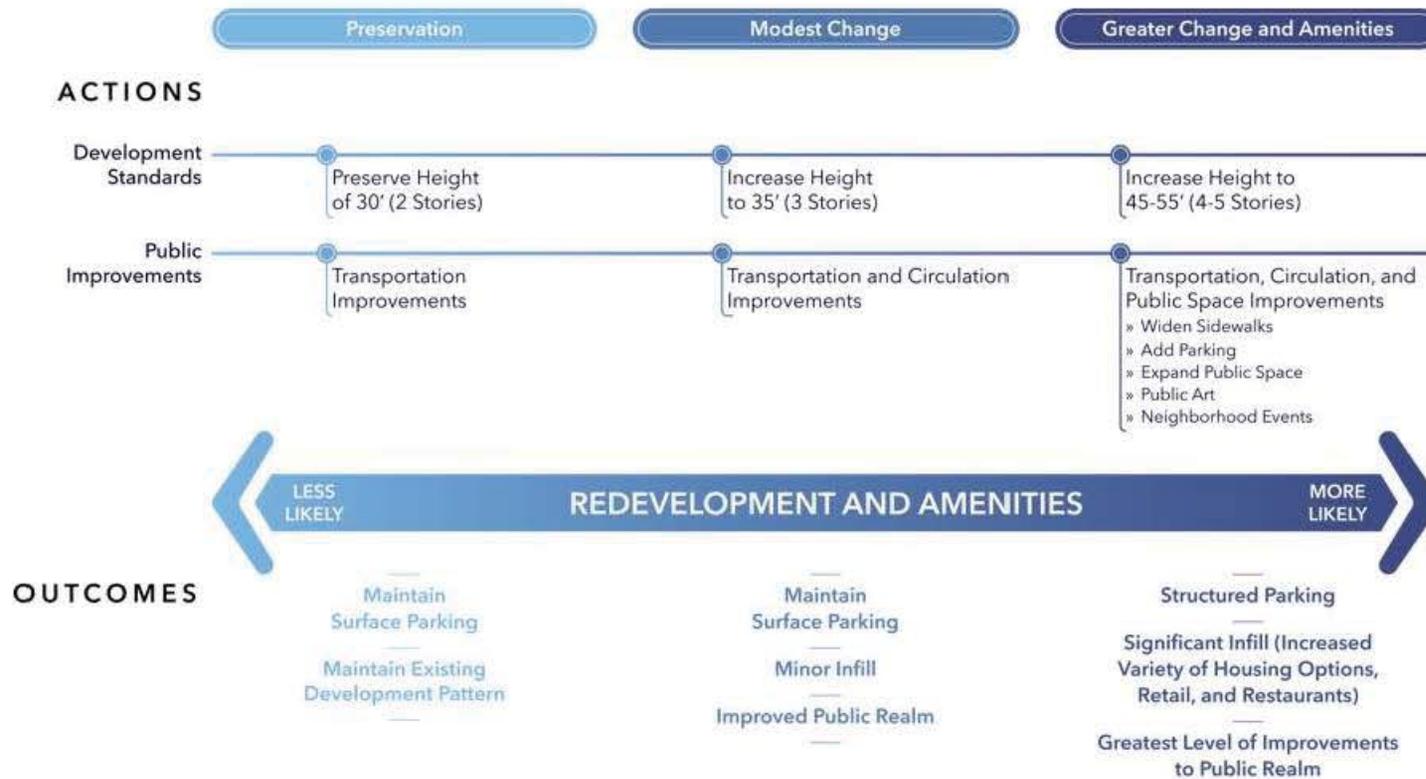




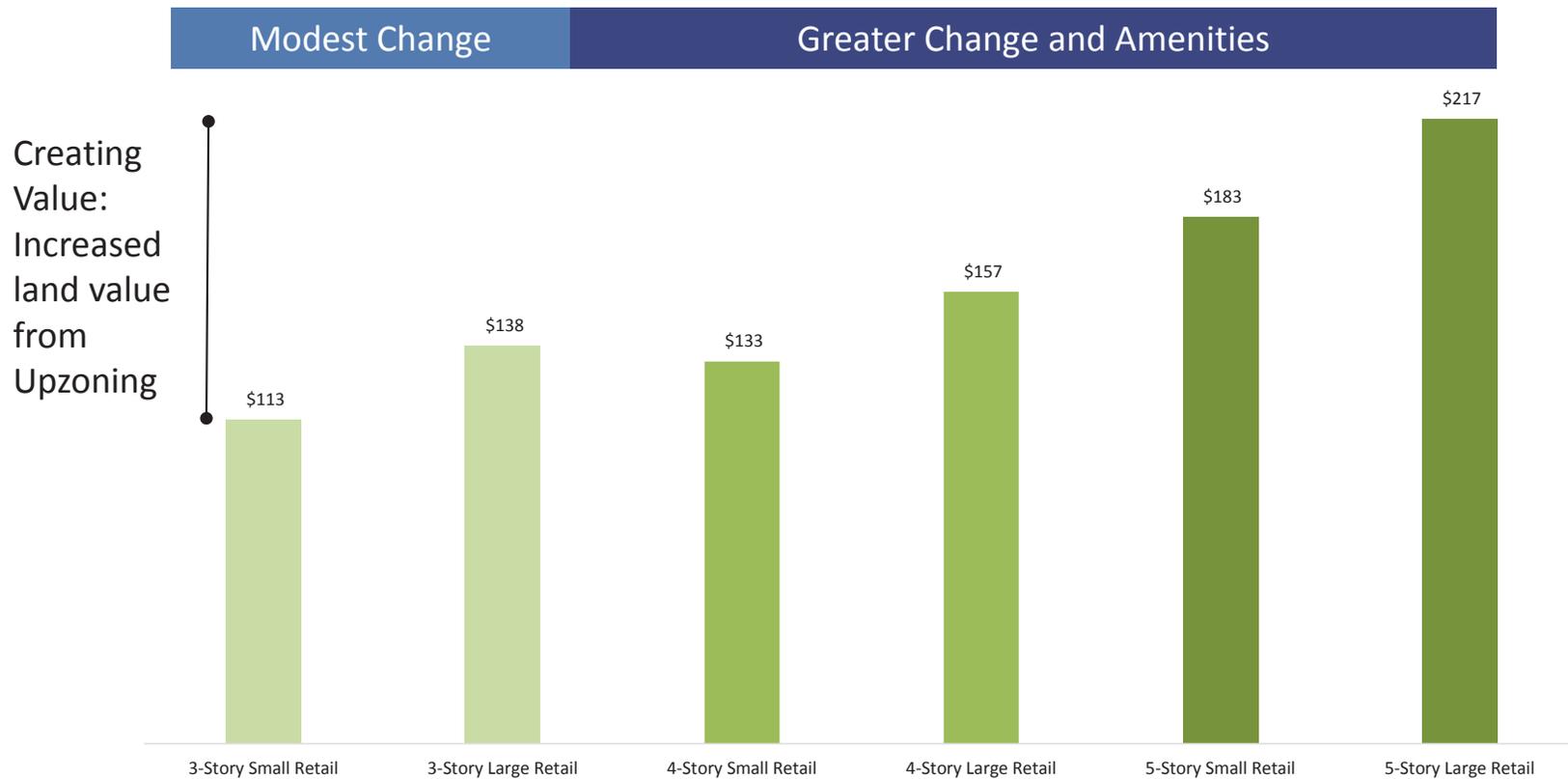
• HOUGHTON / EVEREST
NEIGHBORHOOD CENTER
• 6TH STREET CORRIDOR

NEIGHBORHOOD CENTER DESIGN OPTIONS

Development Continuum



Residual Land Value



Community Values?

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.

