



**CITY OF KIRKLAND**  
**Planning and Building Department**  
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## MEMORANDUM

**To:** Kurt Triplett, City Manager  
**From:** Angela Ruggeri, AICP, Senior Planner  
Eric R. Shields, AICP, Planning Director  
**Date:** November 15, 2017  
**Subject:** HOUGHTON/EVEREST NEIGHBORHOOD CENTER UPDATE

### I. RECOMMENDATIONS

Provide direction on whether to include a five story incentive if a developer builds the southbound right turn lane in the Houghton/Everest Neighborhood Center.

If the incentive is included, provide direction on the regulations associated with allowing five story buildings that should be adopted.

### II. BACKGROUND

The Council had a three to three split when it discussed this issue at the November 8<sup>th</sup> meeting. Staff was asked to come back to the November 21<sup>st</sup> meeting when all seven Council members will be present to discuss the issue further.

The transportation information that was provided for the November 8<sup>th</sup> meeting is included below for reference.

#### A. Transportation Information

##### NE 68<sup>th</sup> Street and 108<sup>th</sup> Avenue NE Intersection Performance

Table 1 below describes the level of service and delay per vehicle at the NE 68<sup>th</sup> Street and 108<sup>th</sup> Avenue NE intersection under four scenarios.

Scenario 1 is the calculated level of service using actual vehicle count data collected at the intersection. The other three scenarios are calculated based on forecasted traffic volumes for the year 2035 and are compared to Scenario 1.

Scenario 2 represents the total entering vehicles forecasted to use this intersection based on the planned growth and transportation improvements within Kirkland and the region between now and 2035, with Kirkland's growth based on the Kirkland 2035 Comprehensive Plan. This scenario results in the level of service shifting from E to F.

Scenarios 3 and 4 represent the vehicle trips estimated to use the NE 68<sup>th</sup> Street and 108<sup>th</sup> Avenue NE intersection if development occurs under the Moderate Change or Greater Change scenarios. The analysis shows that more development in the neighborhood center does result in some additional increase in the seconds of delay per vehicle.

**Table 1. NE 68<sup>th</sup> St and 108<sup>th</sup> Ave NE PM Peak Hour Intersection Performance**

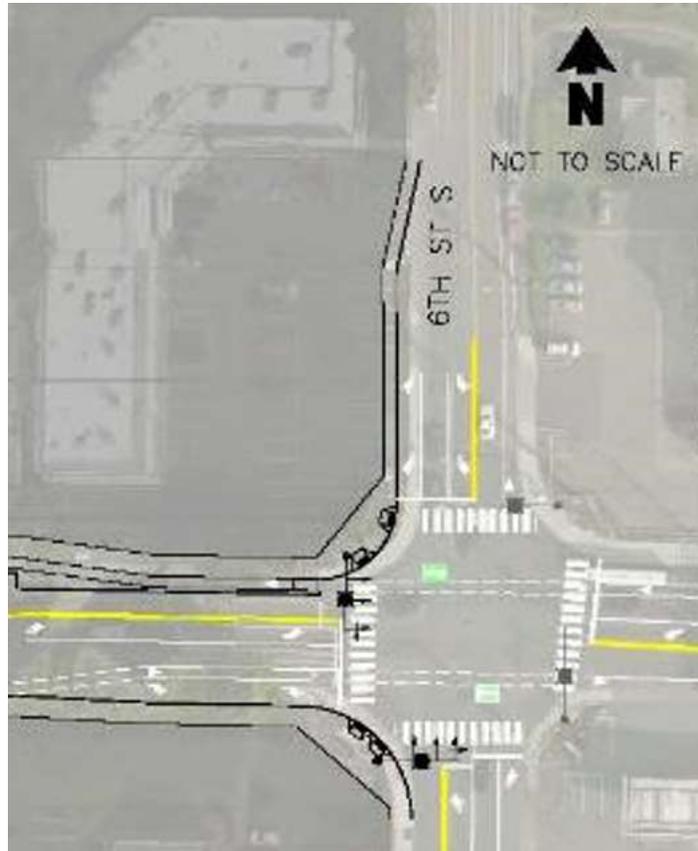
Scenario	LOS	Delay (sec/vehicle)	Additional Delay (sec/vehicle)	Total Entering Vehicles
1. Existing	E	62	NA	2,520
2. Comprehensive Plan 2035 (30')	F	142	80	3,855
3. 2035 Moderate Change (35')	F	148	86	3,920
4. 2035 Greater Change (55')	F	158	96	4,025

