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## MEMORANDUM

To: Planning Commission  
Houghton Community Council

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Date: March 20, 2017

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

### RECOMMENDATION

Receive information on the Houghton/Everest Neighborhood Center and 6<sup>th</sup> Street Corridor Study and take public testimony on potential Comprehensive Plan and Zoning Code amendments. Deliberate at future meetings (Houghton Community Council at its meeting on March 27, 2017 and Planning Commission at its meeting on April 13, 2017) and make recommendations to the City Council after deliberations.

### BACKGROUND DISCUSSION

Resolution R-5231 relating to the Houghton/Everest Neighborhood Center was passed at the Council meeting on January 3, 2017. The resolution 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 April 30, 2017.

The City Council was given a project update at its study session on January 17, 2017 and was provided with more information on traffic and transportation options for the 6<sup>th</sup> Street Corridor at the study session on February 21, 2017. The packets for both study sessions can be found at the following link.  
<http://www.kirklandwa.gov/depart/council/Meetings/Agendas.htm>

Information on public outreach results for the project is available on the project webpage. Public comments that have been received have been forwarded to the

Planning Commission, Houghton Community Council and City Council and are also available on the project webpage.

[http://www.kirklandwa.gov/depart/planning/Development\\_Info/projects/he6th.htm](http://www.kirklandwa.gov/depart/planning/Development_Info/projects/he6th.htm)

### HOUGHTON/EVEREST NEIGHBORHOOD CENTER

A Neighborhood Center **is defined in the City's Comprehensive Plan (see below)**. The Comprehensive Plan also provides principles for development standards and land use plans in Neighborhood Centers in Policy LU-5.6, which is also included below.

#### Neighborhood Center (Mixed Use)

A Neighborhood Center is an area that serves the needs for goods and services of the local community as well as the subregional market. These districts vary in uses and intensities and may include office, retail, restaurants, housing, hotels and service businesses. These centers provide facilities to serve the everyday needs of the neighborhood and grocery stores are considered a high-priority anchor for these areas. Residential uses are encouraged where they support and do not displace the commercial viability of these areas.

*Policy LU-5.6: **Maintain and enhance Kirkland's diverse Neighborhood Centers to serve as business centers and as walkable focal points for the local community. Reflect the following principles in development standards and land use plans for these areas:***

- ◆ Preserve and enhance neighborhood-serving retail, especially grocery stores.
- ◆ Promote a mix of complementary uses.
- ◆ **Support redevelopment at an intensity that helps meet Kirkland's required growth targets in walkable neighborhoods with good transit service.**
- ◆ Create gathering places and opportunities for social interaction.
- ◆ Create and maintain unique places that complement and reflect the character of the surrounding neighborhood.

The general principles for Neighborhood Centers are intended to preserve and enhance vibrant, economically healthy, and walkable communities. The neighborhood plan for each village should ensure that the vision responds to the unique qualities of the area.

The Land Use Concept embodied in the **Land Use Element is to “maintain a balanced and complete community by retaining the community’s character and quality of life, while accommodating growth and minimizing traffic congestion.”**

The Element highlights key provisions such as:

- ◆ Seeks a compact and walkable community with shops, services and employment close to home; numerous civic activities and entertainment options; high-quality educational facilities; numerous parks; and a variety of housing choices;
- ◆ Identifies the values that must be weighed in managing growth. Goals and policies promote a land use pattern that is orderly, compact, well- designed, and responsive both to the natural and physical environment;
- ◆ Proposes a land use pattern that supports a multimodal transportation system and results in more efficient service delivery. Placing urban neighborhoods around commercial areas allows residents to walk or bicycle to corner stores or neighborhood centers, and then connect by transit to other commercial areas. High-capacity transit could connect and serve larger commercial areas, both inside and outside of the community;
- ◆ Protects existing residential neighborhoods. Goals and policies support a stable nucleus of single-family housing and more housing options. Higher-density residential areas continue to be located near commercial centers and transportation hubs.

The Land Use Element also contains Policy LU-3.2:

*Policy LU-3.2: Encourage residential development within commercial areas.*

Incorporating residential development into commercial areas provides benefits for businesses and residents alike. Housing within commercial areas provides the opportunity for people to live close to shops, services, and places of employment. Conversely, residents living within commercial areas create a localized market for nearby goods and services, provide increased security, and **help to create a “sense of community” for those districts.**

Residential development within commercial areas should be compatible with and complementary to business activity.

The Central Houghton Neighborhood Plan updated in 2012 contains a goal and several policies regarding the Neighborhood Center.

*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-5.2: Encourage a mix of uses within the Houghton/Everts Neighborhood center that includes commercial development such as neighborhood-oriented shops, services, and offices, as well as multifamily residential use.*

A variety of uses, including retail, office and residential, should be combined in order to contribute to a vibrant mixed use Neighborhood Center.

*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.*

A master plan for the Houghton Center should provide for a complementary arrangement of facilities, pedestrian amenities, open spaces, and linkages, as well as shared parking that meets the needs of Houghton Center and a coordinated sign system.

*Policy CH-7.2: Reduce ingress and egress conflicts within and around Houghton Center through creation of a circulation system for vehicles and pedestrians as part of a master plan for development of the property.*

The circulation system for both pedestrians and vehicles should provide the minimum amount of ingress and egress locations necessary for an effective circulation system into and through Houghton Center.

*Policy CH-7.3: Allow building heights to step up to five stories if careful attention is given to building modulation, upper story setbacks, and use of materials to reduce the appearance of bulk and mass.*

Specific design guidelines should be developed to ensure that modulation is used to break down scale and massing of buildings into smaller and varied volumes, and to provide upper story setbacks from the sidewalks to improve the pedestrian experience and maintain human scale.

*Policy CH-7.4: Provide gathering spaces and relaxation areas within Houghton Center.*

Houghton Center is an important community meeting place within the Central Houghton Neighborhood. Gathering spaces should be provided when Houghton Center redevelops as a way to provide places to meet neighbors and enjoy the facilities.

The Everest Neighborhood Plan is an older format that does not contain specific goals and policies but does have text or narrative regarding the Houghton/Everest Neighborhood Center.

*The Houghton/Everest Neighborhood Center to be contained within its present boundaries. A plan for future development of the commercial area should be coordinated with the Central Houghton Neighborhood.*

The Houghton/Everest Neighborhood Center is a commercial area that spans the north and south side of NE 68th Street. Commercial uses in this area should satisfy neighborhood needs rather than include intensive uses which would be located more appropriately in the Downtown or other major commercial centers (see the Land Use Chapter). Within the Everest Neighborhood the height of structures in this area should not exceed 35 feet. The Everest and Central Houghton Neighborhoods should coordinate a plan for the Houghton/Everest Neighborhood Center along both the north and south sides of NE 68th Street and involve the surrounding neighborhoods in the process. The plan should promote a coordinated strategy for future redevelopment of the Neighborhood Center which minimizes adverse impacts on surrounding residential areas. The plan should include a transportation corridor study for 6th Street South.

The existing land available for commercial use is sufficient to meet the needs of the neighborhood. Property along 6th Street South is impacted by heavy traffic volumes and by the existence of industrial and office activities located primarily to the west. These influences detract from the desirability of this area for residential use. Convenient access, however, makes this area suitable for a variety of economic activities.

Comprehensive Plan and Consistency with Zoning.

The Growth Management Act requires that development regulations (zoning) be consistent with and implement the Comprehensive Plan. The Central Houghton **Neighborhood Plan and the Everest Neighborhood Plan in the City's** Comprehensive Plan do not match the zoning for the Houghton/Everest Neighborhood Center area. The Central Houghton Plan allows up to five stories in the Neighborhood Center and the Everest Plan allows up to 35 feet. The present Zoning allows for 30 feet maximum in the BC Zone.

The purpose of this project is to bring the Comprehensive Plan and the Zoning Code into conformance with each other.

An application for development in the Houghton Everest Neighborhood Center will still need to go through the following steps if the changes to the Comprehensive Plan and Zoning Code are approved.

- Environmental review including a transportation analysis and concurrency review
- Design Review
- Building permit application and approval
- A Master Plan will also be required for developments over three stories in the HENC 1 zone.

At the January 26<sup>th</sup> joint study session, the Planning Commission and Houghton Community Council asked staff to bring information on potential Comprehensive Plan and Zoning amendments for the Houghton/Everest Neighborhood Center to the public hearing on March 23, 2017 for public comment.

Over the course of the study sessions on this project, various neighborhood center options were considered (see Attachment 1). It was determined at that the January 26<sup>th</sup> meeting that a base option of three stories with the possibility of up to five stories in some areas would be brought to the public hearing for citizen comment. Up to five stories would only be allowed under certain conditions if supplemented with public benefits. After taking comment at the public hearing, the Planning Commission and Houghton Community Council will have separate meetings to allow each group an opportunity to determine their recommendation to the City Council.

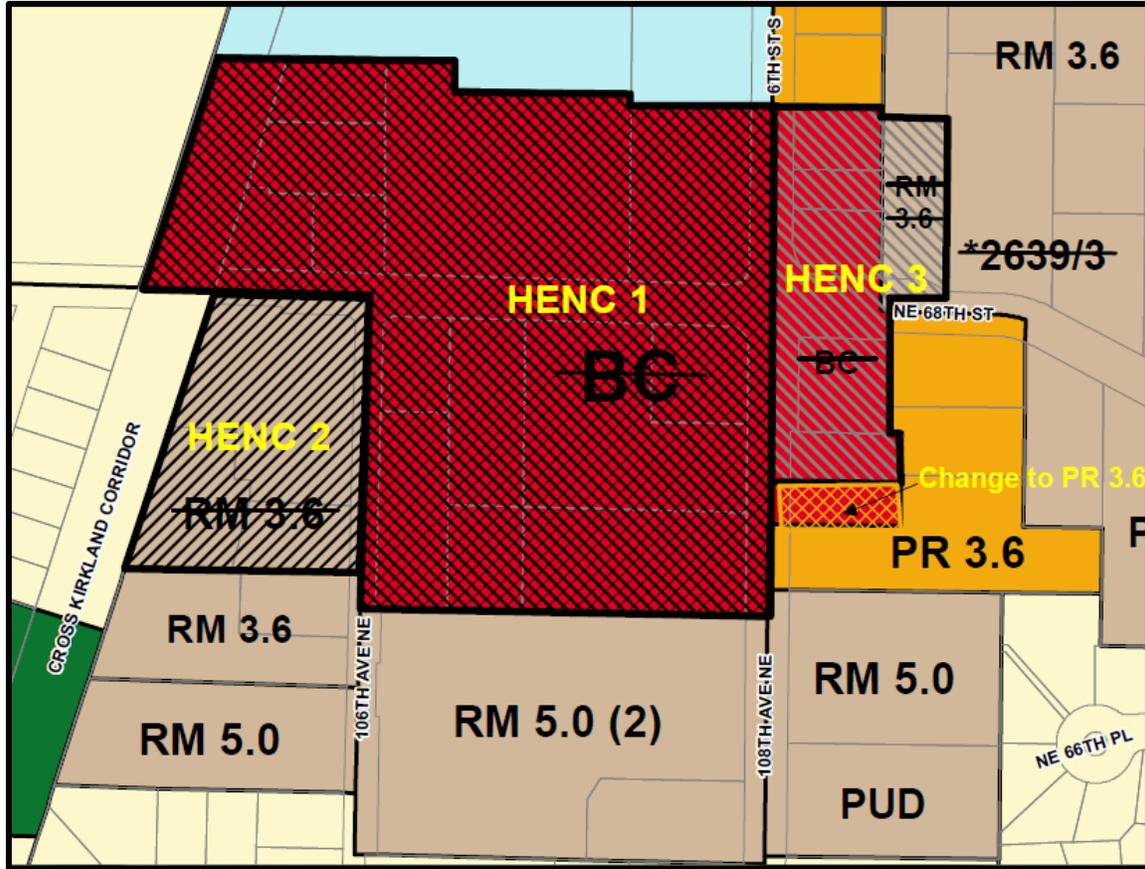
The potential changes to the Comprehensive Plan and Zoning Code are included as attachments to this memo.

### Zoning Map and Code Changes

Current zoning on the properties within the study area consists of Commercial (BC), Office/Residential at 3600 square feet/unit (PR 3.6) and Medium Density Residential at 3600 square feet/unit (RM 3.6). Three new zoning districts are proposed for the Neighborhood Center, which are shown in the graphic below and in Attachment 2. They include Houghton Everest Neighborhood Center Zones 1, 2, and 3 (HENC 1, 2 and 3). Basic zoning parameters are listed below for each zone. Changes to the Comprehensive Plan that would be needed for these potential zoning amendments are also listed. The Comprehensive Plan amendments include changes to the Everest Neighborhood Plan for Zones 1 and 3. There are changes to the Central Houghton Neighborhood Plan for all three zones.

Revised Zones

The map below shows the three proposed zones for the Houghton/Everest Neighborhood Center.



HENC 1 Zone – Central Area

Uses: Mixed use with retail on ground floor/residential or office above

Design Review: Required

Height: 3 stories allowed outright

5 stories allowed if following conditions are met:

- Careful attention is given to building modulation, the use of materials, and design treatments to reduce the appearance of bulk and mass
- There is a Master Plan for the new development (including a 20,000 square foot minimum requirement for a grocery store, hardware store, drug store, variety or department store).
- Development above 3 stories must step back from the surrounding right-of-way and the Cross Kirkland Corridor (see later section of this memo on setback requirements)

- Public open space and gathering spaces including public art are required.
- North/south access may be required through the site as part of the Master Plan
- 14 foot sidewalks along NE 68<sup>th</sup> Street
- Access points consolidated
- Safe pedestrian connections provided
- Green buildings
- Superior Landscaping
- 10% affordable housing for residential uses

HENC 2 Zone – Western Residential Area

Uses: Residential

Design Review: Required

Height: 3 stories allowed outright

5 stories allowed if following conditions are met:

- Careful attention is given to building modulation, the use of materials, and design treatments to reduce the appearance of bulk and mass
- Development above 3 stories must step back from the surrounding right-of-way and the Cross Kirkland Corridor (see later section of this memo on setback requirements)
- Public open space with connection to the Cross Kirkland Corridor
- Parking management program
- Green buildings
- 10% affordable housing

*\*\*It may be appropriate to leave the City property to the south of this area at its existing zoning of RM 3.6 (multifamily zoning with minimum 3600 square feet per unit **with a 30' height limit**) and only rezone the northern properties. In this way, the buildings will transition to the less dense zones to the south of HENC 2.*

HENC 3 Zone – Area East of 6<sup>th</sup> and 108<sup>th</sup>

Uses: Retail, residential and office

Design Review: Required

Height: 3 stories (35 feet) allowed outright

The vacant property currently zoned RM 3.6 to the east of the BC zone and north of NE 68<sup>th</sup> Street is shown to be added to the HENC 3 zone so that it can potentially be developed with the other properties in the HENC 3 zone in the area.

The southernmost property in the HENC 3 zone is shown as rezoned to PR 3.6 since the zoning line currently cuts through the Northwest University building and so the property has split zoning. This would correct that problem.

The actual changes to the Comprehensive Plan and Zoning Code shown as attachments to this memo. They are also listed later in this memo.

### Building Step backs

The Houghton Community Council asked staff for more information on step backs and Jeff Arango from Berk has provided the following.

Walkable streets function much like rooms in a house to provide a sense of human scale. The buildings are the walls and the street is the floor and both define the street space and pedestrian experience. The ratio of the width between buildings to the height of the buildings is a commonly used metric to assess the walkability of streets. For example, one of the criteria for certification under the LEED for Neighborhood Development rating system is the width to height ratio. The width to height ratio should be at least 2:1 and ideally more like **1:1. Therefore, on a street with an 80' right of way (i.e. distance between buildings) the buildings should be at least 40' tall to promote walkability. Allowing heights of at least 35' along the street edge would be slightly less than the recommended ratio of 2:1, but would improve walkability over current development. Reducing building heights below 35' at the street edge would reduce the walkability of the streets in the neighborhood center and may be contrary to community goals to support pedestrian oriented development.**

LEED ND Requirement:

At least 15% of the block length of the existing and new circulation networks within and bordering the project has a minimum building-height-to-street-centerline ratio of 1:1.5 (i.e., a minimum of 1 foot [300 millimeters] of building height for every 1.5 feet [450 millimeters] of width from street centerline to building façade). Alleys may be omitted from the calculations.

Staff is proposing a setback regulation that is used in the CBD to avoid the **"wedding cake" look by providing some flexibility in the setback area (see Attachment 3 for graphic)**. Attachment 4 shows a more traditional setback that has been used on the NW University office building in Central Houghton.

### Design Guidelines (see Attachment 5)

The existing Design Guidelines for Pedestrian Oriented Business Districts will be used for design review of projects in the Houghton/Everest Neighborhood Center. Some additions are proposed for development locations near the Cross Kirkland Corridor. There are also Zoning Code regulations for development along the Cross Kirkland Corridor (see Attachment 6). Additional general guidelines (for example one relating to activation of the corner of NE 68<sup>th</sup> Street and 6<sup>th</sup> Street) may be added for this area as Comprehensive Plan and Zoning Code direction is given.

### 6<sup>th</sup> Street Corridor Study

The 6<sup>th</sup> Street Corridor Study has continued to develop based on comments and questions provided by many stakeholders, including the community, Transportation Commission, Houghton Community Council, Planning Commission and City Council. City staff and The Transpo Group have also reviewed existing and forecasted travel conditions in the corridor.

A set of project principles was developed with community input and shared with the various stakeholder groups. The principles placed a priority on moving people, connecting communities and providing capacity for the future. Additionally, project cost would need to be considered when identifying potential solutions for the corridor study.

Based on this information a list of potential solutions was developed and reviewed by the various stakeholder groups at meetings in December, 2016 and January, 2017. Based on the feedback and questions received during this stakeholder review process, the list of potential solutions was updated and modified.

The updated and modified potential solutions list was presented to the Transportation Commission, and joint meeting of the Planning Commission and Houghton Community Council in February, 2017. The Transportation Commission will prepared a recommendation to the City Council on the Corridor Plan at a future meeting. This will be a separate document and the process will have a separate timeline from the Houghton/Everest Comprehensive Plan and Zoning update.

As part of this analysis a Trip Generation Comparison and Methods Memorandum was done for the Houghton/Everest Neighborhood Center proposed land use and is included as Attachment 7 to this memo. The analysis contained in the Memorandum showed that the additional increment of growth that would be allowed as part of the potential zoning changes would in fact generate additional vehicle trips to and from the neighborhood center. The analysis also shows that additional development in Kirkland, as well as regionally, has a much greater impact on vehicle congestion in the 6<sup>th</sup> Street / 108<sup>th</sup> Avenue corridor than the additional increment of growth allowed under either the Moderate or Greater Development Scenarios. Also, the memo demonstrates that the addition of a northbound transit queue jump at NE 60<sup>th</sup> Street and a northbound business access and transit (BAT) lane at NE 68<sup>th</sup> Street will significantly improve transit travel times and the ability of the corridor to move people.

### School Impacts

Staff was asked to look into potential impacts to schools if additional multifamily housing units were allowed in the Houghton/Everest Neighborhood Center.

Using the occupancy figures in the latest LWSD capital facilities plan, the increase in school children from an additional 502 units (the difference between the capacity under current zoning [360 du] and the greater change option [862 du] would be:

- Elementary school only: (.07170 students/du) = +35.6 students
- High, middle and elementary school: (.102 students/du)= +51.2 students

It should also be noted that NE 68<sup>th</sup> Street and 106<sup>th</sup> Avenue NE are both designated school walk routes.

## COMPREHENSIVE PLAN AND ZONING CODE AMENDMENTS

The following changes would be made to the Comprehensive Plan and Zoning Code if the changes to the Houghton Everest Neighborhood Center are made.

### Specific Comprehensive Plan Changes

#### Land Use Chapter

- **City's Land Use Map (Attachment 8)**
- Table LU-2 – Residential Densities and Comparable Zones (Attachment 9).

#### Central Houghton Neighborhood Plan (Attachment 10)

Only the amended maps were included in attached plan.

#### Everest Neighborhood Plan (Attachment 11)

Only the amended maps were included in attached plan.

### Specific Zoning Map Changes (Attachment 2)

Three new zones have been developed for this area (Houghton Everest Neighborhood Center 1, 2, and 3 or HENC 1, 2 and 3)

### Specific Zoning Code Changes

- Chapters 5 and 10 – Definitions (Attachment 12)
- Chapter 25 – High Density Residential Zoning Chart (Attachment 13)
- Chapter 35 – Commercial Zoning Chart (Attachment 14)
- Chapter 92 – Design Regulations – to be used for Administrative Design Review for smaller projects (Attachment 15)
- Section 95.42 – Minimum Land Use Buffer Requirements (Attachment 16)
- Section 105.18 – Pedestrian Access Requirements (Attachment 17)
- Chapter 110 – Required Public Improvements (Attachment 18)
- Chapter 112 Affordable Housing – required in HENC 1, 2 and 3 zones (Attachment 19)

- Chapter 142 – Design Review (Attachment 20)
- Plate 34-0 – Pedestrian Circulation and Vehicular Access in HENC (Attachment 21)
- Plate 35 – Upper story setbacks (Attachment 3)

## CRITERIA AND FACTORS TO CONSIDER FOR AMENDMENTS

The Zoning Code provides criteria for making a decision on amendments to the Comprehensive Plan, Zoning Map and Zoning Code. The Planning Commission and Houghton Community Council should consider the following criteria in their deliberations about their recommendations to the City Council.

### Amendments to the Comprehensive Plan

#### 140.25 Factors to Consider in Approving an Amendment to the Comprehensive Plan

For both City and citizen-initiated amendments, the City shall take into consideration, but is not limited to, the following factors when considering approval of a proposed amendment to the [Comprehensive Plan](#):

1. The effect upon the physical, natural, economic, and/or social environments.
2. The compatibility with and impact on adjacent land uses and surrounding neighborhoods.
3. The adequacy of and impact on public facilities and services, including utilities, roads, public transportation, parks, recreation, and [schools](#).
4. The quantity and location of land planned for the proposed land use type and density.
5. The effect, if any, upon other aspects of the [Comprehensive Plan](#).

#### 140.30 Criteria for Amending the Comprehensive Plan

The City may amend the [Comprehensive Plan](#) only if it finds that:

1. The amendment must be consistent with the Growth Management Act.
2. The amendment must be consistent with the countywide planning policies.
3. The amendment must not be in conflict with other goals, policies, and provisions of the Kirkland [Comprehensive Plan](#).

4. The amendment will result in long-term benefits to the community as a whole, and is in the best interest of the community.
5. When applicable, the proposed amendment must be consistent with the [Shoreline Management Act](#) and the City's adopted [shoreline master program](#).

### Rezones

#### 130.20 Legislative Rezones – Criteria

The City may decide to approve a legislative rezone only if it finds that:

1. Conditions have substantially changed since the property was given its present zoning or the proposal implements the policies of the [Comprehensive Plan](#); and
2. The proposal bears a substantial relationship to the public health, safety, or welfare; and
3. The proposal is in the best interest of the community of Kirkland.

### Amendments to Text of the Zoning Code

#### 135.25 Criteria for Amending the Text of the Zoning Code

The City may [amend](#) the text of this code only if it finds that:

1. The proposed amendment is consistent with the applicable provisions of the [Comprehensive Plan](#); and
2. The proposed amendment bears a substantial relation to public health, safety, or welfare; and
3. The proposed amendment is in the best interest of the residents of Kirkland; and
4. When applicable, the proposed amendment is consistent with the [Shoreline Management Act](#) and the City's adopted [shoreline master program](#).

### PROJECT TIMELINE

Following the public hearing on March 23<sup>rd</sup>, the oral portion of the hearing may be closed, but it is recommended that written correspondence should still be accepted and considered by the Planning Commission and Houghton Community Council until their deliberations are complete.

The Houghton Community Council is scheduled to meet on March 27<sup>th</sup> to consider all of the public comments and any proposed amendments to the Central Houghton Neighborhood Plan and zoning for properties within the

jurisdiction of the Community Council (south of NE 68<sup>th</sup> Street). The Community Council should then make a recommendation to the Planning Commission.

The Planning Commission is scheduled to meet on April 13 to consider all the public comments, the recommendation of the Houghton Community Council and any proposed revisions to the Everest and Central Houghton Neighborhood Plans and associated zoning. The Planning Commission should then make a recommendation to the City Council.

The timeline for the project is included below:

03/23/17	Joint Hearing Planning Commission & Houghton Community Council (Open House from 6:00 to 7:00) to review proposed Comprehensive Plan and Zoning changes
03/27/17	Houghton Community Council - recommendation to Planning Commission
04/13/17	Planning Commission - recommendation to the City Council
May 2017	City Council and Houghton Community Council Decision

#### PUBLIC COMMENT

Over the past several weeks the City has received a considerable amount of written public comment that has been submitted to the Planning Commission, Houghton Community Council and City Council. All the comments to date are included on the project webpage and have been sent to the Planning Commission, Houghton Community Council and City Council.

#### Attachments:

1. Physical Condition and Development Feasibility Assessment by Berk Consulting
2. Proposed Zoning Map amendments
3. Zoning Code Plate 35 – Total Upper Story Setback Area
4. Photos of NW University step backs
5. Design Guidelines
6. Zoning Code Section 115.24 – Development Standards for CKC
7. Trip Generation Comparison & Methods Memorandum by Transpo
8. Land Use Map
9. Table LU-2 – Residential Densities and Comparable Zones
10. Central Houghton Neighborhood Plan
11. Everest Neighborhood Plan
12. Zoning Code Chapters 5 and 10 – definitions
13. Zoning Code Chapter 25 – High Density Residential regulations
14. Zoning Code Chapter 35 – Commercial Zoning
15. Zoning Code Chapter 92 – Design Regulations
16. Zoning Code Section 95.42
17. Zoning Code Section 105.18

18. Zoning Code Chapter 110
19. Zoning Code Chapter 112
20. Zoning Code Chapter 142
21. Zoning Code Plate 34 – O



# Houghton/Everest Neighborhood Center

Physical Condition and Development Feasibility Assessment

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**Physical Condition Assessment ..... 1**

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## Introduction

The HE6th Neighborhood Center lies at the intersection of the City of Kirkland's Houghton and Everest Neighborhoods. It is anchored by two active grocery store retail centers, the Cross Kirkland Corridor, and two arterial streets that carry vehicles, bicycles, and buses. The neighborhood is bordered by Google's newly expanded Kirkland campus, with Downtown Kirkland located about a mile to the northeast. Lake Washington sits just down the hill to the west of HE6th. Exhibit 1 shows the study area boundary, with the NE 68<sup>th</sup> Street running east-west and 6<sup>th</sup> Street South running north-south.

### Exhibit 1. HE6th Study Area Aerial



Source: Google Earth, 2016; BERK, 2016

This study evaluates the development feasibility of the parcels within the Neighborhood Center, testing three different development intensities that could occur under varying regulatory scenarios – preservation of current conditions, modest change, and greater change. The feasibility assessment tests these scenarios under current market conditions and community goals. As part of the process, the local community, the City of Kirkland, stakeholders in the Central Houghton and Everest neighborhoods, and landowners were asked to provide input on their desires for HE6th's future, as well as their impression of what kind of change is realistic. This input, along with assumptions based on the market, fed into a series of pro forma models that helped inform an understanding of the likelihood of redevelopment under each scenario.

The following sections outline the existing physical conditions of HE6th, along with an evaluation of the potential for redevelopment under each regulatory scenario, and concludes with a summary of key findings.

## Physical Condition Assessment

The physical condition assessment evaluates the existing conditions of streets, circulation, public spaces, use types, structures, parking, green space, zoning, and redevelopment potential.

## STUDY AREA

The study area is just under 14 acres in size. There are 25 parcels, which are identified by their size (in acres) in Exhibit 2.

### Exhibit 2. Parcels Size (acres)



Source: King County Assessor, 2016; BERK, 2016

## STREETS + PUBLIC SPACES

### Arterials + Local Access Streets

The neighborhood center is anchored by the two main arterials of 108<sup>th</sup> Avenue NE/6<sup>th</sup> Street S and NE 68<sup>th</sup> Street. Exhibit 3 shows the two arterials crossing in the center of the study area. 6<sup>th</sup> Street S has three vehicle lanes, a bike lane, and narrow sidewalks, and access to local bus routes. NE 68<sup>th</sup> Street has three to four vehicle lanes, a bike lane, narrow sidewalks, and landscaping along the street edge. It is bordered by surface parking throughout much of the study area.

There are a few local access streets in the neighborhood, although the main circulation is along the arterials, where the ingress and egress for the local retail is found.