Scenario Outcomes

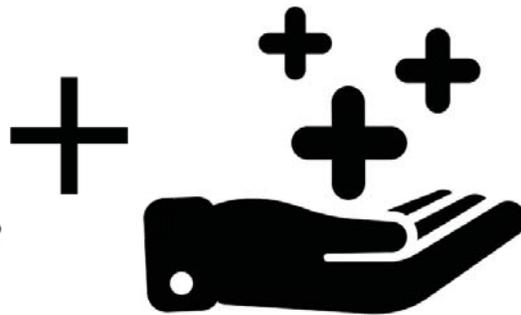
Preservation	Modest Change	Greater Change and Amenities
<ul style="list-style-type: none">• Maintain existing neighborhood character• Auto-oriented design• Surface parking lots• Risk of declining retail over time• Prioritize the movement of vehicles through the neighborhood• Unsafe pedestrian environment• Lower scale buildings	<ul style="list-style-type: none">• Maintain existing neighborhood character• Less incentives for change; minor infill• Minor improvements to streets and public spaces• Surface parking lots• Prioritize the movement of vehicles through the neighborhood• Unsafe pedestrian environment• Lower scale buildings• Design guidelines and design review• Transportation Improvements	<ul style="list-style-type: none">• Pedestrian oriented design• Greater retail amenities• Safer pedestrian environment• Park once• Expanded and improved public spaces• Green infrastructure and improved stormwater management• Design guidelines and design review• Greater housing choices• Reduce surface parking• Fiscal Sustainability

Community Value



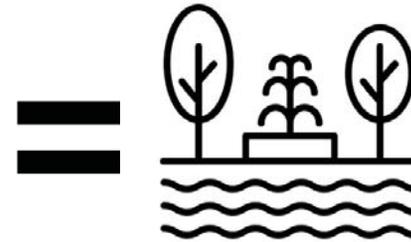
Increase Development Potential + Value

Support fiscal sustainability
Impact and development fees
Ability to fund streets and public space improvements



Community Values

Neighborhood Plans
Zoning
Design Guidelines
Development Standards
Pedestrian-Oriented Design
Healthy Community
Others?



Desired Community Outcomes

More retail amenities
Expanded and improved public spaces
Reduce surface parking lots
Pedestrian and Bicycle Friendly
Greater housing choices
Retain existing retail
Transportation Improvements
Green development

