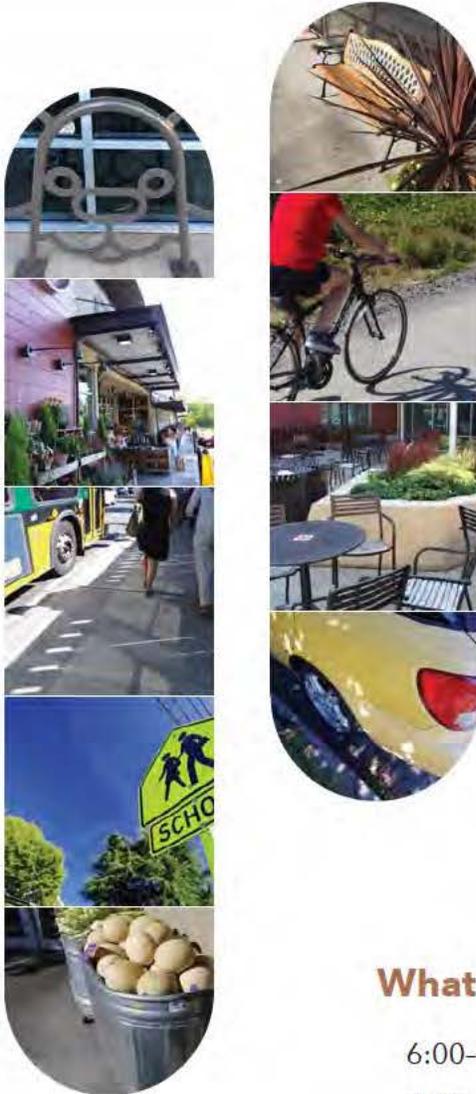


Welcome!



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

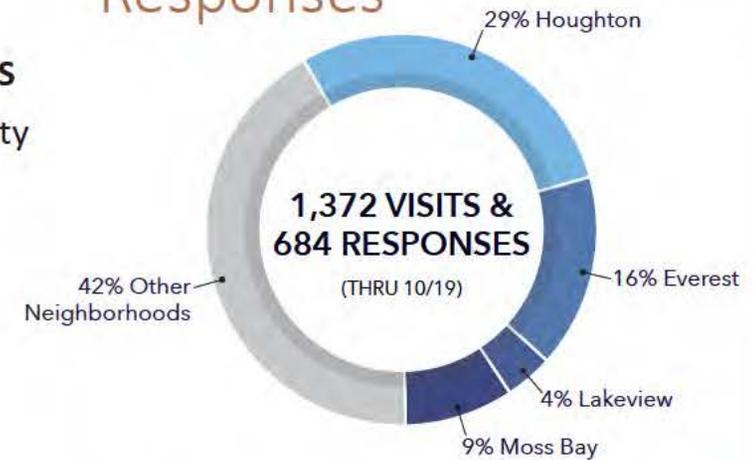
INFORMAL OUTREACH

- 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

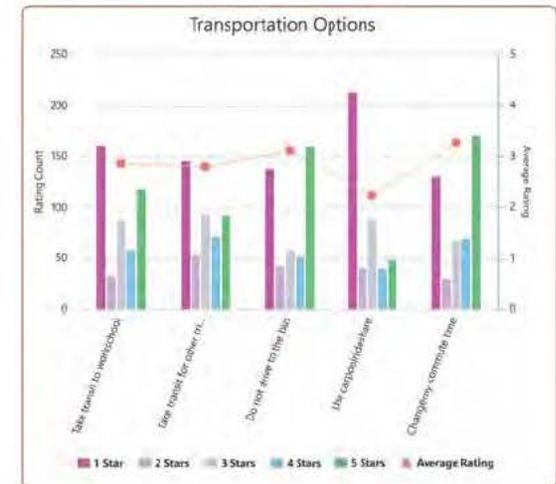
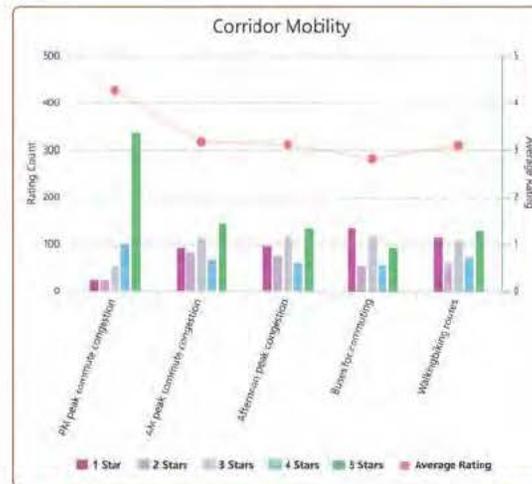
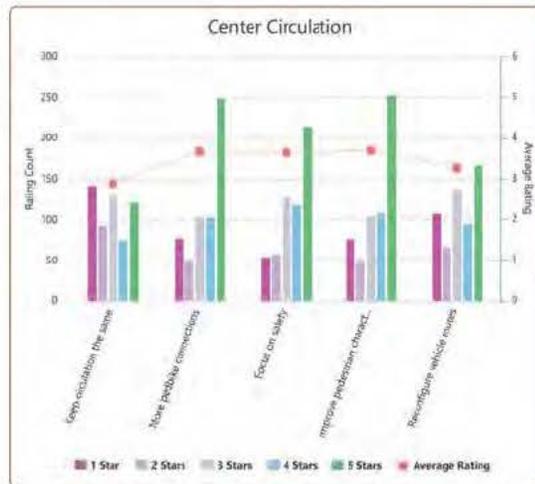
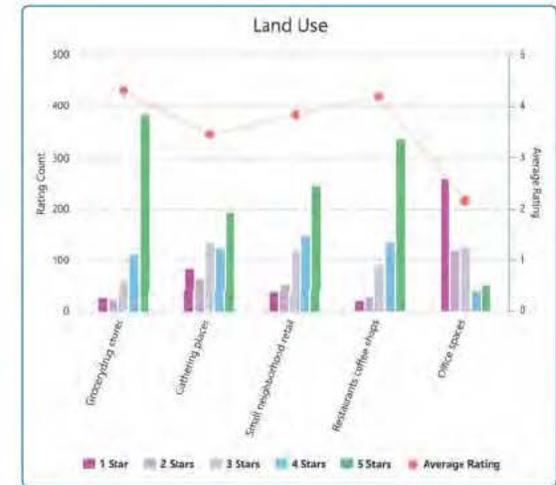
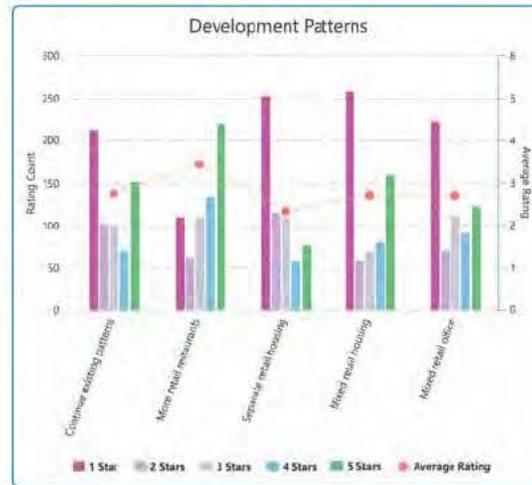
SURVEY RESULTS through October 19