### Cross Kirkland Corridor

The Cross Kirkland Corridor runs through the western side of the study area (Exhibit 3), and is the primary

open space in the Neighborhood Center. The Corridor is a 5.75-mile recreational path that runs from South Kirkland Park & Ride through the Totem Lake Business District. It was an active railroad line until 2008. There is a trailhead located at NE 68<sup>th</sup> Street, within the study area. The Master Plan for the Corridor includes future plans to connect the Cross Kirkland Corridor with the Redmond Central Connector, the future 520 connection, and other regional trails, as well as extending the Corridor along other sections of the Eastside Rail Corridor. (City of Kirkland, 2016)

### Exhibit 3. Arterial Streets and Cross Kirkland Corridor

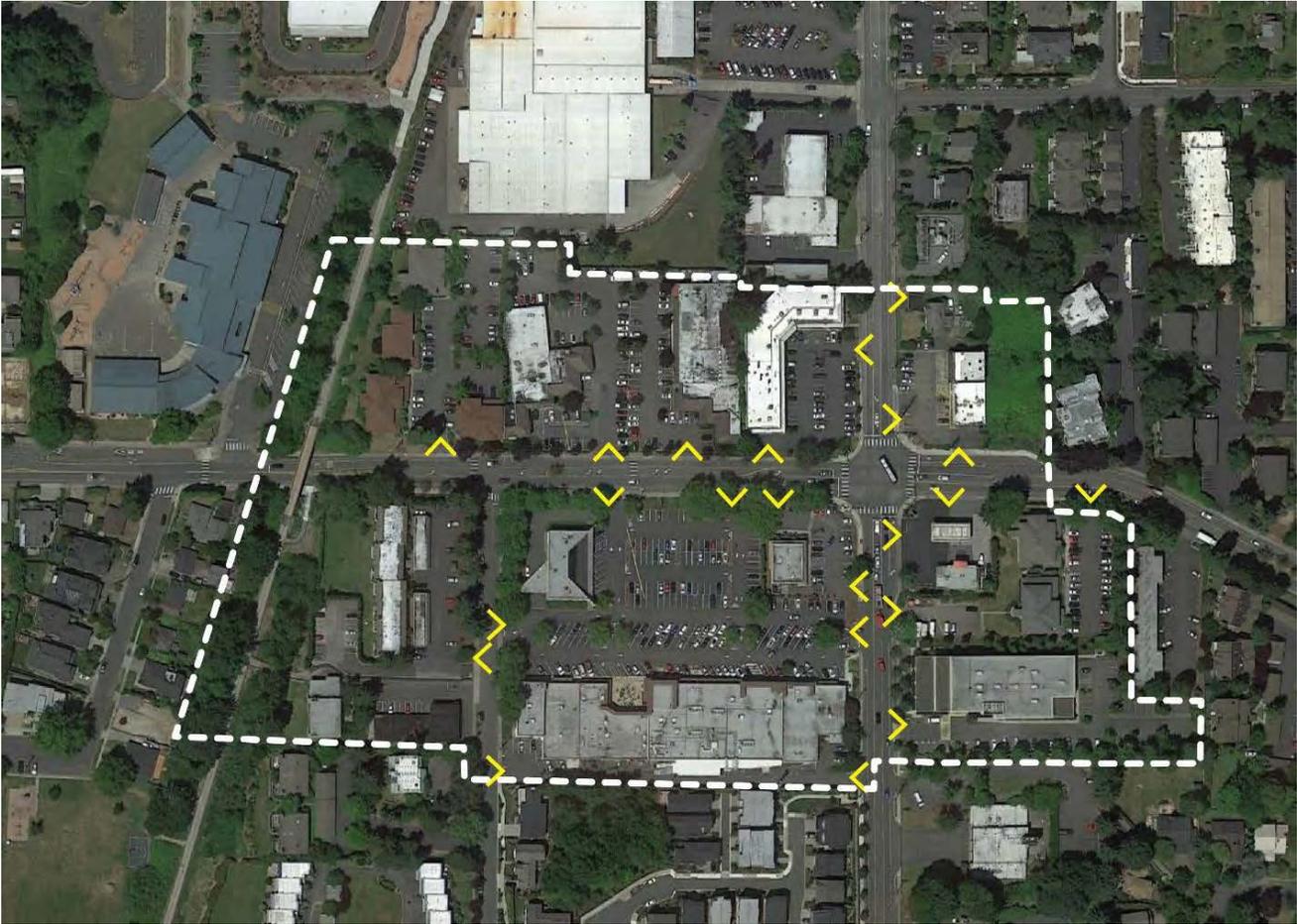


Source: BERK, 2016; Google Earth, 2016

### Curb Cuts and Access Management

There are frequent curb cuts along the arterials running through the Neighborhood Center, creating vehicle, bicycle, and pedestrian conflicts. Exhibit 4 shows the location of all 22 curb cuts in the study area.

## Exhibit 4. Curb Cuts



Source: BERK, 2016; Google Earth, 2016

## BUILDINGS, PARKING, GREEN SPACE

The most common use of land within HE6th is for parking and parking circulation. There are 657 parking spaces associated with the developments in the Neighborhood Center, as identified for the individual parking lots in Exhibit 5. The parking is generally located in front of the buildings and along the street, with the buildings set back behind the parking areas.

There is also some green space in the area, with the majority of it concentrated within or near the Cross Kirkland Corridor (discussed above, and highlighted in Exhibit 3. There are small landscaped areas and residential lawns scattered throughout the Neighborhood Center as well.

## Exhibit 5. Buildings, Parking, and Green Space



Source: BERK, 2016

## LAND USE

### Existing Land Use + Buildings

The HE6th area is currently occupied by large and small format retail in strip-mall development. The structures are one or two stories high and set back from the street. There are two grocery stores including a Metropolitan Market and a PCC, as well as additional neighborhood-serving retail. There are a couple of parcels occupied by office uses and some multi-family apartment units. The surrounding land uses include office space to the north, a school to the west, multifamily to the south, and office and multifamily to the east.

Exhibit 6 shows the building footprints and use type for the structures within the HE6th study area. There is a total of 105,000 square feet of retail, 73,000 square feet of office, and 40 residential units. Individual building square footages are identified in Exhibit 6 as well.

## Exhibit 6. Existing Land Use of HE6th Structures



Source: BERK, 2016

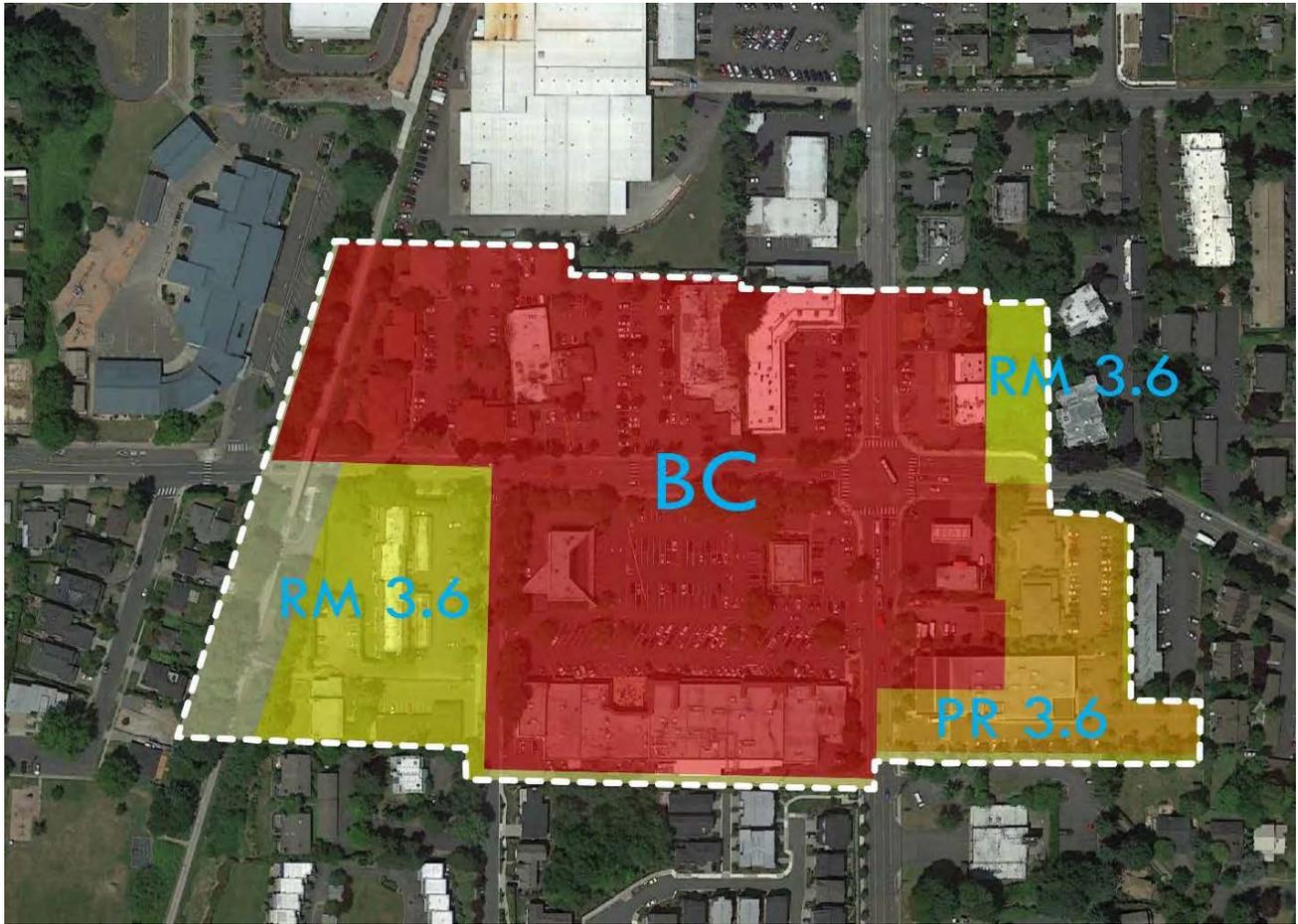
### Future Land Use

Future land use in HE6th is primarily Commercial, with a few parcels designated as Medium Density Residential. Low Density Residential overlaps with the study area, however the only parcel designated as Low Density Residential is occupied by the Cross Kirkland Corridor, which is unlikely to see a change of use during the planning period.

### Zoning

There are three main zoning district within the study area, with most of HE6th falling within the BC zone. Exhibit 7 shows the boundaries of each zoning district within HE6th. Summaries of key development regulations for the Neighborhood Center's zones are included in Exhibit 8. Generally, buildings are restricted to 30-foot heights, setbacks are required to be 20 feet (with some exceptions), and maximum lot coverage is between 60 and 80 percent. Zoning of the surrounding area includes low density residential to the west, industrial mixed use to the north, and medium density residential to the east and south. There are a few parcels zoned as office mixed-use to the southeast of the study area.

Exhibit 7. HE6th Zoning



Source: City of Kirkland, 2016; BERK, 2016; Google Earth, 2016

## Exhibit 8. Zoning District Summaries

TOPIC	BC – COMMUNITY BUSINESS (COMMERCIAL MIXED-USE)	RM 3.6 – MULTI-FAMILY RESIDENTIAL (MEDIUM DENSITY RESIDENTIAL)	PR 3.6 – OFFICE
Ground Floor Retail Requirement	<ul style="list-style-type: none"> <li>▪ At least 75 percent of total gross floor area on the ground floor must contain retail, restaurants, taverns, hotels, motels, or offices, which must be oriented to an arterial, major pedestrian sidewalk, and pedestrian pathway, or internal pathway</li> </ul>	<ul style="list-style-type: none"> <li>▪ Not regulated</li> </ul>	<ul style="list-style-type: none"> <li>▪ Not regulated</li> </ul>
Affordable Housing	<ul style="list-style-type: none"> <li>▪ Not regulated</li> </ul>	<ul style="list-style-type: none"> <li>▪ Medium density residential developments with four or more new units must provide at least 10 percent of units as affordable housing</li> <li>▪ Two additional units can be built for each affordable unit provided</li> </ul>	<ul style="list-style-type: none"> <li>▪ Developments with four or more new units must provide at least 10 percent of units as affordable housing</li> <li>▪ Two additional units can be built for each affordable unit provided</li> </ul>
Maximum height	<ul style="list-style-type: none"> <li>▪ If adjoining a low-density zone (other than RSX), then 25 feet above average building elevation</li> <li>▪ If not adjoining a low-density zone, 30 feet above average building elevation</li> </ul>	<ul style="list-style-type: none"> <li>▪ 30 feet above average building elevation</li> </ul>	<ul style="list-style-type: none"> <li>▪ 30 feet above average building elevation</li> </ul>

TOPIC	BC – COMMUNITY BUSINESS (COMMERCIAL MIXED-USE)	RM 3.6 – MULTI-FAMILY RESIDENTIAL (MEDIUM DENSITY RESIDENTIAL)	PR 3.6 – OFFICE
Allowed Uses and Review Process	<ul style="list-style-type: none"> <li>Other than the development of parks, and vehicle service stations, the BC zone does not require any additional review processes for allowed uses.</li> </ul>	<ul style="list-style-type: none"> <li>Some use types require additional review processes (Process IIA, Process I as defined by KZC Chapter 145)</li> <li>Unlike other medium density residential zones, RM 3.6 does not allow for entertainment facilities, golf courses, hotels, office uses, public access facilities, or restaurants</li> </ul>	<ul style="list-style-type: none"> <li>Some use types require additional review processes (Process I as defined by KZC Chapter 145)</li> <li>Unlike other office zones, PR 3.6 does not allow for waterfront-related uses, hospitals, developments with attached or stacked dwelling units, restaurants, or taverns</li> </ul>
Minimum Lot Size	<ul style="list-style-type: none"> <li>Vehicle Service Station – 22,500 Sq. Ft.</li> <li>All other – None (with some gross floor area restrictions)</li> </ul>	<ul style="list-style-type: none"> <li>Assisted Living Facility, Detached or Attached Dwelling Units, Mini School/Day-Care – 3,600 Sq. Ft.</li> <li>Church, Convalescent Center, Entertainment/Cultural/Recreational Facilities, Small format retail (grocery, barber, etc.), Nursing Home, Restaurant, School/Day-Care – 7,200 Sq. Ft</li> <li>Golf Course – 1 Acre</li> <li>All other allowed uses - None</li> </ul>	<ul style="list-style-type: none"> <li>Varies depending on use</li> <li>Assisted Living Facility, Dwelling Unit, Mini-School, Mini-Day Care, – 3,600 Sq. Ft.</li> <li>Church, Convalescent Center, Funeral Home, Nursing Home, Retail Establishment, School, Day Care – 7,200 Sq. Ft.</li> <li>All other - None</li> </ul>
Required Setbacks	<ul style="list-style-type: none"> <li>Front – 20 feet</li> <li>Side – 0 feet</li> <li>Rear – 0 feet</li> <li>Vehicle service station – 40 feet front, 15 feet side, 15 feet rear</li> </ul>	<ul style="list-style-type: none"> <li>Front – 20 to 30 feet, varies based on use</li> <li>Side – 5 to 20 feet, varies based on use</li> <li>Rear – 10 to 20, varies based on use</li> <li>Golf Course – 50 feet front, 50 feet side, 50 feet rear</li> <li>School or Day-Care – varies based on student capacity</li> </ul>	<ul style="list-style-type: none"> <li>Front – 20 feet</li> <li>Side – 5 to 20 feet, varies based on use</li> <li>Rear – 10 to 20 feet, varies based on use</li> </ul>
Maximum Lot Coverage	<ul style="list-style-type: none"> <li>80 percent</li> </ul>	<ul style="list-style-type: none"> <li>60 to 80 percent, varies based on use</li> </ul>	<ul style="list-style-type: none"> <li>70 percent</li> </ul>

TOPIC	BC – COMMUNITY BUSINESS (COMMERCIAL MIXED-USE)	RM 3.6 – MULTI-FAMILY RESIDENTIAL (MEDIUM DENSITY RESIDENTIAL)	PR 3.6 – OFFICE RESIDENTIAL
Parking Requirement*	<ul style="list-style-type: none"> <li>▪ 1.2 per studio unit</li> <li>▪ 1.3 per 1 bedroom unit</li> <li>▪ 1.6 per 2 bedroom unit</li> <li>▪ 1.8 per 3 or more bedroom unit</li> <li>▪ 1 per 300 sq ft of office or retail</li> </ul>	<ul style="list-style-type: none"> <li>▪ 1.2 per studio unit</li> <li>▪ 1.3 per 1 bedroom unit</li> <li>▪ 1.6 per 2 bedroom unit</li> <li>▪ 1.8 per 3 or more bedroom unit</li> <li>▪ 1 per 300 sq ft of office or retail</li> </ul>	<ul style="list-style-type: none"> <li>▪ 1.2 per studio unit</li> <li>▪ 1.3 per 1 bedroom unit</li> <li>▪ 1.6 per 2 bedroom unit</li> <li>▪ 1.8 per 3 or more bedroom unit</li> <li>▪ 1 per 300 sq ft of office or retail</li> </ul>

Note: Landscape and signage requirements vary based on development type.

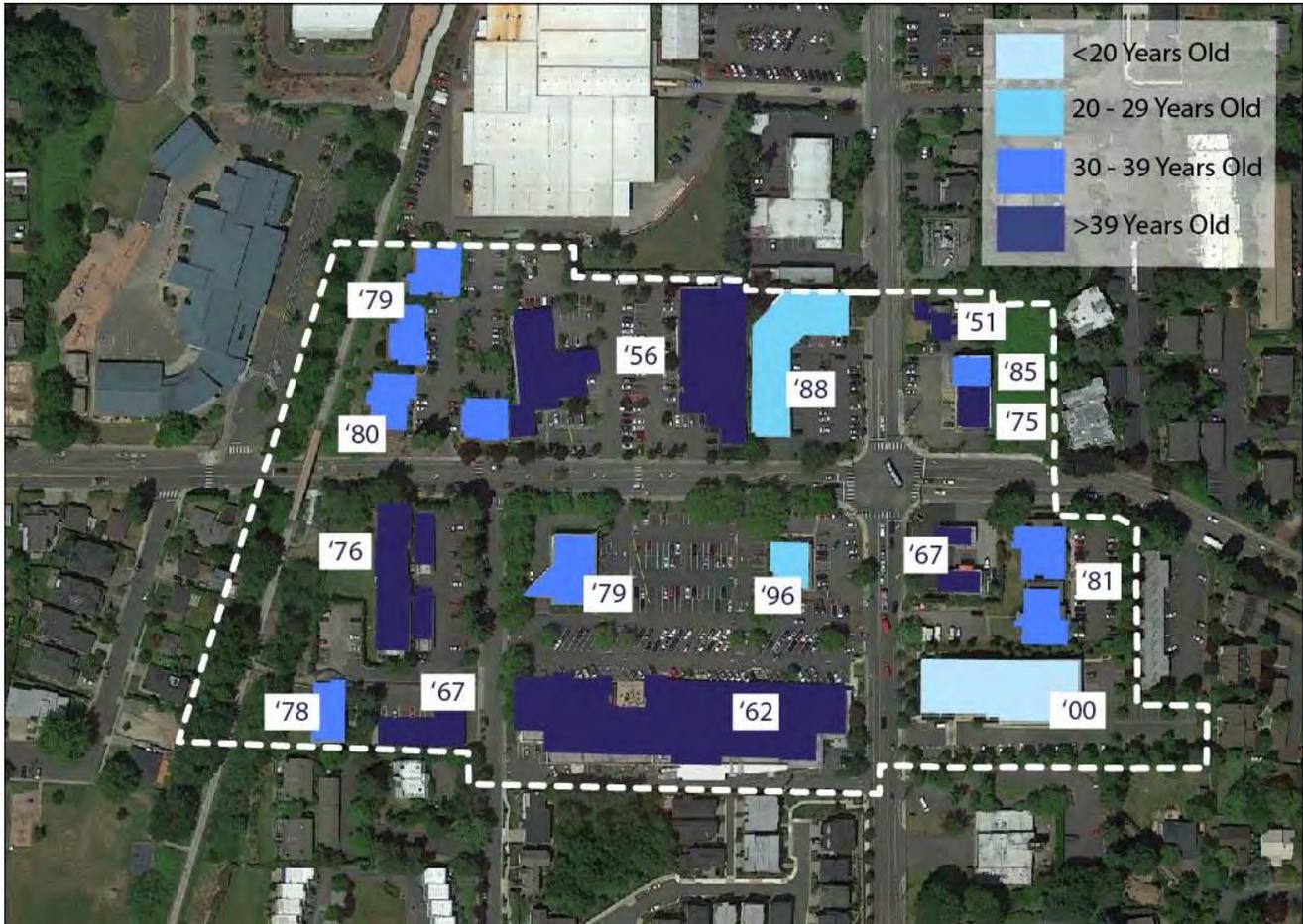
\*Additional parking requirements for specific uses provided in KMC Chapters 15, 20, 35. For medium and high-density residential uses, a minimum of ten percent of the total number of required parking spaces must be for guest parking.

Source: Kirkland Zoning Code, Chapters 15, 20, 35

## AGE OF BUILDINGS

Exhibit 9 shows the year that structures within the HE6th study area were built, with more recent construction shown in lighter blue and older construction shown in darker blue. All but three of the buildings were constructed at least 30 years ago, with a notable share that are 40 years or older in age. Generally, buildings are expected to have a useful life of around 40 years. Since so many of the HE6th's buildings are 40 years old or close to it, the buildings are becoming out of date. When a structure no longer fits the quality or behavioral floor plate demands of tenants, buildings may be vacated by current tenants and become hard to lease. As buildings in the HE6th area age, it is important to consider the feasibility of redevelopment and avoiding future declines due to vacancy.

Exhibit 9. Year Built and Age of Buildings



Source: BERK, 2016; King County Assessor, 2016

REDEVELOPABLE PROPERTIES

Exhibit 10 shows the properties that were identified as redevelopable in the City’s 2016 Comprehensive Plan Development Capacity Analysis. These are properties whose improvement value is less than 50 percent of the land value. The properties shaded in blue are the properties that are most likely to change given existing or new development regulations. Additional parcels within the Neighborhood Center may redevelop as well.

**Exhibit 10. Redevelopable Properties in HE6th from the Comprehensive Plan**



Source: BERK, 2016; City of Kirkland, 2016

For the land use and transportation analysis additional properties are assumed to be more likely to redevelop than those identified in the Comprehensive Plan (See Exhibit 11).

**Exhibit 11. Redevelopable Properties in HE6 for Land Use and Transportation Analysis**



## Plan Scenarios + Neighborhood Goals

The following plan scenarios – Preservation Scenario, Modest Change Scenario, and Greater Change and Amenities Scenario – test the trade-offs between different levels development within the Neighborhood Center. They are meant to provide an overview of the potential resulting development as well as outline the potential feasibility of redevelopment under each scenario, given the current market and the existing land use conditions of the study area.

In addition, the scenarios are reviewed with the Houghton Center Neighborhood Plan goals and policies as a backdrop, recognizing that the project’s study area overlaps with the Houghton Center Neighborhood Plan’s boundaries. Relevant goals of the Plan prioritize the following:

- Protecting and enhancing the natural environment
- Promoting and retaining the residential character while accommodating compatible infill development and redevelopment
- Allowing for alternative residential development options that are compatible
- Promoting a strong and vibrant Neighborhood Center with a mix of commercial and residential uses.
- Promoting high quality design by establishing design standards that apply to commercial and multifamily development
- Supporting the transition of Houghton Center into a pedestrian-oriented mixed use development
- Minimizing impacts between residential uses and adjoining commercial uses
- Maintaining mobility along 108<sup>th</sup> Avenue NE as a major vehicle, transit, pedestrian, and bicycle corridor
- Encouraging mobility and the use of non-motorized transportation
- Preserving public view corridors and natural features that contribute to the visual identity
- Enhancing gateways to the neighborhood to strengthen identity
- Providing public improvements that contribute to a sense of identity and visual quality (Central Houghton Neighborhood Association, 2012)

The plan, including policies related to the goals summarized above, is included as an attachment. The policies listed below on neighborhood transition to a pedestrian-oriented mixed use center, among other policies, help guide the analysis of potential scenarios that is provided in the following sections:

- **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



Houghton Plaza, Kirkland, WA (Source: BERK)

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 setbacks, and use of materials to reduce the appearance of bulk and mass.
- **Policy CH-7.5.** Provide gathering spaces and relation areas within Houghton Center.

To meet these neighborhood goals significant investment will be required for redevelopment of private properties and in public spaces. Public space investments can be required through development standards and design guidelines, can be supported by an increased taxed base and impact fees for new development, through City investments, or as public/private partnerships. For the City to require public space investments by private developers the value of the development must be able to support the cost of expanding and improving public spaces. The scenarios consider the potential for development at a variety of scales to be able to support public improvements based on community goals.

## DEVELOPMENT ASSUMPTIONS AND CAPACITY BY SCENARIO

Based on the properties that are assumed to redevelop during the planning period (see Exhibit 11) a land capacity model was developed. The land capacity model shows the amount of development, by scenario, if each of the redevelopable properties is redeveloped during the planning period plus existing development on parcels not anticipated to redevelop. Exhibit 12 shows the amount of development by land use for each scenario at full build-out.

**Exhibit 12. Land Capacity by Scenario**

SCENARIOS	GREATER CHANGE		MODEST CHANGE	PRESERVATION	
	5 Stories	4 Stories	3 Stories	EXISTING DEVELOPMENT	CURRENT ZONING
RESIDENTIAL UNITS	862	702	574	39	360
RETAIL SQUARE FEET	113,480	113,480	113,480	105,092	113,480
OFFICE SQUARE FEET	122,476	122,476	122,476	73,150	122,476

Source: City of Kirkland, 2016; BERK, 2017

**Exhibit 13. Assumed Development Intensity by Scenario in the BC Zone**

	GREATER CHANGE	MODEST CHANGE	PRESERVATION
Floor to Area Ratio (FAR)	3.0	2.0	1.3
Retail FAR	0.3	0.3	0.3
Residential FAR	2.5	1.5	0.8
Office FAR	0.2	0.2	0.2
Residential Units per Acre	125	80	38

Source: BERK, 2016; City of Kirkland, 2016

## PRESERVATION SCENARIO

### Overview

The Preservation Scenario includes any potential development allowed under existing regulations. With 30-foot height limits and other development regulations, such as parking minimums (see Exhibit 8), redevelopment of the HE6th properties is unlikely in the current market, given the cost of land and the permitted development opportunities.

### Redevelopment Potential

If a new development were to occur under the Preservation Scenario, the resulting development would likely maintain surface parking and the existing one-story strip-style development pattern. If 2 stories were built, the building footprint (and the ground floor retail space) would be reduced to almost half the amount of space to account for surface parking requirements of one stall per 300 square feet of retail (see Exhibit 8). The footprint would be further reduced by the addition of a third story, which isn't currently feasible under the 30-foot height limit.

Allowed uses include a wide range of retail uses, as well as office use. Residential use is allowed in the BC zone where the units are not located on the ground floor.

The Preservation Scenario does not address many of the goals in the Houghton Neighborhood Center Plan. It would create public improvements and contribute to some pedestrian-oriented changes, as well as prevent additional impacts between the residential uses and adjoining commercial uses. Mobility along 108<sup>th</sup> Avenue NE would not decrease, other than impacts attributed to regional growth.

### Public Improvements

Public improvements from redevelopment under the Preservation Scenario would likely be limited to traffic improvements since no new design standard would be implemented.

### Development Feasibility

Since higher value land requires a higher value development to support the costs, it would be difficult to come up with a development concept that would justify redevelopment under Preservation. Current height limits inhibit redevelopment and an increase in building square footage would yield less first floor retail space than existing buildings to account for more surface parking. Structured parking would not be a feasible development cost given the amount of profitable building square footage allowed.

## MODEST CHANGE SCENARIO

### Overview

A modest change scenario would involve raising building heights to allow for three stories. It is expected that this scenario would continue to result in surface parking lots, which would constrain the size of the building footprint. Redevelopment would also bring some improvements to public space.

### Redevelopment Potential

The Modest Change Scenario could catalyze minor infill and an improvement in the public realm. An increase in allowed building heights from 30 feet to 35 feet would allow for up to three stories of mixed-use development. Changes to building setbacks would require buildings abut wide sidewalks, creating a more attractive pedestrian environment. The floor area ratio (FAR) would increase from .37 to between 1.5 and 2.0, allowing for more building. Exhibit 14 shows the comparison between building under the Preservation Scenario and the Modest Change Scenario.

In addition to the potential for a residential and retail mixed-use concept, office uses already exist in the neighborhood and some redevelopment concepts could incorporate office.



Three Story Mixed-Use Development Example

### Exhibit 14. Modest Change Comparison

	PRESERVATION SCENARIO	MODEST CHANGE 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 Sq Ft	Same as existing
Floor to Area Ratio	0.37	1.5 to 2.0

Source: BERK, 2016

The development potential under this scenario is a better fit for the Central Houghton Neighborhood Plan goals than likely development under the Preservation Scenario. In particular, it accomplishes some of the

goals around compatible infill redevelopment, alternative residential options, a mix of retail options, and pedestrian-oriented development.

### Public Improvements

The Modest Change Scenario would include both transportation and public space improvements to support redevelopment and neighborhood goals. Transportation and circulation improvements would focus on the arterial corridors and public space improvements would create an environment that prioritizes both vehicles and pedestrians. Additional public space improvements may be adopted by the City to further neighborhood goals as redevelopment occurs.



