parcels may redevelop

Parcels More Likely to Redevelop



More likely to redevelop

Residual Land Value

- Assess likelihood of redevelopment
- Determines land value that can be supported by a development
- Higher value land requires a higher value development to support land costs
- Community policies impact value of development and land costs including for providing parking



Future Redevelopment Scenarios

Preservation



Existing Houghton Plaza

Modest Change



Columbia, SC

Greater Change and Amenities



Portland, OR



FUTURE SCENARIO Preservation

Houghton Plaza – Redevelopment examples with new building at street corner and parking behind



Summary

| Scenario | Building (ft ²) | Parking Stalls | Parking Area (ft ²) | Building Footprint/Retail (ft ²) |
|----------|-----------------------------|----------------|---------------------------------|--|
| 1-Story | 13,710 | 46 | 20,700 | 13,710 |
| 2-Story | 17,125 | 57 | 25,650 | 8,653 |
| 3-Story | 18,500 | 62 | 18,500 | 6,167 |

- Redevelopment unlikely under current zoning
- Current 2-story height limit (30 feet)
- Taller buildings yield larger surface parking lots and less retail
- Improvements value < 50% of land value
- Other parcels may redevelop



FUTURE
SCENARIO

Modest Change



Columbia, SC

Houghton Center Neighborhood Plan Policy CH-7.1

Promote a pedestrian-oriented development concept through standards for a coordinated master plan for Houghton Center including retail, with office and/or residential and other compatible uses.

| | Existing | Future Scenario |
|---|---------------------------|-------------------------------------|
| Building Height | 30 feet | 35 feet |
| Front Setback | 20 feet | Buildings would abut wide sidewalks |
| Lot Coverage | 80% | 80% |
| Residential Parking Requirements | Average of 1.5 per unit | Same as existing |
| Commercial Parking Requirements | 1 per 300 ft ² | Same as existing |
| Floor to Area Ratio | 0.37 | 1.5 to 2.0 |

3-Story Height Limit

- Redevelopment more likely than preservation scenario
- Likely to maintain surface parking lots
- Improvements to streets and public spaces

FUTURE
SCENARIO

Greater Change & Amenities



Trader Joe's Queen Anne



PCC Columbia City



PCC Green Lake

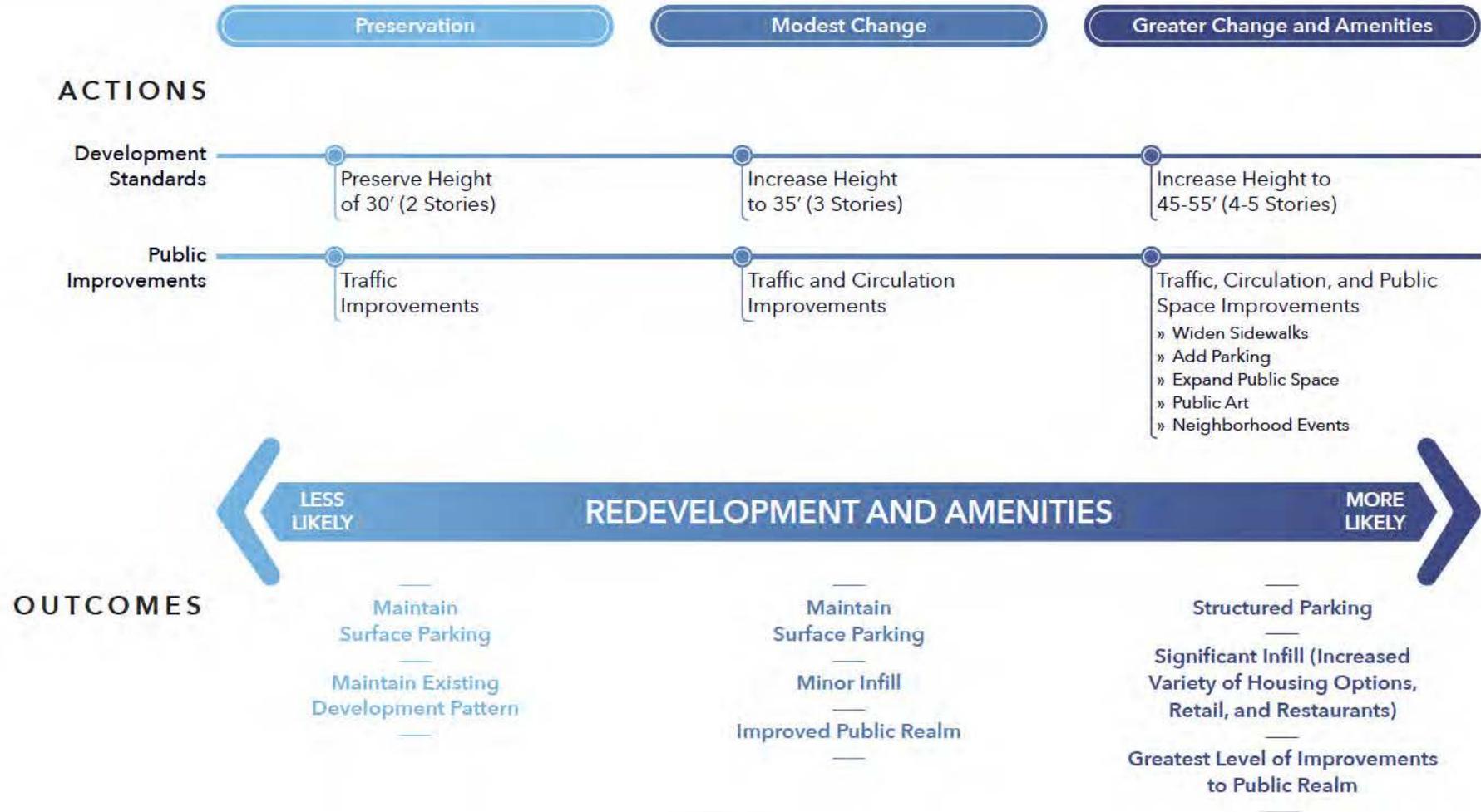
Houghton Center Neighborhood Plan Policy CH-7.3 Allow building heights to step up to five stories if careful attention is given to building modulation, upper story stepbacks, and use of materials to reduce the appearance of bulk and mass.