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

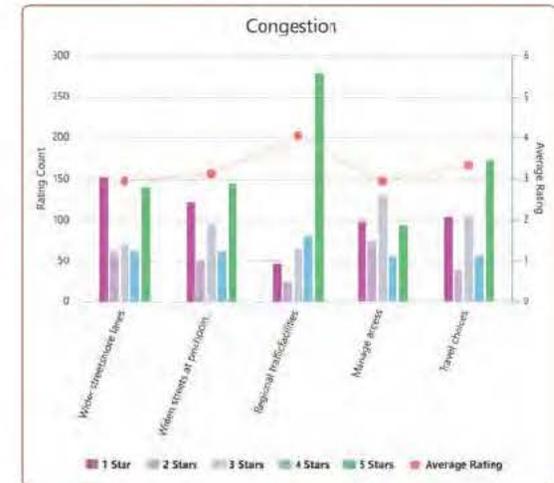
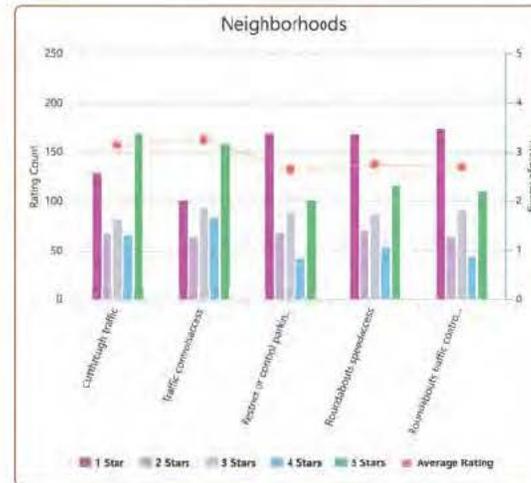
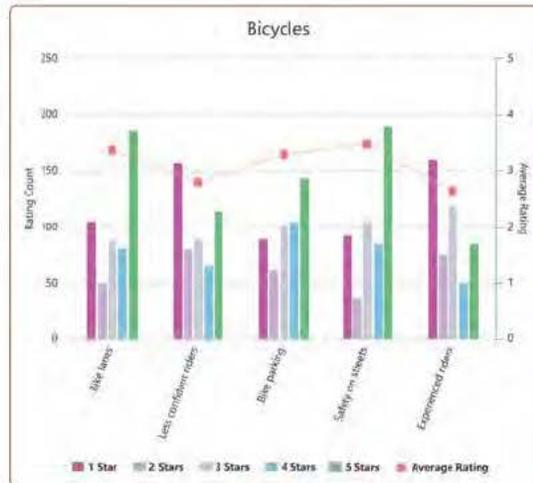
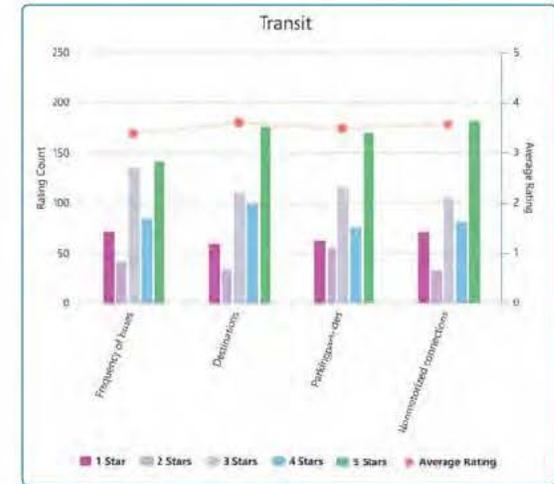
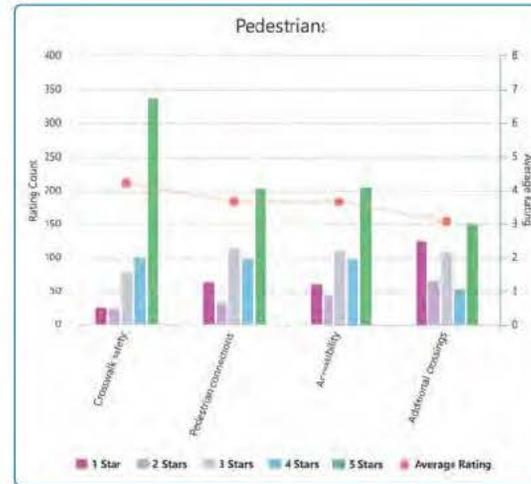


Image Voting

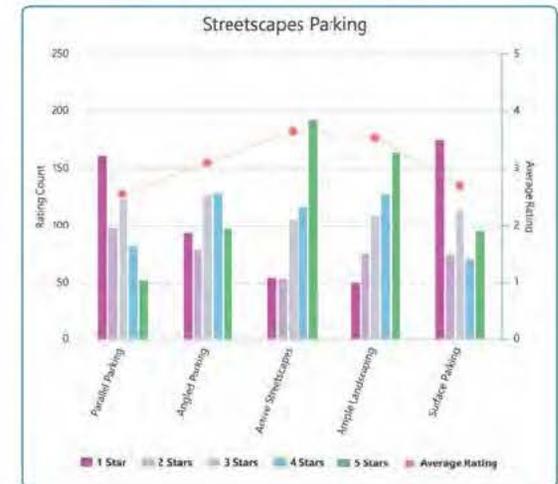
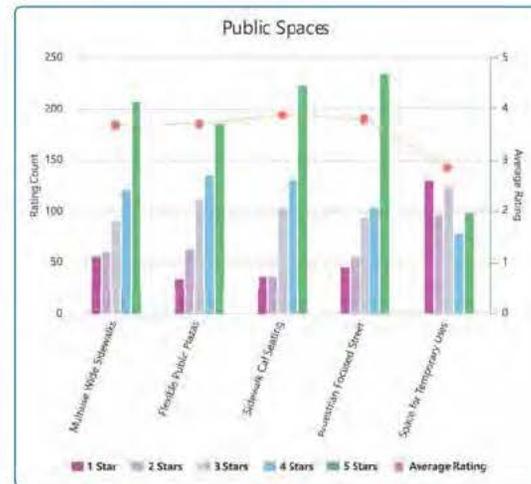
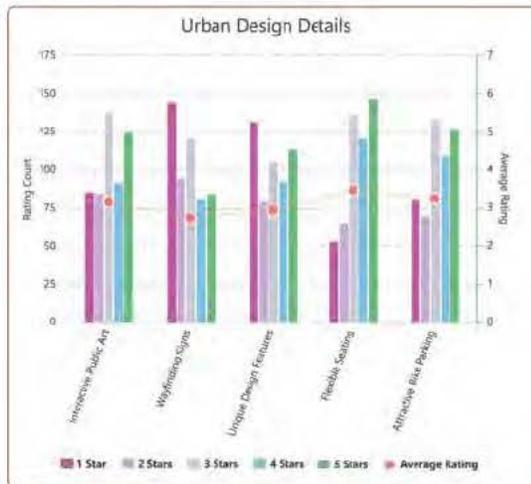
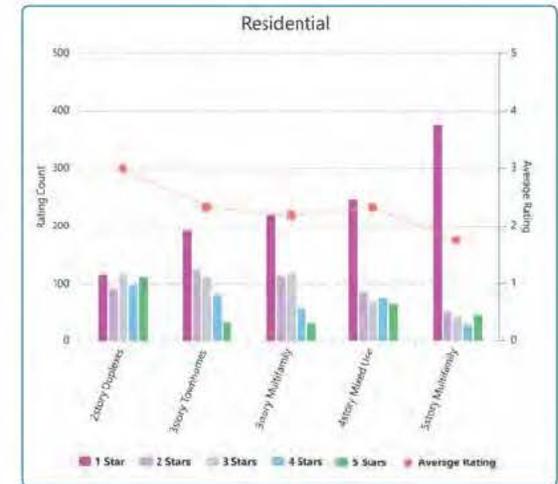
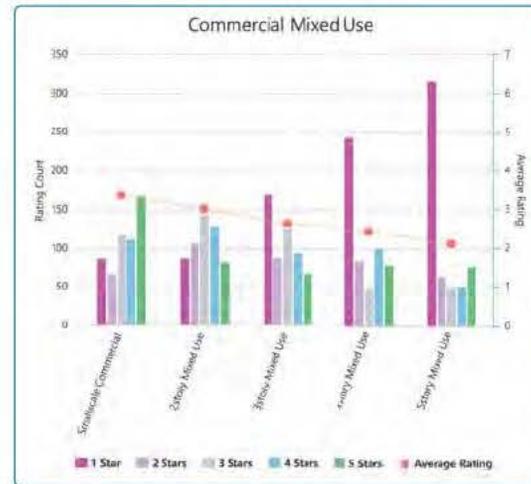
SURVEY RESULTS through October 19