Design Guidelines

For Pedestrian-Oriented Business Districts

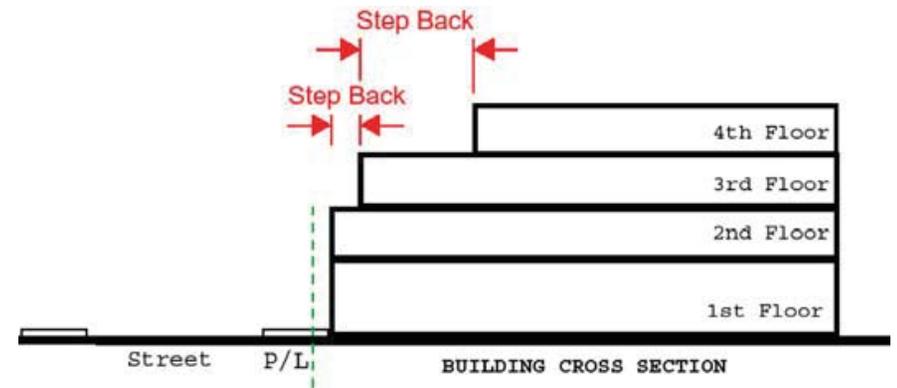
Design Guidelines

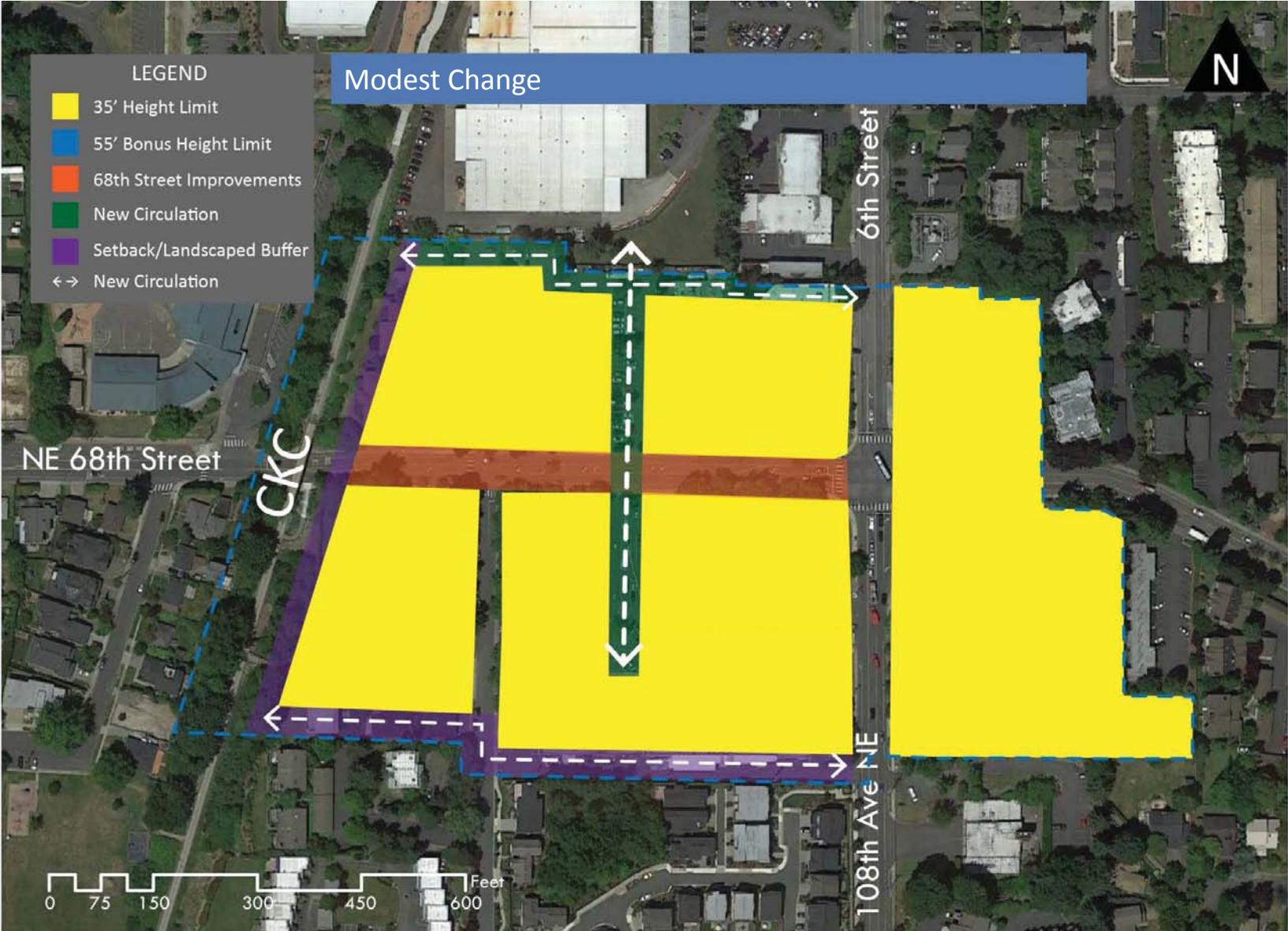
- City design guidelines address pedestrian-oriented development in business districts
- No design review currently in the Houghton/Everest Neighborhood Center
- Address sidewalks, building frontage, architecture, plazas, connections, blank walls, public art
- Includes location specific guidelines



Upper Level Step Backs

- Upper-level step backs already required in parts of Kirkland
- Reduces building mass at the street
- Allows more light and air on public streets and spaces
- Includes location specific guidelines
- Maintain flexibility to allow creativity