| | Existing | Future Scenario |
|---|---------------------------|-------------------------------------|
| Building Height | 30 feet | 55 feet |
| Front Setback | 20 feet | Buildings would abut wide sidewalks |
| Lot Coverage | 80% | No limit |
| Residential Parking Requirements | Average of 1.5 per unit | Same as existing |
| Commercial Parking Requirements | 1 per 300 ft ² | Same as existing |
| Floor to Area Ratio | 0.37 | 2.5 to 3.0 |

5-Story Height Limit

- Redevelopment more likely
- Supports structured parking
- Support higher land costs
- Support more retail and amenities
- Requires improvements to streets and public spaces to support new development

Development Trade-Offs



6th/108th Corridor Study

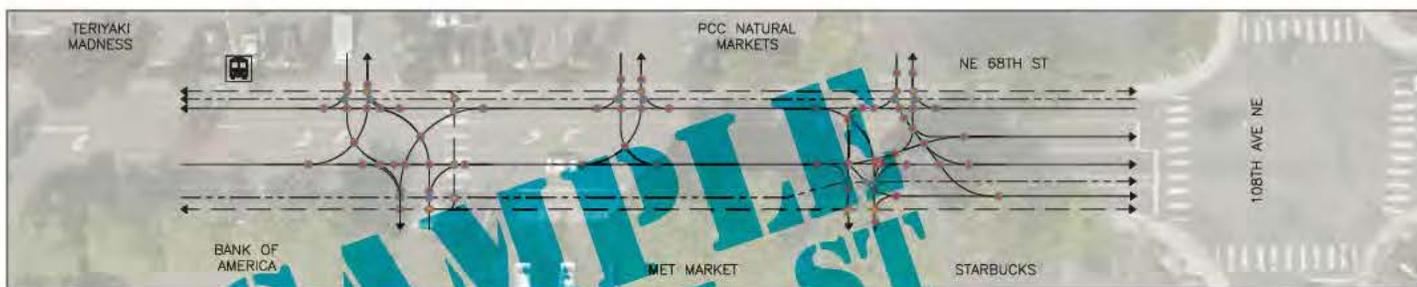
- Key North-South Corridor for the City
- Supports Emergency Services
- Connects 6 Schools/ Universities
- Criteria for Moving People Citywide
 - Hundreds of Pedestrians
 - Hundreds of Bicyclists
 - Thousands of Transit Passengers
 - Thousands of Automobiles



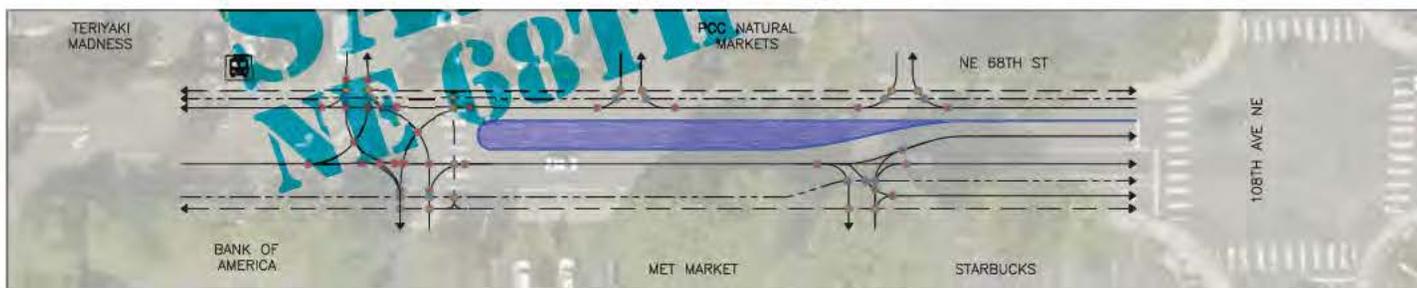
Managing Conflict Points

Managing Access

- Medians
- Consolidate Driveways
- Turn Restrictions
- Buffers



EXISTING CONDITION



POTENTIAL FUTURE CONDITION



LEGEND

| DESCRIPTION | SYMBOL |
|---------------------------|--------|
| VEHICLE MOVEMENT | |
| BICYCLE MOVEMENT | |
| PEDESTRIAN MOVEMENT | |
| PROPOSED MEDIAN | |
| VEHICLE CONFLICT POINT | |
| BICYCLE CONFLICT POINT | |
| PEDESTRIAN CONFLICT POINT | |
| BUS STOP | |

| CONFLICT POINTS SUMMARY | | | |
|-------------------------|---------|---------|-----------|
| | VEHICLE | BICYCLE | PEDSTRIAN |
| EXISTING | 55 | 11 | 14 |
| PROPOSED | 28 | 11 | 14 |
| NET DIFFERENCE | -27 | 0 | 0 |