Areas of Agreement

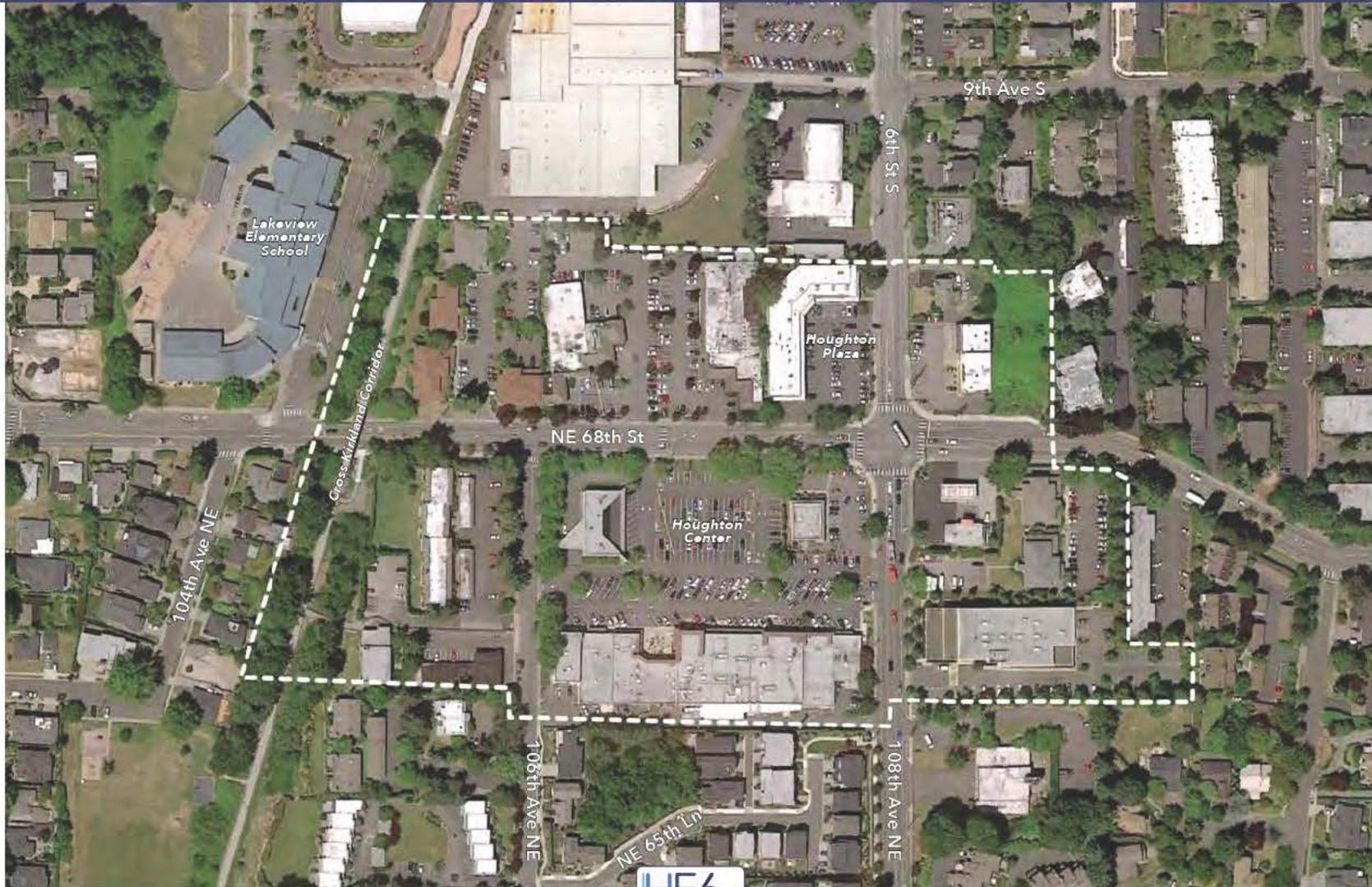
- Commercial/Mixed-Use
- Residential Development
- Public Spaces
- Streetscape & Parking

Mixed Opinions

- Urban Design Details



Houghton/Everest Neighborhood Center

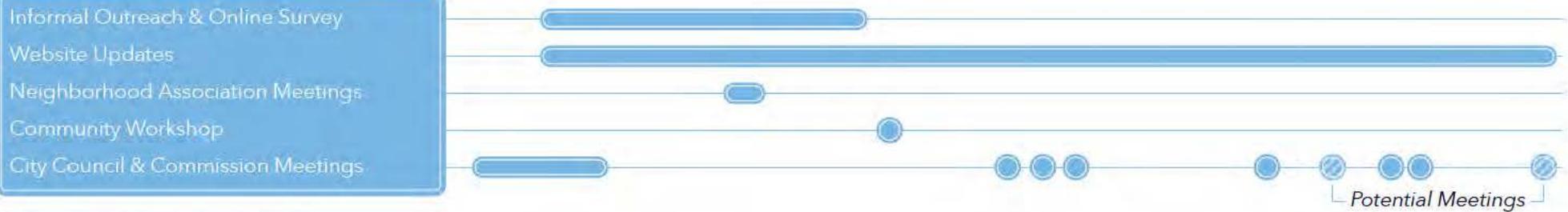


Project Schedule

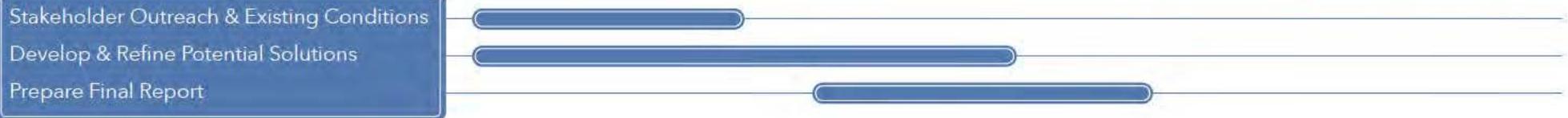
What's the general timeline?