*Proposed 6<sup>th</sup> Street Corridor Study Improvements*

City staff has developed a proposed list of improvements for the Houghton/Everest Neighborhood Center that was presented to the Council at its November 8<sup>th</sup> meeting. This project list was developed based on feedback from the community, Transportation Commission, Planning Commission and City Council and is included in the 6<sup>th</sup> Street Corridor Study. Most of the projects on this list will improve safety for all modes, including walkability, bicycle friendliness of the area and reliability and performance of transit. Each of the projects could be built as City projects, or could be conditions of redevelopment. *The proposed southbound right turn lane on 6<sup>th</sup> Street is the one proposed project that would reduce vehicle delay at the intersection (Table 2).*

**Table 2. NE 68<sup>th</sup> St and 108<sup>th</sup> Ave NE PM Peak Hour Intersection Performance**

Scenario Performance with Southbound Right Turn Lane	LOS	Delay (sec/vehicle)	Delay Reduction (sec/vehicle)	Total Entering Vehicles
2035 Moderate Change (35')	F	111	37	3,920
2035 Greater Change (55')	F	119	39	4,025



**B. Five Story Incentive for 6<sup>th</sup> Street Southbound Right Turn Lane**

1. *Should the City provide the funding for the southbound right turn lane?*

At the City Council meeting on November 8<sup>th</sup> the Council discussed City funding for the southbound right turn lane. It was decided that the proposed projects in the 6<sup>th</sup> Street Corridor Plan (including the southbound right turn lane) will be added to the unfunded 20 year Capital Facilities Plan (CFP) and Capital Improvement Plan (CIP). This means the City could fund a portion or all of the project at some point in the future either through City contributions, grant funding, or both.

2. *Should the City provide a redevelopment incentive that would allow 5 stories for a development that will pay for the right turn lane?*

The southbound right turn lane is a costly investment that would likely prevent redevelopment if it were required as mitigation under the existing zoning or proposed 2-3 story zoning. In addition, only a small proportion of the traffic growth in the area is linked to potential development of the Houghton/Everest Neighborhood Center sites. Table 1 on Page 2 of this memo shows that only an additional 65 trips is tied to the 3 story redevelopment option when compared to the expected intersection use based on the existing Comprehensive Plan for 2035. The main traffic growth

in this area will come from outside the neighborhood center, not the potential development. Therefore, there does not appear to be a clear nexus to require the construction of the turn lane as mitigation for a redevelopment at the proposed three story height limit.

Since requiring construction of the right turn lane as part of redevelopment at the proposed three story height would be difficult from both a nexus and an economic standpoint, the primary remaining option to accomplish this goal is to provide a redevelopment incentive such as additional height (which would also include additional density) in return for building the right turn lane. Under this scenario, the additional height and density would only be allowed if the turn lane were built as part of redevelopment.

Ideally, redevelopment would occur in combination with the property to the west on the north side of 68<sup>th</sup> Street (see area outlined in white below) since access points to the corner site are closer to the NE 68<sup>th</sup> St./6<sup>th</sup> St. S. intersection than desired for safe traffic movement. Shifting access westward would be preferable and allow for better coordination with other properties in the Center. Combining redevelopment of this site with the adjacent property also would provide a greater area for redevelopment and make such redevelopment and the construction of the right turn lane, more feasible.



3. *What should zoning requirements be for Houghton Everest Neighborhood Center (HENC) 1 Zone if the five story incentive is included?*

Prior to considering the additional regulations for a five story building, it would be helpful to review the proposed regulations for up to three story

development in the HENC 1 zone that have already been recommended by the Planning Commission and Houghton Community Council. A summary of those regulations is provided below:

Major regulations for the HENC 1 zone include:

- Design review
- 80% lot coverage
- Required yards for retail uses: front 0, side 0, rear 0
- 30' base height limit with density determined by height and bulk of building
- A proposed design guideline relating to special consideration for the corner treatment in this area that states:

“The corner of NE 68<sup>th</sup> Street and 108<sup>th</sup> Avenue NE provides a gateway to the Neighborhood Center. Buildings at this corner should be designed to enhance this gateway with elements such as building setbacks and step backs, architectural features, public open space, view preservation and art (see also Design Guidelines for Entry Gateway Features). Building frontages should encourage street level pedestrian activity.”