CKC Ped and Bike Volumes

Ped Counts

~500 - 800 per day

Bike Counts

~100 - 150 per day

Peds/Bikes

Attracted to CKC Connection

Bike Counts June 2016



Source: City of Kirkland

Safety

68th St/108th Ave Intersection

- 23 total collisions
- 12 injuries
- 4 bicycle/pedestrians

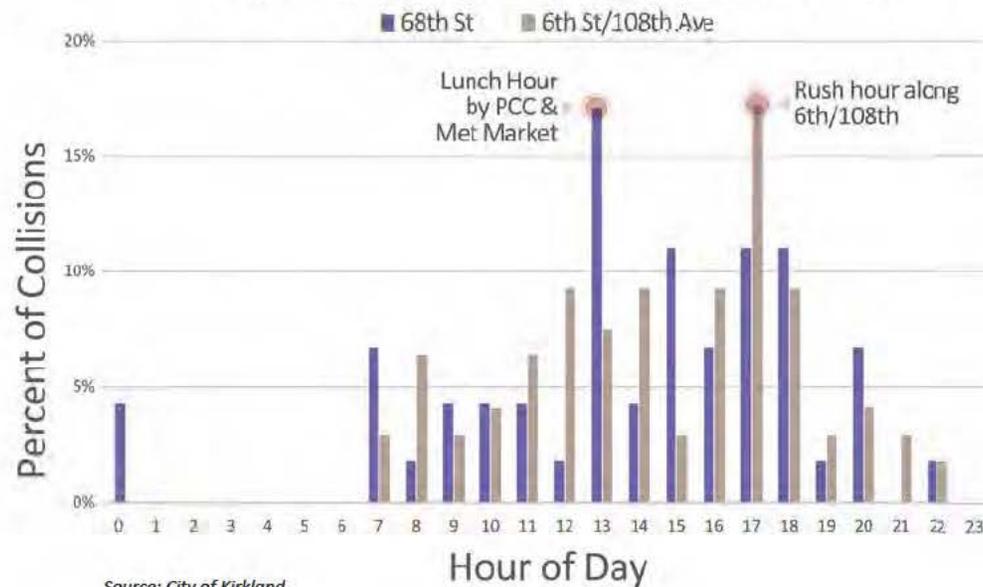
6th St/108th Ave Corridor

- 97 total collisions
- 6 pedestrian collisions
- 2 bicycle collisions

NE 68th St

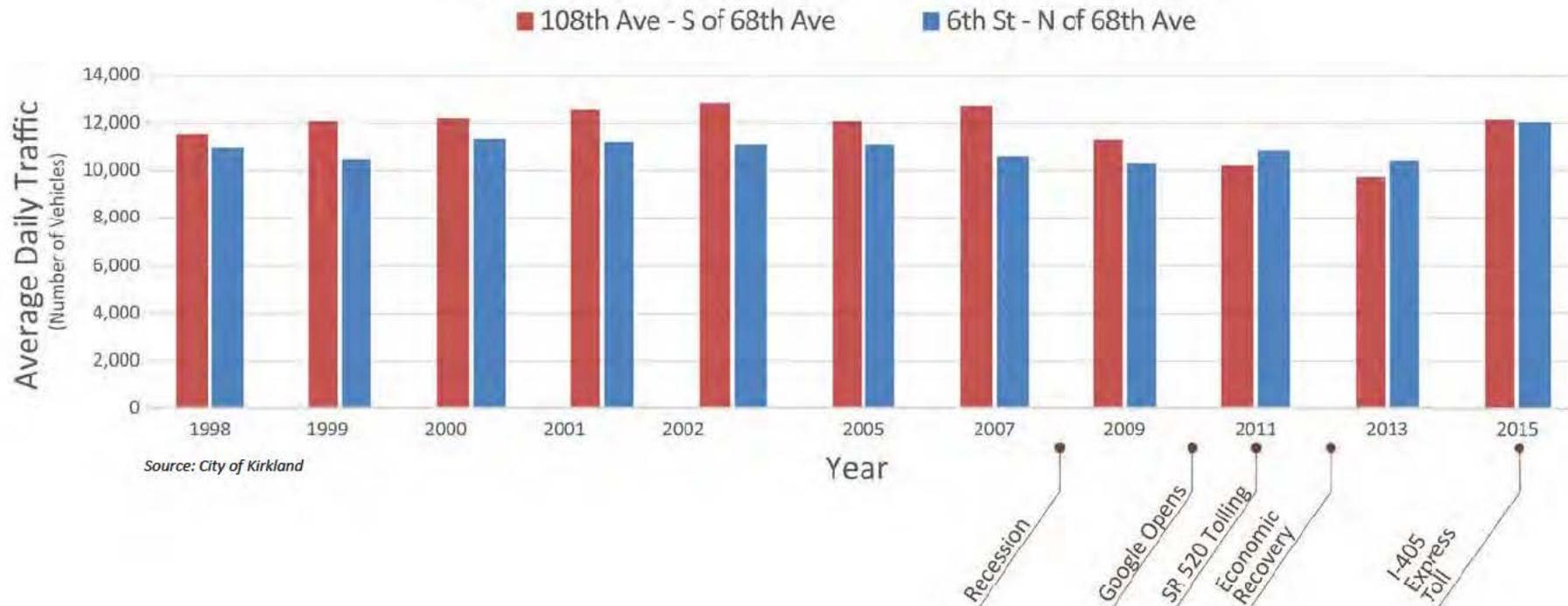
- 46 total collisions
- 1 pedestrian collisions
- 2 bicycle collisions