AUG 2016 SEP OCT NOV DEC JAN 2017 FEB MAR

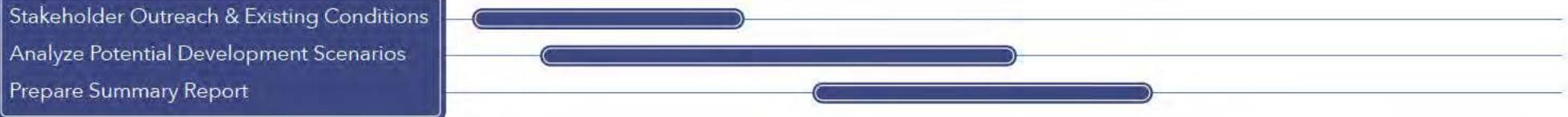
PUBLIC OUTREACH



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

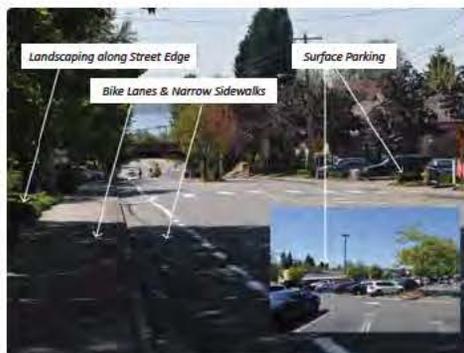
- Retail (105,000 sf)
- 1–2 Story Buildings
- 40 Residential Units
- Office (73,000)
- Buildings setback from the street

Streetscapes

EXISTING CONDITIONS



6th Street S



NE 68th Street



Curb Cuts

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



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

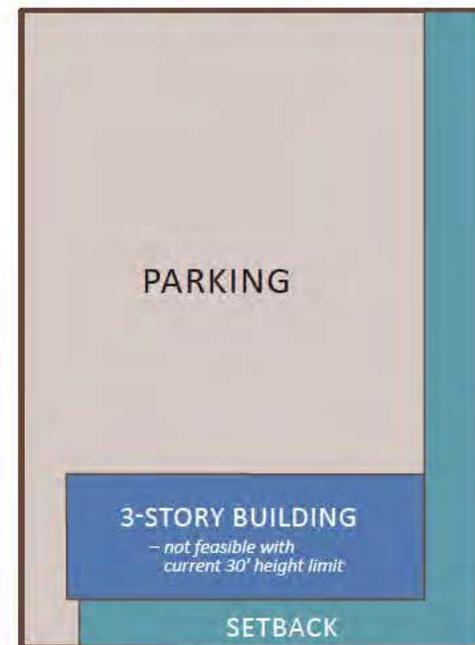
Greater Change and Amenities



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

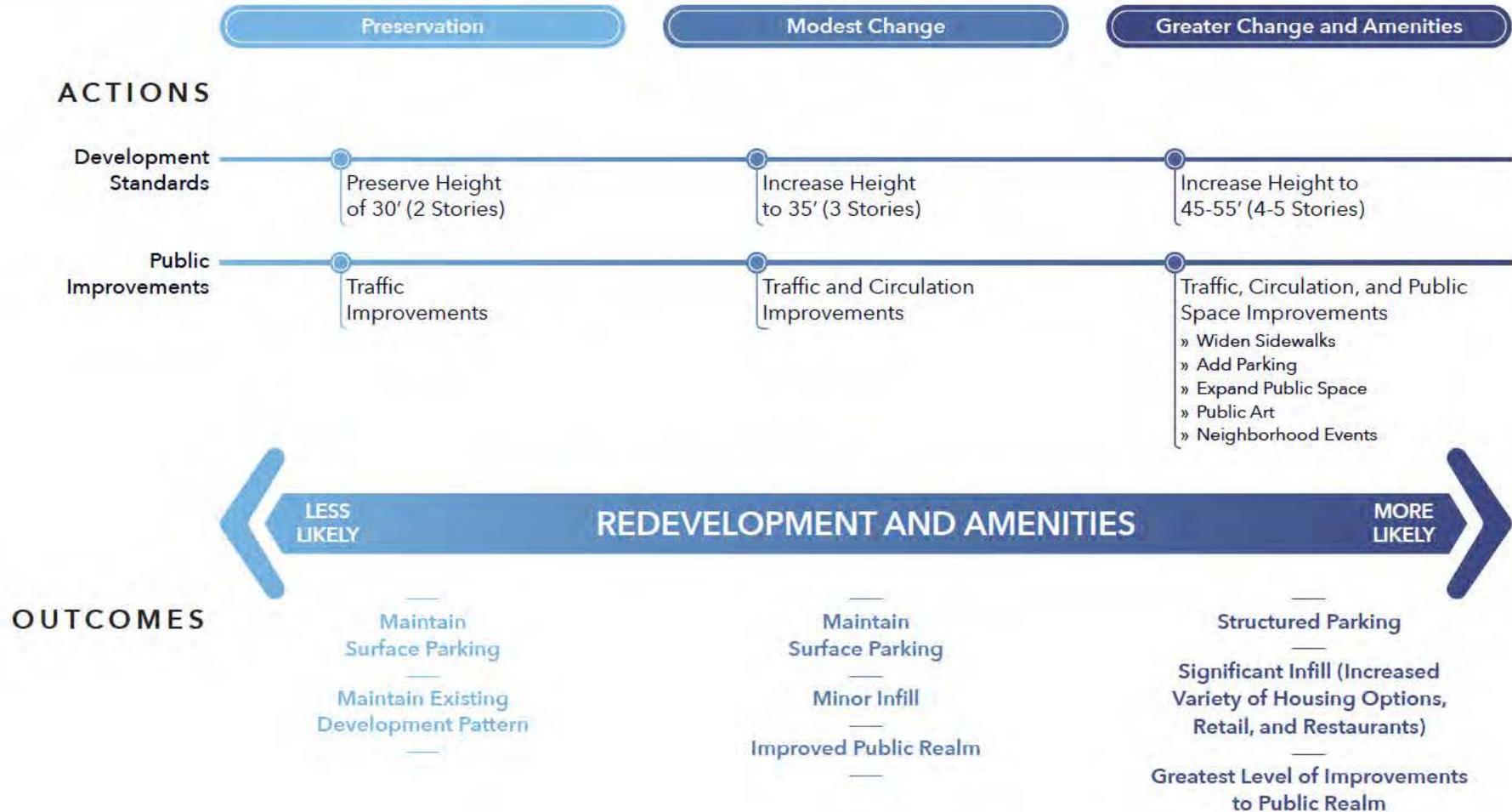
Houghton Center Neighborhood Plan Policy CH-7.3 Allow building heights to step up to five stories if careful attention is given to building modulation, upper story stepbacks, and use of materials to reduce the appearance of bulk and mass.