Pedestrian oriented mixed-use development, Marina Heights, Kirkland WA. (Source: City of Kirkland)

### Development Feasibility

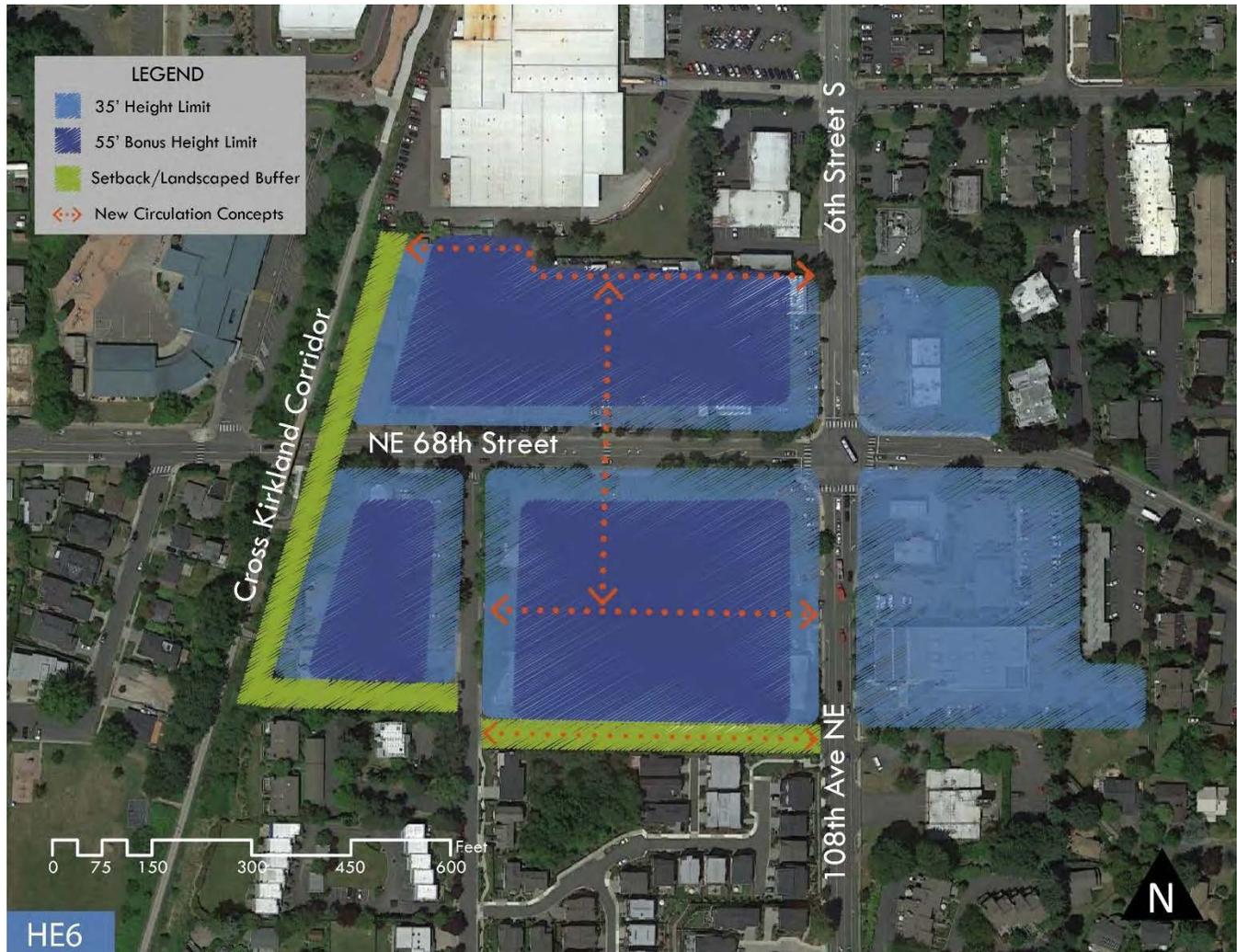
The modest change scenario would be more likely to incentivize development than the Preservation Scenario given the greater potential for improvement value. However, the need to accommodate surface parking constrains building sizes and only some development concepts would be able to include structured parking as a feasible development cost. The overall value of three story development is less likely to support the cost of public improvements by private developers.

## GREATER CHANGE AND AMENITIES SCENARIO

### Overview

A Greater Change and Amenities scenario would allow for 5-story building heights, and include additional design standards to improve the public space. The mixed-use development-type would create a livelier Neighborhood Center and would allow for greater amenities. The higher value development allowed under the Greater Change and Amenities Scenario would support the high land costs, which incentivizes redevelopment. Building heights would be limited to 35' within 30' of the public right of way along all public streets. A building height bonus up to 55' would be allowed if certain incentives are met such as providing a grocery store and public space. The building height bonus would only be available to properties west of 108<sup>th</sup> Avenue NE/6<sup>th</sup> Street S. In addition, new circulation improvements would be required on large sites with flexibility on the final alignments. Circulation improvements may be public or private and serve vehicles and/or pedestrians. Landscaped buffers would be required along the Cross Kirkland Corridor and along the southern boundary of the Neighborhood Center adjacent to lower-density residential development.

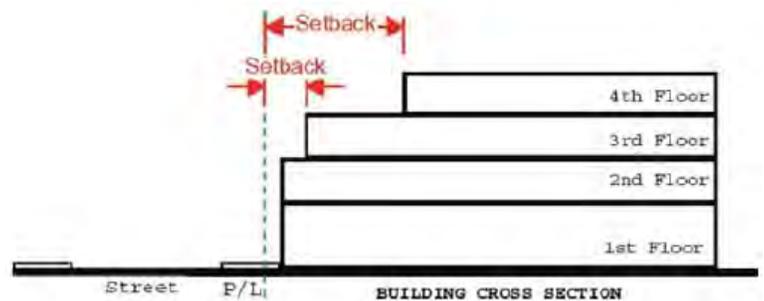
Exhibit 15. Greater Change Buildings Heights, Buffers, and Circulation



Source: BERK, 2017

Redevelopment Potential

Redevelopment under this scenario would include significant infill, as well as an increased variety of housing options, retail, and other amenities in mixed-use style development. Building heights of 55 feet would allow for buildings of up to 5 stories. Requirements could incorporate reduced bulk and mass for upper stories through setbacks and additional design guidelines. The diagram to the right shows an example of upper stories that are stepped back from the street frontage to reduce the bulk. This can be an effective in minimizing the impact of the height of the structure. Stepbacks also create the opportunity for terrace and roof deck amenities.



4-Story building example with setbacks, Kirkland Pedestrian-Oriented Business Districts Design Guidelines (Source: City of Kirkland)

In addition to the potential for a residential and retail mixed-use concept, office uses already exist in the

neighborhood and some redevelopment concepts could incorporate office.

Appropriate development standards would create pedestrian-oriented retail spaces along wide sidewalks and greater potential for usable building square footages. Parking would be tucked inside the building on the ground floor and below surface level since the development would support structured parking. Floor to area ratios in this scenario would be increased from .37 to between 2.5 and 3.0. Exhibit 16 shows the comparison between building under the Preservation Scenario and the Greater Change Scenario.

**Exhibit 16. Greater Change and Amenities Comparison**

	PRESERVATION SCENARIO	GREATER CHANGE & AMENITIES 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 Sq Ft	Same as existing
Floor to Area Ratio	0.37	2.5 to 3.0

Source: BERK, 2016

The development potential under this scenario is a better fit for the Central Houghton Neighborhood Plan goals than likely development under the Preservation Scenario. As with the Modest Change Scenario, it accomplishes some of the goals around compatible infill redevelopment, alternative residential options, a mix of retail options, and pedestrian-oriented development. In addition, the Greater Change and Amenities Scenario addresses circulation for all modes along the arterials, enhances the gateway to the neighborhood, provides public improvements, and promotes high quality design through establishing standards.

## Public Improvements

This scenario would require improvements to streets and public spaces to support the new development. Transportation and circulation improvements for vehicles would be implemented. Public space improvements would likely include wider sidewalks, expanded public amenity spaces, public art, and neighborhood event space.

The City of Kirkland has a set of design guidelines that apply in the Pedestrian-Oriented Business Districts. A summary sheet from the existing guidelines is provided in Appendix A. These guidelines, which have already been developed and implemented in parts of the City, could easily be integrated into any a change scenario in HE6th and their previous implementation provides some predictability in the results.



Outdoor dining at the PCC in Columbia City

## Development Feasibility

Redevelopment under this scenario is more likely due to the greater value of development and the ability to support higher land costs. More retail and amenity potential within the development are an attractive asset and would incentivize development as well. While there would be no change to parking requirements, potential developments under the Greater Change and Amenities Scenario would make structured parking a feasible construction cost.

## SCENARIO OUTCOMES

It's difficult to predict the outcome for each scenario. Changes to the economy, construction costs, housing costs, and other factors all have the potential to significantly change future outcomes. However, the community has an opportunity to put in place goals, policies, plans, and regulations that support desired community outcomes based on community values. Exhibit 17 highlights the more likely outcomes between the three scenarios.

## Exhibit 17. Scenario Outcomes

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

Source: BERK, 2016

## Development Feasibility

### OVERVIEW OF MARKET CONDITIONS

The HE6th neighborhood is an attractive area for development and is well situated near schools, the newly expanded 375,000 square foot Google Campus, and at the intersection of two residential neighborhoods (Houghton and Everest). The area itself has two grocery stores and a variety of neighborhood-serving retail.

Rents in the area are high and could potentially support new mixed-use development. Residential rents of around \$3.00 per square foot and retail rents of around \$30 per square foot could be expected. The land values are estimated to be around \$100 per square foot. The value for single-family development, where allowed, may compete with multifamily development depending on future zoning scenarios.

National economic recovery since the recession and the regional economic strength as a result of growing industries has led to strong development markets and a pronounced real estate cycle. This in turn has created competition and supply pressures on the construction industry, leading to high construction costs. These factors speak to why development feasibility must be evaluated on a more comprehensive scale than a site-specific scale - it is not just about feasibility of development on a particular parcel, but about how development of a particular parcel compares to development opportunities somewhere else in the region, state, or country (especially in a region where investors have a global reach).

### What we've heard from property owners and developers

Property owners and developers have indicated redevelopment is not likely or feasible under current zoning and development standards. Recent history supports this fact as a new building has not be constructed in the neighborhood center for over 15 years despite two strong real estate cycles. Property

owners have indicated support for five story development to accommodate the costs of providing structured parking and public amenities needed to support redevelopment and community goals as outlined in the Central Houghton Neighborhood Plan.

## VARIABLES AFFECTING DEVELOPMENT FEASIBILITY

The following variables impact the cost of development and can fluctuate depending on the current market and regulations. Some of these factors are relatively fixed, such as the site size, some are based on the economy and market conditions, such as cap rates, and some are related to the regulatory environment, such as parking requirements. The impacts of individual factors were considered as feasibility was analyzed.

- **Floor Area Ratio (FAR).** Floor to area ratio is a common metric used by cities to regulate the bulk and scale of development and is calculated by dividing the gross building square footage (above grade) by the lot size. Higher floor to area ratios allow more built square footage that can be constructed on a parcel and may lead to higher financial returns from the development. On the contrary, allowing an FAR that is above what is supported by the market can lead to longer term speculation and development stagnation.
- **Parking Requirements.** Parking requirements can have a significant impact on construction costs and financial feasibility for development particularly for structured parking which typically costs between \$30,000 to \$50,000 per parking space.
- **Residential Rents.** Residential rents in the Puget Sound have been growing recently, and the market for residential apartment units is strong. Residential rents are around \$3.00 per square foot, varying by unit size and type, market demand, quality of construction, location, and available on-site amenities. (Dupre + Scott, 2016)
- **Retail Rents.** Retail rents in the Puget Sound are strong and the growth in residents and employees in the area creates demand for neighborhood-serving retail in the HE6th area. Retail rents are around \$30 per square foot, varying by building type, market demand, quality of construction, location, and amenities. (Dupre + Scott, 2016)
- **Construction Costs.** Construction costs vary depending on the development type and the construction market. The Puget Sound is currently experiencing heightened levels of construction, which are pushing construction costs up. This can fluctuate as the market goes through cycles.
- **Site Size.** The size of a development site impacts the type and scale of the development. Larger sites are more suited for mixed-use residential and large format retail, such as grocery stores, than smaller sites. HE6th has several large parcels.
- **Capitalization Rates (Cap Rates).** Cap rates are a way of assessing real estate value and measuring investments in one market versus another. A cap rate is the ratio of the net operating income to the value of the building. High cap rates mean that the building has a lower total value, and vice versa. Cap rates for apartment development in the Puget Sound area are currently around 5%.
- **Residual Land Value and Land Price.** Land price rests on the potential of the land. Zoning and development regulations placed on land create constraints and opportunities on the value of a future

development.

- **Design Guidelines and Public Space Improvements.** The City of Kirkland has detailed design guidelines and requirements for public space allocation and improvements, but currently the design guidelines do not apply to the study area. If design guidelines are adopted for the study area in support of neighborhood goals to improve public spaces, then higher value development will be more likely to support developer funded improvements while also increasing the City's tax base.

Exhibit 18 visualizes the concept of residual land value, which is equal to the value of the development itself minus the costs of development. The calculation provides an understanding of how much land cost a development can support, which can vary depending on land ownership or purchasing costs on a particular site. A higher land value requires a higher development value to pay for purchasing the site.

#### Exhibit 18. Residual Land Value Equation

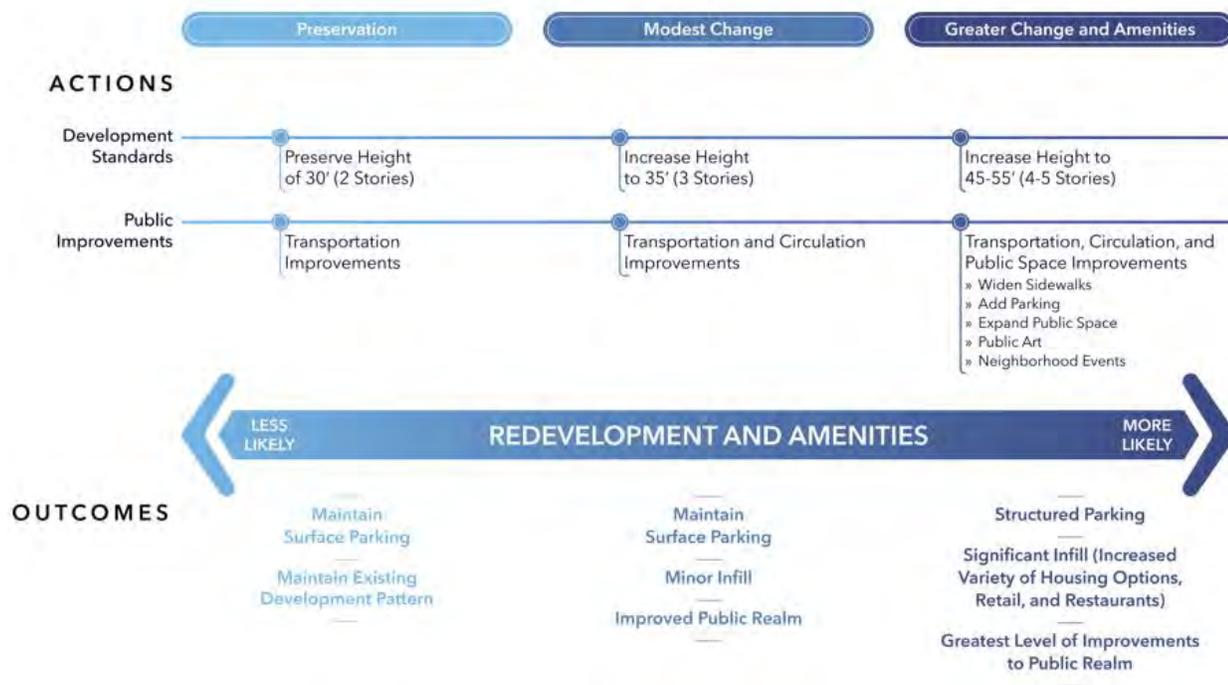


## DEVELOPMENT TRADE-OFFS

As discussed in previous sections, policies in the community have an impact on the value of development and the land costs. Regulations regarding the type of development that can occur can create a greater or more constrained opportunity on a parcel. The likelihood of redevelopment must be assessed according to what is possible under current conditions, or under potential scenarios.

Exhibit 19 considers the likelihood of development under different change scenarios. Community members weighed the risks and benefits of these different alternatives, and identified that a key risk of Preservation is the potential lack of redevelopment and a key risk of change is that there is uncertainty associated with future development. An example of the tradeoffs of these scenarios for a particular parcel within the study area are discussed in more detail in the following sections.

**Exhibit 19. Development Trade-offs**



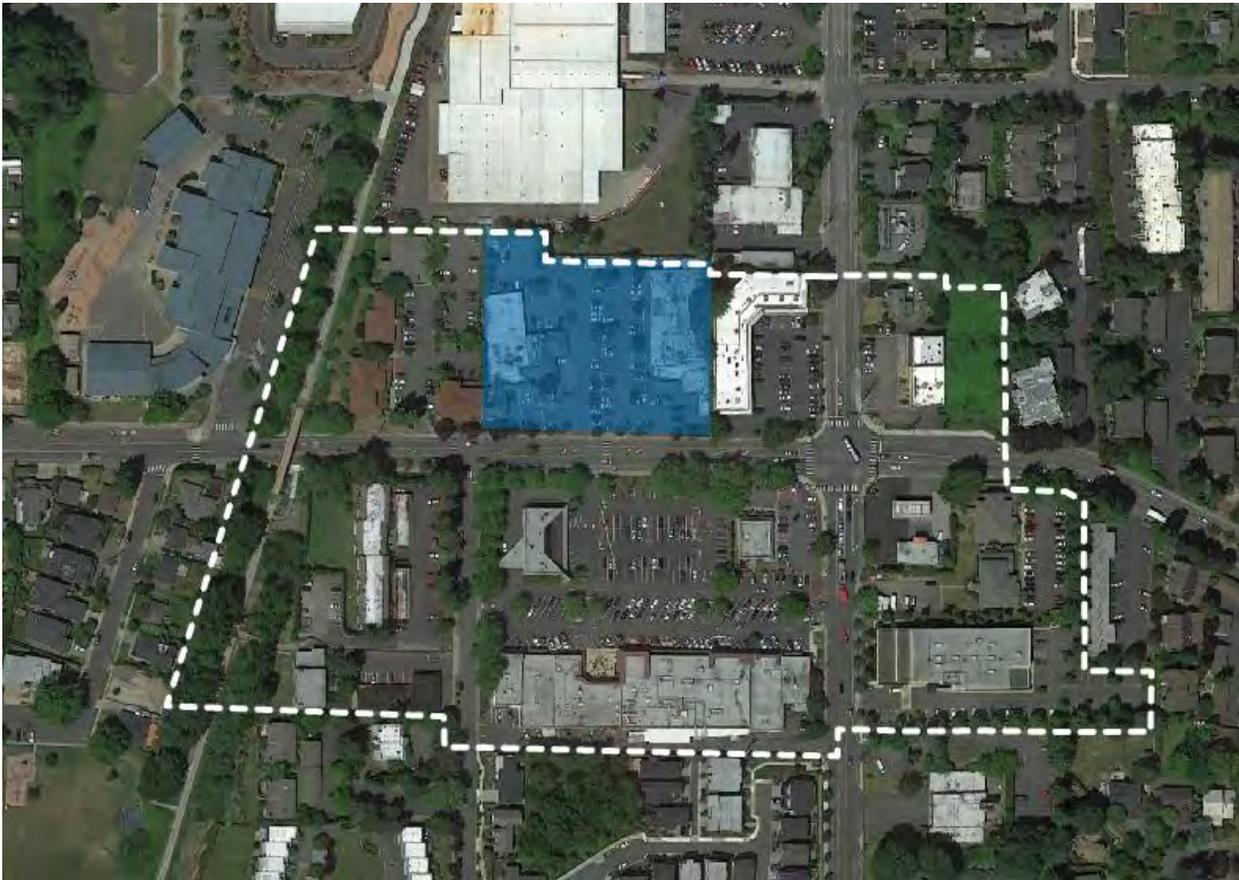
Source: BERK, 2016; 3 Square Blocks, 2016

**FEASIBILITY EXAMPLE: HOUGHTON VILLAGE SITE CONCEPTS**

The Houghton Village site, which is located in the center of the HE6th study area, was built in 1956 and has been identified in the city’s Development Capacity Analysis as redevelopable. This means the site’s improvement value is less than 50 percent of the land value, which may indicate a potential for a higher and better use. Currently, the structures on the site are occupied by PCC and a variety of smaller neighborhood-serving businesses. Given current market conditions, as well as other constraints, the property is unlikely to feasibly redevelop as a new one-story strip-style development.

Exhibit 20 shows the location of the site being analyzed.

**Exhibit 20. Houghton Village Site**



Source: BERK, 2016; City of Kirkland, 2016

In order to test the redevelopment feasibility in HE6th more thoroughly, six different concepts were developed for the site. The six tested concepts are summarized in Exhibit 21 and include both a small retail format and large retail format concept for 3-story, 4-story, 5-story buildings. Large format retail is intended for stores, such as grocery stores, that need a larger footprint and would take up a larger portion of the first floor of the structure. Smaller format retail would be more likely to include smaller spaces on the periphery of the building, such as shops and restaurants. A small format retail concept would mean that less of the first floor of the structure is devoted to retail space, allowing for ground floor tucked-in parking and alleviating the need for greater amounts of expensive below-grade structured parking. All concepts assume the existing site size of 2.2 acres (95,656 square feet).

**Exhibit 21. Houghton Village Development Concepts**

	RESIDENTIAL (UNITS)	RETAIL (SQ FT)	PARKING	FAR
Existing	0	17,530	120	.2
3-Story, Small Format Retail	129	12,000	209	1.7
3-Story, Large Format Retail	129	40,000	302	1.7
4-Story, Small Format Retail	193	12,000	293	1.9

4-Story, Large Format Retail	193	40,000	386	1.9
5-Story, Small Format Retail	258	13,000	381	2.8
5-Story, Large Format Retail	258	42,000	478	2.8

\*FAR calculation includes all building square footage located above ground. Below-grade parking is not included.

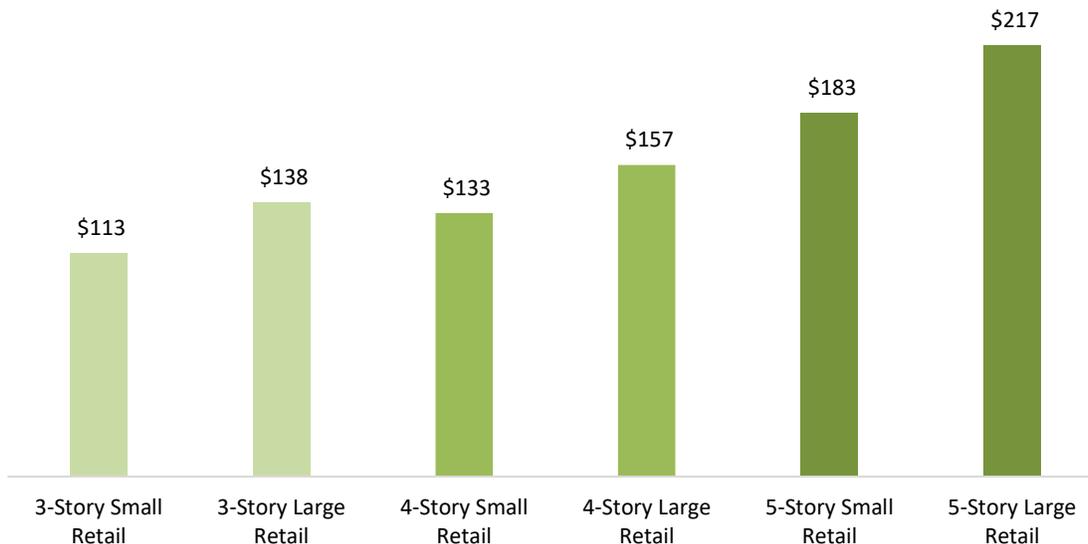
Source: BERK, 2016; King County Assessor, 2016

Three key measures help track the comparative value of the six development concepts on the Houghton Village site. These measures are:

- **Value**, which is calculated by dividing the net operating income by the assumed capitalization rate of 5 percent;
- **Project costs**, which are the total “hard” costs of construction and the total “soft” costs of design, entitlements, engineering, and developer costs, not including land acquisition; and
- **Residual land value per square foot (land)**. This is the profit potential of the development, minus any costs associated with developing the land. Using the residual land value divided by square feet of land allows for easy comparison of the value created on the land by each development concept.

Exhibit 22 shows the value created per square foot of land for the six development concepts. With more building stories (and thus more building square footage), there is more opportunity to create residual land value. The exercise also indicated that large format retail creates more value than small format retail, no matter what the number of stories are.

**Exhibit 22. Houghton Village Site Residual Land Value per Square Foot**



Source: BERK, 2016; Dupre + Scott, 2016; King County Assessor, 2016

Some of the significant factors that contribute to the variation in residual land value in the different concepts tested include the following:

- **Parking**. Parking requirements vary based on the type of development, and the amount of each use

type included. In addition, the location of the parking impacts the cost of construction as surface parking, first floor covered parking, and below ground parking can range in cost from around \$7,500 per stall to \$50,000 per stall. While there is a great cost to structured parking, there is also the opportunity cost associated with using land for surface parking instead of for building structures. Parking in the concepts tested were compliant with existing parking requirements. The assumptions used in this model were \$7,500 per stall for surface parking, \$30,000 per stall for first floor structured parking, and \$40,000 per stall for below grade structured parking



The Meyden, a 5-story mixed-use building in Bellevue with stepbacks on the upper floors. (Source: 3 Square Blocks)

- **Unit mix.** The unit mix of a building impacts the net operating income. Smaller units are generally able to produce higher rents per square foot than larger units, and more small units can fit into the same space as fewer larger units. All unit mixes were the same for these concepts, with 35 percent studios, 50 percent one-bedrooms, and 15 percent two-bedrooms.
- **Rents.** Rents for residential and retail spaces are market driven and are closely tied to the relationship between supply and demand, as well as the strength of the regional economy. Rents in the test concepts are consistent with the local market, and range from \$2.8 to \$3.2 per square foot for residential and \$30 per square foot for retail.
- **Construction Costs and Tenant Improvements.** Construction costs can vary greatly depending on the use type, the size of the building, the quality of the materials, site constraints, buried parking, and more. In addition, construction costs can be much higher if the market is strong and there is competition for resources. Construction cost assumptions in this example were \$170 per square foot for residential floors, and \$210 per square foot for the podium floor with tenant improvements. The 5-story building is assumed to have upper-story construction costs of \$160 per square foot.
- **Site Constraints.** A development site can constrain development potential if there are challenges associated with slopes, environmental hazards, parcel size, parcel layout, and others. The same site was used for all six of the concepts tested and has previously been graded and used for retail uses so no site constraint costs were assumed.

## FEASIBILITY EXAMPLE: HOUGHTON PLAZA SITE

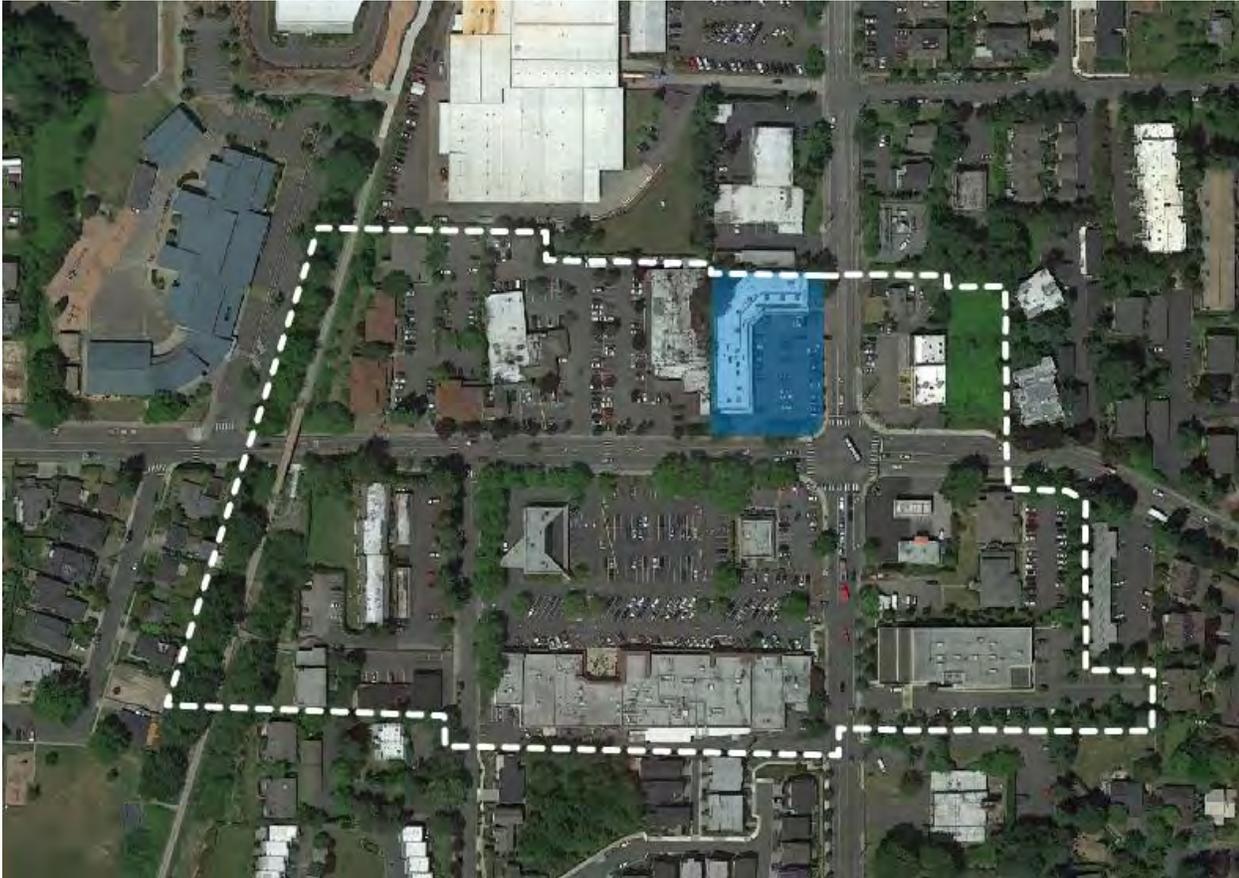
A similar analysis was done on the Houghton Plaza site as that done on the Houghton Village site. This second analysis was done to test the questions of redevelopment feasibility on a different site, of a different size, with different potential.