Collisions by Time of Day (2012-2015)



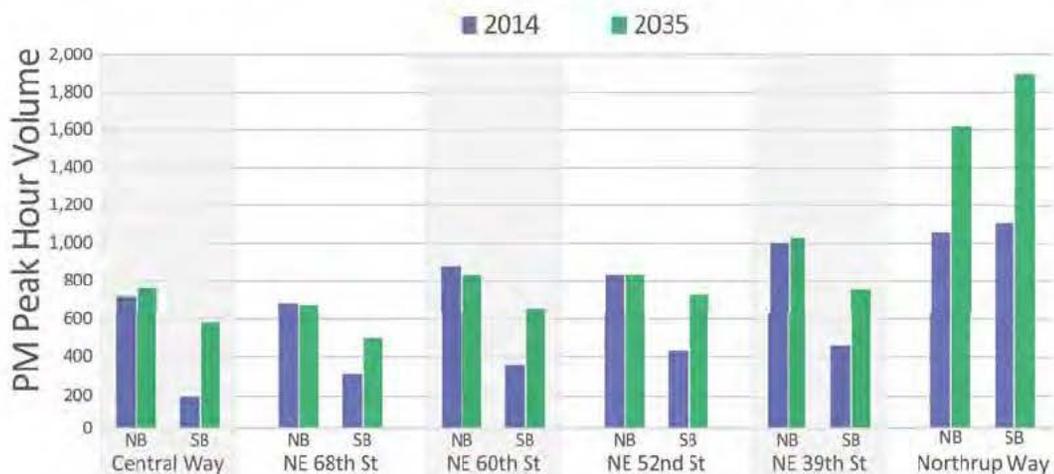
Historic Corridor Growth

Average Daily Traffic Volumes by Year

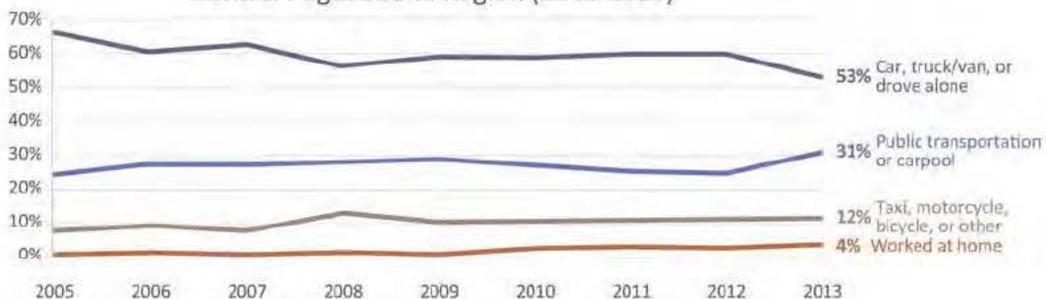


Emerging Traffic Trends

6th Street/108th Ave PM Peak Hour Volumes by Location
(2014 vs Forecast 2035)

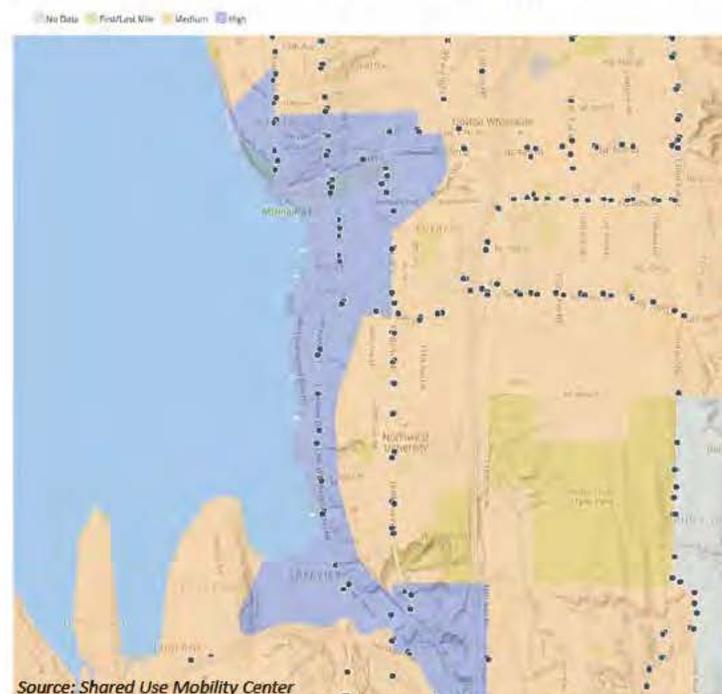


Transportation Mode for 20 to 24 Years
Central Puget Sound Region (2005-2013)