	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

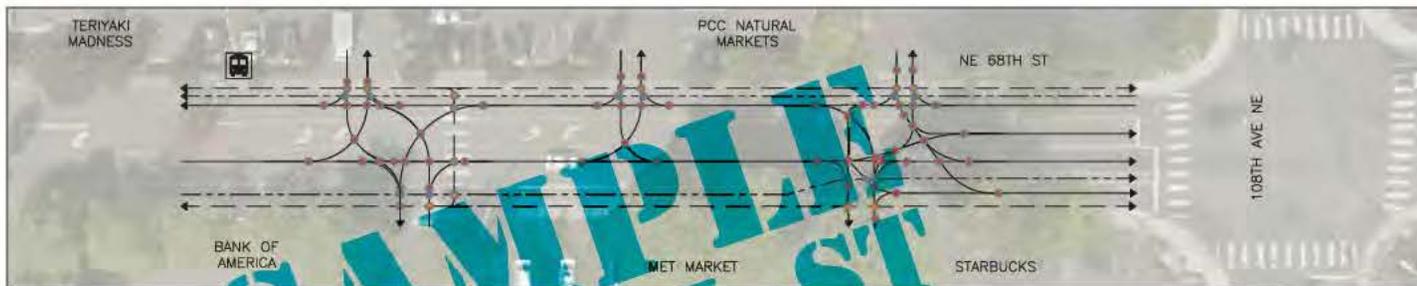
- Key North-South Corridor for the City
- Supports Emergency Services
- Connects 6 Schools/ Universities
- Criteria for Moving People Citywide
 - Hundreds of Pedestrians
 - Hundreds of Bicyclists
 - Thousands of Transit Passengers
 - Thousands of Automobiles



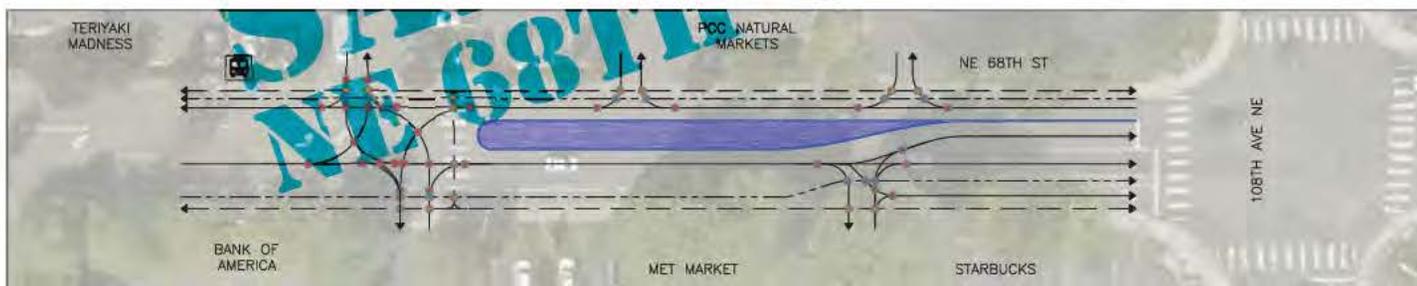
Managing Conflict Points

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

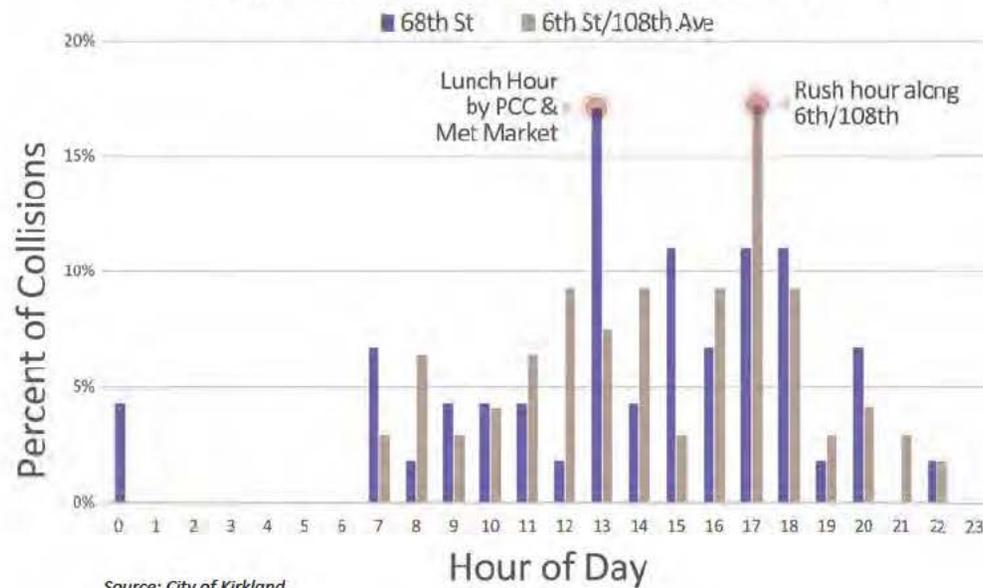
6th St/108th Ave Corridor

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

NE 68th St

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

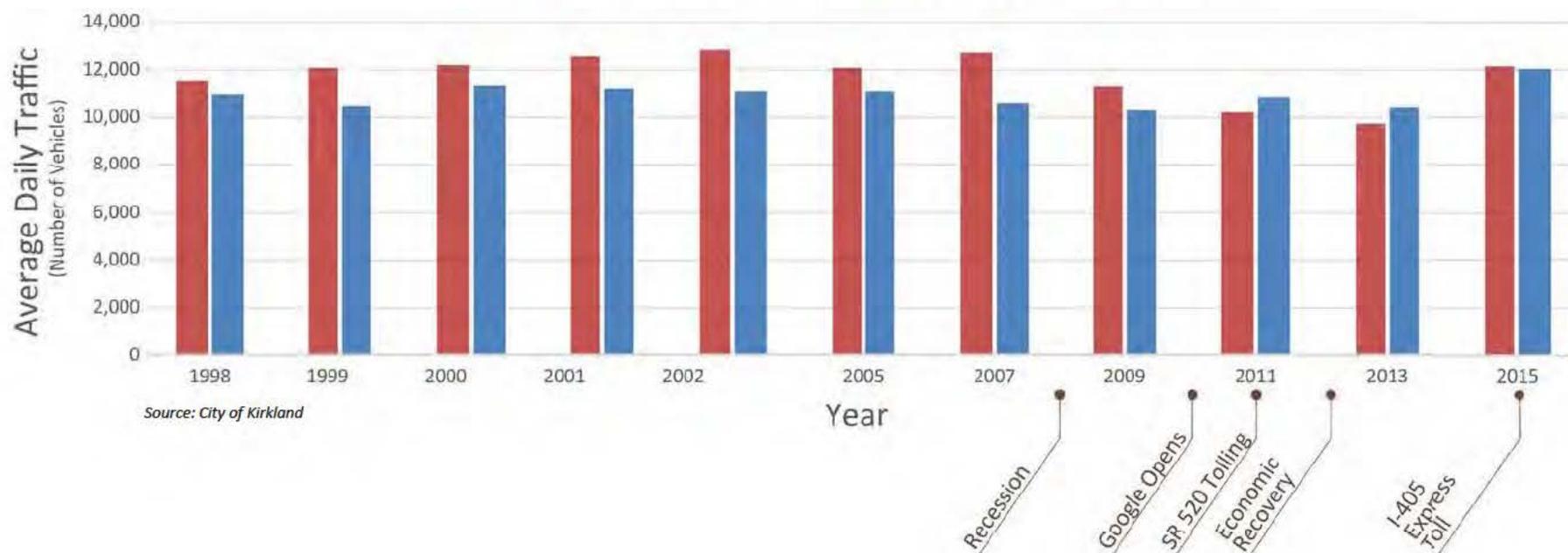
Collisions by Time of Day (2012-2015)