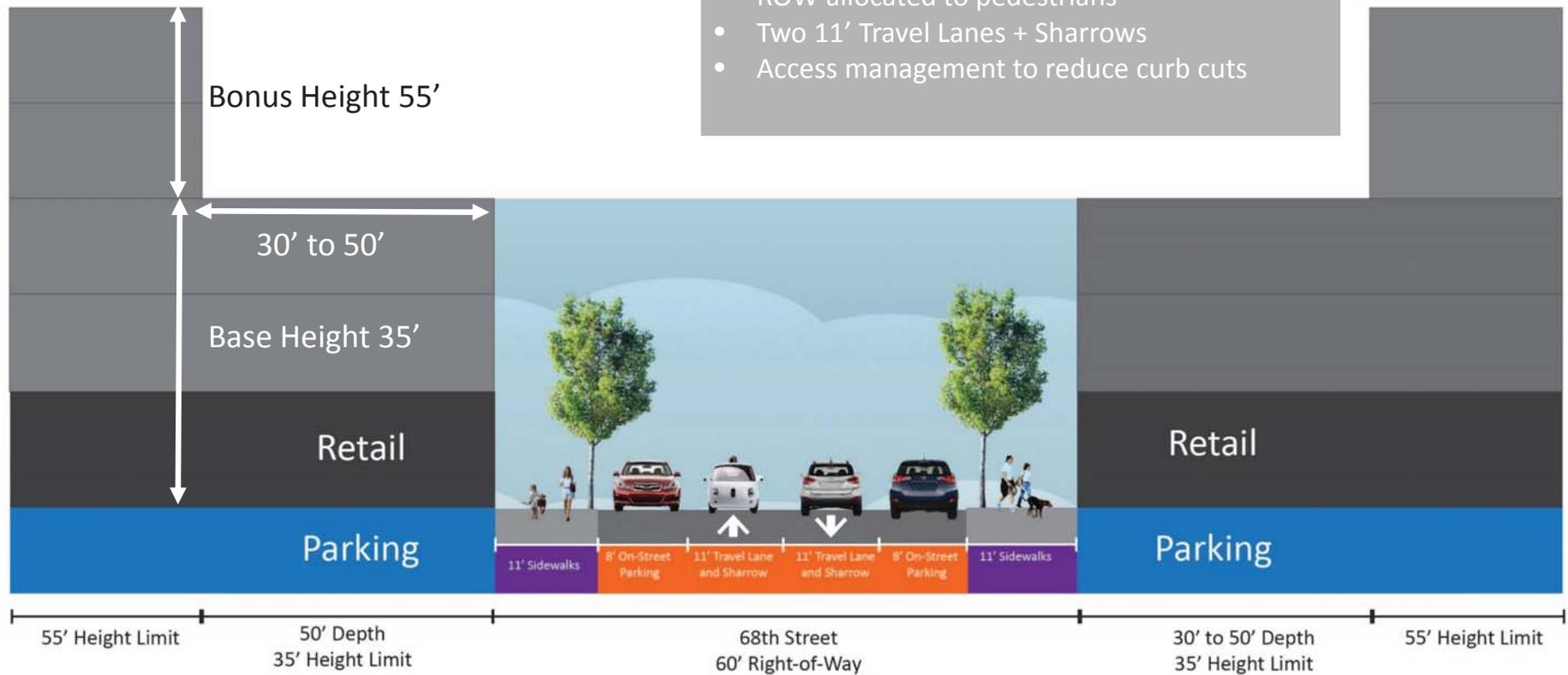




68th Street Section

Option A

- On-Street Parallel Parking
- Approximately 55 Parking Stalls
- 11' Sidewalks
- Increase from 16% to 33% the amount of the ROW allocated to pedestrians
- Two 11' Travel Lanes + Sharrows
- Access management to reduce curb cuts