Source: Puget Sound Regional Council

Access to Shared Mobility Opportunities



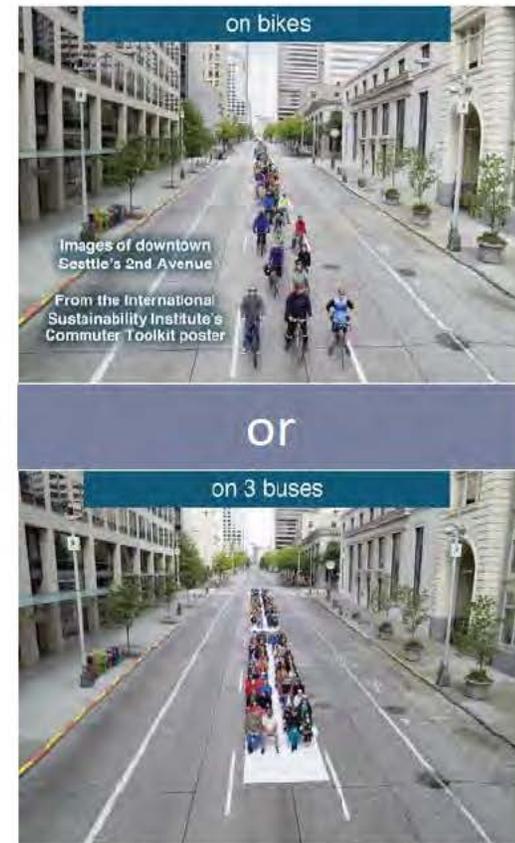
| Carpools | | | Bicycles | | | Demanding and Taxes | | |
|-----------------|--|--|-----------|---------------|---------------|-----------------------------------|----------|-------|
| City | Region | Value | City | Region | Value | Year | Category | Value |
| Total Cars | 1991 | 1415 | Bikes | 520 | 320 | 2010 | CRF | 0.04 |
| Cars per 10,000 | 25.8 | 3.3 | Stations | 6.8 | 5.8 | Private Transit Transit Available | Light | 0.001 |
| Operators | Car2Go, Zipcar, Lyft, Uber, Lyft, Uber | Car2Go, Zipcar, Lyft, Uber, Lyft, Uber | Operators | Front, Proton | Front, Proton | Year | Category | Value |