Historic Corridor Growth

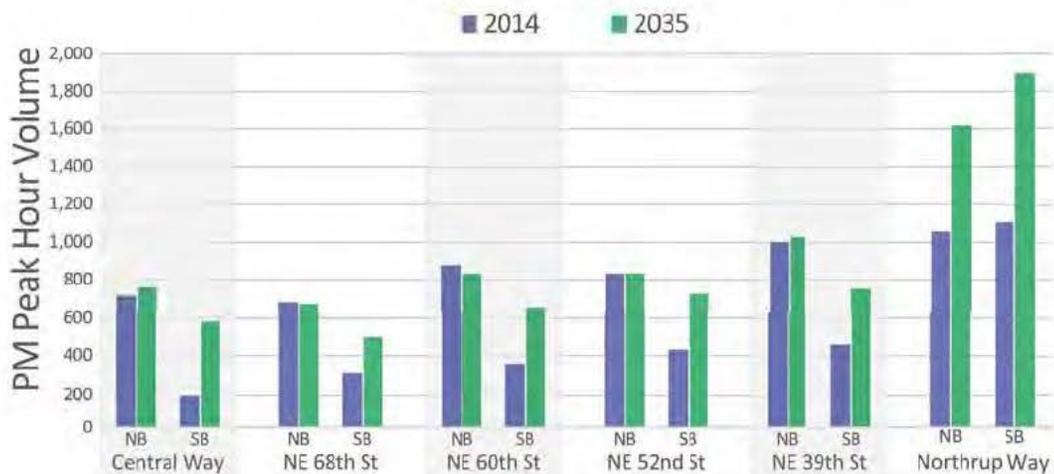
Average Daily Traffic Volumes by Year

■ 108th Ave - S of 68th Ave ■ 6th St - N of 68th Ave

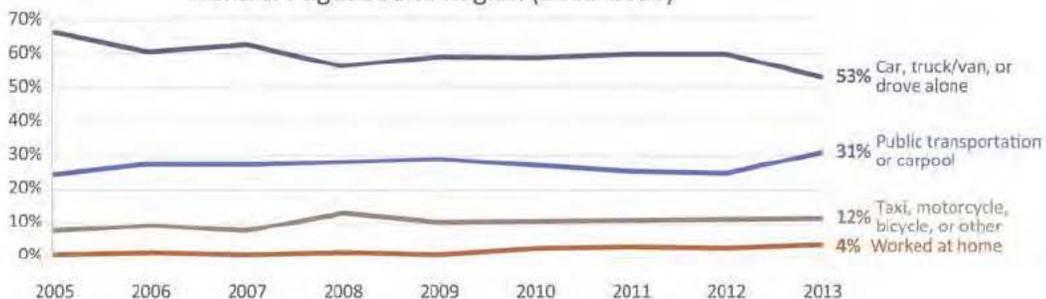


Emerging Traffic Trends

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

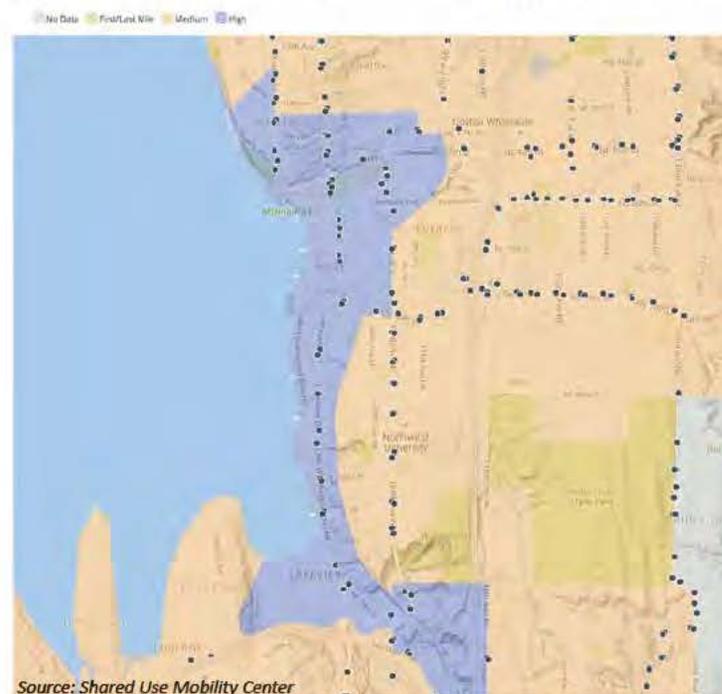


Transportation Mode for 20 to 24 Years
Central Puget Sound Region (2005-2013)



Source: Puget Sound Regional Council

Access to Shared Mobility Opportunities



Cars			Bikes			Demanding and Types	
City	Region	Operator	City	Region	Operator	Year	Private Transit Transit Available
Total Cars	1991	1415	Total Cars	520	320	2010-2014	Private Transit Transit Available
Cars per 10,000	25.8	3.8	Cars per 10,000	6.8	5.4	2010-2014	Private Transit Transit Available
Operators	Car2Go, Bluebird, DriveNow, Jump, Zipcar	Car2Go, Bluebird, DriveNow, Jump, Zipcar	Operators	Front, Proton	Front, Proton		

