

Next Steps



Compile survey findings thru October 28

Prepare summary report

Post materials to the project website

- Survey findings
- Summary report
- Written comments on each question

Presentation Overview

- Physical conditions
- Redevelopment under existing zoning
- Redevelopment under future scenarios



Neighborhood Center Boundary

- 20 Acres
- Retail, office, residential
- Auto-oriented development pattern



Buildings, Parking, Green Space

- Mostly surface parking
- 1–2 story buildings
- Lack of usable green space (except CKC)



Land Use

- Retail, office, residential
- 40 Housing Units
- 0.37 Floor to Area Ratio (FAR)

■	Retail - 105,000 SqFt
■	Office - 73,000 SqFt
■	Residential - 40 Units



Redevelopable Parcels

- Improvement value < 50% of land value
- Parcels most likely to redevelop from Comp Plan
- Approximately 6 acres available

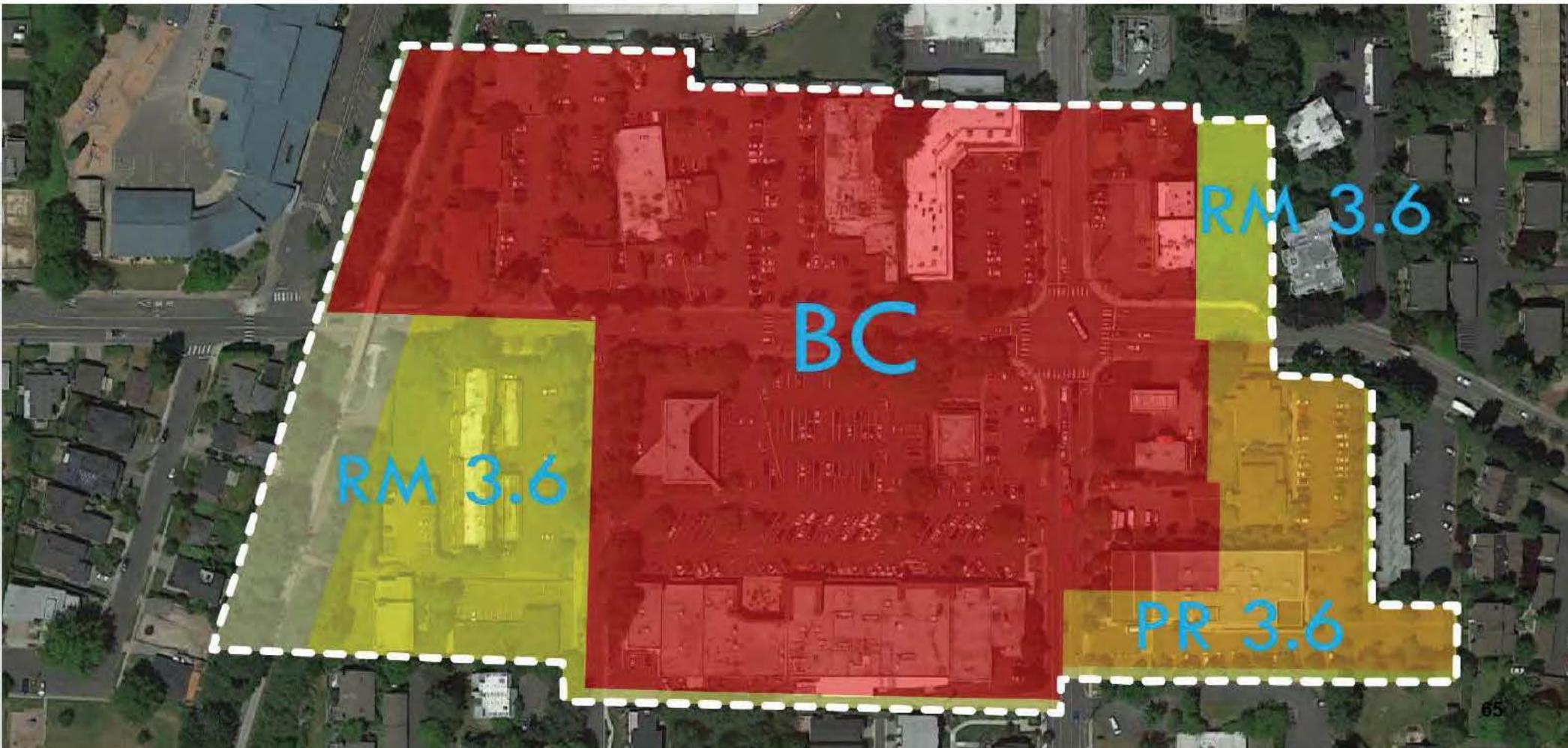


BC Zone

ZONING & DEVELOPMENT STANDARDS

Allows Mixed-use

- 30-foot height limit, 20-foot front setback, 80% lot coverage
- 1.4 parking stalls per unit (average), 1 stall per 300 sf of retail/office

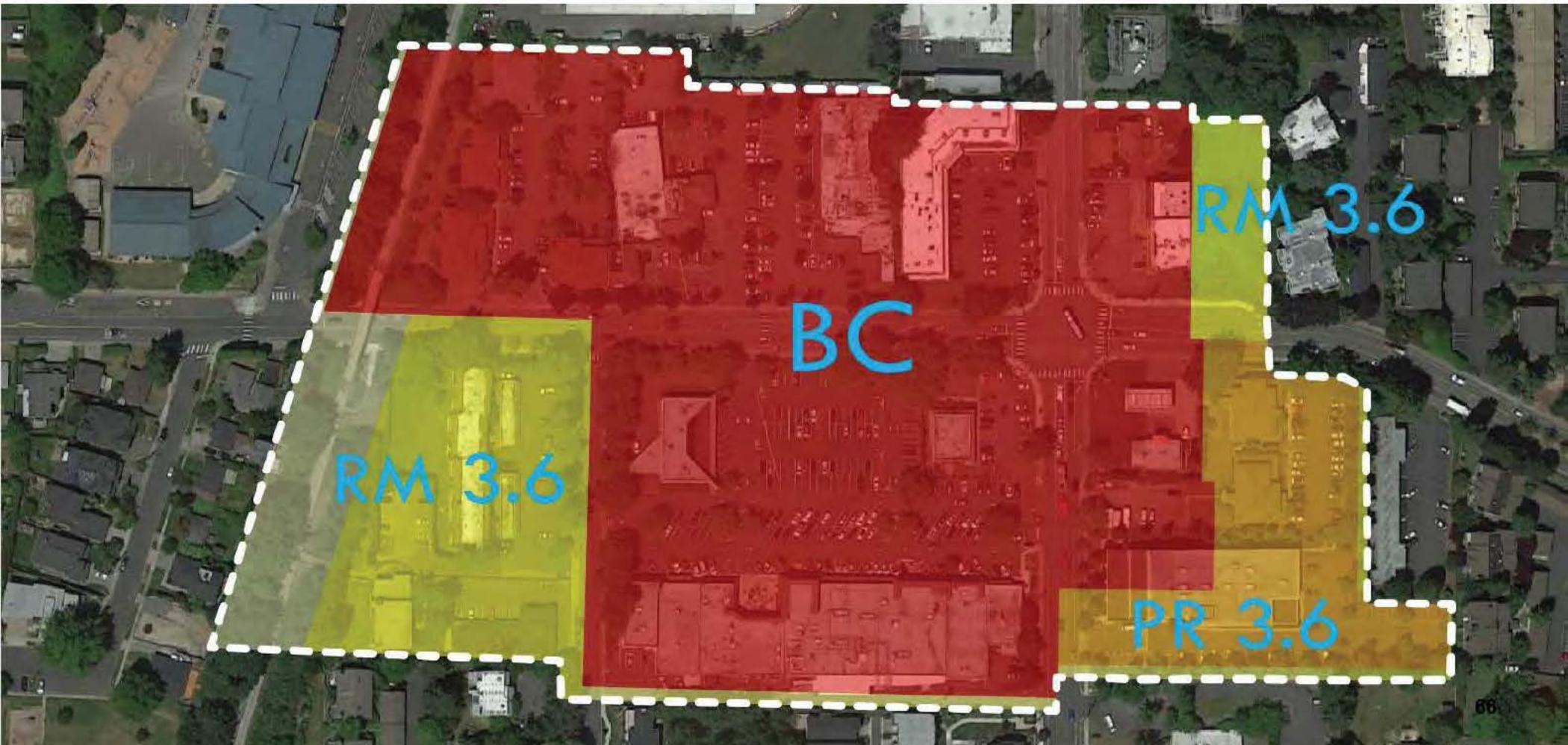


RM 3.6 Zone

ZONING & DEVELOPMENT STANDARDS

Medium density

- 30-foot height limit, 20–30 foot front setback, lot coverage 70%
- Limited retail uses if consistent with Comp Plan (grocery and drug store)
- More than 4 units must provide 10% affordable units with density bonus at 2:1