Alternative Transportation

108th Ave NE

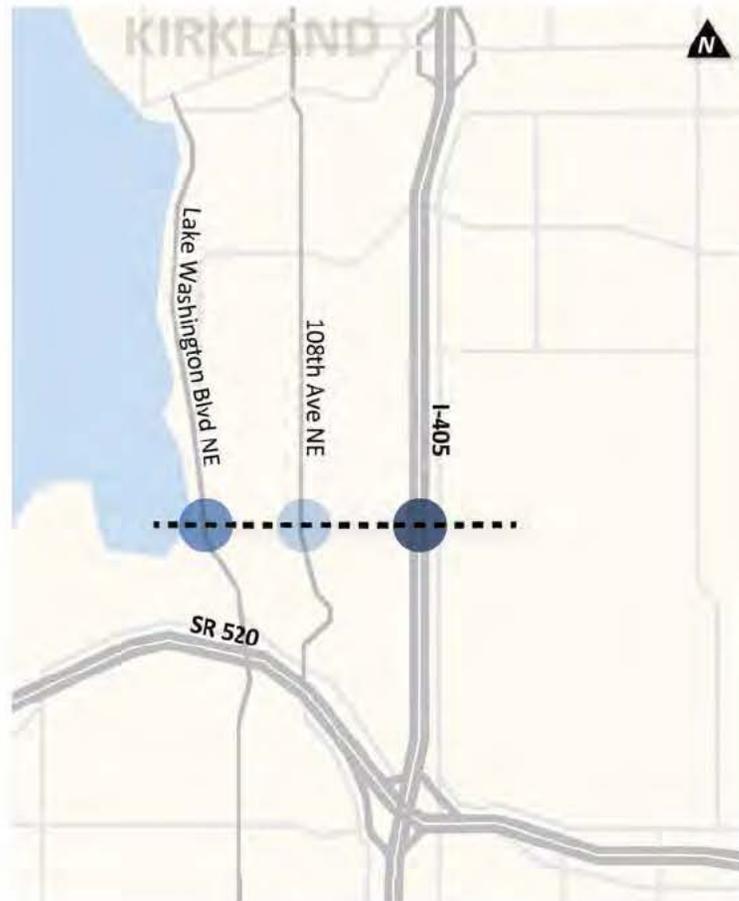


108th Ave NE queue length:
1.25 miles or 250 cars

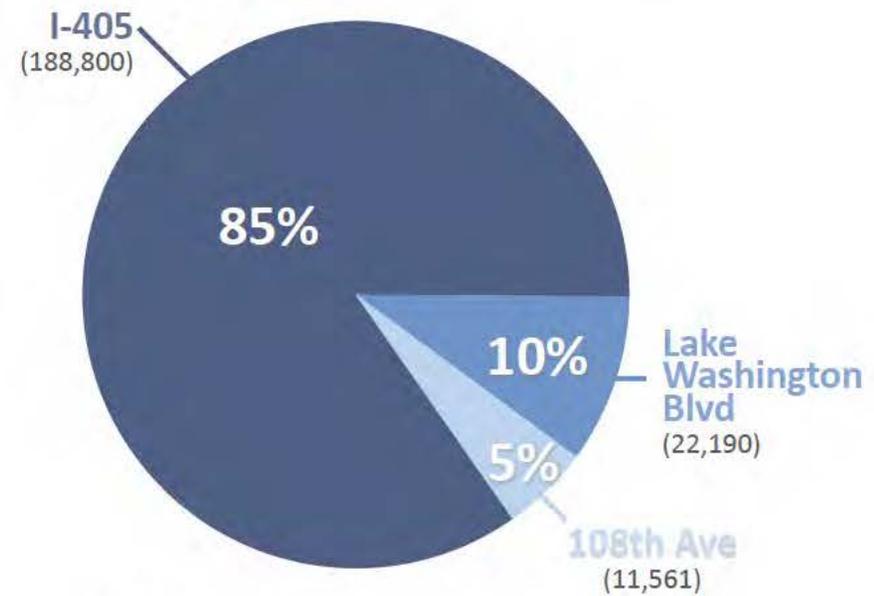


Daily Volumes in the Corridor

Screenline Volume Locations



Daily Traffic Volumes

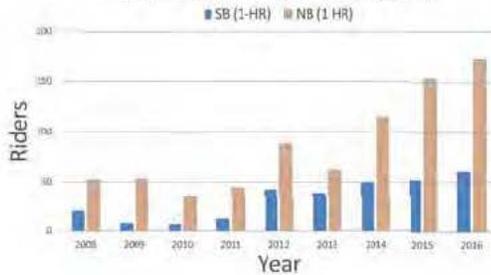


Source: City of Kirkland

S Kirkland P & R Draw Area

Driver Origin Map for South Kirkland

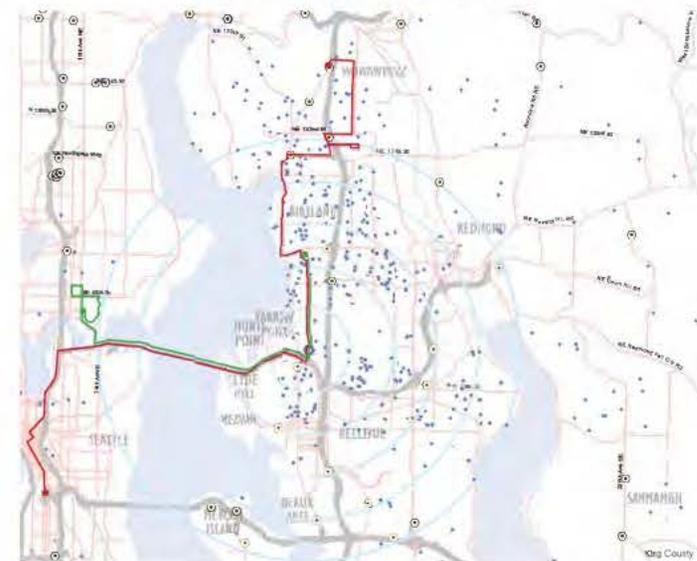
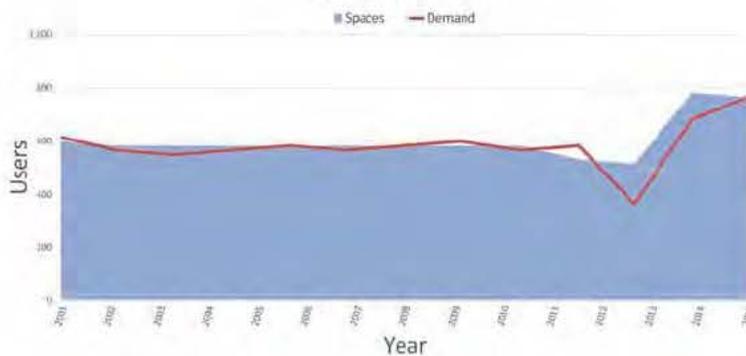
Current Rt 255 PM Riders Parked at the S. Kirkland Park & Ride (1 hr)



Park & Ride Users Distance from Home (miles)

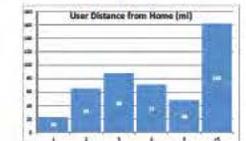


S Kirkland Park & Ride Spaces vs Demand



Legend

- South Kirkland P&R
- Located Plates
- 1 Mile Rings (1 to 5)
- Park and Ride Lots
- Freeways
- Major Roads
- King County Metro Route 255
- Sound Transit Route 540



| Statistic | Value |
|--------------------|-------|
| # Located Plates | 457 |
| # Plates Recorded | 741 |
| # Bikes | 652 |
| % of Bikes Located | 84% |
| Maximum (mi) | 5.25 |
| Maximum (mi) | 35.61 |
| Median (mi) | 3.75 |
| Mean (mi) | 4.42 |
| Std. Dev. | 3.25 |

| Distance from P&R Miles | % of Located Plates |
|-------------------------|---------------------|
| 0-1 mi | 3% |
| 1-2 mi | 34% |
| 2-3 mi | 29% |
| 3-4 mi | 16% |
| 4-5 mi | 11% |
| 5+ mi | 3% |

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Source: Metro

How Does Transit Operate in the Corridor?