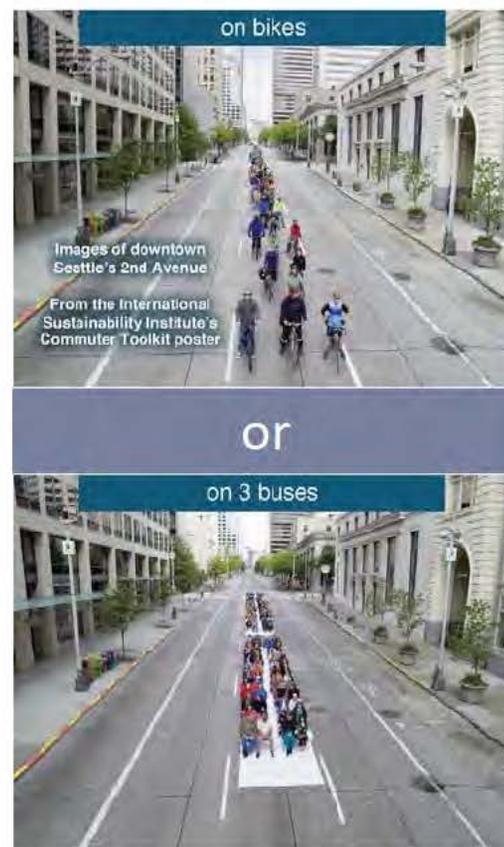
Alternative Transportation

108th Ave NE



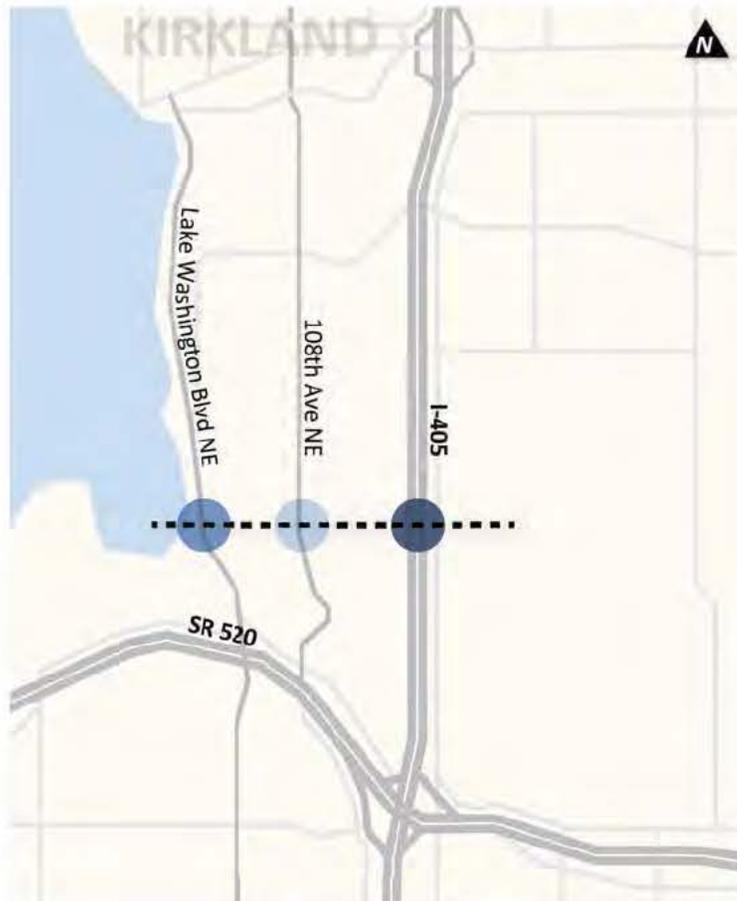
108th Ave NE queue length:
1.25 miles or 250 cars

=

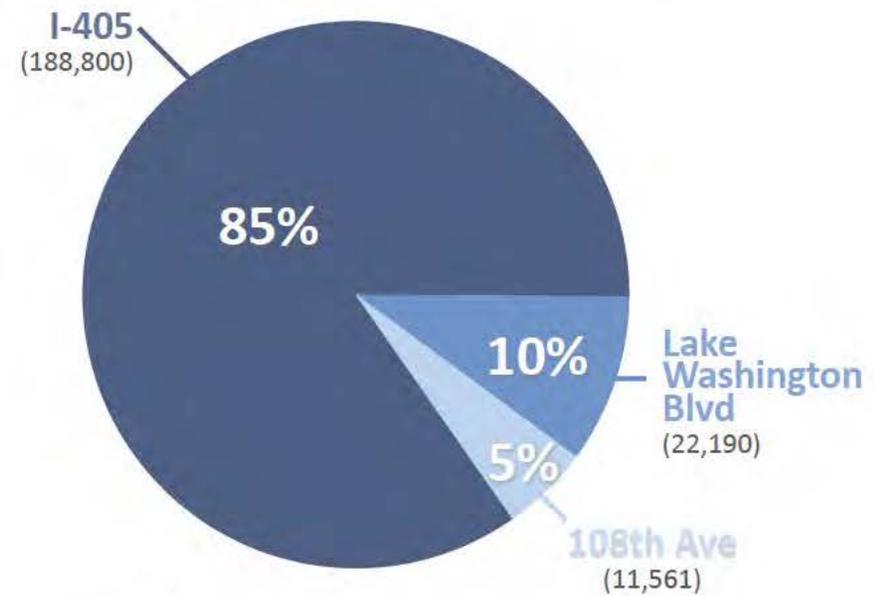


Daily Volumes in the Corridor

Screenline Volume Locations



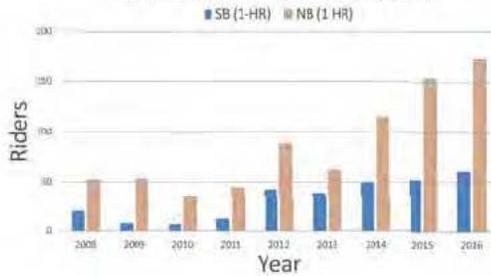
Daily Traffic Volumes



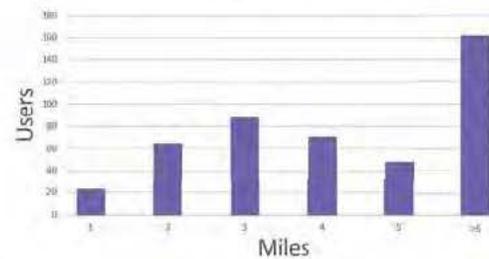
Source: City of Kirkland

S Kirkland P & R Draw Area

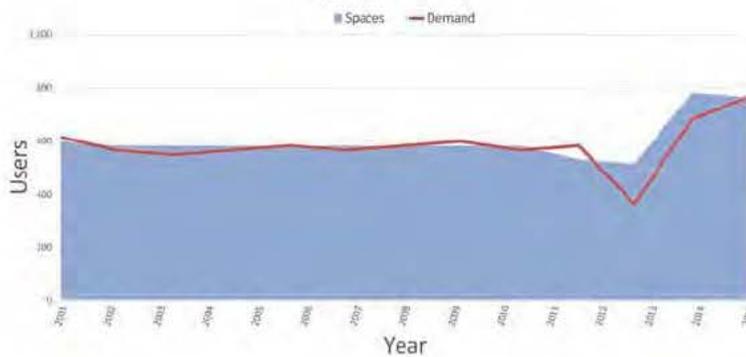
Current Rt 255 PM Riders Parked at the S. Kirkland Park & Ride (1 hr)