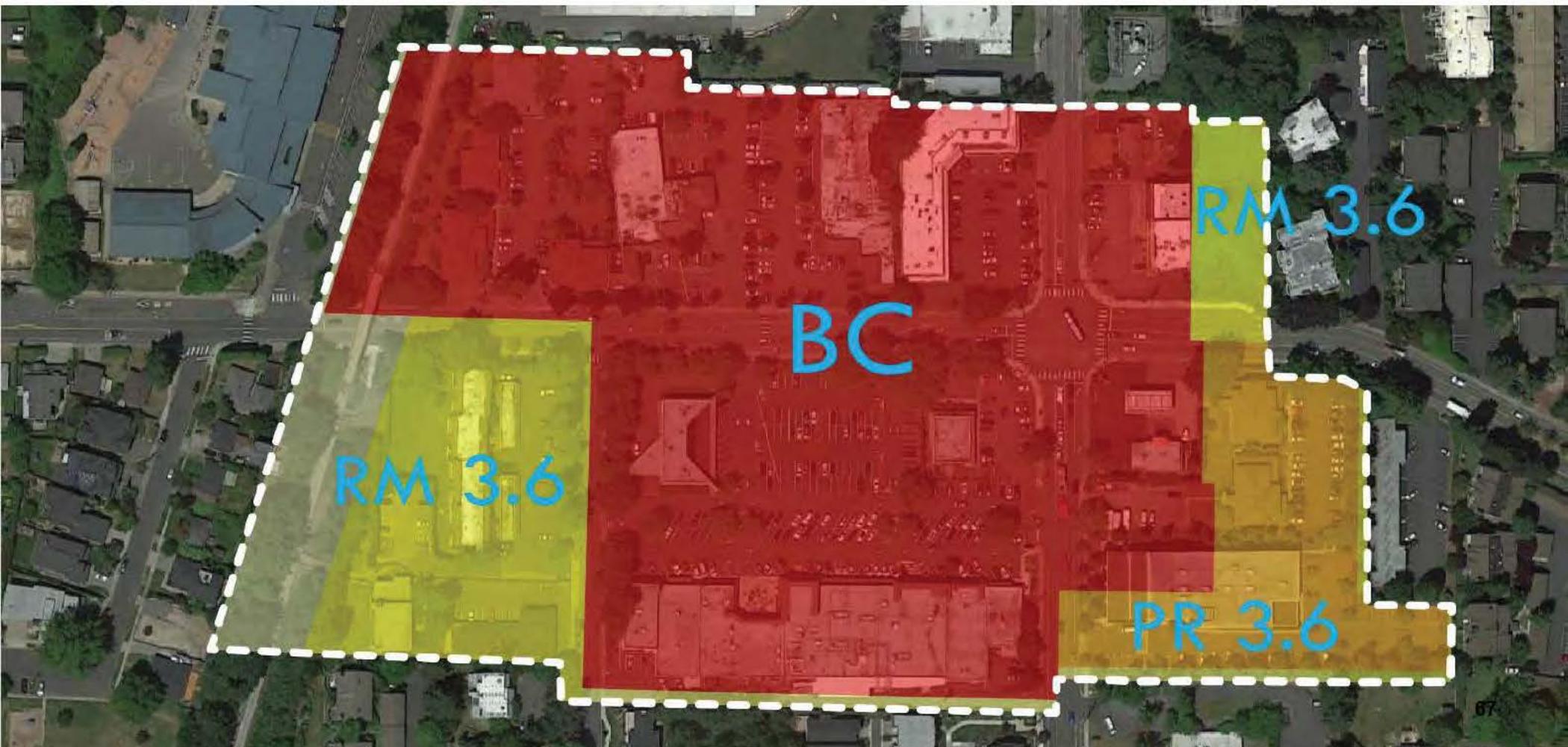


PR 3.6 Zone

ZONING & DEVELOPMENT STANDARDS

Primarily Office

- Allows retail, restaurants & residential (detached, attached & stacked)
- 30 foot height limit, 20 foot front setback, 70% lot coverage



Streetscapes

- Narrow Sidewalks
- Lined with landscaping and surface parking
- Many curb cuts (vehicle and pedestrian conflicts)



Neighborhood Plan Policies



Central Houghton Neighborhood Plan

Goal CH-5 Promote a strong and vibrant Neighborhood Center with a mix of commercial and residential uses.

Policy CH-5.1 Coordinate with the Everest Neighborhood to develop a plan for the Houghton/Everest Neighborhood Center, which overlays properties along the NE 68th Street corridor in both the Everest and Central Houghton neighborhoods

Policy CH-5.2 Encourage a mix of uses within the Houghton/Everest Neighborhood Center that includes commercial development such as neighborhood-oriented shops, services, and offices, as well as multifamily residential use.

Policy CH-5.3 Implement transportation improvements that support the existing and planned land uses in the Neighborhood Center and adjoining neighborhoods.

Policy CH-5.4 Expand the area designated for higher intensity use to properties west of Houghton Center and south of NE 68th Street.

Neighborhood Plan Policies



Central Houghton Neighborhood Plan

Goal CH-7 Support the transition of the Houghton Center into a pedestrian-oriented mixed use development, including retail, with office or residential and other compatible uses.

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.

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.

Policy CH-7.5 Provide gathering spaces and relaxation areas within Houghton Center.

Residual Land Value



- Measures the likelihood of redevelopment
- Assesses how much land cost a development can support
- Current owners have lower land costs = more development options
- Higher land values require higher value development