The Houghton Plaza site was built in 1988 and has been identified in the city's Development Capacity

Analysis as redevelopable. This means the site's improvement value is less than 50 percent of the land value, which may indicate a potential for a higher and better use. The Houghton Plaza site, which is in the center of the site along 6<sup>th</sup> Street S and NE 68<sup>th</sup> Street, is currently a one-story strip-style development with 33 parking spaces situated on an acre of land. The land value is around \$50 per square foot.

Exhibit 23 Exhibit 20 shows the location of the site being analyzed.

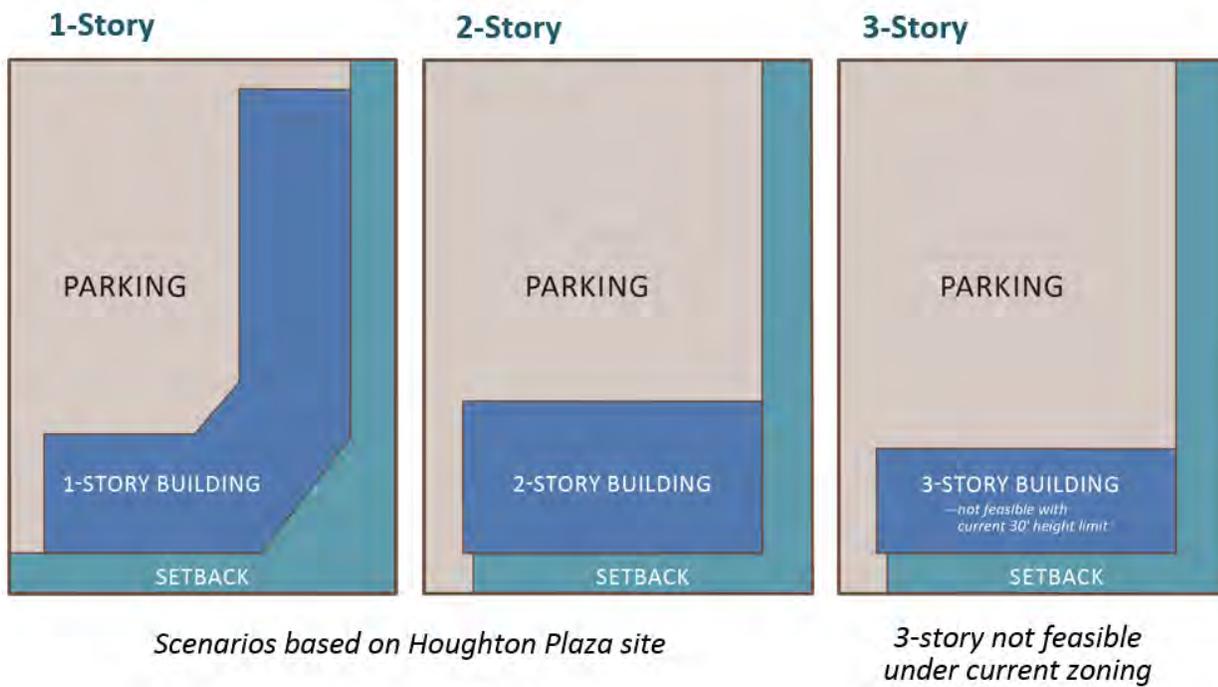
### Exhibit 23. Houghton Plaza Site



Source: BERK, 2016; City of Kirkland, 2016

Exhibit 24 shows potential development options on the Houghton Plaza site under a Preservation Scenario, where both one, two, and three story development would be difficult to site on the parcel given the parking requirements. There would be less space for a building footprint since surface parking would occupy an increasingly large portion of the lot with each additional story of the structure due to the added building square footage that would generate a need for more parking. The site under current regulations could not support a building with enough value to make structured underground parking a feasible construction cost. Given the 30-foot height limits, there would be additional constraints making a 3-story building unfeasible for regulatory and cost reasons.

**Exhibit 24. Preservation Scenario Development Concepts**



Source: BERK, 2016; 3 Square Blocks, 2016

Three different concepts were developed for the analysis. These concepts (see Exhibit 25 for summary) include a 3-story, 4-story, and 5-story building. All concepts assume the existing site size of .98 acres (42,852 square feet).

**Exhibit 25. Houghton Plaza Site Development Concepts**

	RESIDENTIAL (UNITS)	RETAIL (SQ FT)	PARKING	FAR
Existing	0	13,777	33	.3
3-Story	71	11,000	130	2.0
4-Story	106	10,000	172	2.6
5-Story	142	10,000	219	3.3

\*FAR calculation includes all building square footage located above ground. Below-grade parking is not included.

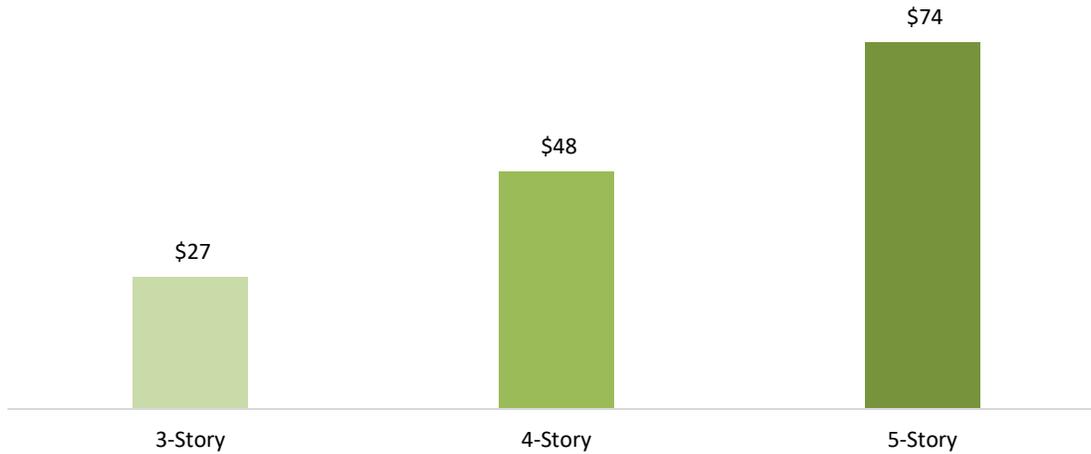
Source: BERK, 2016; King County Assessor, 2016

The same set of key measures that were used to evaluate the Houghton Village site – project value, project costs, and residual land value per square foot (land) – were used to evaluate the Houghton Plaza site.

Exhibit 26 shows the value created per square foot of land for the three development concepts being tested. With more building stories (and thus more building square footage), there is more opportunity to create residual land value. All parking in these concepts is structured, unlike the Houghton Village concepts which included some surface parking, which is a contributing factor to the lower residual land

values per square foot compared to the Houghton Village analysis.

### Exhibit 26. Houghton Plaza Site Residual Land Value per Square Foot



Source: BERK, 2016; Dupre + Scott, 2016; King County Assessor, 2016

The following describes the assumptions made in this analysis for some of the significant factors that contribute to the variation in residual land value. The assumptions are consistent with those used in the Houghton Village site analysis.

- **Parking.** The assumptions used in this model were \$30,000 per stall for first floor structured parking, and \$40,000 per stall for below grade structured parking
- **Unit mix.** All unit mixes were the same for these concepts, with 35 percent studios, 50 percent one-bedrooms, and 15 percent two-bedrooms.
- **Rents.** Rents in the test concepts are consistent with the local market, and range from \$2.8 to \$3.2 per square foot for residential and \$30 per square foot for retail.
- **Construction Costs and Tenant Improvements.** Construction cost assumptions in this example were \$170 per square foot for residential floors, and \$210 per square foot for the podium floor with tenant improvements. The 5-story building is assumed to have upper-story construction costs of \$160 per square foot.
- **Site Constraints.** A development site can constrain development potential if there are challenges associated with slopes, environmental hazards, parcel size, parcel layout, and others. The same site was used for all six of the concepts tested and has previously been graded and used for retail uses so no site constraint costs were assumed.



3-story Boulevard Condominium, mixed-use development in Kirkland, WA. (Source: 3 Square Blocks)

## Conclusion + Key Findings

Under Kirkland’s current market conditions, redevelopment of a one, two, or three story building allowed under the Preservation Scenario is not likely to occur. However, this scenario would maintain the existing successful Neighborhood Center which is frequented by the existing community. The additional scenarios – Moderate Growth Scenario and Greater Change and Amenities Scenario – would be more likely to incentivize redevelopment while providing some added benefits and some risks of uncertainty. In evaluating the scenarios, some key findings were identified:

Key findings from the physical condition assessment and development feasibility analysis are:

- The neighborhood center is currently defined by an auto-oriented development pattern with many curb cuts, inadequate pedestrian facilities to support a walkable neighborhood, and large surface parking lots. This is inconsistent with the goals adopted in the Central Houghton Neighborhood Plan.
- Existing developments have minimal incentive to redevelop under current zoning and development standards. Land values appear to be increasing, which would further constrain redevelopment under the Preservation Scenario.
- If redevelopment does not occur, there is a risk of losing tenants as buildings continue to age beyond the typical useful life of 40 years.
- Although redevelopment under any of the scenarios tested would require the right market factors, regulatory environment, and development concept, the feasibility and likelihood of development increases from the 3-story concept to the 5-story concept along with an increase in the ability to fund public amenities.
- Parking regulations put pressure on development costs while reducing potential for income particularly related to the high costs for structured parking. Requiring more parking than is required can have large implications on both development feasibility and profitability, as well as amenities for the neighborhood. Options such as reduced parking requirements, providing public parking, and supporting shared parking reductions will increase development feasibility by reducing construction costs and creating more opportunities to invest in public amenities.
- Potential for development on the site must be weighed against potential opportunities elsewhere. Even if a development is feasible to build, it isn’t necessarily as profitable as an opportunity to develop somewhere else locally or regionally.
- The more height that is allowed, the greater the potential for development given the greater potential for value creation on a particular parcel assuming rents support the cost of construction and land. Six-story development is the maximum height for 5 over 1 type construction and any height limits below six-stories will be a limiting factor in the attractiveness of the development in comparison to other areas that allow for six-story development.
- Larger first floor retail space such as a grocery store would create a higher value project for any of the 3, 4, or 5 story buildings. With two grocery stores already operating in the neighborhood center other large format anchor tenants may be harder to attract than smaller format tenants.

# APPENDIX A. DESIGN GUIDELINES FOR KIRKLAND PEDESTRIAN-ORIENTED BUSINESS DISTRICTS

## Kirkland Design Guidelines

The drawing below illustrates many of the design Guidelines described in this appendix

**1** Pedestrian plazas and places for vendors encouraged through several regulations

**2** Buildings on corner lots may be required to incorporate an architectural or pedestrian-oriented feature at the corner. Many options are possible including plazas, artwork, turrets, curved corners, etc.

**Special architectural requirements placed on use of concrete block and metal siding.**

**3** "Architectural scale" requirements direct large buildings to fit more comfortably with neighboring development. This example employs building setbacks, decks, curved surfaces, and recessed entries to reduce appearance of building mass.

**4** Parking garages on pedestrian-oriented streets or through-block sidewalks may incorporate pedestrian-oriented uses or pedestrian-oriented space into front facades.

**Street trees required along certain streets.**

**5** Human scale features such as balconies or decks, bay windows, covered entries, gable or hipped rooflines, multiple paned windows, or pedestrian-oriented space may be required

**6** More flexible method of measuring building height on slopes.

**7** New policies regarding tree protection and enhancement of wooded slopes. Standards for size, quantity, quality, and maintenance of landscape plant materials are set by the Zoning Code.

**8** Standards for size, quantity, quality and maintenance of landscape plant materials are set by the Zoning Code.

**9** Standards are set for pathway width, pavement, lighting, and site features on required major pathways and public properties.

**10** A building cornerstone or plaque may be required.

**11** Covering up existing masonry or details with synthetic materials is restricted.

**12** Ground story facades of buildings on pedestrian-oriented streets or adjacent to parks may be required to feature display windows, artwork, or pedestrian-oriented space.

**13** Pedestrian weather protection required on pedestrian-oriented streets.

**14** Architectural detail elements such as decorative or special windows, doors, railings, gullwork, lighting, trellises, pavements, materials, or artwork to add visual interest may be required.

**Size of parking lots abutting pedestrian-oriented streets may be restricted.**

**15** Quantity and locations of driveways are regulated.

**16** Visible service areas and loading docks must be screened.

**17** Provision for pedestrian circulation is required in large parking lots.

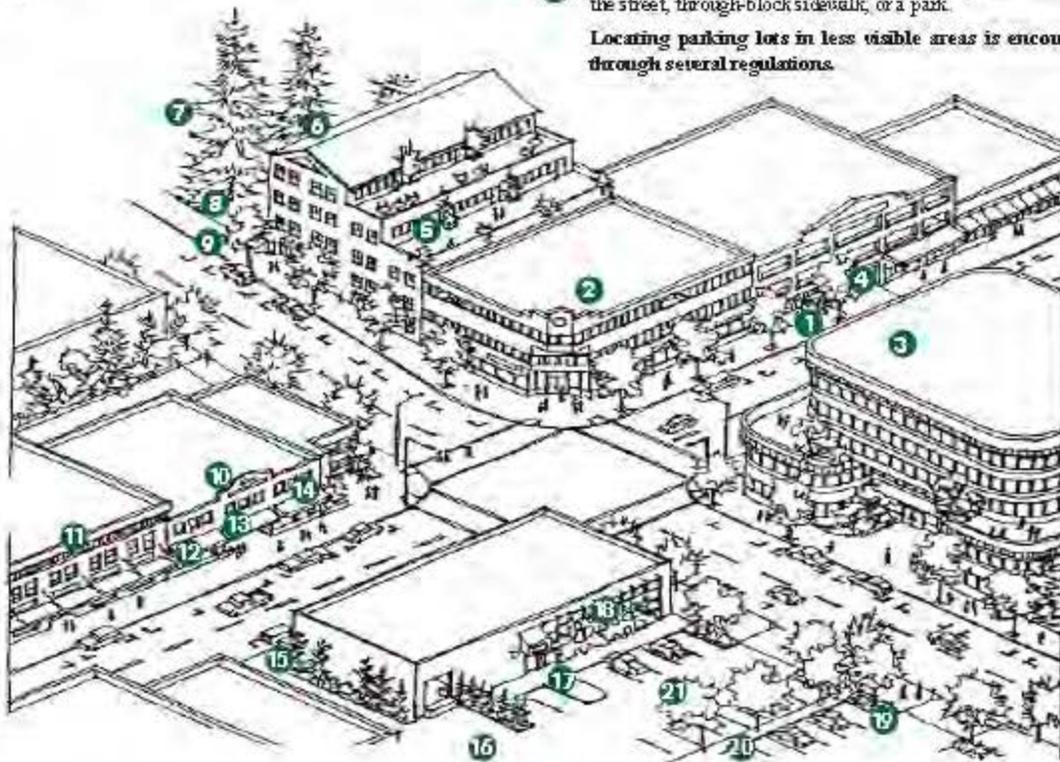
**18** Blank walls near streets or adjacent to through-block sidewalks must be treated with landscaping, artwork, or other treatment.

**19** Screening of parking lots near streets is required.

**20** Standards for curbs, signing, lighting, and equipment are set for parking lots.

**21** Internal landscaping is required on large parking lots visible from the street, through-block sidewalk, or a park.

**Locating parking lots in less visible areas is encouraged through several regulations.**



8.5

LIT

PUD

7TH ST S

9TH AVE S

6TH ST S

RM 3.6

~~RM 3.6~~

~~\*2639/3~~

HENC 1

HENC 3

NE 68TH ST

~~BC~~

~~BC~~

Change to PR 3.6

HENC 2

~~RM 3.6~~

PR 3.6

CROSS KIRKLAND CORRIDOR

RM 3.6

RM 5.0

106TH AVE NE

RM 5.0 (2)

108TH AVE NE

RM 5.0

PUD

NE 66TH PL

NE 65TH PL

105TH AVE NE

Black Font: Current Zoning  
Yellow Font: Proposed Zoning

RS



## Plate 35

## Total Upper Story Setback Area

The required upper story setback for all floors above the second story shall be calculated as Total Upper Story Setback Area as follows:

*Linear feet of front property line(s), not including portions of the site without buildings that are set aside for vehicular areas*

X

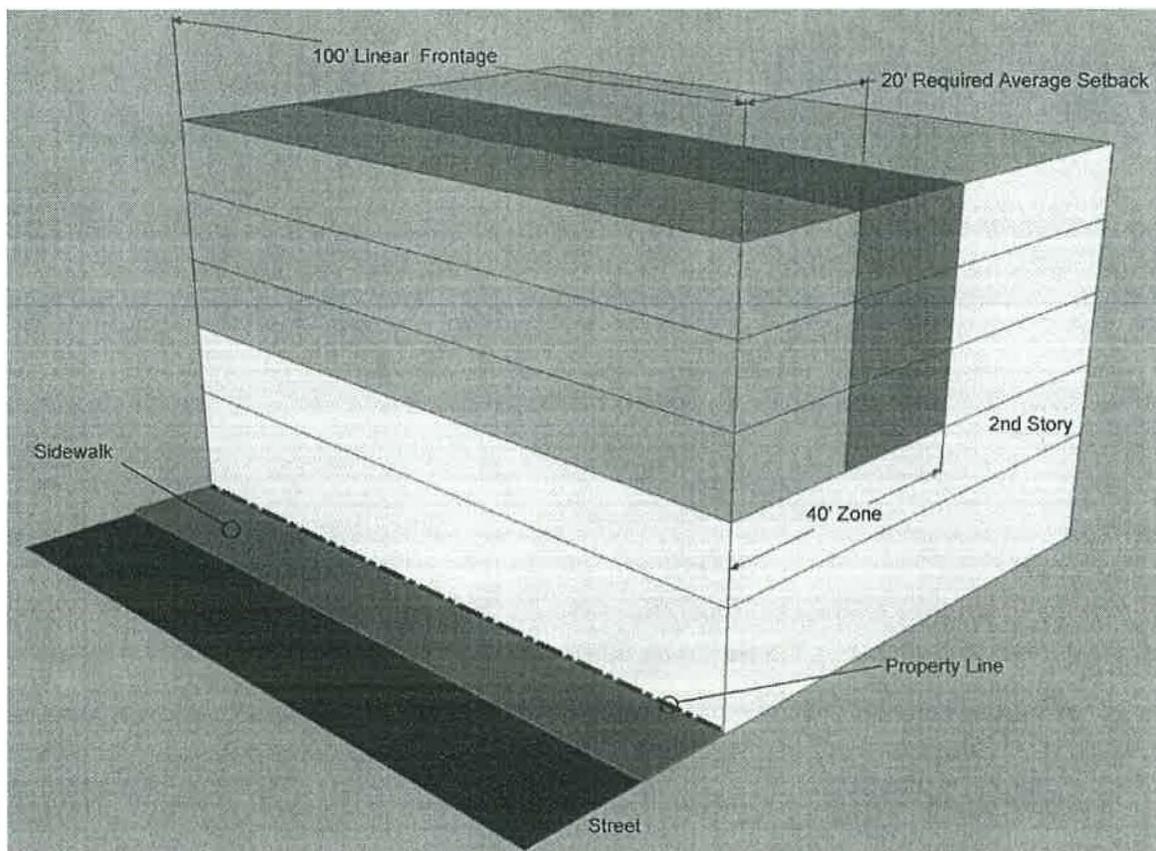
*Required average setback*

X

*Number of stories proposed above the 2nd story*

=

**TOTAL UPPER STORY SETBACK AREA**



**Example (for 5-story building with 100 linear feet along the front property line):**

- 1) The project would have 4,000 square feet of potential building space per story within the 40' zone (100 l.f. x 40' depth)
- 2) The upper 3 stories would have 12,000 square feet of potential building area within the 40' zone (100 l.f. x 40' depth x 3 stories)
- 3) The required average setback of 20' would equate to a setback area of 2,000 square feet per story (100 l.f. x 20' depth)
- 4) The upper 3 stories would have 6,000 square feet of Total Upper Story Setback Area [Total Upper Story Setback Area = 100' (lineal frontage) x 20' (required average setback) x 3 (stories above the 2nd story)] and 6,000 square feet of allowed building area (12,000 square feet - 6,000 square feet).





Step back example (Northwest University Building) ¶



# Design Guidelines

## For Pedestrian-Oriented Business Districts



Adopted by the City Council pursuant to  
Kirkland Municipal Code Section 3.30.040.

Dated August 3, 2004.

Updated December 11, 2012, R-4945 & R-4946.

Attest:



Joan McBride,  
Mayor

Eric Shields  
Director,  
Planning & Community  
Development

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The Illustrations throughout this document are provided by MAKERS.

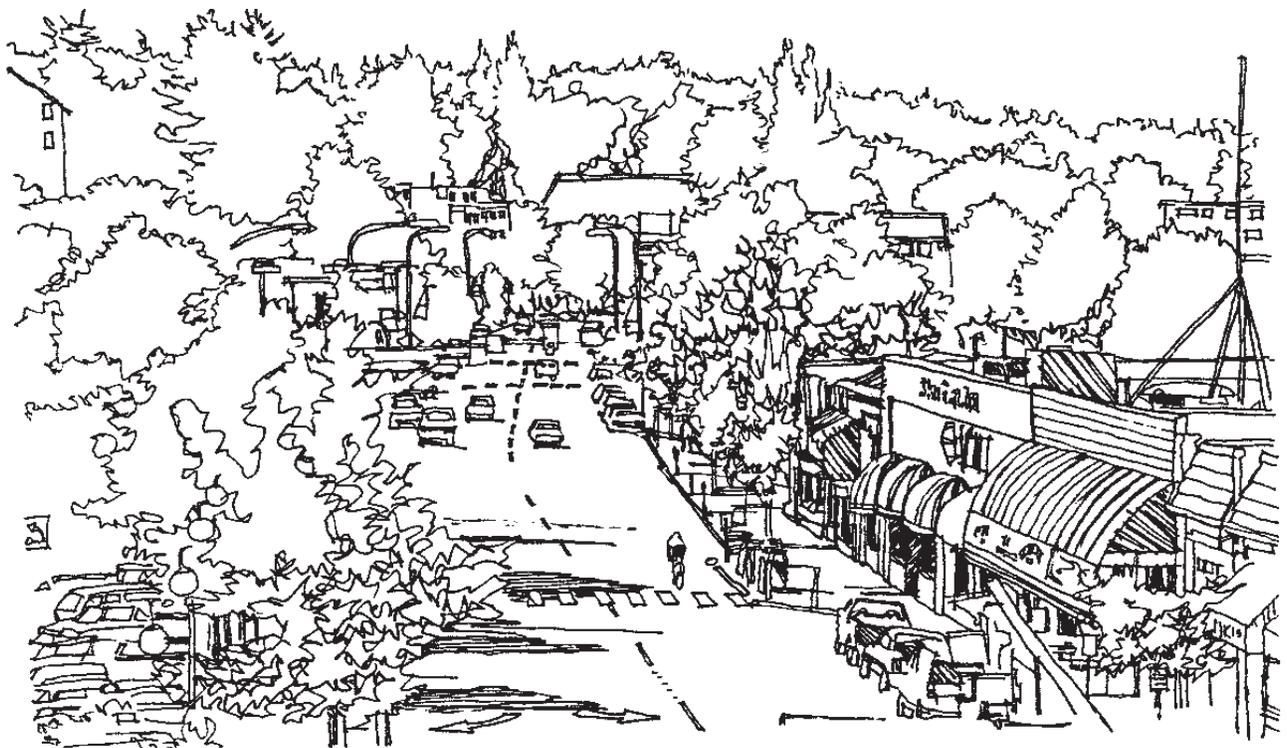
# Introduction

This document sets forth a series of Design Guidelines, adopted by Section 3.30 of the Kirkland Municipal Code, that will be used by the City in the design review process. For Board Design Review (BDR), the Design Review Board will use these guidelines in association with the Design Regulations of the Kirkland Zoning Code. To the extent that the standards of the Design Guidelines or Design Regulations address the same issue but are not entirely consistent or contain different levels of specificity, the Design Review Board will determine which standard results in superior design. For Administrative Design Review (ADR), the Planning Official will use these guidelines when necessary to interpret the Design Regulations. They are also intended to assist project developers and their architects by providing graphic examples of the intent of the City's guidelines and regulations.

Most of the concepts presented in the Design Guidelines are applicable to any pedestrian-oriented business district.\* “Special Considerations” have been added, such as for Downtown Kirkland, to illustrate how unique characteristics of that pedestrian-oriented business district relate to the Guideline.

The Design Guidelines do not set a particular style of architecture or design theme. Rather, they will establish a greater sense of quality, unity, and conformance with Kirkland's physical assets and civic role.

The Design Guidelines will work with improvements to streets and parks and the development of new public facilities to create a dynamic setting for civic activities and private development. It is important to note that these Guidelines are not intended to slow or restrict development, but rather to add consistency and predictability to the permit review process.



*\* The guidelines also apply to residential development in the Central Business District (CBD), the Juanita Business District (JBD), the North Rose Hill Business District, the Market Street Corridor (MSC), Totem Center, and Planned Area 5C (PLA5C); and to mixed use development throughout the City.*



## Kirkland Design Guidelines

The drawing below illustrates many of the design Guidelines described in this appendix

- 1 Pedestrian plazas and places for vendors encouraged through several regulations.
- 2 Buildings on corner lots may be required to incorporate an architectural or pedestrian-oriented feature at the corner. Many options are possible including plazas, artwork, turrets, curved corners, etc.

**Special architectural requirements placed on use of concrete block and metal siding.**

- 3 “Architectural scale” requirements direct large buildings to fit more comfortably with neighboring development. This example employs building setbacks, decks, curved surfaces, and recessed entries to reduce appearance of building mass.
- 4 Parking garages on pedestrian-oriented streets or through-block sidewalks may incorporate pedestrian-oriented uses or pedestrian-oriented space into front facades.

**Street trees required along certain streets.**

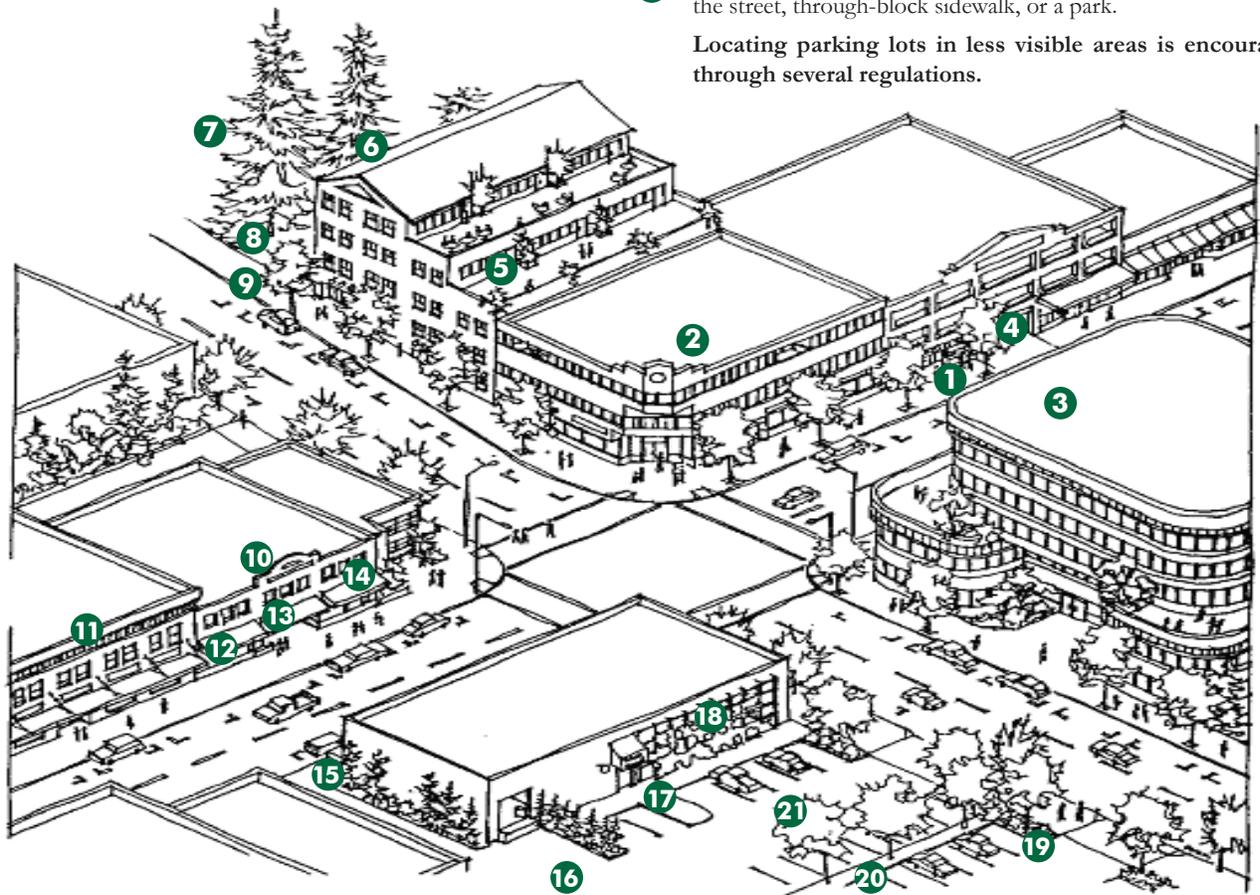
- 5 Human scale features such as balconies or decks, bay windows, covered entries, gable or hipped rooflines, multiple paned windows, or pedestrian-oriented space may be required.
- 6 More flexible method of measuring building height on slopes.
- 7 New policies regarding tree protection and enhancement of wooded slopes. Standards for size, quantity, quality, and maintenance of landscape plant materials are set by the Zoning Code.