- At least 75 percent of the total gross floor area located on the ground floor of all structures on the subject property must contain retail establishments, restaurants, taverns or offices. These uses shall be oriented to a pedestrian oriented street, a major pedestrian sidewalk, a through-block pathway or the Cross Kirkland Corridor.
- Adjacent to NE 68 Street, 106<sup>th</sup> Avenue NE, 108<sup>th</sup> Avenue NE and 6<sup>th</sup> Street South and the Cross Kirkland Corridor (CKC), any portion of a structure greater than two stories in height must be stepped back\* from the façade below by an average of 15' with a minimum step back of 5'.

The Design Review Board is authorized to allow rooftop deck and/or garden structures within the step back area.

*\* A definition of "step back" will also be included in the Zoning Code.*

- Development adjoining the Cross Kirkland Corridor shall comply with the standards of KZC 115.24. Safe public pedestrian connections through sites to the Cross Kirkland Corridor are required (for approximate locations see Plate 34-O).

- Minimum 14' wide sidewalks are required along NE 68th Street, 106<sup>th</sup> Avenue NE, 108<sup>th</sup> Avenue NE and 6<sup>th</sup> Street South on the side of the right-of-way that abuts HENC 1.
- Drive-in and drive-through facilities are allowed for gas stations and drug stores. All other drive-in and drive-through facilities are prohibited.
- No more than 20% of the gross floor area for any building shall include office uses. This requirement does not apply to the area in HENC 1 that is located north of NE 68<sup>th</sup> Street between the Cross Kirkland Corridor and what would be the northern extension of 106<sup>th</sup> Avenue NE.
- Structure height of development may be increased to 35' above ABE if;
  - a. A development of 4 acres or less includes at least one 20,000 square foot grocery store, hardware store, or drug store.
  - b. A development of more than 4 acres includes at least one 20,000 square foot and one 10,000 square foot grocery store, hardware store, or drug store.
  - c. The site plan is approved by the Design Review Board and includes public gathering places and community plazas with public art. At least one of these public areas must measure a minimum of 1500 square feet with a minimum width of 30'.
  - d. The commercial floor is a minimum of 13 feet in height.
  - e. The minimum amount of lot area per residential dwelling unit is 900 square feet or 48 units/acre.
  - f. The development complies with City approved green building standards.
  - g. At least 10% of the residential units in the project must be affordable housing per Chapter 112 of the Kirkland Zoning Code.

Potential additional requirements if the five story (55' above ABE) option is used as an incentive for building the southbound right turn lane.

If a five story building incentive is included, staff recommends that **all** of the above regulations apply, except the 48 unit/acre density limit as this would defeat the incentive by not allowing for additional development.

However, if the Council would like to assure some limitation of development density, other than that provided by the height limit, staff recommends using a floor area ratio (FAR) limit. In the downtown, five story buildings are resulting in FARs of 3.0 or slightly greater. However, downtown zoning

regulations allow for 100% lot coverage, whereas the proposed HENC 1 regulations limit lot coverage to 80%, which will likely result in a lower FAR. Should Council wish to impose an FAR limit, staff would recommend a maximum of 2.0 or 2.5.

In addition to the above regulations, staff recommends that the following regulations should also apply to the five story incentive option.

- The 6<sup>th</sup> Street southbound right turn lane must be built per approved Kirkland Public Works Department plans.
- The development must include the site on the northwest corner of NE 68<sup>th</sup> Street and 6<sup>th</sup> Street South and the property directly adjacent and to the west of that corner property. The combination of these two sites with their current boundaries, is equal to 3.18 acres. Since parcel boundaries can change over time, in order to ensure that the size of the property for which this incentive is given is maintained, staff recommends that the size of the development be limited to between 3.0 and 3.5 acres.

#### Potential Additional Council Review and Approval

If all of the recommendations above are included, the size, mass and appearance would all be authorized by the zoning, design regulations and the Design Review Board. The Council may also choose to include an additional step of Council approval. The Council could require that a master plan for the development, including open space, consolidation of driveways, access to and thru the site and building locations must be approved by the City Council (possibly in consultation with the Planning Commission, as was the case for the Parkplace project) prior to development.

### **III. CITY COUNCIL - NEXT STEPS**

- Provide direction at the November 21<sup>st</sup> Council meeting on whether to include a five story incentive if a developer builds the southbound right turn lane on 6<sup>th</sup> Street in the Houghton/Everest Neighborhood. If the five story incentive is approved, provide direction on what requirements to include as part of the incentive.
- Return to City Council on December 12, 2017 for final action on the Houghton/Everest Neighborhood Center ordinances.
- Present the amendments to the Houghton Community Council in January 2018 for final action following action by the City Council on the ordinances.

cc: Planning Commission  
Houghton Community Council