Future Development Scenarios

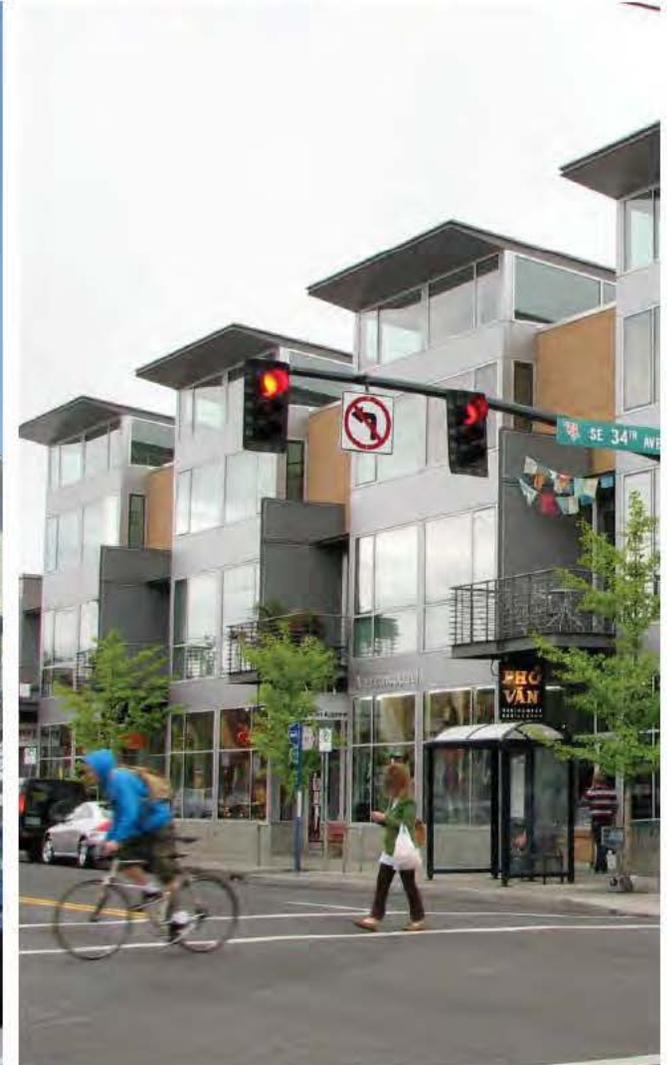
Preservation



Modest Change



Greater Change & Amenities



FUTURE SCENARIO Preservation

Houghton Plaza

Existing Conditions

1-Story building
13,777 ft² retail

Land value
\$50/ft²



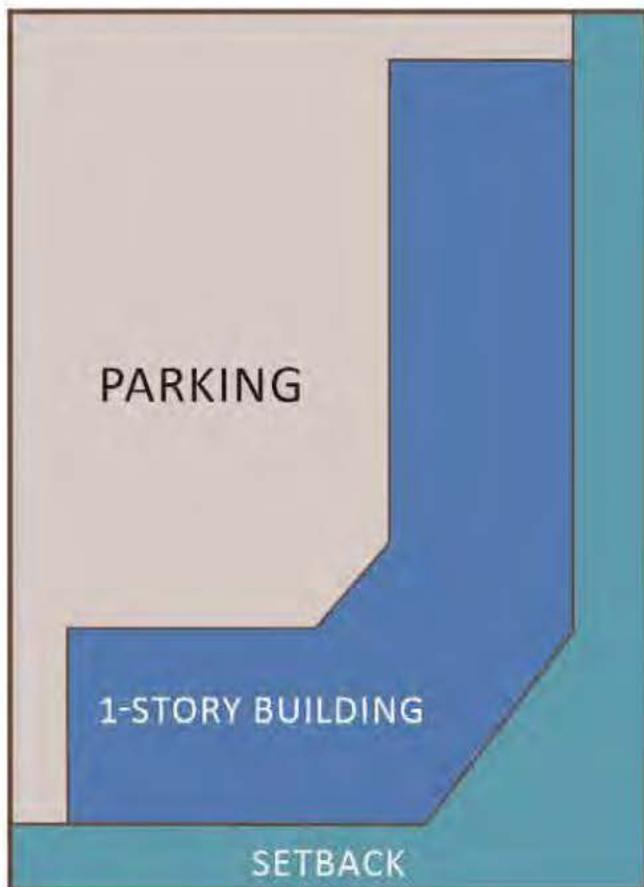
~1 acre in size

33 parking stalls
1 stall per 417 ft²

*(Does not meet current
parking requirement)*

FUTURE SCENARIO Preservation

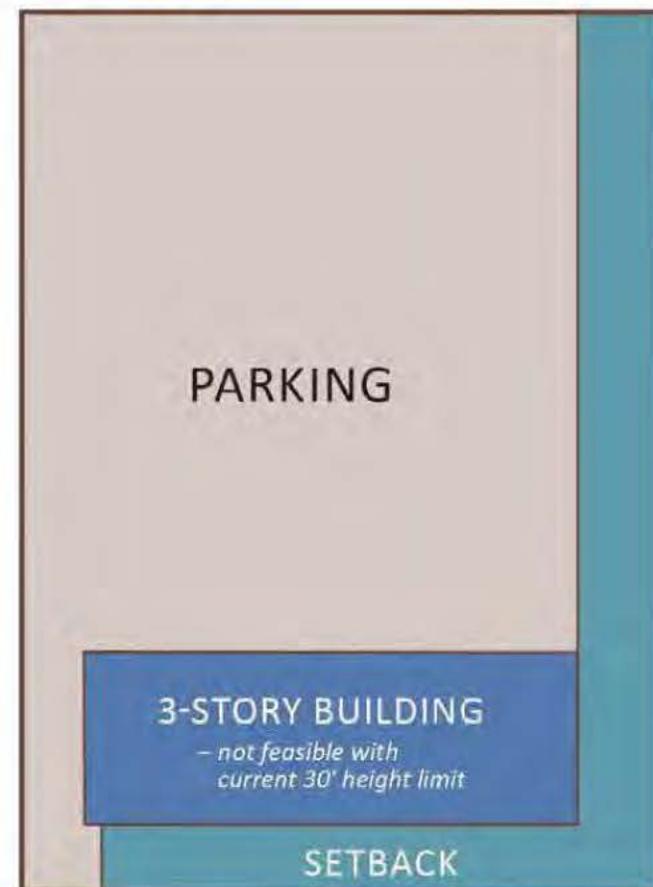
1-Story



2-Story



3-Story

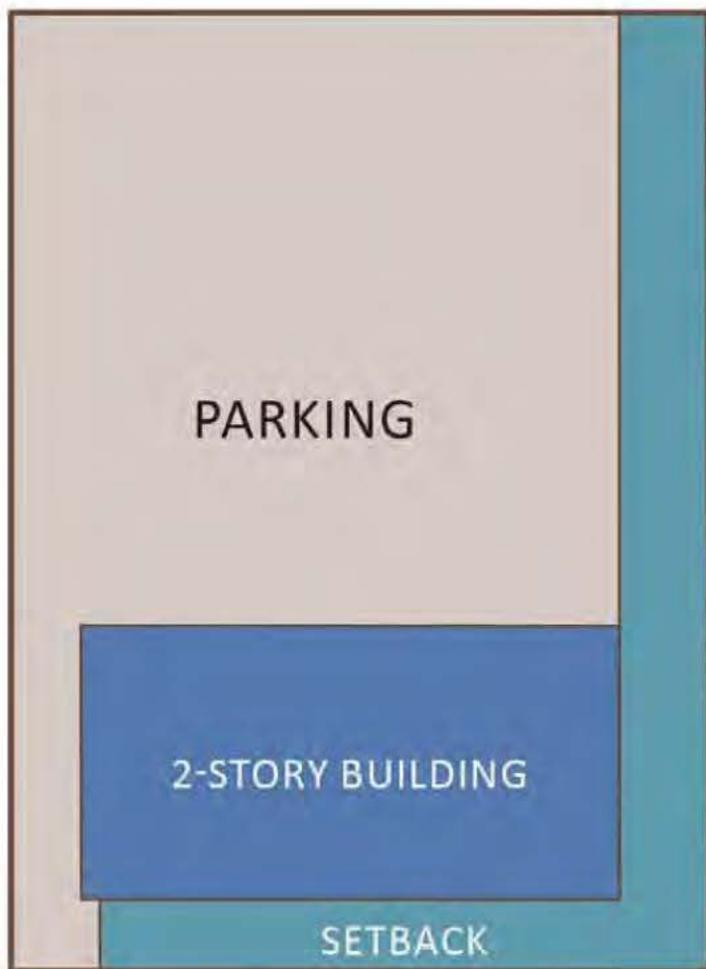


Scenarios based on Houghton Plaza site

3-story not feasible under current zoning

FUTURE SCENARIO

Preservation



Under Current Zoning

- Redevelopment unlikely
- Current height limit (2-stories) limits redevelopment opportunities
- An increase in building square footage would yield less retail space and more surface parking
- Structured parking not feasible

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

FUTURE SCENARIO

Modest Change



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

4- to 5-STORY HEIGHT LIMIT

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



Redevelopment Continuum

Preservation

Modest Change

Greater Change and Amenities

ACTIONS

Development Standards

Preserve Height of 30' (2 Stories)

Increase Height to 35' (3 Stories)

Increase Height to 45-55' (4-5 Stories)

Public Improvements

Transportation Improvements

Transportation and Circulation Improvements

Transportation, Circulation, and Public Space Improvements

- » Widen Sidewalks
- » Add Parking
- » Expand Public Space
- » Public Art
- » Neighborhood Events

LESS LIKELY

REDEVELOPMENT AND AMENITIES

MORE LIKELY

OUTCOMES

Maintain Surface Parking

Maintain Existing Development Pattern

Maintain Surface Parking

Minor Infill

Improved Public Realm

Structured Parking

Significant Infill (Increased Variety of Housing Options, Retail, and Restaurants)

Greatest Level of Improvements to Public Realm

Preliminary Findings

Preservation Scenario

- Lack of economic incentive
- 2 story height limit restricts redevelopment opportunities
- Reduced parking requirements may allow minor infill

Modest Change Scenario

- Redevelopment more likely than preservation scenario
- Likely to maintain surface parking lots
- Improvements to streets and public spaces including on-street parking to support infill
- May include more development options for multifamily residential properties

Greater Change & Amenities Scenario

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



Houghton Everest Neighborhood Center 6th Street Corridor

Transportation Presentation
November 2, 2016



Corridor Study Overview

1

WHAT WE
HEARD

2

WHAT WE
LEARNED

3

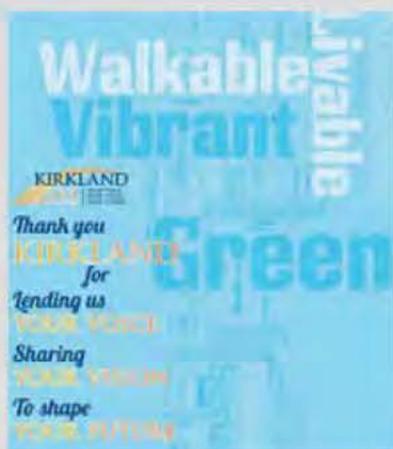
IDEAS FOR
WHAT WE
CAN DO

1 WHAT WE HEARD

CONGESTION
during peak times

PARKING

OPERATIONS
*to safely connect
the community*



MOBILITY
*moving people
efficiently*

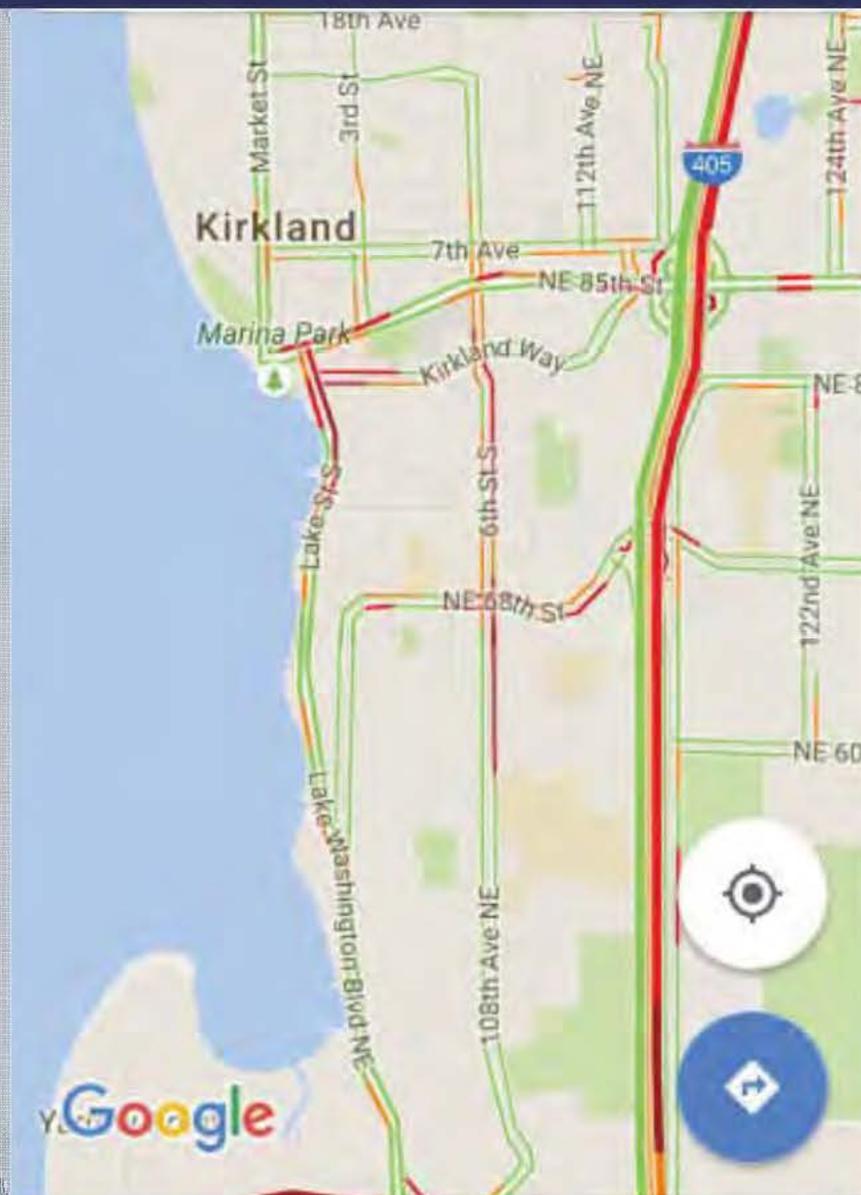


Peak Congestion

TRAFFIC CONGESTION

- increased diversion traffic
- symptom of regional system
- will continue to grow as a result of growth/economic prosperity
- impacts access to neighborhoods

All travel modes are growing



Operations to safely connect the community



Vehicle circulation and access at the neighborhood center



- Off-peak (school peak) circulation
- Safe and walkable connections for students walking to school
- Better and safer connections for pedestrians, bikes, to local destinations like schools

Conflicts between peds/cars/bikes

- at intersections
- at driveways
- at crosswalks



Mobility moving people efficiently



Transit effectiveness is limited by:

- Park-and-ride full
- Buses stuck in congestion
- Bus stop spacing
- Service connections