- 8 Standards for size, quantity, quality, and maintenance of landscape plant materials are set by the Zoning Code.
- 9 Standards are set for pathway width, pavement, lighting, and site features on required major pathways and public properties.
- 10 A building cornerstone or plaque may be required.
- 11 Covering up existing masonry or details with synthetic materials is restricted.
- 12 Ground story facades of buildings on pedestrian-oriented streets or adjacent to parks may be required to feature display windows, artwork, or pedestrian-oriented space.
- 13 Pedestrian weather protection required on pedestrian-oriented streets.
- 14 Architectural detail elements such as decorative or special windows, doors, railings, grillwork, lighting, trellises, pavements, materials, or artwork to add visual interest may be required.

**Size of parking lots abutting pedestrian-oriented streets may be restricted.**

- 15 Quantity and locations of driveways are regulated.
- 16 Visible service areas and loading docks must be screened.
- 17 Provision for pedestrian circulation is required in large parking lots.
- 18 Blank walls near streets or adjacent to through-block sidewalks must be treated with landscaping, artwork, or other treatment.
- 19 Screening of parking lots near streets is required.
- 20 Standards for curbs, signing, lighting, and equipment are set for parking lots.
- 21 Internal landscaping is required on large parking lots visible from the street, through-block sidewalk, or a park.

**Locating parking lots in less visible areas is encouraged through several regulations.**



## Purpose of the Design Guidelines for Downtown Kirkland

In 1989 the Kirkland City Council adopted Kirkland's Downtown Plan which set a vision for the downtown's future and outlined policies and public actions to make that vision a reality. One of the recommended actions is the adoption of a set of Downtown Design Guidelines to be used in reviewing all new development and major renovations in the downtown area. The goal of the Design Guidelines as stated in the plan is to

*... balance the desired diversity of project architecture with the equally desired overall coherence of the downtown's visual and historic character. This is to be achieved by injecting into each projects' creative design process a recognition and respect of design guidelines and methods which incorporate new development into downtown's overall pattern.*

In addition, the guidelines are intended to further the following urban design goals stated in the plan:

- ◆ Promote a sense of community identity by emphasizing Kirkland's natural assets, maintaining its human scale, and encouraging activities that make downtown the cultural, civic, and commercial heart of the community.
- ◆ Maintain a high-quality environment by ensuring that new construction and site development meet high standards.
- ◆ Orient to the pedestrian by providing weather protection, amenities, human scale elements, and activities that attract people to downtown.
- ◆ Increase a sense of continuity and order by coordinating site orientation, building scale, and streetscape elements of new development to better fit with neighboring buildings.
- ◆ Incorporate parks and natural features by establishing an integrated network of trails, parks, and open spaces and maintaining existing trees and incorporating landscaping into new development.
- ◆ Allow for diversity and growth through flexible guidelines that are adaptable to a variety of conditions and do not restrict new development.

## Purpose of the Design Guidelines for PLA5C

Planned Area 5C is part of the Moss Bay Neighborhood and is designated for high density residential and office uses. It is located just east of the Central Business District (CBD) and shares many of the CBD's

characteristics, although retail uses are not allowed.

The adjacent steep hillside to the north of PLA5C is part of the 85<sup>th</sup> Street right-of-way and it limits potential view obstruction from the five to six story buildings which can be developed in PLA5C.

The following guidelines, which encourage wide sidewalks, do not apply to PLA5C since there are no "pedestrian oriented streets" or "major pedestrian sidewalks" designated in the Zoning Code for this area.

- ◆ Sidewalk Width: Movement Zone
- ◆ Sidewalk Width: Storefront Activity Zone

An additional guideline that does not apply is "Height Measurement on Hillsides."

## Purpose of the Design Guidelines for Juanita Business District

The Juanita Business District Plan was adopted in 1990 by the City Council. It states that "the underlying goal of redevelopment in the business district is to create a neighborhood-scale, pedestrian district which takes advantage of the amenities offered by Juanita Bay."

As part of the Juanita Business District Plan, Design Regulations and Design Guidelines were established for new development and major renovations in the Business District (JBD). These guidelines and regulations are intended to further the following urban design features stated in the plan:

- ◆ Pedestrian pathways from the surrounding residential areas to and through the business district and on to Juanita Beach Park should be acquired and improved.
- ◆ View corridors to the lake should be explored through new development in the business district.
- ◆ Entry features, such as signs or sculpture, should be established in the locations shown in the Juanita Business District Plan.
- ◆ Coordinated streetscape improvements should be used throughout the business district, including street trees, street furniture, and other amenities, like flowers, banners, and signs.

## Purpose of the Design Guidelines for the Market Street Corridor, including the Market Street Historic District

The City Council adopted the Market Street Corridor Plan in December of 2006 as part of the Market and Norkirk Neighborhood planning process. The new plan



was created for commercial and multifamily properties adjoining Market Street extending from the Central Business District at the south end to 19th Avenue at the north end. The plan includes a vision for the corridor of an attractive, economically healthy area that accommodates neighborhood oriented businesses, office uses and multifamily housing in a way that complements and protects the adjacent residential neighborhoods.

The historic 1890's buildings at the intersection of Market Street and 7th Avenue create a unique sense of place that represents the original town center of Kirkland. The plan establishes an historic district in this area that will reflect the City's past through both its old and new buildings and its streetscape. New development and renovation within this historic district should reflect the scale and design features of the existing historic resources in the district.

As part of the Market Street Corridor Plan, Design Regulations and Guidelines are established for new development and major renovations in the Market Street Corridor (MSC). These guidelines and regulations are intended to further the following design objectives that are stated in the plan:

- ◆ Encourage preservation of structures and locations that reflect Kirkland's heritage.
- ◆ Support a mix of higher intensity uses along the Market Street Corridor while minimizing impacts on adjacent residential neighborhoods.
- ◆ Maintain and enhance the character of the historic intersection at 7th Avenue and Market Street.
- ◆ Provide streetscape, gateway and public art improvements that contribute to a sense of identity and enhanced visual quality.
- ◆ Provide transitions between low density residential uses within the neighborhoods and the commercial and multifamily residential uses along Market Street.

Except for the MSC2 zone, the following guidelines, which suggest wider sidewalks, do not apply since there are no "pedestrian oriented streets" or "major pedestrian sidewalks" designated in the Zoning Code for the Market Street Corridor.

- ◆ Sidewalk Width: Movement Zone
- ◆ Sidewalk Width: Storefront Activity Zone

Additional guidelines that do not apply to the Market Street Corridor include:

- ◆ Protection and Enhancement of Wooded Slopes

- ◆ Height Measurement on Hillsides
- ◆ Culverted Creeks

## Purpose of the Design Guidelines for North Rose Hill Business District

The North Rose Hill Business District goals and policies were adopted in 2003 as part of the North Rose Hill Neighborhood Plan. Development in the North Rose Hill Business District (NRHBD) is to complement the Totem Lake neighborhood and encourage increased residential capacity to help meet housing needs. Commercial uses are to be limited to those that are compatible with the residential focus of the NRHBD.

As part of the NRH plan, design regulations and guidelines were established for new development and major renovations in the Business District (NRHBD). These guidelines and regulations are intended to further the following urban design goals and policies stated in the plan:

- ◆ Ensure that public improvements and private development contribute to neighborhood quality and identity in the Business District through:
  - *Establishment of building and site design standards.*
  - *Utilization of the design review process.*
  - *Location and sharing of parking lots .*
  - *Utilization of high quality materials, public art, bicycle and pedestrian amenities, directional signs on all arterials, and other measures for public buildings and public infrastructure, such as streets and parks.*
- ◆ Provide transitions between commercial and residential uses in the neighborhood.
- ◆ Provide streetscape improvements that contribute to a sense of neighborhood identity and enhanced visual quality.

Since the focus of the NRHBD is on increasing residential capacity while accommodating supportive commercial uses, rather than developing into a destination retail business district, the following guidelines do not apply to this business district.

- ◆ Sidewalk Width – Movement Zone
- ◆ Sidewalk Width – Curb Zone
- ◆ Sidewalk Width – The Storefront Activity Zone
- ◆ Pedestrian Coverings
- ◆ Pedestrian-Friendly Building Fronts
- ◆ Upper-Story Activities Overlooking the Street

In addition, the following do not apply:

- ◆ Protection and Enhancement of Wooded Slopes



- ◆ Height Measurement on Hillsides
- ◆ Views of Water
- ◆ Culverted Creeks

## Purpose of the Design Guidelines for Totem Center

The Kirkland City Council adopted a new neighborhood plan for Totem Lake in early 2002. The vision set forth in the Plan for Totem Center is of a dense, compact community, with a mix of business, commercial and residential uses and a high level of transit and pedestrian activity.

The Plan establishes key overall design principles for Totem Center, as well as specific design objectives for the Totem Lake Mall (TL 2), Evergreen Hospital campus (TL 3), and the mixed-use area west of the campus (TL 1). Design objectives promoted in the plan for Totem Center include:

- ◆ Accommodate high density, transit-oriented development, consistent with the district's position in an Urban Center.
- ◆ Ensure that public and private development contribute to a lively and inviting character in Totem Center.
- ◆ Reinforce the character of Totem Center through public investments
- ◆ Produce buildings that exhibit high quality design, incorporate pedestrian features and amenities and display elements of both continuity and individuality
- ◆ Provide public spaces that are focal points for the community
- ◆ Provide visual and functional connections between adjacent developments through landscaping, public spaces and pedestrian connections.

Design considerations specific to the three subareas within the district include:

### Mixed-Use Area (TL 1)

- ◆ Break up the mass of larger buildings through techniques such as towers over podiums, to create a varied building footprint and the perception of a smaller overall building mass.
- ◆ Incorporate features that create distinctive roof forms, to contribute to a skyline that is visually interesting throughout the district.

- ◆ Ensure appropriate transitions from lower density uses north of Totem Center through providing residentially scaled façades and centered building masses in development along NE 132nd Street.

### Retail Center (TL 2)

The Totem Lake Neighborhood Plan direction for the TL2 area is to support its growth as a vibrant, intensive retail center for the Kirkland community and surrounding region. These guidelines are intended to promote the vision of this area as a "village-like" community gathering place, with high-quality urban and architectural design in redevelopment. To provide for flexibility and increased development potential, while ensuring coordinated development and design integrity over time, redevelopment should occur within the context of an overall site development or Master Plan for the entire property.

### Evergreen Hospital Medical Center Campus (TL 3)

The Totem Lake Neighborhood Plan acknowledges the important role the hospital plays in the Kirkland community, and supports growth on the campus to strengthen this role. Design objectives stated in the Plan for the Evergreen Hospital campus are consistent with those expressed in the Master Plan approved for the site:

- ◆ Taller buildings should be located toward the center of the site and designed to minimize shadowing and transition impacts on residential areas.
- ◆ Public access to usable green spaces on the campus can help to offset the impacts of taller buildings on the site.
- ◆ Ensure campus edges are compatible with neighboring uses.
- ◆ Enhance and improve pedestrian access with the campus and to surrounding uses, particularly the transit center and to TL 2.

The approved Master Plan for the hospital campus includes additional, unique design guidelines that apply to institutional development in a campus environment:

- ◆ *Respond to Physical Environment:* New buildings should be attractive as well as functional additions to the campus.
- ◆ *Enhance the Skyline:* The upper portion of buildings should be designed to promote visual interest and variety on the skyline, except where building function dictates uninterrupted vertical mass.
- ◆ Avoid blank facades in buildings located on the perimeter of the campus.



- ◆ Use materials and forms that reinforce the visual coherence of the campus.
- ◆ Provide inviting and useable open space.
- ◆ Enhance the campus with landscaping.
- ◆ Guidelines for the transit center to be located on the hospital campus should be developed and incorporated with guidelines for the rest of the campus.

The following guidelines do not apply to Totem Center:

- ◆ Height Measurement on Hillsides
- ◆ Views of Water

## ~~Purpose of the Design Guidelines for Neighborhood Business Districts~~

The Comprehensive Plan establishes a hierarchy of commercial districts, with regional goods and services at the upper end and neighborhoods goods and services at the lower end.

Kirkland's Neighborhood Business Districts (BN, BNA, and MSC2) are important in providing neighborhood goods and services. Given the more localized draw for residents to meet their everyday needs, an emphasis on convenient and attractive pedestrian connections and vehicular access is important.

In addition, because these districts are surrounded by the residential land uses they serve, the design character and context of new development is critical to ensure that it integrates into the neighborhood.

The design guidelines are intended to further the following design objectives that are stated in the Plan:

- ◆ Establish development standards that promote attractive commercial areas and reflect the distinctive role of each area.
- ◆ Encourage and develop places and events throughout the community where people can gather and interact.
- ◆ Moss Bay neighborhood: Ensure that building design is compatible with the neighborhood in size, scale, and character.
- ◆ South Rose Hill neighborhood: Residential scale and design are critical to integrate these uses into the residential area.

The following guidelines do not apply to these districts:

- ◆ Protection and Enhancement of Wooded Slopes
- ◆ Height Measurement on Hillsides
- ◆ Culverted Creeks

# Pedestrian-Oriented Elements

## Introduction

Successful pedestrian-oriented business districts, as opposed to “commercial strips,” depend upon making pedestrian circulation more convenient and attractive than vehicular circulation, because the retail strategy for such districts is to encourage the customer to visit often and for more than one purpose at a time. The desired shopping pattern is for the customer to park in a convenient location and

## Purpose of the Design Guidelines for the Houghton Everest Neighborhood Center

### The Houghton Everest Neighborhood Center ...

In addition, the neighborhood center contains an important interface with the Cross Kirkland Corridor (CKC). Successfully integrating site and building design with this important transportation and open space amenity will mutually benefit the neighborhood center and the CKC. Thoughtful design of the interface will attract nonmotorized customers and residents to the neighborhood center and create an attractive and safe space for pedestrians and bicyclists using the CKC.

The Guidelines are intended to further the following design objectives that are stated in the Comprehensive Plan.

*(insert applicable Comprehensive Plan policies)*

The following guidelines do not apply to the Neighborhood Center:

- Protection and Enhancement of Wooded Slopes
- Height Measurement on Hillsides
- Culverted Creeks





*On the following pages are described urban design guidelines relating to pedestrian circulation and amenities. The guidelines outline the general issues and present design information, concepts, and solutions to address the issues. The guidelines serve as a conceptual foundation and support the regulations included in the Kirkland Zoning Code.*

## Sidewalk Width: Movement Zone

### Issue

Pedestrian movement is a primary function of sidewalks. The sidewalk has three overlapping parts with different functions: the curb zone, the movement zone, and the storefront or activity zone.

A well-sized and uncluttered movement zone allows pedestrians to move at a comfortable pace. People can window-shop comfortably and enjoy a relaxed atmosphere without bumping into street signs, garbage cans, or other people.

### Discussion

An adult person measures approximately 2' across the shoulders, but a pedestrian carrying grocery bags, pushing a baby carriage or bicycle, or walking a dog measures 3' across. A window-shopper will require a minimum of 2'-6" to 3' wide space to avoid being pushed or having their view obstructed.

The movement zone should be at least 10' to 12' wide so that two couples can comfortably pass one another. This same space also will allow one person to pass a couple while another person passes from the opposite direction. In business districts add 3' to the storefront activity zone for window-shopping.

The width of the sidewalk movement zone should consider the function of sidewalks, the level of pedestrian traffic, and the general age groups of the pedestrians (children and the elderly slow traffic on sidewalks that are too narrow).



### Guideline

*A sidewalk should support a variety and concentration of activity yet avoid overcrowding and congestion. The average sidewalk width should be between 10' and 18'. New buildings on pedestrian-oriented streets should be set back a sufficient distance to provide at least 10' of sidewalk. If outdoor dining, seating, vending, or displays are desired, an additional setback is necessary.*

### Special Consideration for Downtown Kirkland

Most of the business core of Kirkland is already developed with fairly narrow sidewalks. New development should provide sidewalks at the recommended width. Providing wider sidewalks throughout downtown is a long-term endeavor.

### Special Consideration for Juanita Business District

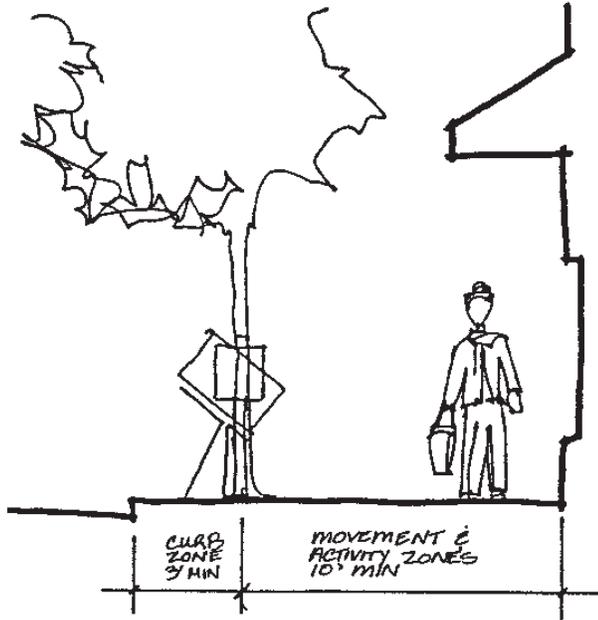
A concentrated, organized, retail-oriented core with a unified pedestrian circulation network is a goal of the Juanita Business District. The pedestrian system will also serve to connect the perimeter of the district to the core.

### Special Consideration for Totem Center

New development in TL2 should provide sidewalks at the recommended width, to contribute to the pedestrian-orientation of new development. Public gathering places, such as pedestrian-oriented plazas linked to the sidewalk, should be encouraged.



## Sidewalk Width – Curb Zone



### Issue

The curb zone contains parking meters, garbage cans, newspaper stands, street signs, light poles, mail boxes, phone booths, bus stops, and trees. The curb zone is also a buffer between vehicular traffic and pedestrians.

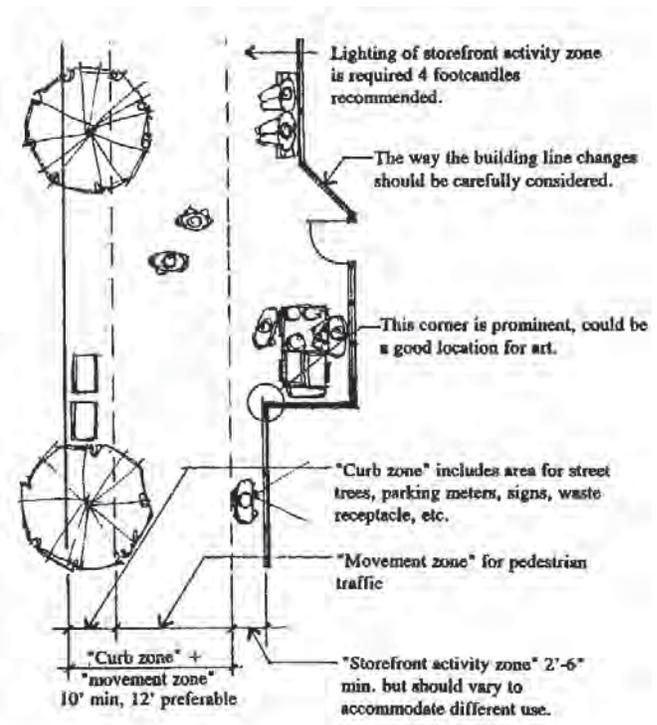
### Discussion

The curb zone may be integrated into the sidewalk design in a number of ways.

- ◆ *A curb zone with parallel parking.* Getting in and out of parked cars requires 2'-6"; so the curb zone width should be between 4'-6" and 5'-6".
- ◆ *A curb zone without parallel parking.* Space is not needed to park cars; the curb zone width should be between 3' and 4'.
- ◆ *A curb zone with street furniture clustered in sidewalk bulbs along the street; parking is allotted in the pockets between the bulbs.* Clusters of street elements – benches, newspaper stands, covered bus stops – require a sidewalk width of about 8' to 12'.

The curb zone may be visually separated from the movement zone by changes in color or surface material. Street furniture and other elements may be grouped and unified by color and shape to give the street a less cluttered appearance.

The design of the curb zone and street elements provides an opportunity for Kirkland to develop a visual identity that differs from street to street yet is still characteristic of Kirkland.



### Guidelines

*Street elements – trees, parking meters, signs – should be organized in the curb zone to reduce congestion. During busy periods, pedestrians may use the curb zone for walking.*

*Where pedestrian traffic is the heaviest, sidewalk bulbs can be constructed to accommodate bike racks, waste receptacles, and newspaper racks. Corner bulbs also increase pedestrian visibility.*



## Sidewalk Width – The Storefront Activity Zone

### Issue

The storefront activity zone is the most important area for improving pedestrian amenities because it offers protection, provides space for sidewalk activities, and is a transition from the public space of the sidewalk to the private space of the building.

### Discussion

At least 10' of the sidewalk must be kept for pedestrian movement. In addition, there must be room for other activities that add life and interest to the street. Window shopping requires a minimum of 2'-6". Other activities require:

- ◆ Bench for sitting: 4' min.
- ◆ Vendor: 4' min. (6' preferable)
- ◆ Outdoor dining: 6' min. (one table)
- ◆ Outdoor displays: 4' min. (6' preferable)

The activity desired in the storefront activity zone can vary from property to property. This may result in a more animated sidewalk environment with protected alcoves and niches.

### Guideline

*New buildings should be set back a sufficient distance from the front property line a minimum of 10' to allow enough room for pedestrian movement. Wider setbacks should be considered to accommodate other sidewalk uses that would benefit their businesses and the pedestrian environment. Lighting and special paving of the storefront activity zone are also beneficial.*

## Pedestrian Coverings

### Issue

Pedestrian coverings such as awnings and canopies offer shelter, provide spatial enclosure, and add design interest to a retail streetscape.

### Discussion

The design of awnings and canopies should be coordinated with a number of factors:

*The width of a canopy or awning depends on its function. A 3' to 4' canopy will provide rain cover for window-shopping. A 5' or greater canopy will provide cover for a street sale, and a 7' to 8' canopy will provide room for a window shopper and a passing couple.*

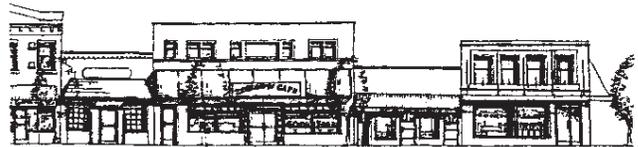
*The width of the sidewalk should be considered when sizing the awning. Water spilling down the edges of awnings is unpleasant; thus the awning should be either extended or shortened if there is not room for two people to pass one another either under the awning or outside the awning.*

*The architecture of the building determines the appropriate placement and style of the canopy or awning. A canopy should be continuous in shape, design, and placement throughout a building.*

*The overall style of a street should guide the choice of type, color, and size of coverings. The quality of light emanating from awnings or canopies should be controlled. The back-lit plastic awning typical of fast food chains is inappropriate on pedestrian streetscapes.*

*The crown of trees can be a canopy in its own right by defining space and providing shelter. Canopies and awnings should be appropriately dimensioned to allow for tree growth.*

*The street type. A rich variety of canopies and awnings is particularly desirable on pedestrian-oriented streets and less important on automobile-oriented streets.*



**Nonuniform Awnings and Facades  
(Recommended for Pedestrian Oriented Streets)**



### Guideline

*Awnings or canopies should be required on facades facing pedestrian-oriented sidewalks. A variety of styles and colors should be encouraged on pedestrian-oriented streets, and a more continuous, uniform style encouraged for large developments on entry arterial streets.*

## “Pedestrian-Friendly” Building Fronts

### Issue

Building setbacks were originally developed to promote “pedestrian-friendly” building fronts by providing light, air, and safety. But dull building facades and building setbacks that are either too wide or too narrow can destroy a pedestrian streetscape. A successful pedestrian business district must provide interesting, pedestrian-friendly building facades and sidewalk activities.

### Discussion

Building fronts should have pedestrian-friendly features transparent or decorative windows, public entrances, murals, bulletin boards, display windows, seating, or street vendors that cover at least 75 percent of the ground-level storefront surface between 2’ and 6’ above the sidewalk.



Sitting areas for restaurant and merchandise displays should allow at least a 10’ wide pavement strip for walking. Planters can define the sitting area and regulate pedestrian flow.

Blank walls severely detract from a pedestrian streetscape. To mitigate the negative effects of blank walls:

- ◆ Recess the wall with niches that invite people to stop, sit, and lean.
- ◆ Allow street vendors.
- ◆ Install trellises with climbing vines or plant materials.
- ◆ Provide a planting bed with plant material that screens at least 50 percent of the surface.
- ◆ Provide artwork on the surface.

### Guideline

**All building fronts should have pedestrian-friendly features as listed above.**

## Special Consideration for Downtown Kirkland - Glazing

Building frontages along pedestrian-oriented streets in the Central Business District should be configured to have a 15’ story height to ensure suitability for diverse retail tenants and enhance the pedestrian experience. Where these taller retail stories are required, special attention to storefront detailing is necessary to provide a visual connection between pedestrian and retail activity.

### Guideline

**Storefronts along pedestrian-oriented streets should be highly transparent with windows of clear vision glass beginning no higher than 2’ above grade to at least 10’ above grade. Windows should extend across, at a minimum, 75% of the façade length. Continuous window walls should be avoided by providing architectural building treatments, mullions, building modulation, entry doors, and/or columns at appropriate intervals.**

## Special Consideration For Non-Retail Lobbies In Central Business District 1A & 1B

Non-retail uses are generally not allowed along street frontage within Central Business District 1. However, in order to provide pedestrian access to office, hotel, or residential uses located off of the street frontage or above the retail, some allowance for lobbies is necessary.

### Guideline

**Lobbies for residential, hotel, and office uses may be allowed within the required retail storefront space provided that the street frontage of the lobby is limited relative to the property’s overall retail frontage and that the storefront design of the lobby provides continuity to the retail character of the site and the overall street.**

## Special Consideration for Totem Center

Since pedestrians move slowly along the sidewalk, the street level of buildings must be interesting and varied. Since the potential exists for large tenants to locate within TL 2, efforts should be made to minimize the impacts of these uses along pedestrian-oriented streets and concourses. Along 120<sup>th</sup> Avenue NE, buildings should be designed to add vitality along the sidewalk, by providing multiple entrance points to shops, continuous weather protection, outdoor dining, transparency of windows and interactive window displays, entertainment and diverse architectural elements. Ground floor development in TL 2 should be set close to the sidewalk along pedestrian streets and concourses to orient to the pedestrian and provide an appropriately-scaled environment.



## Special Consideration for Neighborhood Business Districts

### Issue

To create a focal point for the community and engage pedestrians, buildings are encouraged to be oriented to pedestrian-oriented streets in these zones. However, commercial space that is above or below the grade of the sidewalk can compromise the desired pedestrian orientation.

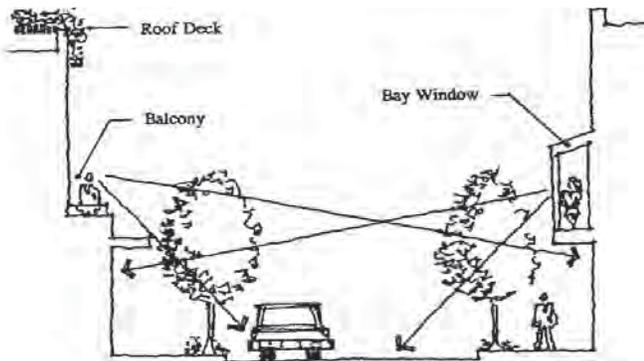
### Guideline

*Commercial space should generally be at grade with the adjoining sidewalk. Where this is not feasible, the building should be setback from the sidewalk far enough to allow a comfortable grade transition with generous pedestrian-oriented open space.*

## Upper-Story Activities Overlooking the Street

### Issue

Upper-story architectural features such as balconies, roof decks, and bay windows improve the relation between the upper-story living and working units and the street. Upper-story activity provides additional security at night – people overlooking a street tend to “patrol” it – and give the street a more human, people-oriented quality.



### Discussion

All buildings should have either an individual balcony or bay window for each dwelling unit or a collective roof deck that overlooks the street or both. This is especially important on the second and third floors where it is easier to establish connection with people on the street level.

Retail stores, offices, and studios liven second stories, particularly at night when second story activities are silhouetted.

Balconies should have direct access from an interior room and be at least 6' in depth so that two or three people can sit at a small table and have enough room to stretch their legs.

Plantings are encouraged on balconies and roof decks in order to bring more greenery into the City. Window seating at bay windows enables people to sit by a window and overlook the street.

### Guideline

*All buildings on pedestrian-oriented streets should be encouraged to have upper-story activities overlooking the street, as well as balconies and roof decks with direct access from living spaces. Planting trellises and architectural elements are encouraged in conjunction with decks and bay windows. Upper-story commercial activities are also encouraged.*

## Lighting from Buildings

### Issue

Overpowering and uniform illumination creates glare and destroys the quality of night light. Well-placed lights will form individual pools of light and maintain sufficient lighting levels for security and safety purposes.