55' Height Limit

50' Depth
35' Height Limit

68th Street
60' Right-of-Way

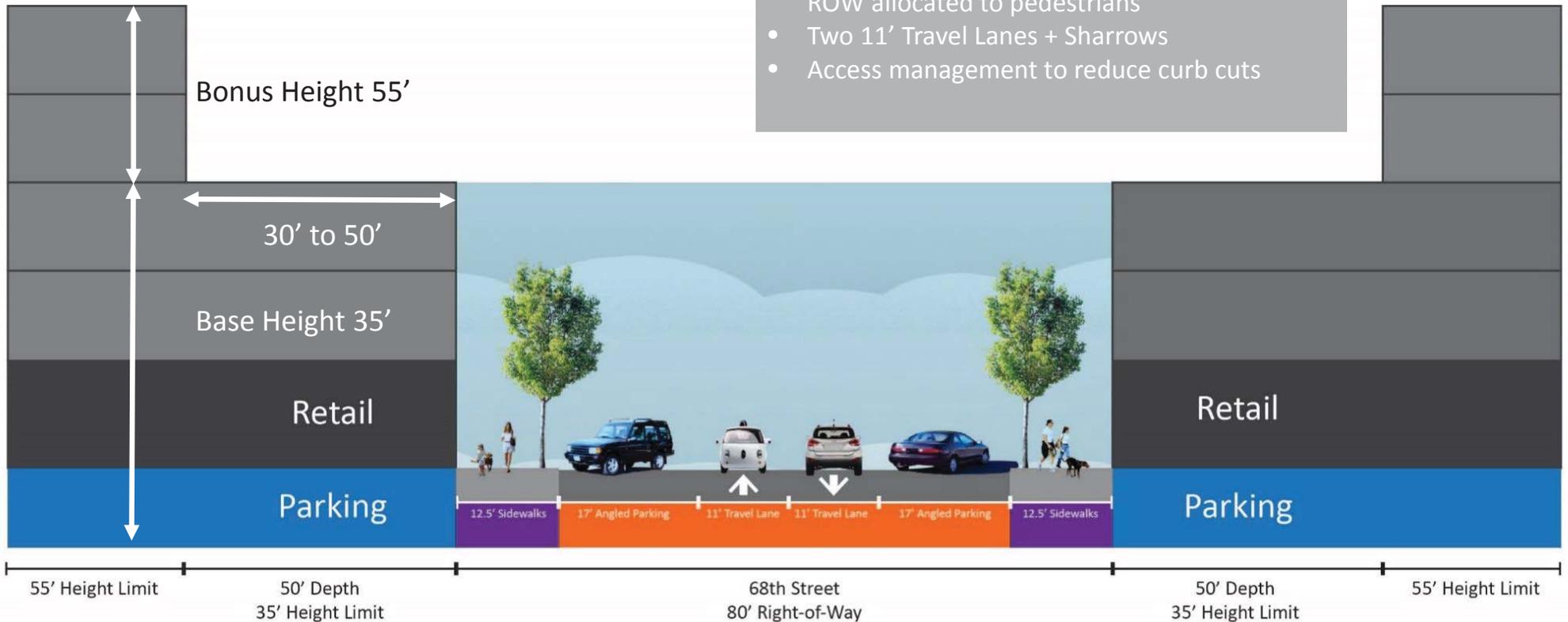
30' to 50' Depth
35' Height Limit

55' Height Limit

68th Street Section

Option B

- On-Street Angled Parking
- Approximately 110 Parking Stalls
- 12.5' Sidewalks
- Increase from 16% to 30% the amount of the ROW allocated to pedestrians
- Two 11' Travel Lanes + Sharrows
- Access management to reduce curb cuts



55' Height Limit

50' Depth
35' Height Limit

68th Street
80' Right-of-Way

50' Depth
35' Height Limit

55' Height Limit



Google earth

© 2016 Google



- 3-Story height for starbucks
- Same development with PCC; both buildings are on the same podium
- Shared below grade parking

Design Options Summary

- Allow taller building heights in specific areas through incentives
 - First floor grocery store
 - Providing public or shared parking
 - Expand and improve public spaces
 - Other amenities
- Limit height to 3-stories along 68th and 6th/108th for a depth of 30' to 50'
- Improve 68th Street with wider sidewalks and on-street parking
- Encourage development to orient to the Central Kirkland Connector
- Expand and improve local circulation system
- Require setback/landscape buffer from CKC and lower density residential development

Sample Uses and Trip Generation Rates

Typical Uses	PM Trips per	ITE Rate	Potential For Bypass
Mid Rise Apartments	Unit	0.39	NA
General Retail	1,000 Square Feet	3.71	High
Office	1,000 Square Feet	1.49	NA
Grocery/Supermarket	1,000 Square Feet	9.48	High

Source: Institute of Transportation Engineers Trip Generation