Buses stop in-lane



Bike connections inconvenient, uncomfortable, and not connected



Parking

South Kirkland Park-and-Ride

- fills early
- parking in neighborhoods
- may not be 100% transit based



Retail employees
parking in
neighborhoods

2 WHAT WE LEARNED

- Congestion during peak times
- Operations to safely connect the community
- Mobility – moving people efficiently
- Parking
- Data Sources:

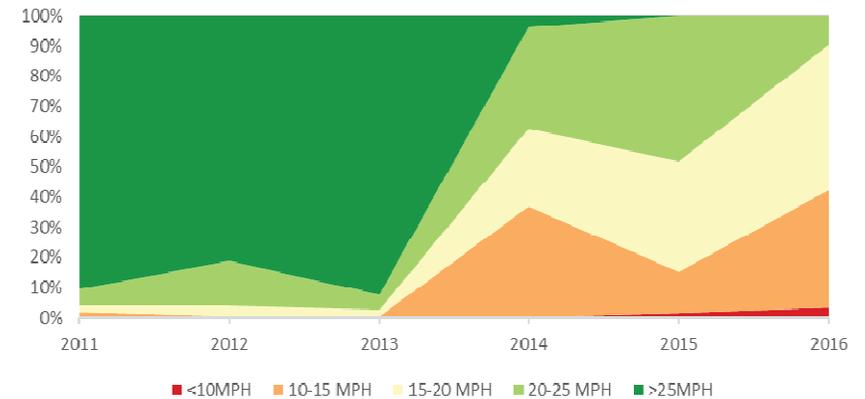


Congestion during peak times

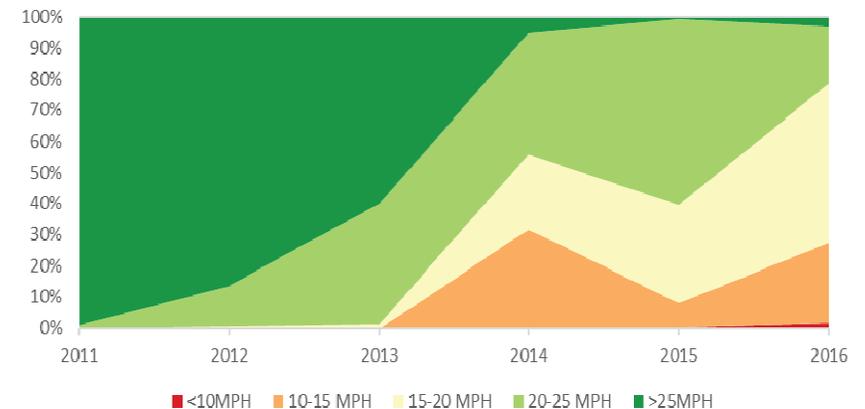
CONGESTION ON 6th and 108th

- has grown and will continue to grow regardless of development in the corridor
- is connected to congestion on regional facilities
- may encourage cut through on local streets
- less than 2 hours per day
- increased post recession
- impacts reliability of transit and other modes