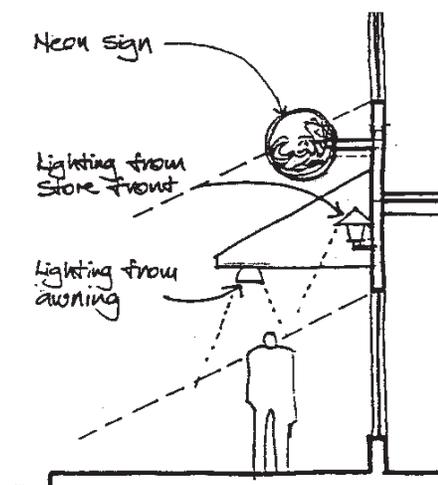
### Discussion

All building entries should be lighted to protect occupants and provide an inviting area.

Building facades, awnings, and signs should not be lighted with overpowering and uniform lights. They should be lighted with low-level building-mounted lights and placed apart to form pools of light. Lighting from storefronts, canopies, or awnings is a very attractive and effective way to light sidewalks.

Recommended Minimum Light Level:

- ◆ Primary pedestrian walkway: 2 foot candle
- ◆ Secondary pedestrian walkway: 2 foot candle
- ◆ Parking lot: 1 foot candle



## Guideline

All building entries should be well lit. Building facades in pedestrian areas should provide lighting to walkways and sidewalks through building-mounted lights, canopy- or awning-mounted lights, and display window lights. Encourage variety in the use of light fixtures to give visual variety from one building facade to the next. Back-lit or internally-lit translucent awnings should be prohibited.

## Pedestrian-Oriented Plazas

### Issue

Too often we see well-designed – but empty – plazas. There is no clear formula for designing a plaza, but a poorly designed plaza will not attract people.

### Discussion

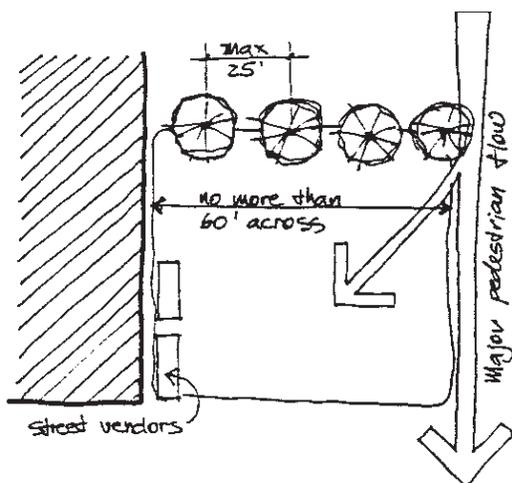
Plazas should be centrally located on major avenues, close to bus stops, or where there are strong pedestrian flows on neighboring sidewalks.

Plazas should be no more than 60' across and no more than 3' above or below the sidewalk. They must be handicapped accessible.

Plazas should have plenty of benches, steps, and ledges for seating. At least one linear foot of seating per 30 square feet of plaza area should be provided; seating should have a minimum depth of 16".

Locate the plaza in a sunny spot and encourage public art and other amenities. At least 50 percent of the total frontage of building walls facing a plaza should be occupied by retail uses, street vendors, or other pedestrian-oriented uses.

Provide plenty of planting beds for ground cover or shrubs. One tree should be required for every 200 square feet at a maximum spacing of 25' apart. Special precaution must be taken to prevent trees from blocking the sun.



## Guideline

Successful pedestrian-oriented plazas are generally located in sunny areas along a well-traveled pedestrian route. Plazas must provide plenty of sitting areas and amenities and give people a sense of enclosure and safety.

## Special Considerations for Totem Center

Public spaces, such as landscaped and/or furnished plazas and courtyards should be incorporated into the development, and be visible and accessible from either a public sidewalk or pedestrian connection. Primary pedestrian access points to retail development in TL 2 along 120<sup>th</sup> Avenue NE may be especially effective locations for public plazas.

Open spaces are especially important in TL 1, where the built environment may be dense. Well designed open spaces in front of and between buildings, visually linked with the open spaces of adjacent developments, will help to provide relief for the pedestrian.

## Pedestrian Connections

### Issue

the Cross Kirkland Corridor and Eastside Rail Corridor,

The ability to walk directly into a commercial center from the public sidewalk or a bus stop is essential to both pedestrian and vehicular safety.

### Discussion

Well defined, direct pedestrian connections from the building to the public sidewalk are not always available in commercial centers. The connection between the internal pedestrian system on the site and the public sidewalk is often interrupted by landscaping or an automobile driveway.

Properly located landscaping can be used along with special paving to help define pedestrian links through the site



## Guideline

the Cross Kirkland Corridor  
and Eastside Rail Corridor,

*Commercial developments should have well defined, safe pedestrian walkways that minimize distances from the public sidewalk and transit facilities to the internal pedestrian system and building entrances.*

## Blank Walls

### Issue

Blank walls create imposing and dull visual barriers. On the other hand, blank walls are ready “canvases” for art, murals, and landscaping.

### Discussion

*Blank walls on street fronts.* Blank walls on retail frontage deaden the surrounding space and break the retail continuity of the block. Blank walls should be avoided on street front elevations. The adverse impact of a blank wall on the pedestrian streetscape can be mitigated through art, landscaping, street vendors, signs, kiosks, bus stops, or seating. Design guidelines in New York, San Francisco, and Bellevue recommend that ground floor retail with pedestrian-oriented displays be the primary uses in commercial districts. This approach is meant to restore and maintain vitality on the street via continuous rows of retail establishments.

*Blank walls perpendicular to street fronts.* In some cases fire walls require the intrusion of a flat, unadorned surface. These conditions merit landscaping or artistic treatment. Examples of such treatment include installing trellises for vines and plant material, providing landscaped planting beds that screen at least 50 percent of the wall, incorporating decorative tile or masonry, or providing artwork (mural, sculpture, relief) on the wall.



## Guideline

the Cross Kirkland Corridor  
and Eastside Rail Corridor,

*Blank walls should be avoided near sidewalks, parks, and pedestrian areas. Where unavoidable, blank walls should be treated with landscaping, art, or other architectural treatments.*

# Public Improvements and Site Features

## Introduction

Site features and pedestrian amenities such as lighting, benches, paving, waste receptacles, and other site elements are an important aspect of a pedestrian-oriented business district's character. If these features are design-coordinated and high quality, they can help to unify and upgrade the district's visual character. Development of a master plan for public spaces can provide a coordinated approach to their installation throughout the district.

The guidelines in this section apply primarily to elements associated with street right-of-ways, public parks, and required *major pedestrian pathways*. Although the standards do not apply to private property, except where a *major pedestrian pathway* is required, property owners are encouraged to utilize the standards in private development where they are appropriate. However, there may be cases where different site features, such as light fixtures and benches, should be selected to complement the architectural design of the individual site.



## Pathway Width

### Issue

Pathways must be sufficiently wide to handle projected pedestrian traffic. A pathway that is too narrow will have maintenance problems at its edges. A pathway that is too wide is unnecessarily costly and a poor use of space.

### Discussion

A pedestrian path of 10' to 12' can accommodate groups of persons walking four abreast or two couples passing each other.

A path near a major park feature or special facility like a transit center should be at least 12' wide. An 8' path will accommodate pedestrian traffic of less than 1,000 persons per hour.

Empirical Comparison:

- ◆ Green Lake path = 8'
- ◆ Burke-Gilman Path = 8'
- ◆ Typical sidewalk = 8' to 14'

### Guideline

***Design all major pedestrian pathways to be at least 8' wide.***

***Other pathways with less activity can be 6' wide.***

### Special Considerations for Juanita Business District

Through-site connections from street to street are a desirable pedestrian amenity in Land Use Area JBD-1.

The goal of these pedestrian connections will be to knit the individual developments into a more cohesive whole, providing convenient pedestrian mobility throughout even if the parcels are developed individually.

### Special Consideration for North Rose Hill Business District

Buildings in the NRHBD will be setback at least ten feet from the sidewalk. Landscaping and entry features will be located within this setback yard. Therefore, the sidewalk can be somewhat narrower than on a pedestrian oriented street.

### Special Considerations for Totem Center

Through-site connections from street to street, between the upper and lower portions of TL 2, and within TL 2 are needed to provide convenient pedestrian mobility, and to contribute to the village-like character desired for TL 2. Pedestrian connections to surrounding related uses, such as the hospital campus and transit center should also be provided.



Within TL 1, buildings should be set back at least ten feet from the sidewalk. Landscaping and entry features should be located within this setback yard, allowing the sidewalk to be somewhat narrower than on a pedestrian oriented street.

## Pedestrian Paths and Amenities

### Issues

Pedestrians require more detailed visual stimuli than do people in fast moving vehicles. Pedestrian paths should be safe, enjoyable, and interesting.

### Discussion

Street furniture such as benches, planters, fountains, and sculptures enhance the visual experience and reduce apparent walking lengths. Planters, curbs, rails, and other raised surfaces can also be used for seating. Any height between 12" to 20" will do with 16" to 18" being the best. An appropriate seat width ranges from 6" to 24".

Unit paving such as stones, bricks, or tiles should be installed on small plazas and areas of special interest. Asphalt can be used on minor routes to reduce cost and maintenance.

For safety reasons, lighting should be planned along all pedestrian paths. Lighting can originate either from street lights or from building-mounted lights. Street trees and shrubs should be planted along all pedestrian walkways and used to screen parking lots. For safety and appearance purposes, trees and shrubs should be pruned regularly.

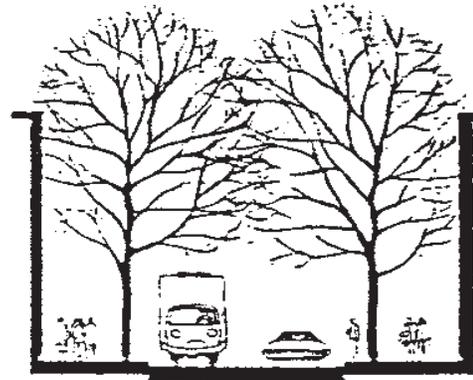
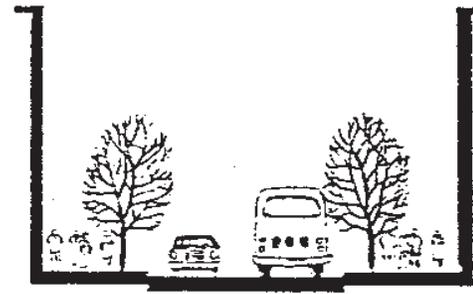
## Street Trees

### Issues

Streets are the conduits of life in a community. The repetition of trees bordering streets can unify a community's landscape. Trees add color, texture, and form to an otherwise harsh and discordant urban environment.

A strong street tree planting scheme can establish community identity and provide a respite from the weather and the built environment. Large, deciduous trees planted in rows on each side of the street can bring visual continuity to Kirkland – particularly on major entry arterials. Smaller trees should be planted in confined areas.

Street trees will not obscure businesses from the street if the appropriate trees are selected and maintained. Branches can frame ground floor businesses, allowing bus and truck movement while enhancing the pedestrian environment.



Trees should be of adequate size to create an immediate impact and have a good chance of survival. Species with invasive root systems or that are prone to disease, intolerant of pollution, or short-lived should be avoided.

### Guideline

*The City should prepare a comprehensive street tree planting plan recommending species and generalized locations.*

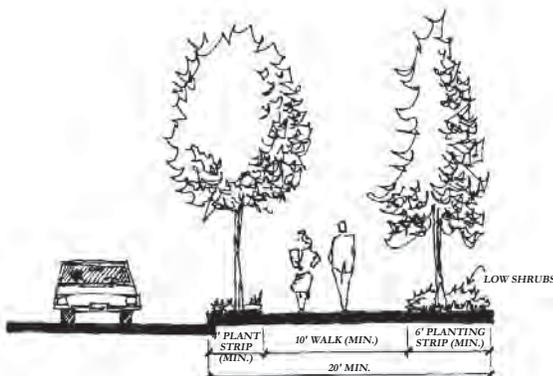
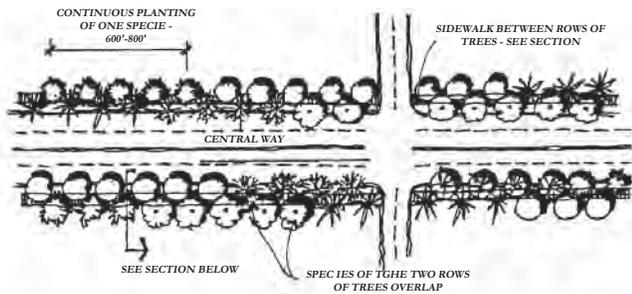
### Special Considerations for Downtown Kirkland

A strong street tree planting scheme is especially important in downtown because of the variety of scale and architecture encouraged in private development. Major entries into Kirkland, especially along Central Way, Kirkland Avenue, Lake Street, and Market Street, should be unified by a strong street tree program.

### Some preliminary ideas for a street tree planting plan are:

*Central Way:* Two rows of trees on each side could be planted (one row near the curb and one row in the required setback on the perimeter of parking lots as in Parkplace). The two rows could feature uniform plantings of species approximately 600' to 800' long. The species could change so that different combinations of species occur along Central Way. This would provide a continuous boulevard effect and incorporate the existing trees.





Proposal for a distinctive, double-row tree planting of street trees on Central Way.

*Lake Street and other pedestrian-oriented streets with narrow sidewalks:* Flowering pear trees might be a good option since they have tight narrow shapes, attractive flowers, and dark green foliage. Photinia standards might be another option since they are small and have bright red evergreen foliage.

### Special Considerations for Juanita Business District

Street trees in the business district should be upgraded with varieties that will not block views of businesses or the lake.

Some preliminary ideas for a street tree planting plan are:

**98th Avenue NE:** Limb up existing maples and add flowering pear trees (flowers and good fall color) along the curb.

**Juanita Drive:** Choose street trees that will screen large buildings but still allow views to the lake (flowering pears for example).

**97th Avenue NE/120th Place NE:** Plant trees to screen parking lots and service entrances. Possibilities are zelkova (elm-like with good fall color) or flowering pears.

### Special Considerations for the Market Street Corridor

A consistent street tree plan should be used to add character to the Corridor. The landscape strip on the east side of Market Street adds interest and provides a more secure pedestrian environment. Additional street trees should be considered on the west side of Market Street in order to provide a similar environment.

### Special considerations for North Rose Hill Business District

Feature a diverse planting of street trees that take into account width of landscape strip, location of overhead utility lines, and maintenance requirements.

Some preliminary ideas for a street tree planting plan are:

**NE 116<sup>th</sup> Street:** Add street trees that will buffer the pedestrian corridor from traffic while providing some visual access to adjacent businesses. (*Quercus rubra* (red oak), *Tilia cordata* ‘Greenspire’ (littleleaf linden), *Zelkova serrata* ‘Village Green’ for example).

**124<sup>th</sup> Avenue NE:** Choose street trees that will buffer the pedestrian but still allow some visual access to adjoining businesses (*Carpinus japonicus* (Japanese hornbeam), *Cercidiphyllum japonicum* (Katsura), *Fraxinus pennsylvanica* ‘Summit’ (Summit ash) for example).

**Slater Avenue NE:** Add trees with flowers and good fall colors as a transition to the residential portion of the neighborhood (*Malus* sp. (flowering crab), *Styrax japonicus* (Japanese snowbell), *Crataegus phaenopyrum* (Washington hawthorn), *Prunus padus* ‘Summer Glow’ (bird cherry- red leaves) for example).

### Special Considerations for Totem Center

Street trees within this area should be selected to achieve the varying objectives of the district. Some preliminary ideas for a street tree planting plan are:

**Totem Lake Boulevard:** South of NE 128<sup>th</sup> Street, trees should be planted that balance the goals of creating a “greenway” along the boulevard, providing a safe and inviting pedestrian experience and enabling visibility of the site’s businesses to the freeway traveler. Smaller trees planted at frequent intervals anchored by larger, “boulevard” trees at primary site entrances would achieve these objectives. As an alternative or additional component, groupings of trees planted behind a meandering sidewalk may also be effective.

**North of NE 128<sup>th</sup> Street to NE 132<sup>nd</sup> Street,** plantings should be unified with those used along Totem Lake Boulevard to the south.

**120<sup>th</sup> Avenue NE:** South of NE 128<sup>th</sup> Street, choose street trees that will emphasize the pedestrian connec-



tion between the upper and lower mall, such as the use of larger trees at crossings and major points of entry. Choose spacing and varieties to create a plaza-like character to encourage pedestrian activity. Trees in planters and colorful flower beds will soften the area for pedestrians but allow visual access to adjoining businesses. The tree planting plan used along NE 128<sup>th</sup> Street between Totem Lake Boulevard and 120<sup>th</sup> Avenue NE should be continued to the segment of 120<sup>th</sup> Avenue NE between NE 128<sup>th</sup> Street and NE 132<sup>nd</sup> Street, to provide a consistent identity throughout the district.

**NE 132<sup>nd</sup> Street:** Create a strong streetscape element, inviting to the pedestrian, with street trees proportionate to adjacent land uses.

## Public Improvements and Site Features

### Issue and Discussion

The quality and character of public improvements and site features such as street and park lights, benches, planters, waste receptacles, pavement materials, and public signs are critical components of a city's image. Standards for public improvements and site features, along with a master plan for public spaces, will assist in the development of a coordinated streetscape that will unify the variety of private development. Successful standards help assure high quality, low maintenance site features, and simplify the purchase and replacement of features for parks and public works departments.

Since public improvement standards have long-term implications for the community, relevant City departments must be involved in their development to make sure all concerns are met. Standards should permit some flexibility and address technical issues such as cost, availability, handicapped accessibility, and durability.



## Guideline

*The Department of Planning and Community Development, along with other City departments, should develop a set of public improvement and site feature standards for use in pedestrian-oriented business districts. The standards can be the same or unique for each district. A master plan for public spaces within a district should be adopted to coordinate placement of the features and otherwise carry out the Comprehensive Plan.*

The City of Kirkland should work with interested groups to design a public sign system for gateways, pathways, information kiosks, etc., with a signature color palette and identifying logo.

### Special Considerations for the Market Street Corridor

An historic style of street light should be used to reflect the nature of the 1890's buildings in the historic district at 7th Avenue and Market Street. These lights may also be used along other stretches of the corridor, particularly in the area between the Historic District and the Central Business District.

## Entry Gateway Features

### Issue

The Comprehensive Plan calls for gateway features at the key entry points into neighborhoods and business districts. Entry points differ in topography, available space, and surrounding visual character; nevertheless, gateway features should be reinforced by a unified design theme. Gateway features can be different in size or configuration, yet still incorporate similar materials, landscaping, graphics, and design elements.

### Discussion

The gateway features should frame and enhance views. Large sign bridges or flashing graphics would dominate the view and are inappropriate. Consistent elements that could be incorporated at all entry points might include:

- ◆ Distinctive landscaping such as floral displays or blue-green colored evergreen foliage.
- ◆ Multicolored masonry, perhaps forming a screen or wall on which an entry sign is placed.
- ◆ A distinctive light such as a column of glass block or cluster of globes.

- ◆ A unifying device such as the district's logo. In Downtown Kirkland, for example, a triangular sail logo could be a metal weather vane or an actual fabric sail on a steel armature.
- ◆ A repetitive element such as a series of closely spaced sails or lights.
- ◆ A trellis incorporating landscaping. A trellis or arbor is adaptable to space constraints.
- ◆ Similar artwork such as a different animal or bird sculpture at each entry.



## Guideline

*Construct entry gateway features at locations noted in the Comprehensive Plan. Gateways may be constructed in conjunction with commercial development. Emphasis should be placed on framing the view into the district.*

### Special Consideration for Downtown Kirkland

The transit center is another “gateway” experience. The center should be a focal feature that provides comfort and amenities for transit users. Some form of shelter with a strong architectural identity should be pursued.

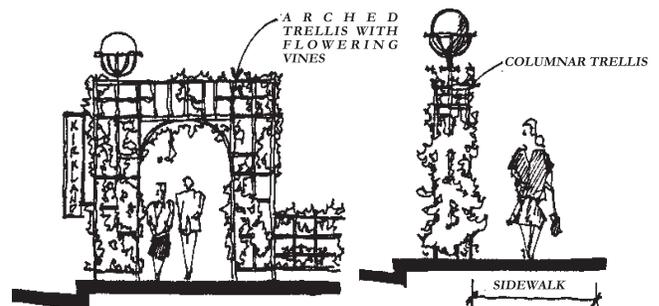
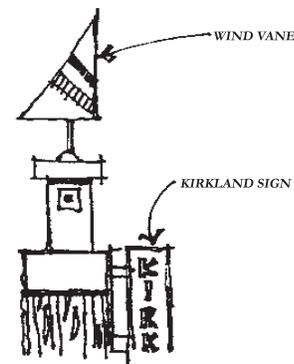
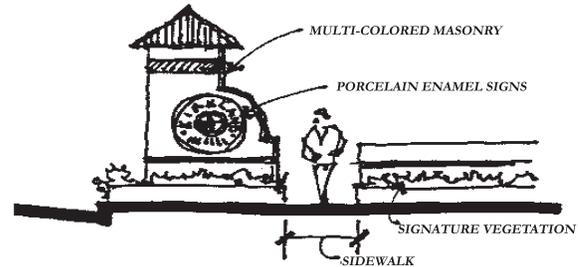
### Special Consideration for Juanita Business District

The entry features should be “identity-giving elements” that reflect the business district and Juanita Bay. If successful they can become an identifying symbol or logo for the district and an attraction in themselves.

### Special Consideration for North Rose Hill Business District

Use public art and private efforts to establish gateway features that strengthen the character and identity of the neighborhood. Use landscaping, signs, structures or other features that identify the neighborhood.

At the southwest corner of NE 116<sup>th</sup> Street and 124<sup>th</sup> Avenue NE a neighborhood gateway feature such as open space or plaza with signage should be integrated with a pedestrian connection linking Slater and NE 116<sup>th</sup> Street. In the alternative, a corner land mark consisting of a combination of open space and architectural building design features should be provided to identify the business district.



### Special Considerations for Totem Center

The Transit Center on the hospital campus should be a “landmark” feature for both the Totem Center district and the hospital campus, providing a focal point for residents, employees and visitors. A combination of signs and symbols linking the transit center to the pedestrian connection along NE 128<sup>th</sup> Street, the flyer stop and the Park and Ride should be provided. Design of the transit center should be compatible with campus development yet be clearly identifiable as a facility serving the general public.

A prominent entry to the district exists at the intersection of NE 128<sup>th</sup> Street and Totem Lake Boulevard, where vehicles and pedestrians arrive from the crossing over I-405. Entry features provided in this area should contribute to the identity associated with the Totem Center district.

Public art and private efforts can be used to establish gateway features to strengthen the character and identity of Totem Center and the neighborhood. At the northern entry to Totem Center at 120<sup>th</sup> Avenue NE and NE 132<sup>nd</sup> Street, a neighborhood entry sign or other identifying neighborhood feature should be provided. Another important entry point identified in the neighborhood plan is along Totem Lake Boulevard, just east of 120<sup>th</sup> Avenue NE. A feature providing a sense of entry into the Totem Center district at this location would be appropriate.

## Public Art

### Issue

Art begins with the perceptions and expressive talents of individual artists. “Public art” applies that expression to the public realm either by its location in a public setting or by its emphasis on subjects relevant to the larger community. Public art contributes to the unique character, history, and sense of place of a community.

### Discussion

Public art is more than merely urban decoration; it can play an integral role in civic revitalization. Public art can make us more aware of our surroundings; reinforce the design character of our streets, parks, and buildings; commemorate special events; and serve as a catalyst for public activity and civic pride. At its best, art opens our eyes to new perceptions and helps us understand who we are and what is special about our community.

Public art is generally most effective when it is integrated with larger civic improvement efforts. Opportunities for art can be identified earlier and funding can be used more effectively. For example, emblems, lighting, pavement decorations, and decorative pedestrian furniture can be incorporated as part of a street improvement project at little cost to the total project such as in Seattle’s Third Avenue transit corridor, Port Angeles’s Maritime Flags, and Portland’s Transit Mall.

The involvement of an artist in the design of a park, fountain, street lighting, or signs can add a special quality that has more impact than if the artwork and the functional element were decorated separately. The famous art nouveau detailing on Paris’s metro stations is a good example.

### Guideline

*Kirkland should continue its tradition of encouraging public art pieces.*



# Parking Lot Location and Design

## Introduction

In pedestrian-oriented business districts, improperly located and poorly designed parking lots can destroy the ambiance and qualities that attract people to the district in the first place. This section contains guidelines to direct development of parking facilities. The number of required stalls is specified in the Kirkland Zoning Code. The guidelines in this section deal with:

- ◆ Parking lot location – Parking in front of buildings is discouraged, and combined lots that serve more than one business or use are encouraged.
- ◆ Parking lot entrances – The number of entries is addressed.
- ◆ Parking lot circulation and pedestrian access – Clear internal vehicular and pedestrian circulation is required, especially in large parking lots.
- ◆ Parking garages – Parking garages provide convenient, less intrusive parking. Yet, garages can themselves be intrusive since they are often large monolithic structures with little refinement, interest, or activity. The guidelines for parking garages are intended to make them fit into the scale and character of pedestrian-oriented districts.
- ◆ Parking Lot Landscaping – Parking lot landscaping should be more extensive if the lot has to be in a location that is visible from a street or public park than if the lot is located at the rear of the site hidden away from streets and neighboring properties. This provision is made to encourage parking lot development in less visible locations.

On the following pages, urban design guidelines are presented that outline design information, concepts, and solutions associated with parking lot development. They serve as a conceptual basis for the regulations in the Zoning Code.

## Parking Locations and Entrances

### Issue

Parking lots can detract from the pedestrian and visual character of a commercial area. The adverse impacts of parking lots can be mitigated through sensitive design, location, and configuration.

## Discussion

The ingress and egress of vehicles in parking lots disrupts pedestrian movement and through traffic – especially near intersections. Moreover, busy streets are a safety hazard. Parking lots that are accessed by a single curb cut reduce potential conflict and use land more efficiently. Also, combining the parking lots of individual stores into a large parking network makes it easier for patrons to find convenient parking stalls.

Parking lots should be encouraged in rear or side yards. The parking lot at Wendy's restaurant on Central Way is an example of this configuration.

The City of Seattle limits parking lot access on pedestrian-oriented streets such as Broadway on Capitol Hill.



## Guideline

***Minimize the number of driveways by restricting curb cuts and by encouraging property and business owners to combine parking lot entrances and coordinate parking areas. Encourage side and rear yard parking areas by restricting parking in front yards. Require extensive screening where there is front yard parking.***

## Special Consideration for Downtown Kirkland

Parking lot location and design is critical on busy entry streets such as Market Street, Central Way, Lake Street, Kirkland Avenue, and in the congested core area where pedestrian activities are emphasized. The *Downtown Plan* calls for limiting the number of vehicle curb cuts.

## Special Consideration for Juanita Business District and North Rose Hill Business District

Shared accesses and reciprocal vehicular easements should be established in order to reduce the number of curb cuts. The Juanita Business District Plan also encourages shared parking/service areas in Land Use Area JBD-1. This is particularly critical in TL 2, where buildings should front on 120<sup>th</sup> Avenue NE to foster the desired pedestrian-oriented environment.



do we want a special consideration of H/E to restrict or mitigate parking between building & CKC?

## Special Consideration for Totem Center

Throughout Totem Center, parking areas located between the street and the building should be discouraged. This is particularly critical in TL 2, where buildings should front on 120<sup>th</sup> Avenue NE to foster the desired pedestrian-oriented environment.

## Circulation Within Parking Lots

### Issue

Large parking lots can be confusing unless vehicle and pedestrian circulation patterns are well organized and marked. Parking lots should be combined to reduce driveways and improve circulation.

### Discussion

**Vehicle Circulation.** Parking lots should have few dead-end parking lanes and provide drive-through configurations. The APA *Aesthetics of Parking* publication recommends channelized queuing space at the entrances and exits to parking lots to prevent cars from waiting in the street.

**Pedestrian Circulation.** Good pedestrian circulation is critical. A clear path from the sidewalk to the building entrance should be required for all sites, even through parking lots in front yards. For sites with large parking lots, clear pedestrian circulation routes within the lot from stalls to the building entrances should be provided. In addition, a raised concrete pavement should also be provided in front of the entrance as a loading or waiting area so the entrance will not be blocked by parked vehicles. Finally, pedestrian access between parking lots on adjacent properties should be provided.

### Guideline

**Parking lot design should be clear and well organized. Space should be provided for pedestrians to walk safely in all parking lots.**

## Special Consideration for Downtown Kirkland

Because land is limited in Downtown Kirkland, efficient and compact parking lot configurations are a top priority. Parking lots in the periphery of the core area that accommodate about 100 vehicles (approximately 3/4 to 1 acre) should be articulated with landscaped berms.

## Parking Lot Landscaping

### Issue

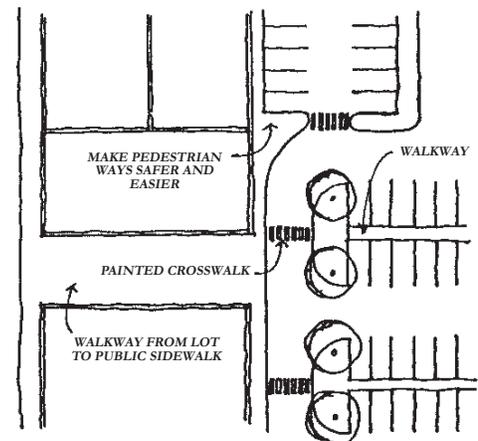
Parking lots are typically unsightly, require vast quantities of space, break the links between buildings, and destroy the continuity of streetfronts. If possible, parking lots should be located at the rear of buildings. When this is not possible, landscaping can be used to break up and screen parking lots.