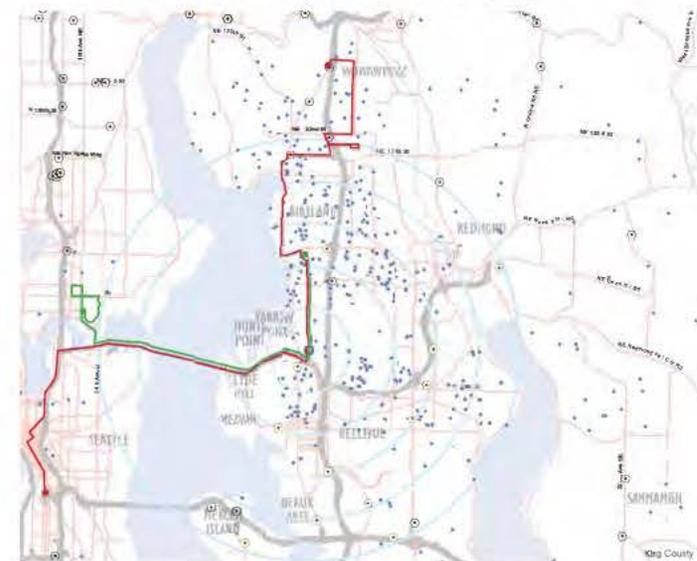
Park & Ride Users Distance from Home (miles)



S Kirkland Park & Ride Spaces vs Demand



Driver Origin Map for South Kirkland



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



Distance from P&R Miles	% of Located Plates
0-1 mi	3%
1-2 mi	54%
2-3 mi	29%
3-4 mi	16%
4-5 mi	11%
5 mi	35%

This data was collected on the map has been compiled by King County Metro. This map was prepared and designed by King County Metro. All other data is the property of King County Metro. All other data is the property of King County Metro. All other data is the property of King County Metro.

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



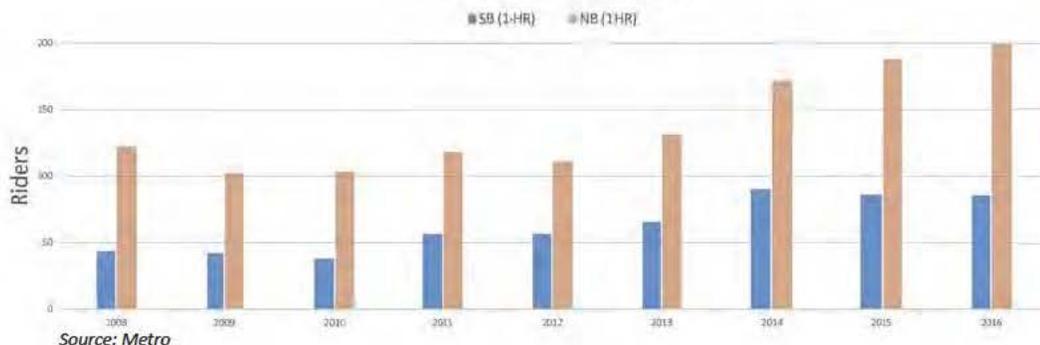
Source: Transpo/Metro

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



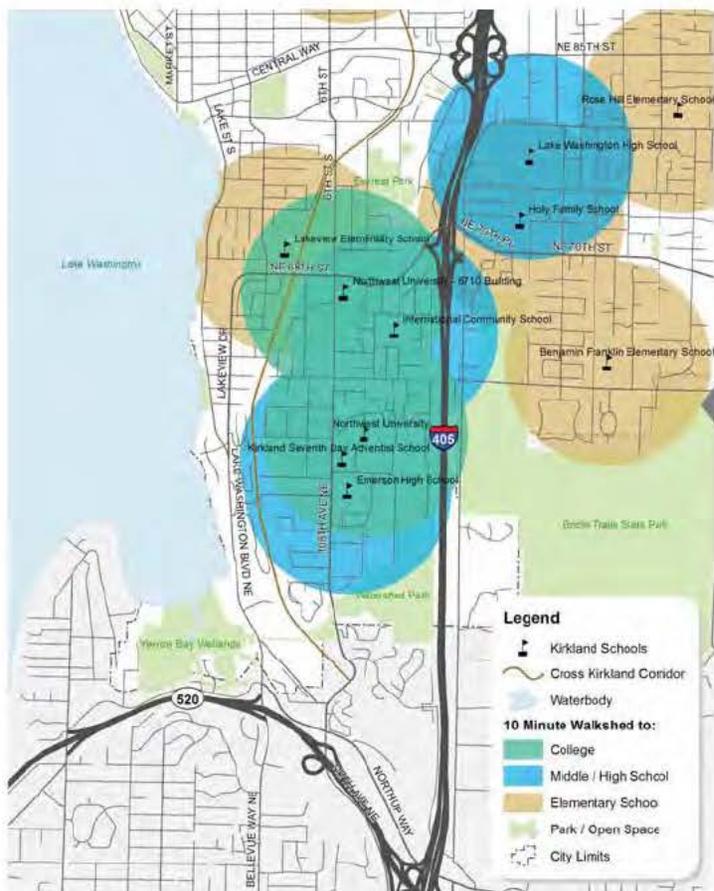
Source: Metro



Source: Metro

Potential Ped/Bike Connections

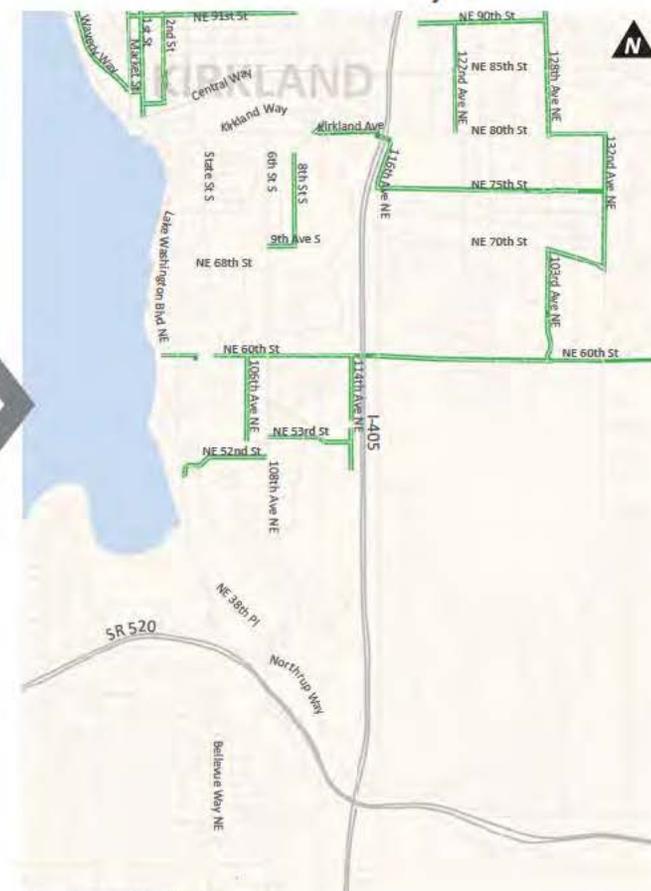
Schools



Source: Transpo



Greenways



Source: City of Kirkland, Transpo