5-6 PM

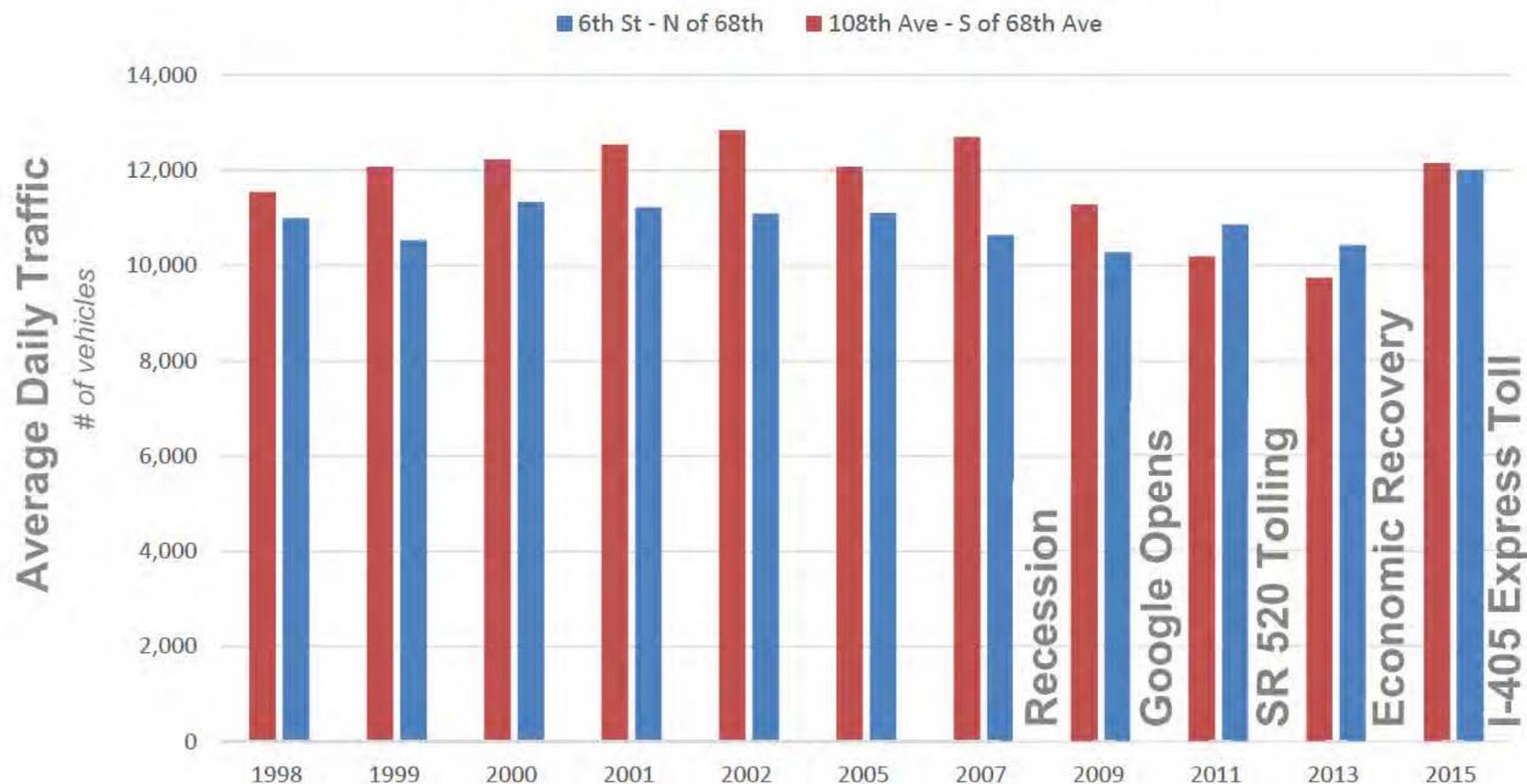


6-7 PM

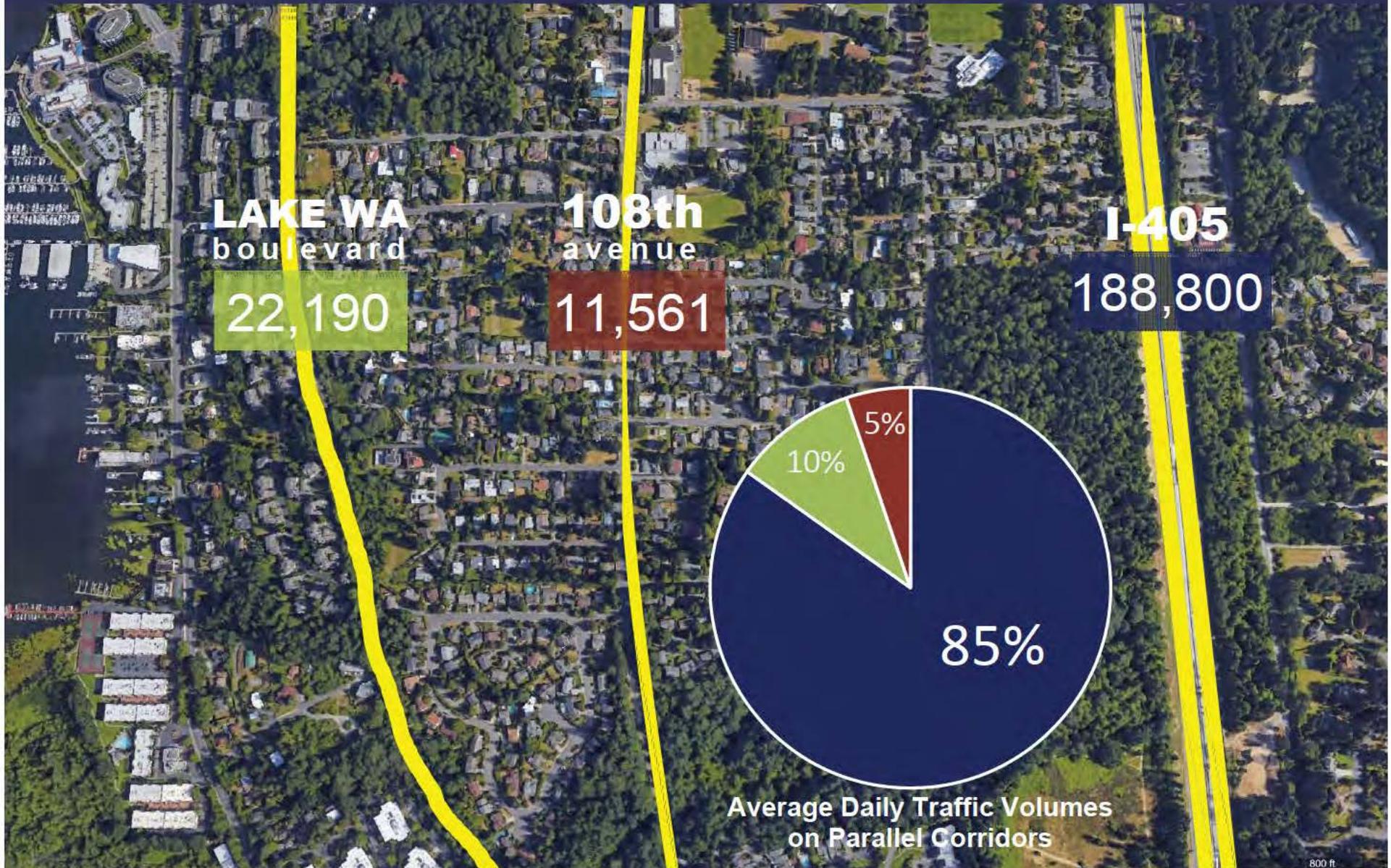


Trends – Daily Volumes

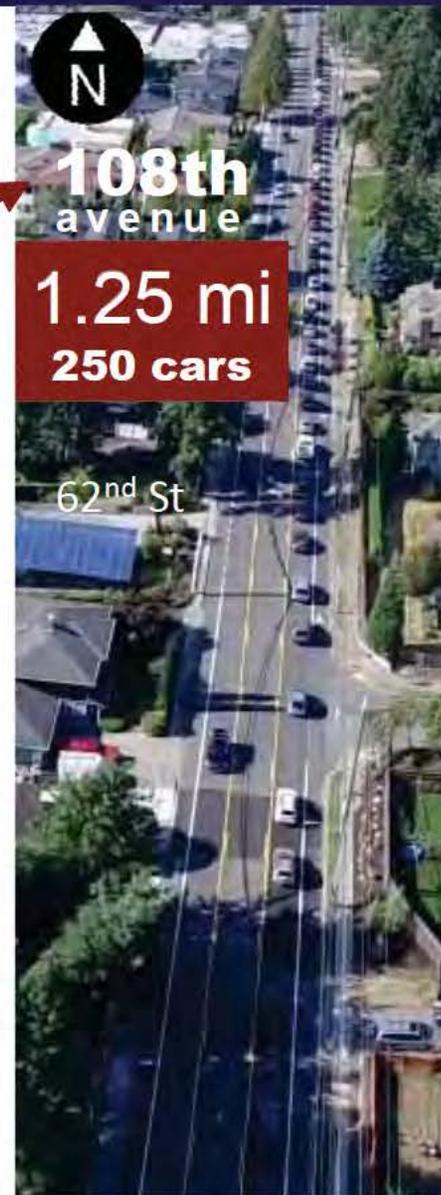
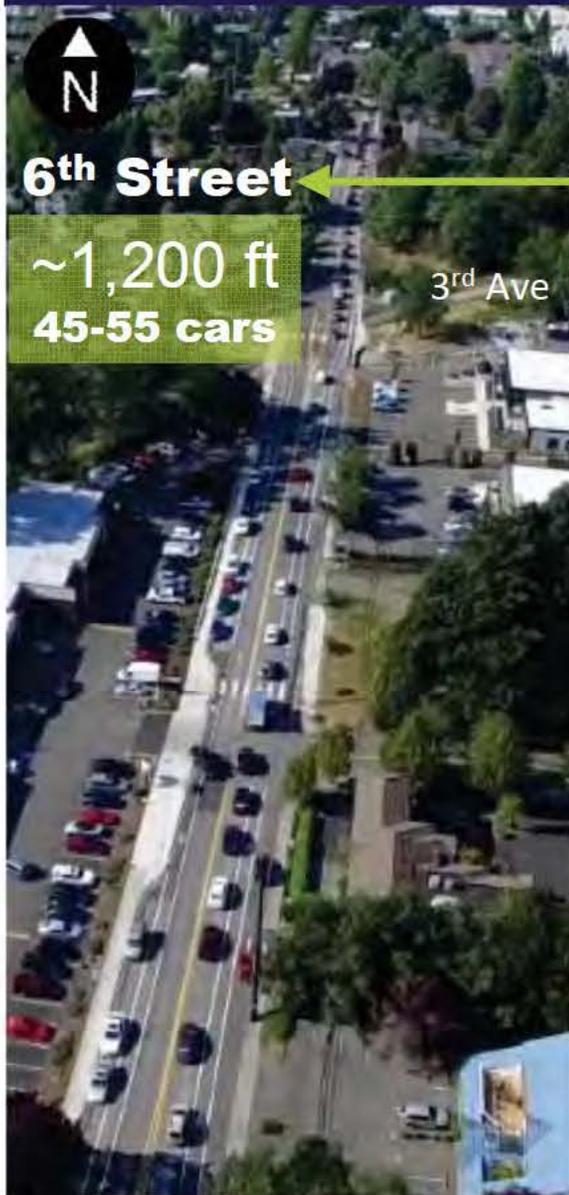
Average Daily Traffic Volumes by Year



Daily Traffic Volumes



PM Queuing



Travel Speeds



Data from November 2015
and March 2016

Northbound **Southbound**

Operations to Safely Connect the Community

INTERSECTION SPACING and driveway spacing at the center are poorly organized

- Too many driveways
- Too closely together
- Lots of potential conflict points can create collisions

COLLISIONS

- Higher rate of ped and bike than City average
- Higher on 68th Ave

Safety Data – Collision Map



68th St / 108th Ave intersection

- 23 total collisions
- 12 injuries
- 4 involving a bicycle or pedestrian
- 10 rear-ends

On 6th / 108th Corridor

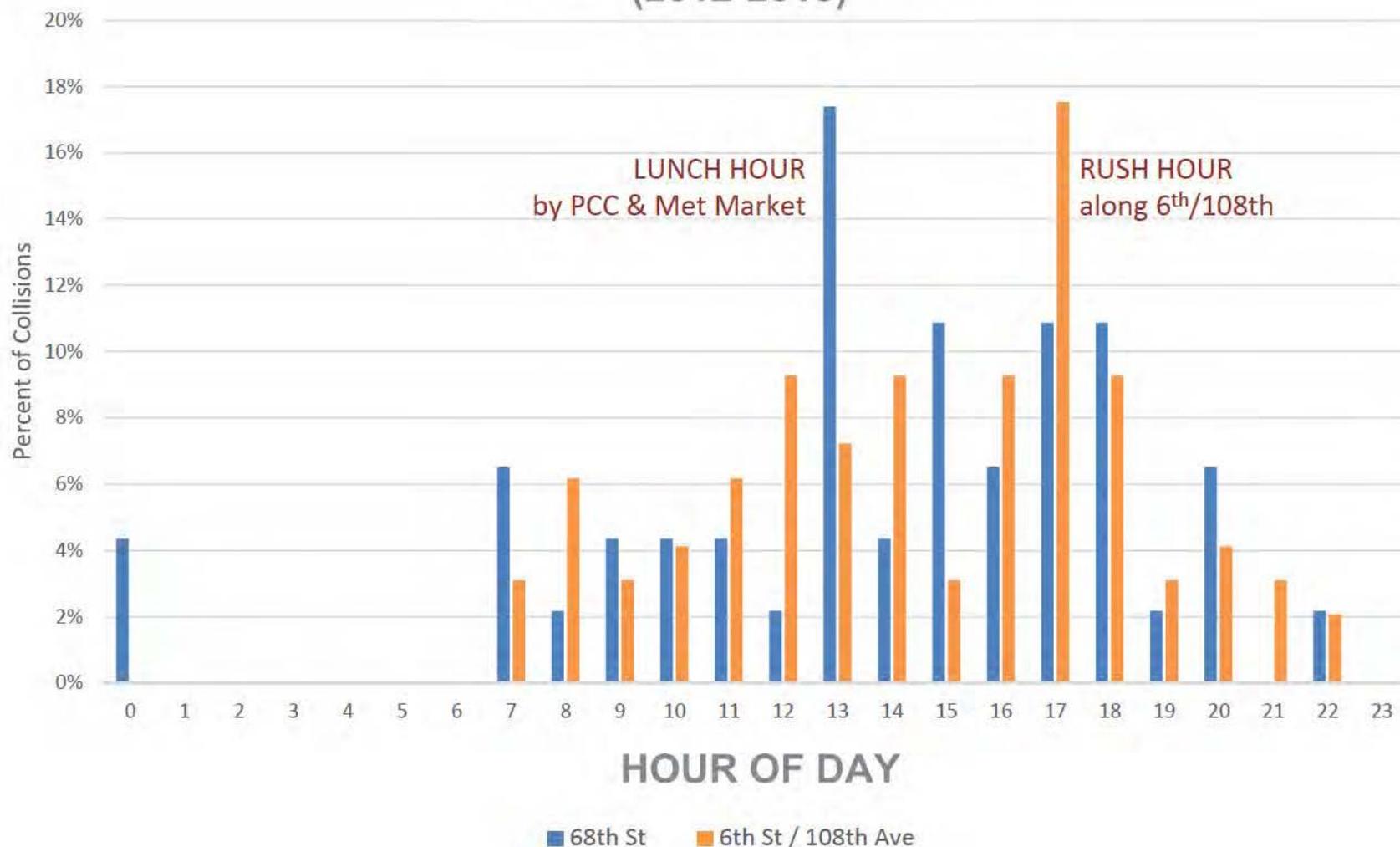
- 97 total collisions
- 6 pedestrian collisions
- 2 bicycle collisions

NE 68th St

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

Safety Data – by Hour of Day

Collisions by Time of Day
(2012-2015)