### Discussion

Parking lots can be concealed by a structural screen wall or through the use of plant materials. Plant materials can create dense, hedge-like screens, separating lots from adjacent uses or public right-of-ways. Perimeter plantings must provide an adequate screen. A screen wall constructed in a similar style as adjacent development may be used in lieu of perimeter landscaping.

Trees along the edges of and within parking lots can effectively soften an otherwise barren and hostile space. Interior plantings can be consolidated to provide islands of greenery or be planted at regular intervals. Use of drought-tolerant plants can improve the likelihood that the landscaping will survive and look good.

Landscaping guidelines should be flexible and allow creative screening methods (e.g., clustering trees, berming, mixing structures, and trees). Less landscaping should be required if the lot is hidden from view.



### Guideline

**Parking lots must be integrated with the fabric of the community by creatively using landscaping to reduce their visual impact.**

## Special Considerations for the Market Street Corridor

Screening and landscaping should be required where parking is adjacent to single family residential uses in order to reduce impacts on the adjoining homes.

## Special Consideration for Juanita Business District, North Rose Hill Business District and Totem Center

Screening and landscaping should be required where parking is adjacent to sidewalks in order to improve visual qualities and reduce clutter.

Within TL 2, the provision of landscaping to soften the impacts of cars and pavement is important. Clusters of trees rather than single trees may be more effective in certain portions of the mall's parking areas. Visibility of the mall from the freeway should be considered when evaluating the locations and types of landscaping to be used.

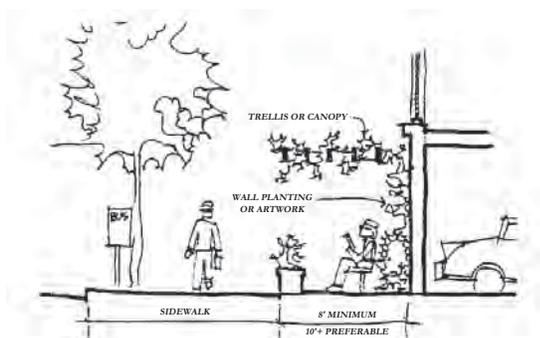
## Parking Garages Issue

Parking garages are some of the most unattractive buildings built during the past several decades. Most new parking structures are designed with little or no attention to screening or treatment of the facades.

### Discussion

There are several ways to mitigate the visual impacts of parking garages in the urban environment. A garage in a pedestrian area can contain a pedestrian-oriented retail use in the ground floor area of the garage adjacent to the street. Cafes, newsstands, or other small shops can fit well within the typical parking garage, requiring the space equivalent to only one 20' bay of parking.

Also, parking garages can be set back to provide space for a small landscaped plaza with a seating area. Moreover, the wall of the garage behind the plaza can be used as a canvas for landscaping or artwork. Also, the plaza could be covered with a glass canopy or trellis. The plaza should face south to receive sunlight. A plaza of this type is ideal for bus stops or street vendors.



In non-pedestrian areas, dense landscaping around the perimeter of parking garages can help screen their bulk. Strict standards for minimum landscaping around garages should be developed.

### Guideline

*The intrusive qualities of parking garages must be mitigated. In pedestrian areas, ground-level retail uses or appropriate pedestrian spaces should be required. Also, extensive landscaping should be required near residential areas and in highvisibility locations. On hillsides and near residential areas the stepping back or terracing of upper stories should be considered to reduce scale.*

## Special Consideration for Downtown Kirkland

Garages built on Downtown Kirkland's perimeter slopes, near residential areas, or near the waterfront can fit less obtrusively into the landscape when terraced. Treatment of the facade of the parking structure can be just as effective in mitigating the visual impacts of parking garages as pedestrian-oriented businesses, plazas, or landscaped setbacks at the ground level.

## Special Consideration for Totem Center

The development densities planned for Totem Center may result in the need for large parking structures to support them. Careful design of the structures will be important to retain a visually attractive environment.

The location of parking structures along pedestrian-oriented streets or pedestrian pathways should be discouraged. Where parking structures cannot be located underground and must be provided on the ground floor, an intervening use is desirable to retain the visual interest along the street. If parking areas are located in a separate structure from the primary use, the structure must be set back from the street, and screened with substantial landscaping.

Within TL 2, if it is not possible or practical to locate parking structures behind a building or underground, structured parking should be developed, oriented and screened to complement adjacent buildings, reduce automobile/pedestrian conflicts, and support the pedestrian environment. Artwork, display windows, trellises and/or dense vegetation are examples of screening devices that may be successful in balancing the scale of the structure with the pedestrian environment.



## Introduction

When architects talk about a building’s “scale,” they generally mean the perceived size of the building relative to an individual person or its surroundings. The term “human scale” is used to indicate a building’s size relative to a person, but the actual size of a building or room is often not as important as its perceived size. Architects use a variety of design techniques to give a space or structure the desired effect; whether it be to make a room either more intimate or spacious, or a building either more or less imposing. Frank Lloyd Wright, for example, used wide overhangs and horizontal rooflines to make his prairie-style houses appear lower and longer, better fitting into the flat, midwestern landscape. Unless the objective is to produce a grandiose or imposing building, architects generally try to give a building a “good human scale,” meaning that the building is of a size and proportion that feels comfortable. For most commercial buildings, the objective is to attract customers and visitors by designing comfortable, inviting buildings.

Generally, people feel more comfortable in a space where they can clearly understand the size of the building by visual clues or proportions. For example, because we know from experience the size of typical doors, windows, railings, etc., using traditionally-sized elements such as these provides a sense of a building’s size. Greek temples that feature columns, but not conventional doors, windows, or other elements, do not give a sense of human scale (although the Greeks subtly modified the properties and siting of their temples to achieve the desired scale). The guidelines in this section describe a variety of techniques to give a comfortable human scale by providing building elements that help individuals relate to the building.

“Architectural scale” means the size of a building relative to the buildings or elements around it. When the buildings in a neighborhood are about the same size and proportion, we say they are “in scale.” It is important that buildings have generally the same architectural scale so that a few buildings do not overpower the others. The exception to this rule is an important civic or cultural building that has a prominent role in the community. For example, nobody accuses a beautiful cathedral in a medieval European town of being “out of scale.” Because the Comprehensive Plan encourages a variety of different uses and building heights, such as in Downtown Kirkland, the buildings’ sizes will vary widely. To achieve a more harmonious relationship between the buildings and a more consistent character, design techniques should be used to break the volume of large buildings down into smaller units. Several guidelines in this section are directed toward achieving a consistent scale within districts.

The following guidelines illustrate some design techniques to give buildings a “sense of scale.” The regulations in the Zoning Code related to scale require that project architects address the issues of human and architectural scale while providing a wide range of options to do so.

## Fenestration Patterns

### Issue

The size, location, and number of windows in an urban setting creates a sense of interest that relies on a subtle mixture of correct ratios, proportions, and patterns. Excess window glazing on a storefront provides little visual contrast; blank walls are dull and monotonous. The correct window-to-wall ratio and a mix of fenestration patterns can create an enjoyable and cohesive urban character on both pedestrian- and automobile-oriented streets.

Many local contemporary buildings have “ribbon windows” (continuous horizontal bands of glass) or “window walls” (glass over the entire surface). Although effective in many settings, these window types do little to indicate the scale of the building and do not necessarily complement the architecture of small-scaled buildings. Breaking large expanses or strips of glass with mullions or other devices can help to give the building a more identifiable scale.

## Discussion

According to an old architectural cliché, windows are a building's eyes. We look to windows for visual clues as to the size and function of the building. If the window areas are divided into units that we associate with small-scale commercial buildings, then we will be better able to judge the building's size relative to our own bodies. Breaking window areas into units of about 35 square feet or less with each window unit separated by a visible mullion or other element at least 6 inches wide would accomplish this goal. Another successful approach is multiple-paned windows with visible mullions separating several smaller panes of glass. But on the ground floor where transparency is vital to pedestrian qualities, this device may be counterproductive.

Patterns of fenestration should vary depending on whether the street is pedestrian- or automobile-oriented. A window pattern that is interesting from a car may be monotonous to a slow-moving pedestrian; likewise, a window pattern that is interesting to a pedestrian may seem chaotic from a fast-moving car. Thus, pedestrian-oriented fenestration should allow for more complex arrangements and irregularity while automobile-oriented fenestration should have more gradual changes in pattern and larger and more simple window types.

An optimum design goal would allow for varied treatment of window detailing with unifying features such as 18" to 24" sills, vertical modulation in structure, varied setbacks in elevation, and more highly ornamented upper-story windows. Excessive use of ribbon windows throughout a building does not engage the eye and should be avoided.

## Guideline



*Varied window treatments should be encouraged. Ground floor uses should have large windows that showcase storefront displays to increase pedestrian interest. Architectural detailing at all window jambs, sills, and heads should be emphasized.*

## Special Considerations for the Market Street Corridor

Window treatment in the historic district should reflect the trim detailing, size, proportions, location and number of windows in the existing historic buildings in the district.

### Special Consideration for Downtown Kirkland

Breaking larger window areas into smaller units to achieve a more intimate scale is most important in Design Districts 1, 2, 4, 8, and the southwest portion of 3 where new buildings should fit with older structures that have traditional-styled windows. Architectural Elements Decks, Bay Windows, Arcades, Porches.

## Architectural Elements: Decks, Bay Windows, Arcades, Porches Issue

Special elements in a building facade create a distinct character in an urban context. A bay window suggests housing, while an arcade suggests a public walkway with retail frontage. Each element must be designed for an appropriate urban setting and for public or private use. A building should incorporate special features that enhance its character and surroundings. Such features give a building a better defined "human scale."

## Discussion

Requirements for specific architectural features should be avoided and variety encouraged. Building designs should incorporate one or more of the following architectural elements: arcade, balcony, bay window, roof deck, trellis, landscaping, awning, cornice, frieze, art concept, or courtyard. Insistence on design control should take a back seat to encouraging the use of such elements.

## Guideline

*Architectural building elements such as arcades, balconies, bay windows, roof decks, trellises, landscaping, awnings, cornices, friezes, art concepts, and courtyards should be encouraged.*

### Special Consideration for Downtown Kirkland

Pedestrian features should be differentiated from vehicular features; thus fenestration detailing, cornices, friezes, and smaller art concepts should be concentrated in Design Districts 1 and 2, while landscaping and larger architectural features should be concentrated in Design Districts 3, 5, 7, and 8.

### Special Consideration for Totem Center

Balconies provide private open space, and help to minimize the vertical mass of structures. Residential building facades visible from streets and public spaces should provide balconies of a sufficient depth to appear integrated with the building and not “tacked on”.

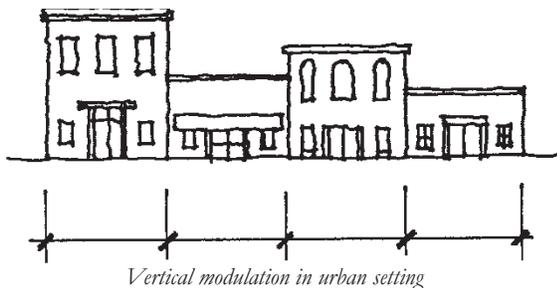
## Building Modulation – Vertical

### Issue

Vertical building modulation is the vertical articulation or division of an imposing building facade through architectural features, setbacks, or varying rooflines. Vertical modulation adds variety and visual relief to long stretches of development on the streetscape. By altering an elevation vertically, a large building will appear to be more of an aggregation of smaller buildings. Vertical modulation is well-suited for residential development and sites with steep topography.

### Discussion

Urban design guidelines should address vertical modulation in order to eliminate monotonous facades. Vertical modulation may take the form of balcony setbacks, varied rooflines, bay windows, protruding structures, or vertical circulation elements – the technique used must be integral to the architecture.



Vertical modulation is important primarily in neighborhoods where topography demands a stepping down of structures. The vertical modulation of a large development project in a residential area can make the project appear to be more in scale with the existing neighborhood. Long facades can be vertically modulated to better conform to the layout and development pattern of single-family houses. The vertical modulation of buildings on steep slopes also provides terraced development rather than one single building block, thereby better reflecting the existing terrain.

### Guideline

***Vertical building modulation should be used to add variety and to make large buildings appear to be an aggregation of smaller buildings.***



*This building uses both horizontal and vertical modulation to add interest and reduce its visual bulk.*

### Special Considerations for Totem Center

Since greater heights are allowed in TL 1 than elsewhere in the city, the impacts of increased height are a concern. Impacts associated with taller buildings are generally ones of reduced open space and privacy, shadowing and loss of light.

Massing of development in slimmer but taller towers rather than in shorter, wider buildings presents an opportunity to create open space between existing buildings, particularly when buildings step back from property lines and neighboring structures. For new buildings to fit in to the existing setting, a balance between higher and lower structures should be maintained.

To preserve openness between structures, separation between towers, both on a development site and between adjacent properties, should be provided. The specific separation should be determined based on height, relation and orientation to other tall structures, configuration of building mass and solar access to public spaces.

Taller buildings or “towers” in TL 1 should have relatively compact floor plates. The use of towers above a two-three story podium creates a varied building footprint and the perception of a smaller overall building mass. When the building’s mass is instead concentrated in lower buildings with larger floor plates, greater emphasis should be placed on open space and plazas to provide relief at the pedestrian level.

Design treatments used in the upper portion of a building can promote visual interest and variety in the Totem Center skyline. Treatments that sculpt the facades of a building, provide for variety in materials, texture, pattern or color, or provide a specific architectural rooftop element can contribute to the creation of a varied skyline.

## Special Considerations for Neighborhood Business Districts

### Issue

Because these districts are residential areas, the design should address the edges with adjoining residential? to the neighborhood by avoiding long façades without visual relief.

Do we want a special consideration for H/E to address the edges with adjoining residential?

### Guideline

*Façades over 120 feet in length should incorporate vertical definition including substantial modulation of the exterior wall carried through all floors above the ground floor combined with changes in color and material.*

## Building Modulation – Horizontal

### Issue

Horizontal building modulation is the horizontal articulation or division of larger building façades. The lower portion of a multi-story building should incorporate pedestrian-scale elements and a strong base. The top of the building should incorporate distinctive roof treatments. Elevations that are modulated with horizontal elements appear less massive than those with sheer, flat surfaces. Horizontal modulation is well suited to downtown areas and automobile-oriented streetscapes where the development of tall building masses is more likely.

### Discussion

A lively urban character uses a variety of architectural forms and materials that together create an integrated pattern of development with recurring architectural features. Horizontal awnings, balconies, and roof features should be incorporated into new development provided that their appearance varies through the use of color, materials, size, and location.



*Horizontal modulation elements: canopy, brick banding, and window details.*

### Guideline

*Horizontal building modulation may be used to reduce the perceived mass of a building and to provide continuity at the ground level of large building complexes. Building design should incorporate strong pedestrian-oriented elements at the ground level and distinctive roof treatments.*

### Special Consideration for Downtown Kirkland

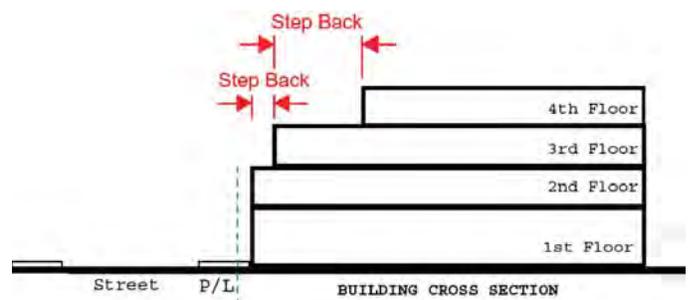
Large-scale developments, particularly east of the core area, should stress continuity in streetscape on the lower two floors. Setback facades and varied forms should be used above the second stories.

## Special Consideration for Building Massing in Central Business District 1 (CBD 1A & 1B) - Upper Story Step Backs

and the Houghton Everest Neighborhood Center

### Issue

Taller buildings can negatively affect human scale at the street level and should be mitigated. Upper story step backs provide a way to reduce building massing for larger structures. An upper story building step back is the horizontal distance between a building façade and the building façade of the floor below.



By reducing mass at upper stories, visual focus is oriented towards the building base and the pedestrian experience. In addition, greater solar access may be provided at the street level due to the wider angle which results from the recessed upper stories





Marina Heights

Upper story step backs are appropriate in areas where taller buildings are allowed and imposing building facades at the sidewalk are intended to be avoided.

## Discussion

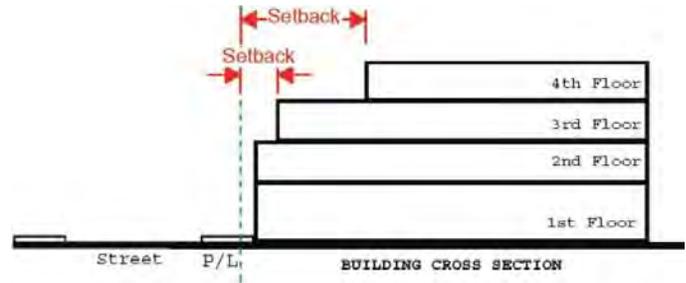
Design guidelines should address upper story step backs to improve the pedestrian experience and maintain human scale. When viewed from across the street, upper story step backs generally reduce perceived building massing and provide additional sunlight at the ground level. When viewed from the sidewalk immediately adjacent to the building, upper story step backs reduce the view of the upper stories and help maintain pedestrian scale by preventing large buildings from looming over the sidewalk.

Since the benefits of upper story step backs are primarily experienced from the public realm in front of buildings, the step backs should be located within a zone along the front property line.

Overly regimented building forms along front facades should be avoided to prevent undesirable building design. The arrangement of building step backs should create varied and attractive buildings consistent with the principles discussed in previous sections.

Upper story step backs also allow for additional eyes on the street in the form of decks and/or balconies. Upper story activities help improve the relationship of the building to the streetscape. Landscaping should also be incorporated at the upper stories to help soften building forms.

In order to quantify upper story step backs, measurement should be taken from the property line. Setback is the term used to describe the distance of a structure from the property line. By measuring from the pre-existing property line, setbacks provide for consistency in measurement and will account for projects where additional right-of-way is proposed or required along the property frontage for wider sidewalks and/or additional public open space.

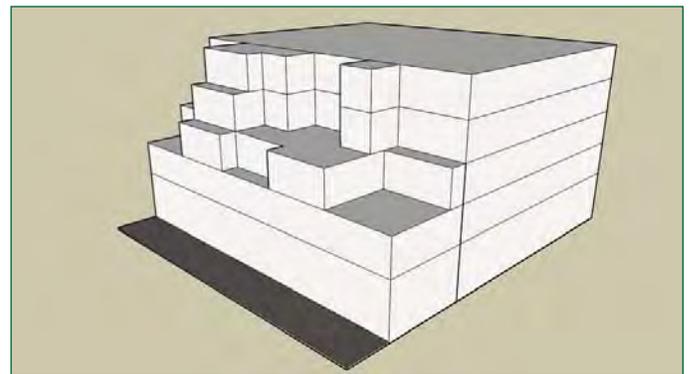


The required upper story setback should be allowed to be reduced if an equal amount of beneficial public open space is provided at the street level. A certain amount of building cantilevering over sidewalks may also be allowed if the pedestrian environment is not adversely affected.

The Kirkland Zoning Code establishes the requirements for upper story setbacks and provisions for allowing reductions to the required upper story setbacks in exchange for open space at the street level. The following guidelines are intended to provide the Design Review Board the tools to create varied and attractive buildings.

## Guidelines - Upper Story Setbacks

- ◆ *Buildings above the second story (or third story where applicable in the Downtown Plan) should utilize upper story step backs to create receding building forms as building height increases, allow for additional solar access, and maintain human scale at the street level.*
- ◆ *The final arrangement of building mass should be placed in context with existing and/or planned improvements, solar access, important street corners, and orientation with the public realm.*
- ◆ *A rigid stair step or “wedding cake” approach to upper story step backs is not appropriate.*
- ◆ *Decks and/or balconies should be designed so that they do not significantly increase the apparent mass of the building within the required upper story setback area.*



Varied step back approach

- ◆ In addition to applying setbacks to upper stories, building facades should be well modulated to avoid blank walls and provide architectural interest.
- ◆ Along pedestrian oriented streets, upper story building facades should be stepped back to provide enough space for decks, balconies and other activities overlooking the street
- ◆ Landscaping on upper story terraces should be included where appropriate to soften building forms and provide visual interest.
- ◆ Continuous two or three story street walls should be avoided by incorporating vertical and horizontal modulations into the building form.
- ◆ Limited areas of vertical three, four, or five story walls can be used to create vertical punctuation at key facades. Special attention to maintain an activated streetscape is important in these areas.
- ◆ For properties on Park Lane which front multiple streets and upper story setbacks are proposed to be averaged, concentration of upper story building mass along Park Lane should be avoided.

### Guideline - Open Space at Street Level

Reductions to required upper story setbacks may be appropriate where an equal amount of beneficial public open space is created at the street level consistent with the following principles:

- ◆ Public open space should be open to the sky except where overhead weather protection is provided (e.g. canopies and awnings).
- ◆ The space should appear and function as public space rather than private space.
- ◆ A combination of lighting, paving, landscaping and seating should be utilized to enhance the pedestrian experience within the public open space.
- ◆ Public open space should be activated with adjacent shops, outdoor dining, art, water features, and/or landscaping while still allowing enough room for pedestrian flow.
- ◆ Where substantial open space “trade-offs” are proposed, site context should be the primary factor in the placement of the public open space (e.g. important corners, solar access.)

### Guideline - Building Cantilevering Over Sidewalks

Buildings may be allowed to cantilever over sidewalk dedication and/or easement is required consistent with following guidelines:

← may want to limit this to CBD 1A & 1B so it does not apply to H/E

- ◆ The total length of cantilevered portions of a building should be no more than 1/3rd of the entire length of the building façade. The cantilevered portions of a building should be spread out and not consolidated in a single area on the building façade.
- ◆ Unobstructed pedestrian flow should be maintained through the subject property to adjoining sidewalks.
- ◆ Space under the building cantilever should appear and function as part of the public realm.
- ◆ The sense of enclosure is minimized.

## Special Considerations for Neighborhood Business Districts

### Issue

Where buildings are close to the street in these neighborhood areas, vertical building massing can negatively affect human scale at the street level. Upper story step backs provide a way to reduce building massing. An upper story building step back is the horizontal distance between a building façade and the building façade of the floor below.

### Guideline

Above the ground floor, buildings should utilize upper story step backs to create receding building forms as building height increases. Rather than a rigid stair step approach, varied step back depths and heights should be used to create well modulated façades and usable decks and balconies overlooking the street.

### Issue

Within the South Rose Hill Neighborhood Plan, additional mitigation of scale impacts is called for.

### Guideline

Building height, bulk, modulation, and roofline design should reflect the scale and character of adjoining single-family development.

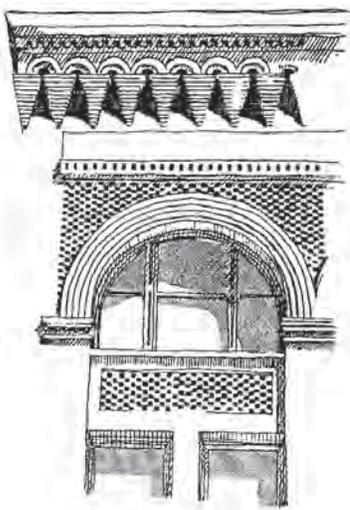
# Building Material Color and Detail

## Introduction

Many historic cities and towns owe much of their charm to a limited palette of building materials. One thinks of how the white clapboard houses of a New England village or the tile-roofed structures of an Italian hill town provide a more unified, consistent visual character. Today, there is a wide spectrum of building materials available, and modern towns such as Kirkland feature a variety of materials and colors. Architects have demonstrated that materials often considered unattractive, such as cinderblocks or metal siding, can be successfully used in attractive, high-quality buildings.

When buildings are seen from a distance, the most noticeable qualities are the overall form and color. If we take the typical building in Kirkland to be 100' wide and 35' tall, then we must be at least 200' away from the building for it to fit within our cone of vision so that we can perceive its overall shape. At that distance, windows, doors, and other major features are clearly visible.

However, as we approach the building and get within 60' to 80' from the building (approximately the distance across a typical downtown street), we notice not so much the building's overall form as its individual elements. When we get still closer, the most important aspects of a building are its design details, texture of materials, quality of its finishes, and small, decorative elements. In a pedestrian-oriented business district, it is essential that buildings and their contents be attractive up close.



Therefore, these design guidelines are intended to allow a variety of materials and colors, but direct the use of certain materials so that their application does not significantly detract from design consistency or quality. Most of the regulations in the Zoning Code deal with the application of specific materials such as metal siding and cinderblocks so that their potentially negative characteristics are minimized. In addition, the guidelines include guidelines and regulations that require all buildings to incorporate design details and small-scale elements into their facades.

## Ornament and Applied Art

### Issue

Ornament and applied art add quality, visual interest, and a sense of human scale to the built environment. It is necessary to understand the place and appropriateness of ornament in order to maintain a cohesive and integrated urban setting.

### Discussion

Ornament and applied art can be used to emphasize the edges and transition between public and private space, and between walls to ground, roof to sky, and architectural features to adjacent elements. Ornament may consist of raised surfaces, painted surfaces, ornamental or textured banding, changing of materials, or lighting. Therefore, buildings should incorporate art features that emphasize architectural elements and connections. Ornament should also maintain a cohesive relationship to its setting, emphasizing its connection to the surrounding space.

### Guideline

***Ornament and applied art should be integrated with the structures and the site environment and not haphazardly applied. Significant architectural features should not be hidden, nor should the urban context be overshadowed. Emphasis should be placed on highlighting building features such as doors, windows, eaves, and on materials such as wood siding and ornamental masonry. Ornament may take the form of traditional or contemporary elements. Original artwork or hand-crafted details should be considered in special areas.***

## Special Considerations for the Market Street Corridor

Emphasis on building features such as doors, windows, cornice treatment, bricks and ornamental masonry should be taken into consideration when designing new or remodeled buildings in the historic district. These features should be in keeping with the building materials, colors and details of the existing historic buildings.

## Color

### Issue

Color bolsters a sense of place and community identity (e.g., white New England villages, adobe-colored New Mexico towns, limestone Cotswold villages). Kirkland should consider emphasizing the existing color scheme and developing a unified design identity.

### Discussion

A variety of colors should be used in Kirkland. By no means should design be limited by overly-restrictive guidelines dictating color use. Based on Kirkland's existing color scheme, the following general guidelines can prevent garish, incongruous colors from being inappropriately applied or juxtaposed to more subdued earth tones and colors.

- ◆ Where appropriate, use the natural colors of materials such as brick, stone, tile, and stained wood (painted wood is acceptable).
- ◆ Use only high-quality coatings for concrete.
- ◆ Emphasize earth tones or subdued colors such as barn red and blue-gray for building walls and large surfaces.
- ◆ Reserve bright colors for trim or accents.
- ◆ Emphasize dark, saturated colors for awnings, and avoid garish and light colors that show dirt.
- ◆ Avoid highly-tinted or mirrored glass (except stained-glass windows).
- ◆ Consider the color of neighboring buildings when selecting colors for new buildings.

### Guideline

***Color schemes should adhere to the guidelines enumerated above. The use of a range of colors compatible within a coordinated color scheme should be encouraged.***

Do we want a special consideration for H/E to address the corner of 68th/108th corner?

## Street Corners

### Issue

Street corners provide special opportunities for visual punctuation and an enhanced pedestrian environment. Buildings on corner sites should incorporate architectural design elements that create visual interest for the pedestrian and provide a sense of human proportion and scale.

### Discussion

Corners are crossroads and provide places of heightened pedestrian activity. Rob Krier notes that: "The corner of a building is one of the most important zones and is mainly concerned with the mediation of two facades." Corners may be accentuated by towers and corner building entrances.



### Guideline

***Buildings should be designed to architecturally enhance building corners.***

### Special Consideration for Downtown Kirkland

Special attention should be paid to both the design and detailing of new buildings on corner sites in the pedestrian oriented design districts. Existing buildings could incorporate some of these elements (human-scale and visual punctuation) through the use of such elements as awnings and well-designed signs at the corner.

Downtown Kirkland has several "T" intersections, and the building located at the terminus of the street view corridor presents a high-visibility opportunity for special architectural treatment.

The corner of Central Way and Third Street marks a prominent gateway to the core area as well as the Downtown Transit Center and deserves special design emphasis.



## Signs

### Issues

Kirkland's Zoning Code regulates signs throughout the city in order to create a high-quality urban environment. Automobile-oriented signs typically found on commercial strips can be overpowering and obtrusive. Pedestrian signs are smaller and closer to viewers; thus, creative, well-crafted signs are more cost effective than large signs mounted high on poles.

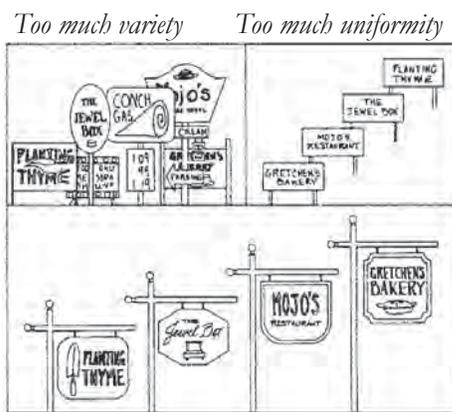
Signs should be an integral part of a building's facade. The location, architectural style, and mounting of signs should conform with a building's architecture and not cover up or conflict with its prominent architectural features. A sign's design and mounting should be appropriate for the setting.