- 8 Buses Per Peak Hour
- Service to Redmond, U District, Bellevue, and Seattle
- 150-200 Passengers Per Hour Ride Through the Corridor

PM Transit Delay



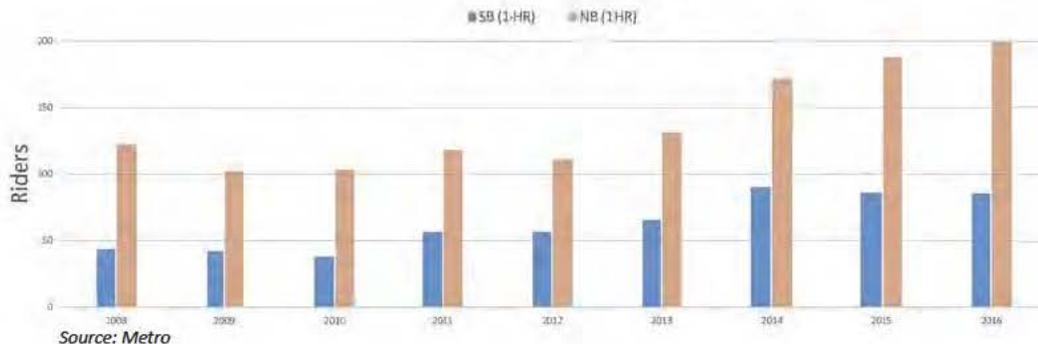
Source: Transpo/Metro

Current Transit on the Corridor

1/4 Mile Stop Spacing

Growth in Transit Riders on 108th

Rt 255 1 HR PM Passengers
North of S. Kirkland P&R



Source: Metro



Source: Metro

Potential Ped/Bike Connections

Schools



Source: Transpo

Greenways



Source: City of Kirkland, Transpo





Houghton Everest Neighborhood Center 6th Street Corridor

Community Workshop
November 2, 2016



Survey Overview

Survey Period: August 22 – October 28
Citywide Participation Encouraged

WELCOME

◀ Welcome

Help envision our community's future!!
Kirkland is asking for your help in planning for the future of the Houghton/Everest Neighborhood Center and the 6th Street Corridor. Help shape our community!

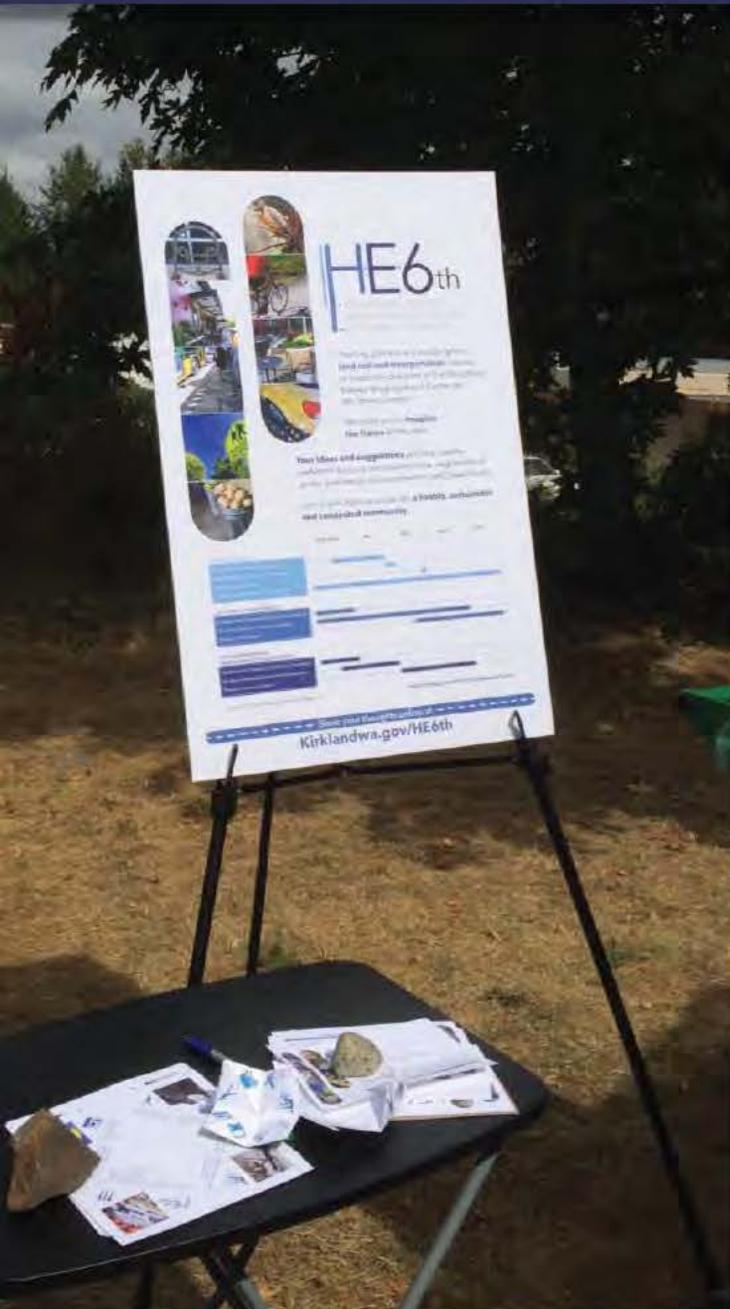
[View Study Area \(Map\)](#) [Begin](#)

The City is striving to enhance the livable, sustainable and connected character of the community through development of an integrated land use and transportation plan for the Houghton/Everest Neighborhood Center and 6th Street Corridor.