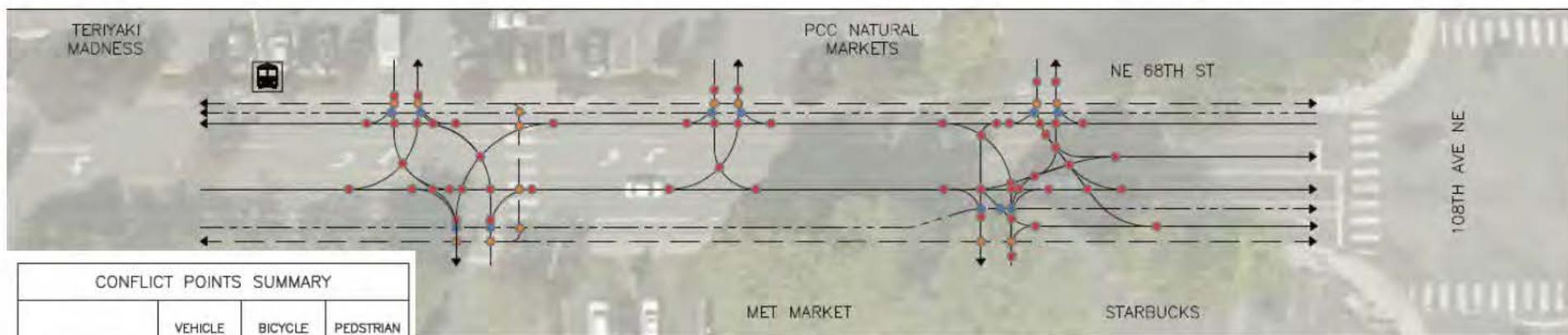
Driveway Conflicts

Conflicts NE 68th Street

- 55 Vehicle - Vehicle
- 25 Vehicle - Ped/Bike

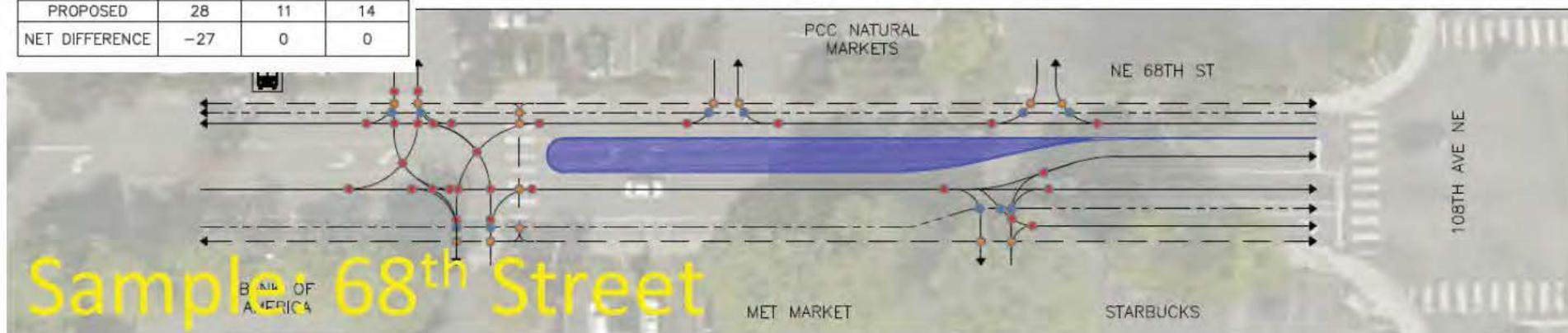
Conflicts 108th Ave NE

- 69 Vehicle - Vehicle
- 24 Vehicle Ped/Bike Conflicts



EXISTING CONDITION

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



PROPOSED CONDITION

Sample 68th Street

BANK OF AMERICA

Mobility – Moving People Efficiently

Who is using the
corridor today

Transport choices
people make

How effective are
those choices

How is the transportation
system changing in the
future to accommodate
more volume