HE 6th
• HOUGHTON / EVEREST NEIGHBORHOOD CENTER
• 6TH STREET CORRIDOR

2 PREFERENCES
3 STRATEGIES
4 IMAGE VOTING
5 STAY INVOLVED

Survey Outreach



Electronic Announcements

- Email announcements from City
- Kirkland NextDoor
- KirklandViews

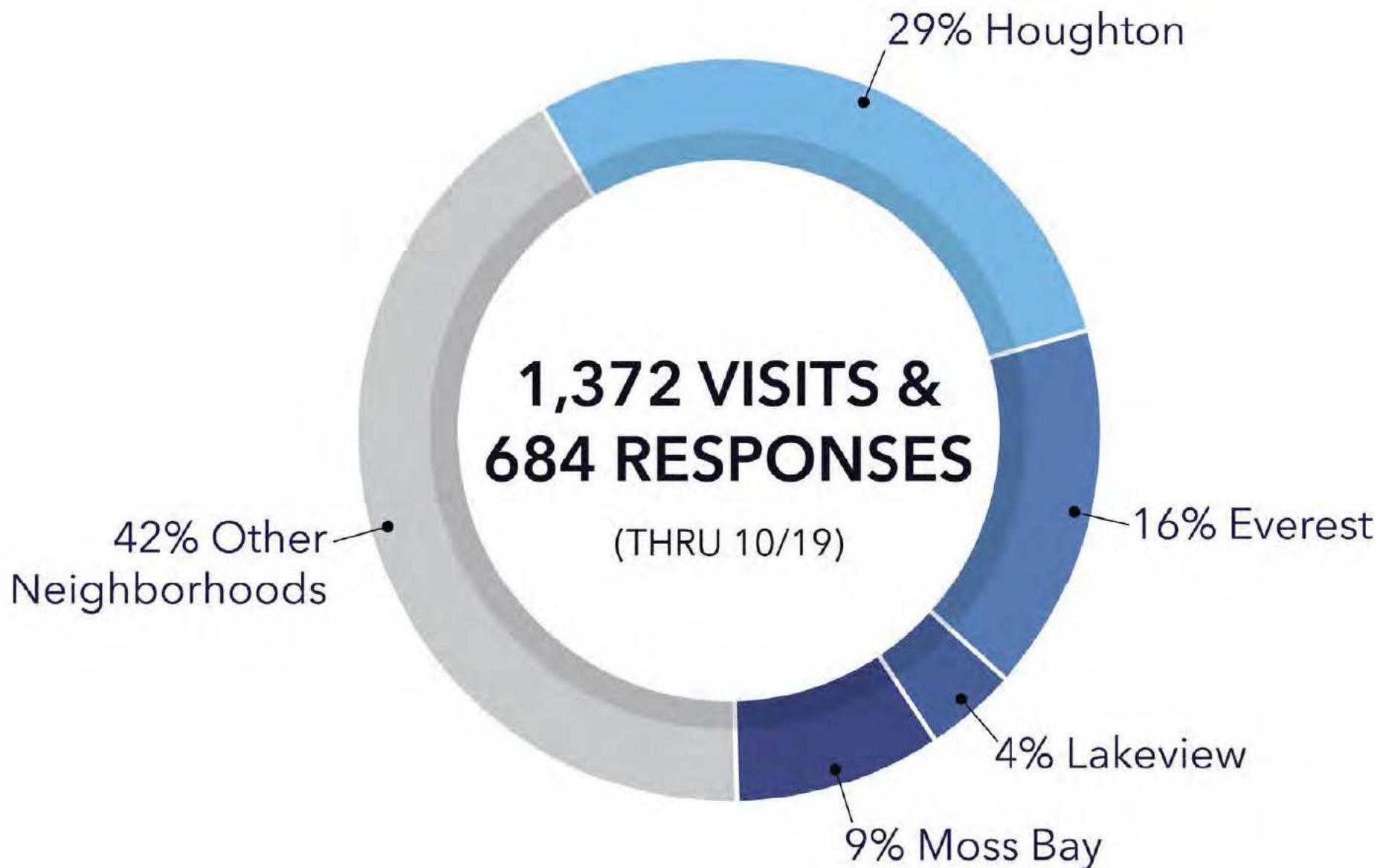
Informal Outreach

- Local parks, Northwest University, PCC, CKC

Other

- Neighborhood signs
- Peter Kirk Day Camp
- Posters – locations citywide
- Lakeview PTSA
- 6th Street Corridor businesses

Survey Responses



Neighborhood Preferences



Areas of Agreement

Development Patterns

Land Use

Neighborhood Preferences

Mixed Opinions

Circulation Patterns

Corridor Mobility

Transportation Options



Transportation Strategies



Areas of Agreement

Pedestrian Circulation

Improving Transit

Transportation Strategies

Mixed Opinions

Bicycle Circulation

Neighborhood Access

Reducing Congestion



Image Voting



Areas of Agreement

Commercial/Mixed-Use

Residential Development

Public Spaces

Streetscape & Parking

Image Voting

Mixed Opinions

Urban Design Details