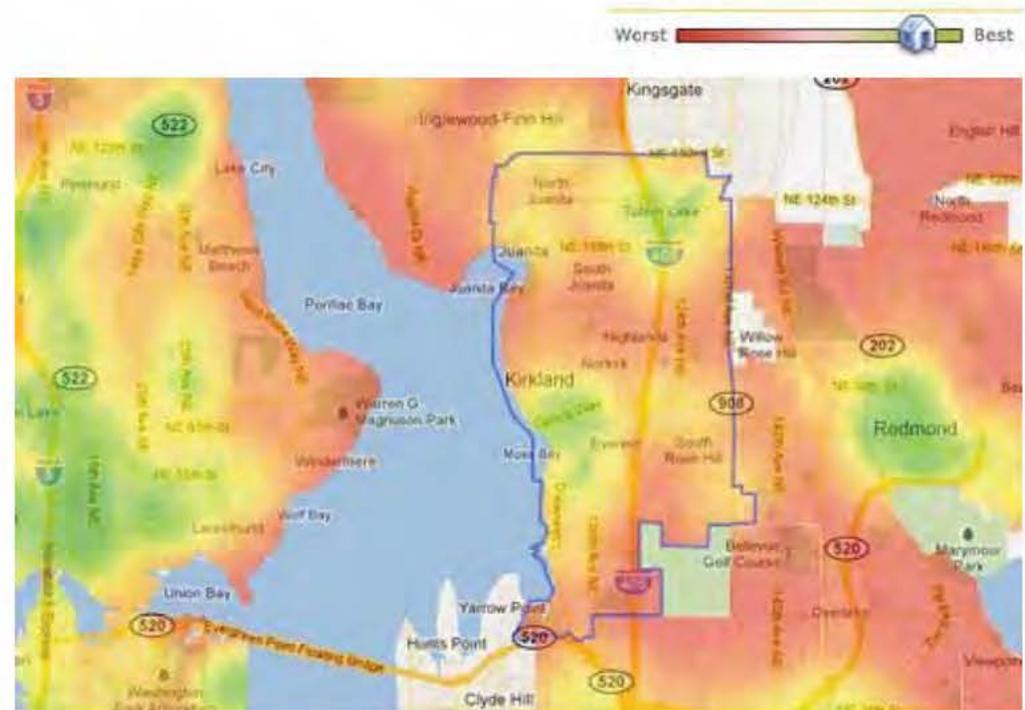
Walk and Bike Connection

WALKABILITY

- Walk Score = Market Value
- Growing volumes
- No gaps for schools

BIKE CONNECTIVITY

- Connections to trail
- Growing volumes



Source: Walk Score

Parking

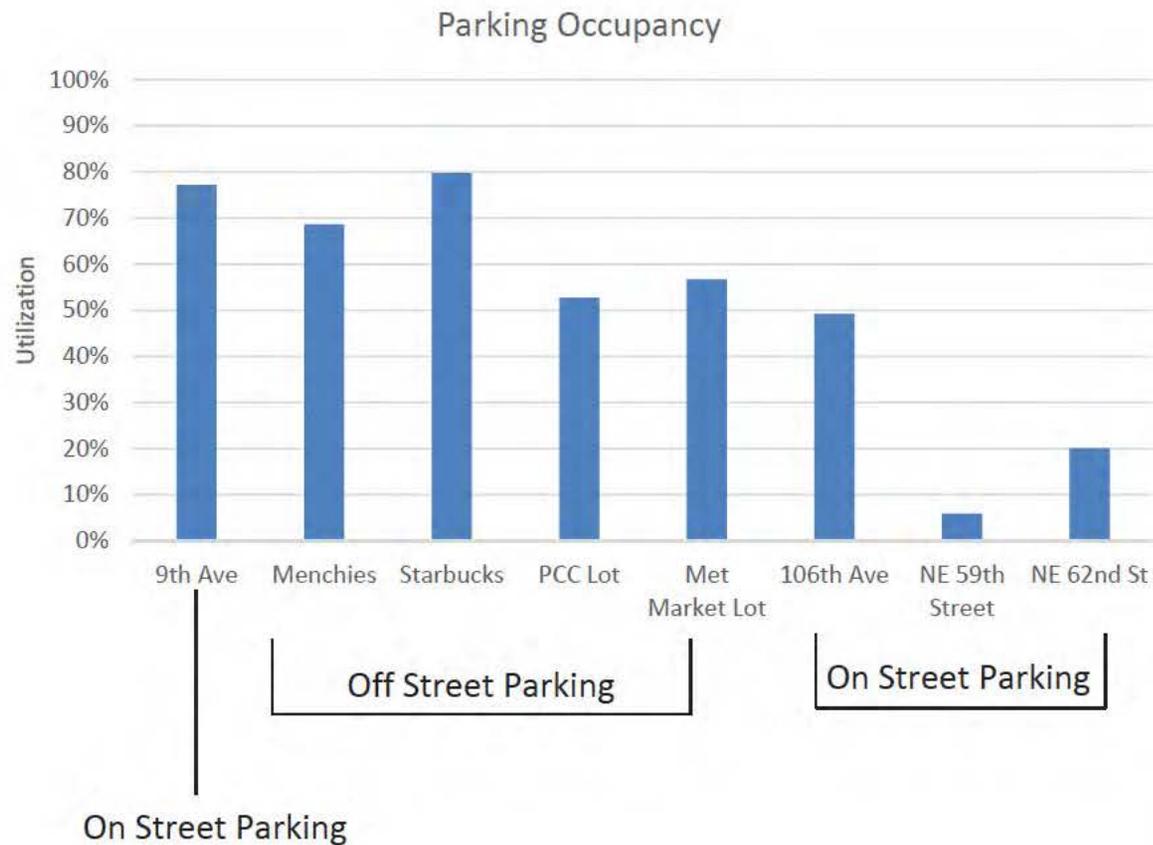
Parking is
available

Space allotted on street
for parking is used

Businesses have
adequate parking

Circulation can
be an issue

PM Peak Parking Occupancy

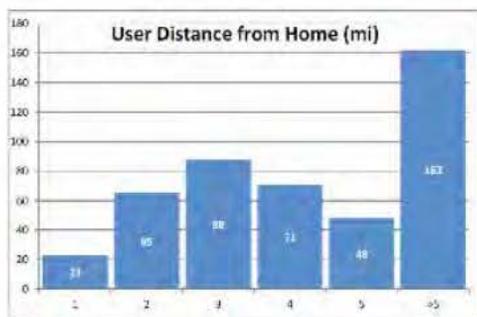


S Kirkland Park and Ride – Historic Use



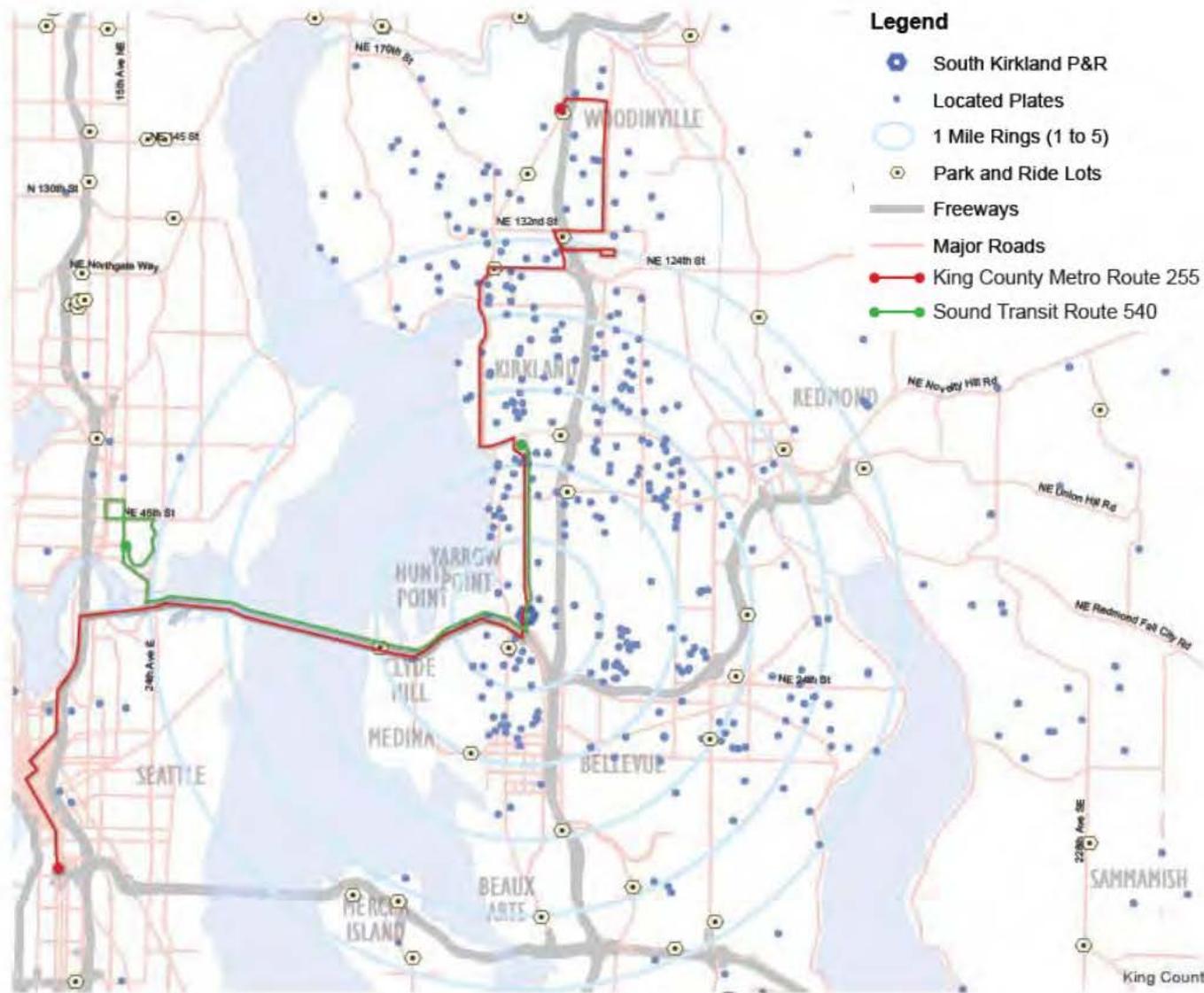
S Kirkland P&R - Current Draw Area

S. Kirkland Park & Ride Origin Map



Statistics	
# Located Plates	457
# Plates Recorded	741
# Stalls	833
Q1 2015 Utilization	89.0%
% of Stalls Located	54.9%
Minimum (mi)	0.27
Maximum (mi)	25.61
Median (mi)	3.75
Mean (mi)	4.62
Std. Dev.	3.56

Distance from P&R	% of Located Plates
0-1 mi	5%
1-2 mi	14%
2-3 mi	19%
3-4 mi	16%
4-5 mi	11%
5+ mi	35%



What Will Change

GROWTH (20 YEARS)

Kirkland:

22,000 more jobs

13,000 more residents

(15% increase)

Regional:

57% more jobs

35% more residents

POTENTIAL TRANSIT INVESTMENTS

RapidRide
on 6th/108th by 2025

Put BRT
on I-405 by 2024

Put light rail access
within City limits by 2041

INCREASE SIGNALS

5 → 8
along 2 mile corridor

3

WHAT WE CAN DO

CONGESTION
during peak times

PARKING

OPERATIONS
*to safely connect
the community*



MOBILITY
*moving people
efficiently*



Congestion

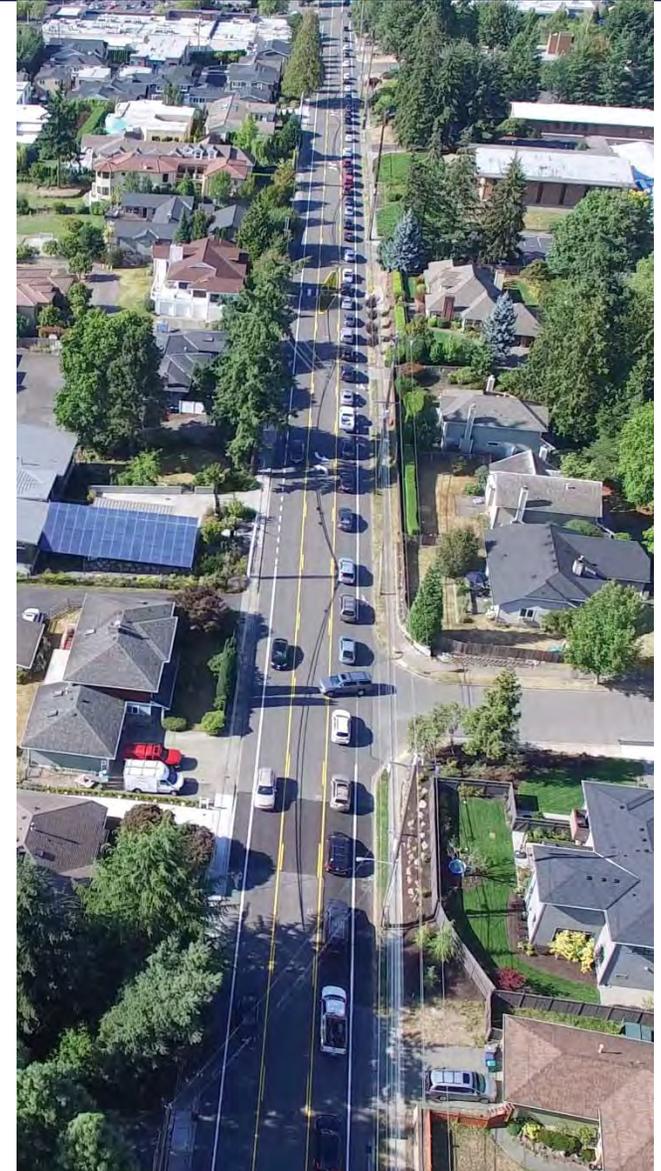
Widen the corridor to add vehicle lanes

Widen at pinch points or to relieve bottlenecks

Discourage regional traffic

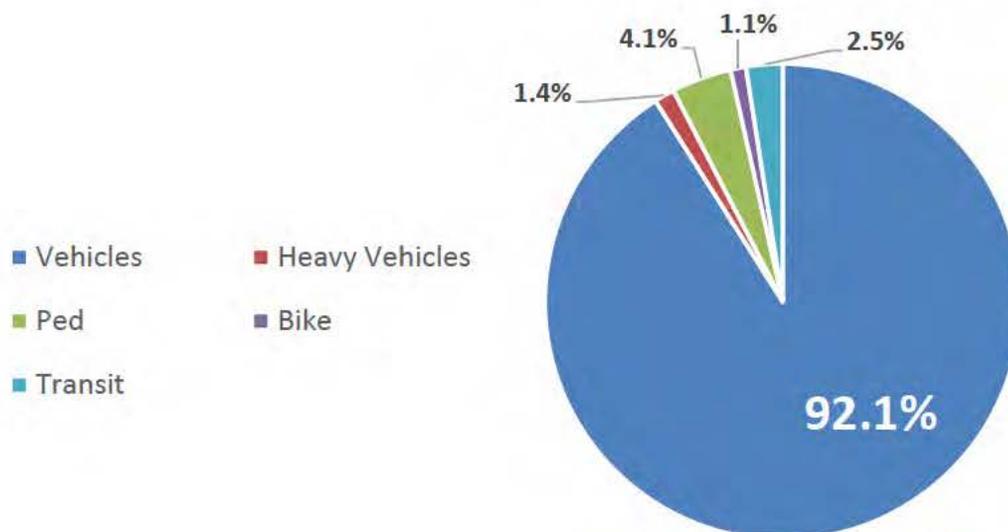
More efficient modes of transportation

- Carpooling
- Better use of transit
- Other



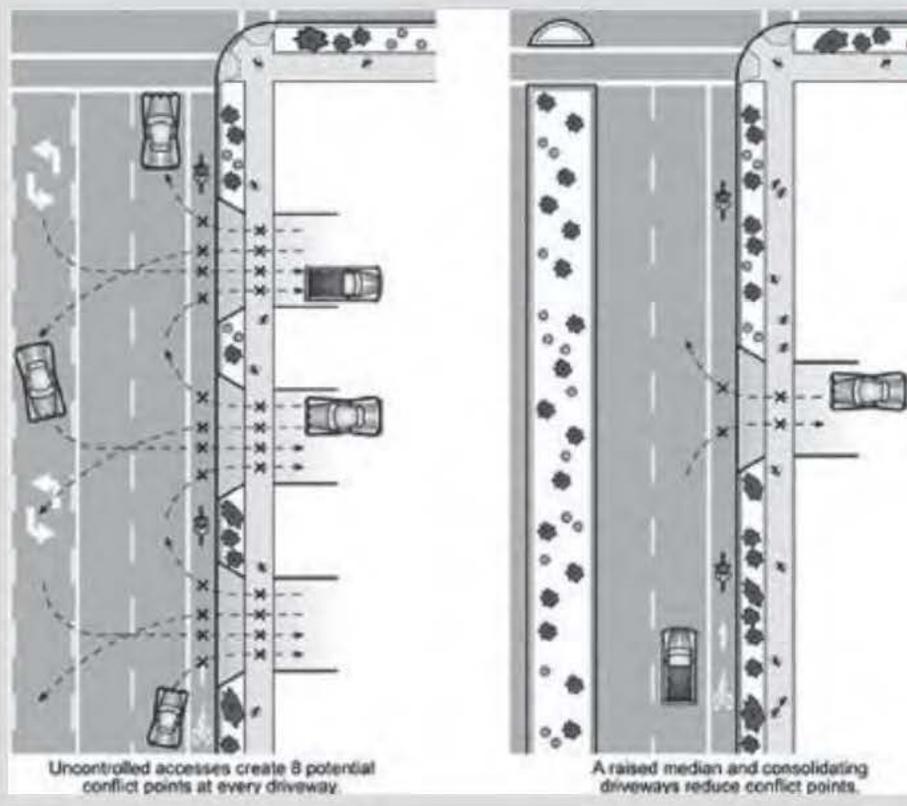
Congestion

Estimated Mode Split – 108th Ave (PM Peak Hour)



Operations to Improve Connections and Safety

Manage driveway/intersection conflicts



Neighborhood greenways for alternative routes

Parking

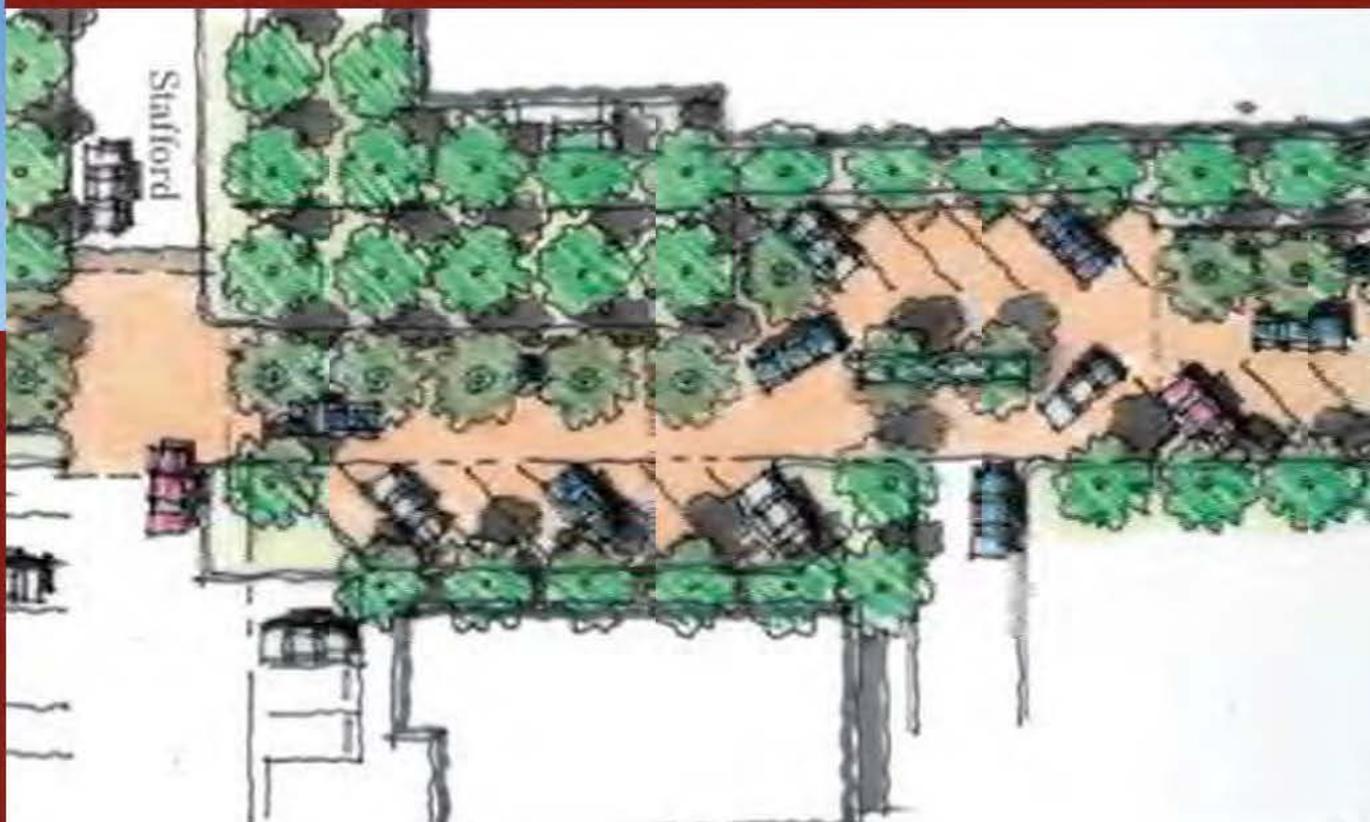
Shared use parking

On-street parking



Parking policies

Enforce time of day parking



Workshop

A

**COMMON
VALUES**

B

**SUGGESTIONS
AND IDEAS**

C

**WHICH IDEAS
DO YOU
LIKE/NOT LIKE**

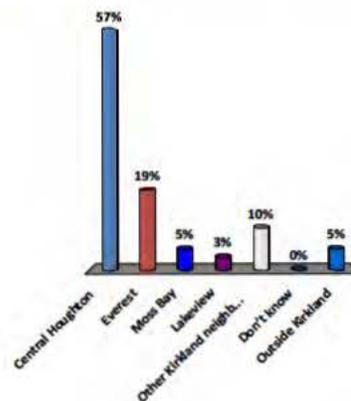


Houghton Everest Neighborhood Center 6th Street Corridor

Community Workshop
November 2, 2016

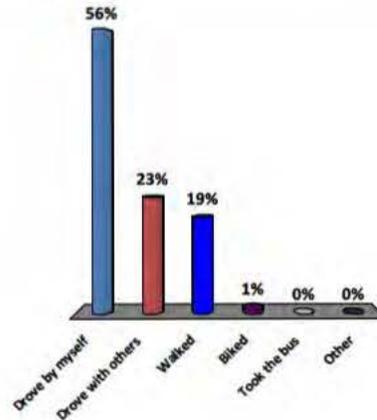
Where do you live or work?

- A. Central Houghton
- B. Everest
- C. Moss Bay
- D. Lakeview
- E. Other Kirkland neighborhood
- F. Don't know
- G. Outside Kirkland



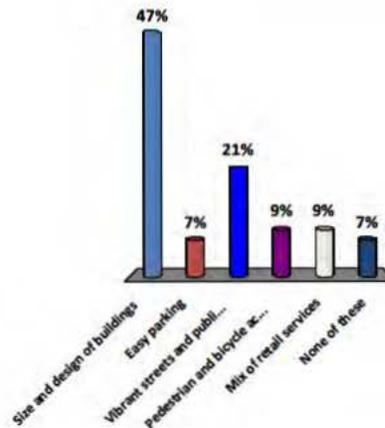
How did you get to tonight's meeting?

- A. Drove by myself
- B. Drove with others
- C. Walked
- D. Biked
- E. Took the bus
- F. Other



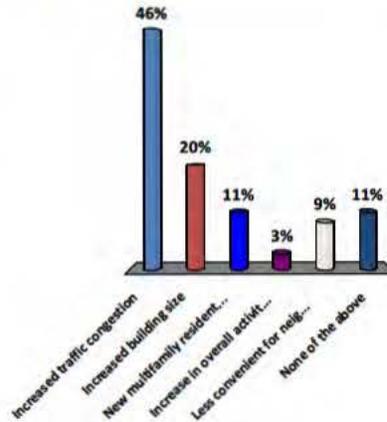
What is the most important aspect of community character to you?

- A. Size and design of buildings
- B. Easy parking
- C. Vibrant streets and public spaces
- D. Pedestrian and bicycle access
- E. Mix of retail services
- F. None of these



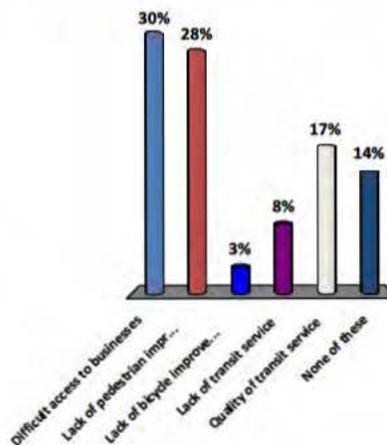
What is your biggest concern about development in the Neighborhood Center?

- A. Increased traffic congestion
- B. Increased building size
- C. New multifamily residential development
- D. Increase in overall activity levels
- E. Less convenient for neighborhood
- F. None of the above



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

- A. Difficult access to businesses
- B. Lack of pedestrian improvements
- C. Lack of bicycle improvements
- D. Lack of transit service
- E. Quality of transit service
- F. None of these



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

- A. Minimize peak hour congestion
- B. Provide for improved transit service
- C. Provide improved pedestrian and bicycle circulation
- D. Provide traffic calming improvements