### Discussion

Pedestrian-oriented signs are most effective when located within 15' of the ground plane. Three-inch-high letters can be read at 120' and 6" letters read at 300'. Large lettering is not necessary. The signs should be aligned to people on sidewalks and not automobile drivers. "Blade" signs or single signs hanging below canopies or small signs located on canopies or awnings are effective.

Signs with quality graphics and a high level of craftsmanship are important in attracting customers. Sculpted signs and signs that incorporate artwork add interest. Signs with front lighting and down lighting (but not internal lighting) are recommended. Neon signs are appropriate when integrated with the building's architecture.

Generic, internally-lit "can" signs that are meant to be set anywhere are not appropriate. Ground-mounted signs should feature a substantial base and be integrated with the landscaping and other site features. Mounting supports should reflect the materials and design character of the building or site elements or both.



*Though unified by common design elements, signs can still express the individual character of businesses.*

### Guidelines

- ◆ All signs should be building-mounted or below 12' in height if ground mounted. Maximum height is measured from the top of the sign to the ground plane.
- ◆ No off-premises commercial signs, except public directional signs, should be permitted. No billboards should be permitted.
- ◆ Signs for individual parking stalls should be discouraged. If necessary, they should not be higher than necessary to be seen above bumpers. Parking lot signs should be limited to one sign per entrance and should not extend more than 12' above the ground.
- ◆ Neon signs, sculptural signs, and signs incorporating artwork are encouraged.
- ◆ Signs that are integrated with a building's architecture are encouraged.
- ◆ Shingle signs and blade signs hung from canopies or from building facades are encouraged.
- ◆ Traditional signs such as barber poles are encouraged.

### Special Considerations for Downtown Kirkland

- ◆ The Downtown Plan's mandate for high-quality development should also be reflected in sign design.
- ◆ No internally lit plastic-faced or can signs should be permitted.
- ◆ All signs in the downtown should be pedestrian-oriented. Master-planned sites such as Parkplace may also include signs oriented to automobile traffic for the whole complex.

### Special Considerations for Totem Center

- ◆ Signs within the TL2 should be coordinated through a sign package for the entire property.

### Special Considerations for the Market Street Corridor

Electrical signs are not allowed along the Market Street Corridor. Signs within the historic district should reflect the historic nature of the buildings in the area.



# Natural Features

## Introduction

### General

An important aspect of a pedestrian-oriented business district is its physical setting. Natural features of a place are key to residents' and visitors' perception. This section lays out guidelines which serve to merge the design of structures and places with the natural environment. It discusses concepts behind new landscaping as well as the maintenance and protection of existing natural features.

### *Special Considerations for Downtown Kirkland*

A primary goal stated in the Downtown Plan's Vision Statement is to "clarify Downtown's natural physical setting." Besides its excellent waterfront, Downtown Kirkland's most important natural feature is its bowl-shaped topography which provides views down from the heights and views from the downtown of the wooded hillsides surrounding the district. The valley topography also helps to define the downtown's edges and facilitates the transition from largely commercial activities in the valley floor to the mostly residential areas in the uplands. Although Peter Kirk Park is a man-made open space, it too provides a naturalizing function.

### *Special Considerations for Juanita Business District*

The underlying goal of redevelopment in the business district is to create a neighborhood-scale, pedestrian district which takes advantage of the amenities offered by Juanita Bay.

### *Special Considerations for Totem Center*

An important goal in the Totem Lake Neighborhood Plan is to establish a "greenway" extending in an east/west direction across the neighborhood. Portions of the greenway follow Totem Lake Boulevard, along the western boundary of TL 2. Properties abutting the designated greenbelt should be landscaped with materials that complement the natural areas of the greenway where possible.

## Visual Quality of Landscapes

### Issue

The relationship between landscaping and architecture is symbiotic; plant materials add to a building's richness, while the building points to the architectural qualities of the landscaping.

### Discussion

Foliage can soften the hard edges and improve the visual quality of the urban environment. Landscaping treatment in the urban environment can be categorized as a *pedestrian/ auto, pedestrian, or building landscape*.



***The Pedestrian/Auto Landscape*** applies to where the pedestrian and auto are in close proximity. Raised planting strips can be used to protect the pedestrian from high-speed and high-volume traffic. Street trees help create a hospitable environment for both the pedestrian and the driver by reducing scale, providing shade and seasonal variety, and mitigating noise impacts.

***The Pedestrian Landscape*** offers variety at the ground level through the use of shrubs, ground cover, and trees. Pedestrian circulation, complete with entry and resting points, should be emphasized. If used effectively, plant materials can give the pedestrian visual cues for moving through the urban environment. Plant materials that provide variety in texture, color, fragrance, and shape are especially desirable.

***The Building Landscape.*** Landscaping around urban buildings – particularly buildings with blank walls – can reduce scale and add diversity through pattern, color, and form.

Examples of how landscaping is used to soften and enhance the visual quality of the urban environment include:

- ◆ Dense screening of parking lots;
- ◆ Tall cylindrical trees to mark an entry;



- ◆ Continuous street tree plantings to protect pedestrians;
- ◆ Several clusters of dense trees along long building facades;
- ◆ Cluster plantings at focal points;
- ◆ Parking with trees and shrubs planted internally as well as on the perimeter.

## Guidelines

*The placement and amount of landscaping for new and existing development should be mandated through design standards. Special consideration should be given to the purpose and context of the proposed landscaping. The pedestrian/auto landscape requires strong plantings of a structural nature to act as buffers or screens.*

*The pedestrian landscape should emphasize the subtle characteristics of the plant materials. The building landscape should use landscaping that complements the building's favorable qualities and screens its faults.*

### *Special Consideration for North Rose Hill Business District*

A dense landscape buffer should be utilized to provide a transition separating commercial uses from adjoining single family or multi-family residential uses.

### *Special Consideration for Totem Center*

Within TL 1, special landscaping elements such as gateways, arches, fountains and sculptures should be incorporated, in order to create a lively streetscape and provide visual interest along the street edge. Where possible, existing mature landscaping should be retained and incorporated into new development to soften the impact of increased site coverage and preserve the green character of the area.

## Protection and Enhancement of Wooded Slopes

### Issue

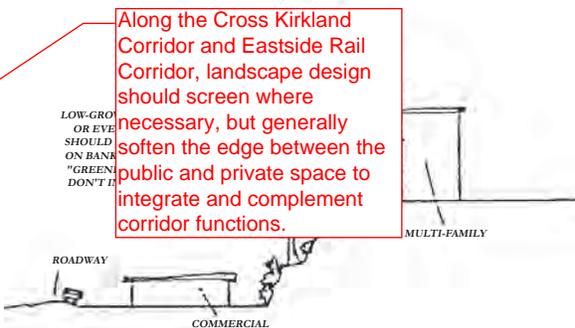
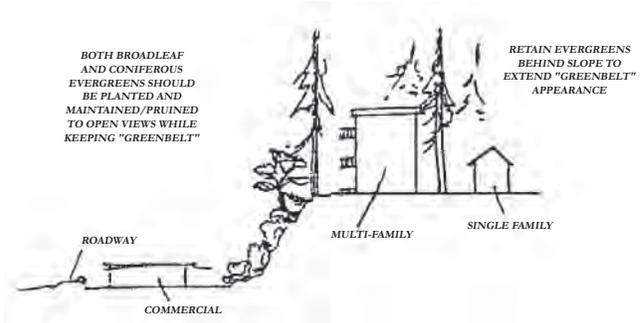
Topography provides opportunities for natural screening that maintains views.

### Discussion

New plantings on wooded slopes should be selected for their slender, open growth pattern. Limbing-up and thinning-out branches should also be allowed to maintain views while keeping the character of the wooded hillsides. Weed species should be removed and replaced with appropriate native species. Wooded slopes can:

- ◆ Reduce visual impacts of the urban environment.

- ◆ Separate uses by providing a transition zone.
- ◆ Mitigate urban noise and air pollution for upland uses.
- ◆ Provide wildlife habitat.



## Guidelines

*Vegetation on slopes should be preserved and maintained as a buffer using native vegetation wherever possible.*

*New multifamily and single-family residential developments on slopes should be required to retain about 30 percent of the site in wooded open space and inventoried significant trees. Tree removal or enhancement can be determined by the use and site design.*

*Property owners of lowlands should be sensitive to upland uses and enhance hillsides to maintain existing views. Deciduous trees should be restricted to small varieties; coniferous evergreens should be thinned-out or limbed-up to allow for views from adjoining properties.*

*In developments above view slopes, coniferous evergreens should be incorporated into the site back from the slope to give continuity with the wooded slope. The back sides of commercial lots at the base of hillsides should be planted to screen upland properties from unsightly views of rooftops.*

### ***Special Consideration for Downtown Kirkland***

Using and enhancing existing wooded slopes is especially important to Kirkland's natural setting. The hillsides surrounding Downtown Kirkland can provide a "ring of green." As vegetation ascends the slope it provides a "greenbelt" effect. The proper maintenance or enhancement of such slopes need not disrupt view corridors of upland properties.

### ***Special Consideration for Juanita Business District***

The views of wooded hillsides surrounding the Juanita Business District are a local asset that can be used to upgrade the area's visual impact.

## **Height Measurement on Hillsides**

### **Issue**

Maintaining views and enhancing natural land forms is important to the design character of Kirkland. The scale relationships of built forms to their terrain should minimize visual barriers to views and lessen the impact on surrounding neighborhoods. In order to promote responsible design, building height restrictions should permit a development envelope that conforms to the terrain. Terracing, the stepping down of horizontal elements, is an effective way to develop hillsides and maintain views.

### **Discussion**

The visual character of a landscape should be reflected in the buildings. Buildings that do not conform to steep inclines detract from the natural features of the site and should be avoided. In contrast, buildings that use the terrain as an opportunity for variation in the built form easily fit into their setting without disruption. Terracing a building to roughly parallel the slope of a site will create a building envelope that follows the contour of its property. Terraced roof decks, modulated roofs, and sloped roofs can carry out this objective.



*Terraced buildings reflect the hillside topography ringing Kirkland's Downtown.*

## **Guideline**

***The top of the building should roughly follow the slope of the existing terrain.***

## **Views of Water**

### **Issue**

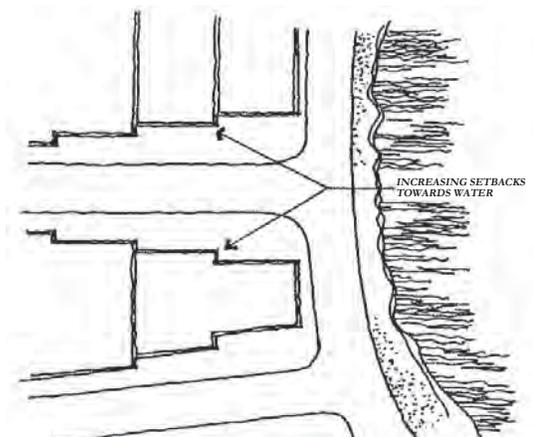
Views of Lake Washington give Kirkland its sense of place within the regional context. The waterfront remains an exceptional resource that should be better linked to nearby districts. A water view is a recurring reminder of the direction, function, and origin of Kirkland.

### **Discussion**

Views may be considered in three ways. The *distant panorama* may be seen from one-quarter to more than one mile away. Development has eliminated most of Kirkland's panoramic views; remaining views should be protected. *View corridors* are places where an avenue between buildings creates a slotted visual path allowing a glimpse of the water beyond. *Proximity views* are those adjacent to and within one block away from the waterfront; they extend the waterfront's character. Each type of view is critical to Kirkland's urban design character.

View corridors and panoramic views from higher ground can be protected by height restrictions and limitations on rooftop clutter. Existing structures in some areas block views of the Lake. With renovation of existing structures, opening up of views should be encouraged. New development should respect the existing view corridors.

Proximity views require much larger fields of vision, therefore, development should remain a comfortable distance from the shore and be set back along view corridors. This will allow views of the water to widen from increasingly closer distances and will eliminate an abrupt change between development and shoreline.



## Guideline

*Existing views should be maintained. This can be accomplished by widening setbacks as development approaches the water. Buildings should step down hillsides. Buildings and rooftop appurtenances should be placed perpendicular to the water in order to safeguard views.*

### ***Special Consideration for Juanita Business District***

View corridors to the Lake should be explored through new development in the business district. Existing residential views and view opportunities through Juanita Beach Park and down public streets should be preserved.

## Culverted Creeks

### Issue

Often stream beds fall victim to progress and their stream banks are reduced to a drain pipe. One way to further the objective of clarifying the natural physical setting is to reopen stream beds wherever possible.

### Guideline

*Opportunities should be sought to restore portions of culverted creeks to their natural state.*

### ***Special Consideration for Downtown Kirkland***

A former stream bed, now enclosed in culverts, flows through the center of downtown from 6th Street, through Peter Kirk Park, just south of Central Way and into Marina Park. A restored stream bed could be incorporated in the parks and other public sites, and possibly on private property.

### ***Special Considerations for Totem Center***

One channel of the Totem Lake tributary extends along I-405, west of Totem Lake Boulevard in a culvert to Totem Lake. If it is feasible, restoration of this stream bed could be incorporated into the “greenway” design developed for this segment of Totem Lake Boulevard. Another tributary of Juanita Creek runs across the northwest section of Totem Center, with portions in a culvert and other portions remaining in an open stream bed. Redevelopment of these properties could include restoration of the culverted portions of the stream as an amenity provided on site.

- b. For 21 units or more, the open space must be in one (1) or more pieces having a length and width of at least 40 feet.
- c. The required common recreational open space may be reduced to 150 square feet per unit if permanent outdoor furniture, pool, cooking facilities, playing equipment, and/or a recreation building are provided in the common open space. The City shall determine if these outdoor provisions provide comparable recreational opportunities as would the open space that is reduced, based on the number of residents that they would serve at one (1) time. Also, the required minimum dimension for the open space containing these outdoor provisions may also be reduced in proportion to the reduced open space area.

(Ord. 4498 § 5, 2015; Ord. 4476 § 3, 2015; Ord. 4392 § 1, 2012; Ord. 4320 § 1, 2011; Ord. 4072 § 1, 2007)

**115.24 Cross Kirkland Corridor/Eastside Rail Corridor – Supplemental Development Standards for Adjoining Properties**

1. General – The following regulations shall apply to all properties adjoining the Cross Kirkland Corridor/Eastside Rail Corridor (the Corridor), except those properties located in low density residential zones.
2. Required Yards
  - a. The minimum required yard is 10 feet as measured from the common property line with the Corridor. All outdoor use, activity or storage areas located adjacent to the Corridor shall comply with the minimum 10-foot required yard. Parking areas are subject to the requirements of KZC 115.115.
  - b. Exception – The Planning Official may allow the required yard to be reduced to zero (0) feet for one (1) story of retail or restaurant uses where:
    - i. The facade facing the Corridor is oriented to serving Corridor users with pedestrian entrances, pedestrian and bicycle access between the Corridor and entrance, and similar design features; and
    - ii. The facade facing the Corridor contains transparent windows and/or doors occupying at least 50 percent of the facade.

3. Design Standards – Development on properties adjoining the Corridor shall comply with the following design standards. Compliance with these standards shall be administered by the Planning Official in conjunction with review of an applicable development permit unless the proposal is subject to Design Board review, in which case the Design Review Board shall review the proposal for compliance. Applications involving additions or modifications to existing buildings shall comply with these standards to the extent feasible depending on the scope of the project. The Planning Official or Design Review Board may modify compliance with a particular regulation if the applicant demonstrates that it is not feasible given the existing development and scope of the project.
- a. Site Design: Development adjoining the Corridor shall be designed to complement the public nature of the Corridor though the following site design and pedestrian improvements; provided, that subsections (3)(a)(i), (iii) and (iv) of this section shall not apply to A Retail Establishment Providing Vehicle or Boat Sales:
- i. Landscape islands required pursuant to KZC 95.44 (Internal Parking Lot Landscaping Requirements) shall be provided such that there are no more than eight (8) contiguous parking stalls along the corridor.
  - ii. In addition to providing the screening and buffering functions required by the KZC, landscape design shall integrate with and complement corridor functions.
  - iii. A pedestrian entrance facing the Corridor shall be provided with a pedestrian walkway connecting from the entrance to the Corridor. The walkway shall be installed pursuant to the standards of KZC 105.18(2)(a), except any stairs shall be equipped with a bicycle runnel. The Planning Official may modify the connection requirement where grade or other natural features preclude reasonable access to the Corridor.
  - iv. Bicycle parking as required by KZC 105.32 shall be provided at a ratio of one (1) bicycle space for each six (6) required motor vehicle parking spaces and shall be accessible by bicycle to the Corridor.
- b. Building Design: Building design adjoining the Corridor shall acknowledge the high visibility from this active public space through the following building design standards:
- i. All buildings shall be designed so that facades visible from the Corridor comply with the provisions of KZC 92.15(3) (Blank Wall Treatment).
  - ii. All buildings shall be designed so that parking garages visible from the Corridor comply with the provisions of KZC 92.15(4)(a) and (b) (Parking Garages).
  - iii. Building facades visible from the Corridor shall incorporate similar building materials and window treatment as other facades of the building.
  - iv. Building facades facing the Corridor shall not exceed 120 feet without vertical definitions. Vertical definition may be in the form of changes in color and materials, modulations of sufficient width and depth to define the vertical element, or some combination of these techniques. This vertical element should carry through all floors of the building.

(Ord. 4442 § 1, 2014)

## MEMORANDUM

<b>Date:</b>	March 17, 2017	<b>TG:</b>	16090.00
<b>To:</b>	Joel Pfundt, City of Kirkland Angela Ruggeri, City of Kirkland		
<b>From:</b>	Jeanne Acutanza, Josh Steiner, Paul Sharman, Transpo Group		
<b>cc:</b>	Jeff Arango, BERK		
<b>Subject:</b>	Houghton / Everest Neighborhood and 6th Street Corridor - Proposed Land Use Trip Generation Comparison and Methods		

### Purpose and Background

The purpose of this memorandum is to summarize the baseline scenario of development and potential investments against comparative growth scenarios in vehicle trips resulting from proposed land use options in the Houghton / Everest Neighborhood Center. The Houghton / Everest Neighborhood Center is located adjacent to 6th St S/108th Ave NE & NE 68th St intersection in Kirkland, WA. As part of the Houghton / Everest Neighborhood Center and 6th Street Corridor Study, the City of Kirkland is evaluating land use alternatives for the center while evaluating transportation alternatives in the area to serve anticipated growth in vehicle, transit, pedestrian, and bicycle trips.

Two land use scenarios are being studied in comparison to the current 'maximum' land use allowed under the comprehensive plan (2035 Comp Plan Scenario) with maximum height of 30 feet. The two other scenarios are: a modest development scenario with a maximum development height of 35 feet (Modest Change Scenario), and a greater development scenario with a maximum development height of 55 feet (Greater Change Scenario). This memorandum outlines the effects of the Greater Change Scenario against the future baseline scenario of planned growth represented by the 2035 Comp Plan Scenario. These are also reflected against anticipated 2035 land use conditions and anticipated background infrastructure investments. These conditions of an assumed 2035 timeframe with and without growth in the Center are also compared to potential investments that could be in place if this greater development occurred. This memorandum describes the methods applied and results.

### Trip Generation Methodology

Trip generation estimates have been prepared for the project based on trip rates identified using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition (2012). The methodology used in this analysis also accounts for pass-by trips, which are those trips that are attracted to the land use but are not directly generated by the land use. Pass-by trip rates are provided in the ITE *Trip Generation Manual*, 9th Edition (2012) and applies for the PM peak hour of certain land uses, which in this study are ITE 850 Supermarket and ITE 851 Convenience Store.

Trip generation was calculated for the PM peak hour and Daily for each of the development scenarios. Substitutions needed to be made to account for the ITE manual not containing all the same daily land uses as the PM period. These substitutions include replacing ITE 223 Mid-Rise Apartment with ITE 220 Apartment and ITE 936 Coffee/Donut Shop without Drive-Through Window with ITE 932 High-Turnover (Sit Down) Restaurant. Consideration was given to the similarity in land use type when deciding on a land use alternative. ITE also provides rates for the proportion of vehicles entering and exiting the land use during the study period. These rates are

different based on the study period; however, daily rates are not available so a 50%-In/50%-Out split was assumed. This represents a vehicle both entering and exiting the land use each day. Existing (2016) trips are based on volumes in the City's travel demand model. Existing Zoning (2035) calculated trips were added to the Existing (2016) volumes to arrive at 2035 baseline (Existing Zoning) volumes. Modest and Greater Change are compared to the 2035 baseline.

### Development Land Use

Trip growth was calculated for four land use scenarios provided by BERK Consulting for the proposed development. These scenarios include existing "Existing 2016" conditions, "2035 Current Comp Plan," "2035 Modest Change," and "2035 Greater Change," which represent increases in development building height. The land uses contain a combination of apartments, office space, retail, supermarket, convenience store, and coffee shop land uses. Commercial land uses are consistent between the "Comp Plan," "Modest," and "Greater" scenarios, with the difference being the number of total residential dwelling units. Land use by scenario is shown in Table 1 and reflects changes in the number of dwelling units. These are assumed to be multi-family housing above ground level office and retail.

**Table 1. Houghton Everest Neighborhood Land Use**

Scenario	Existing	2035 Comp Plan	2035 Modest Change	2035 Greater Change
			35 ft.	55 ft.
<i>Residential (Dwelling Units)</i>	39	360	574	862
<i>Retail (Square Feet)</i>	105,092	113,480	113,480	113,480
<i>Office (Square Feet)</i>	73,150	122,476	122,476	122,476

### Trip Generation Results for each Land Use Scenario

Trip generation rates for each land use in the Houghton / Everest Neighborhood Center were multiplied by the existing and proposed number of development units to arrive at PM and Daily trips generated for each land use. To create a consistent application of trip generations, ITE trip generation was applied to all cases, even existing. This is appropriate to provide relative comparisons. Table 2 summarizes the resulting net new weekday daily and PM peak hour vehicle trip generation for each scenario.

**Table 2. Trips Generated by Houghton Everest Neighborhood Center by Scenario**

Scenario	Daily	PM Peak Hour
<b>Existing Trips</b>	<b>9,853</b>	<b>677</b>
<b>2035 Comp Plan</b>	<b>12,903</b>	<b>898</b>
Increased Trips	3,050	221
<b>Percent Change over Existing</b>	<b>31%</b>	<b>33%</b>
<b>2035 Modest Change</b>	<b>14,327</b>	<b>982</b>
Increased Trips	1,424	84
<b>Percent Change over Comp Plan</b>	<b>11%</b>	<b>9%</b>
<b>2035 Greater Change</b>	<b>16,730</b>	<b>1,122</b>
Increased Trips	3,827	224
<b>Percent Change over Comp Plan</b>	<b>30%</b>	<b>25%</b>

Notes: Vehicle volumes are Total Entering Volume (TEV) which account for vehicles entering the intersection.  
Existing Zoning (2035) assumes PM peak hour growth rate applied to Existing (2016) volumes.  
PM Volumes are derived from the City's comprehensive plan model.  
Daily volumes assume 12% increase over Existing (2016), consistent with average change in PM Peak Hour volumes

More extensive trip generation summaries broken out by specific land uses can be found in **Attachment A**.

As shown in Table 2, the development is anticipated to generate up to 3,827 new daily trips, and 224 PM peak hour trips in the “Greater” scenario compared to the Existing Comp Plan (2035) scenario. A lesser number of trips are expected to be generated in the “Moderate” scenario.

Figures 1 and 2 highlight the daily and PM peak hour number of trips traveling to and from the development, respectively, by scenario. In future growth scenarios, the baseline growth accounts for the slightly less than half of trip growth between existing and the greatest build scenario.

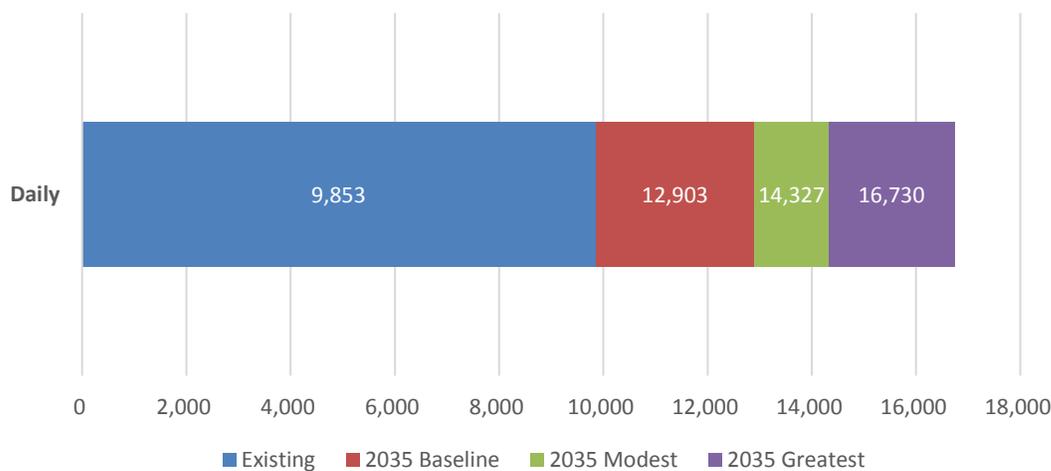
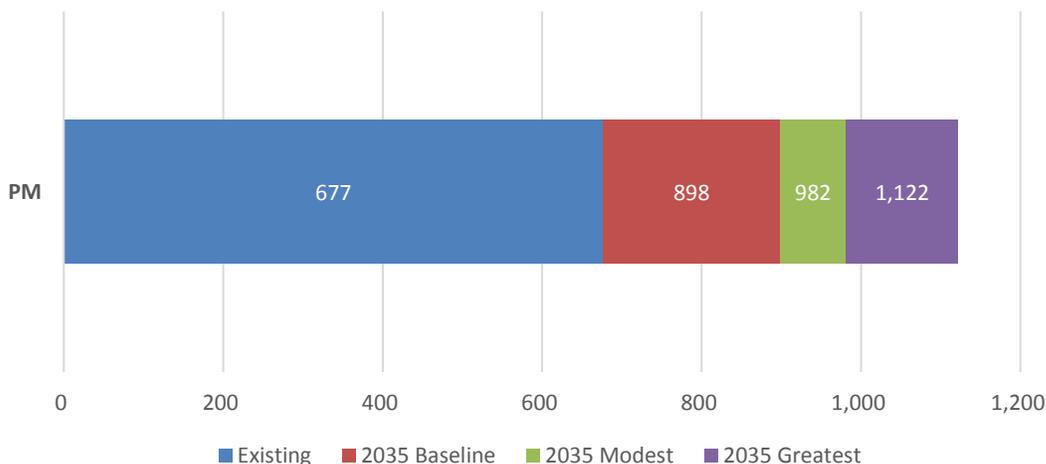
**Figure 1 - Daily Trips to/from Development**

Figure 2 - PM Trips to/from Development



Impact on Corridor

In order to understand the relative impact of the trip generated by the development scenarios as compared to the future Comprehensive Plan, we have analyzed the impacts of these development scenarios assuming future infrastructure investments along the 6th / 108th corridor. First we distributed a portion of the increased traffic from future development on to existing operations. It is important to note not all development related trips use this central intersection as other routes are available for trips. It should also be noted that the baseline growth in 2035 assumes development on the site consistent with what is currently approved in the comprehensive plan.

Table 3 compares intersection operations at NE 68th Street & 108th Avenue for Existing, Baseline 2035, Modest Development Scenario and Greatest Development Scenario. Existing intersection level of service is at LOS E, which will grow to LOS F in the future baseline scenario. Future development will further increase the average delay per vehicle to well beyond reasonable intersection operations in all future cases.

Table 3. NE 68th Street & 108th Ave NE Intersection Operations by Scenario

Scenario	LOS	Delay (sec/veh)	Worst Movement	Total Entering Vehicles
Existing – 2016	E	62	SB	2,520
Baseline – 2035	F	142	SB	3,855
Modest - 2035	F	148	SB	3,920
Greater Change Development - 2035	F	119*	SB	4,025

Notes: \* Assumes added southbound right turn lane as part of Greater Change option

It is expected that new development in the Houghton Everest Neighborhood Center would also provide an opportunity to improve NE 68th Street Corridor which currently has many conflicting movements and poorly controlled access points. As part of the corridor study improving access to reduce conflicts was studied. Without any major changes or new development, the most that could be done would be to install medians, close driveways and reduce crosswalks. It was assumed that with the “Greater Change” option, additional roadway right of way (up to 80 feet) could be

dedicated and would accommodate extending full bike lanes, adding a median, wider sidewalks and closing driveways while adding a new signal at 106th Avenue NE. A southbound right-turn lane is also assumed as part of the redevelopment in the “Greater Change” option and is reflected in the operations noted in Table 3 above. **Attachment B** includes conceptual images of NE 68th Street currently in 60’ of right of way and with the Greater Change and an 80’ wide right of way.

Corridor travel times were also simulated using VISSIM for future (2035) operations with and without the transit investments (68th Street northbound Business Access and Transit (BAT) lane and 60th Street northbound queue jump). The corridor results are summarized in Table 4.

**Table 4. 6th Street Corridor Future (2035) Operations with and without Transit Investments**

Scenario	GP Northbound Travel Time (minutes)	Transit Northbound Transit Travel Time
<i>Future Baseline</i>	11:32	11:59
<i>Future With Improvements</i>	8:57	9:37
<b>Delta (reduction)</b>	<b>-2:35 (-22%)</b>	<b>-2:22 (-23%)</b>

**Attachment C** provides a concept of this transit signal priority and queue jump for Northbound Transit on 108th Avenue that requires right of way and property acquisition.

### Potential background investments

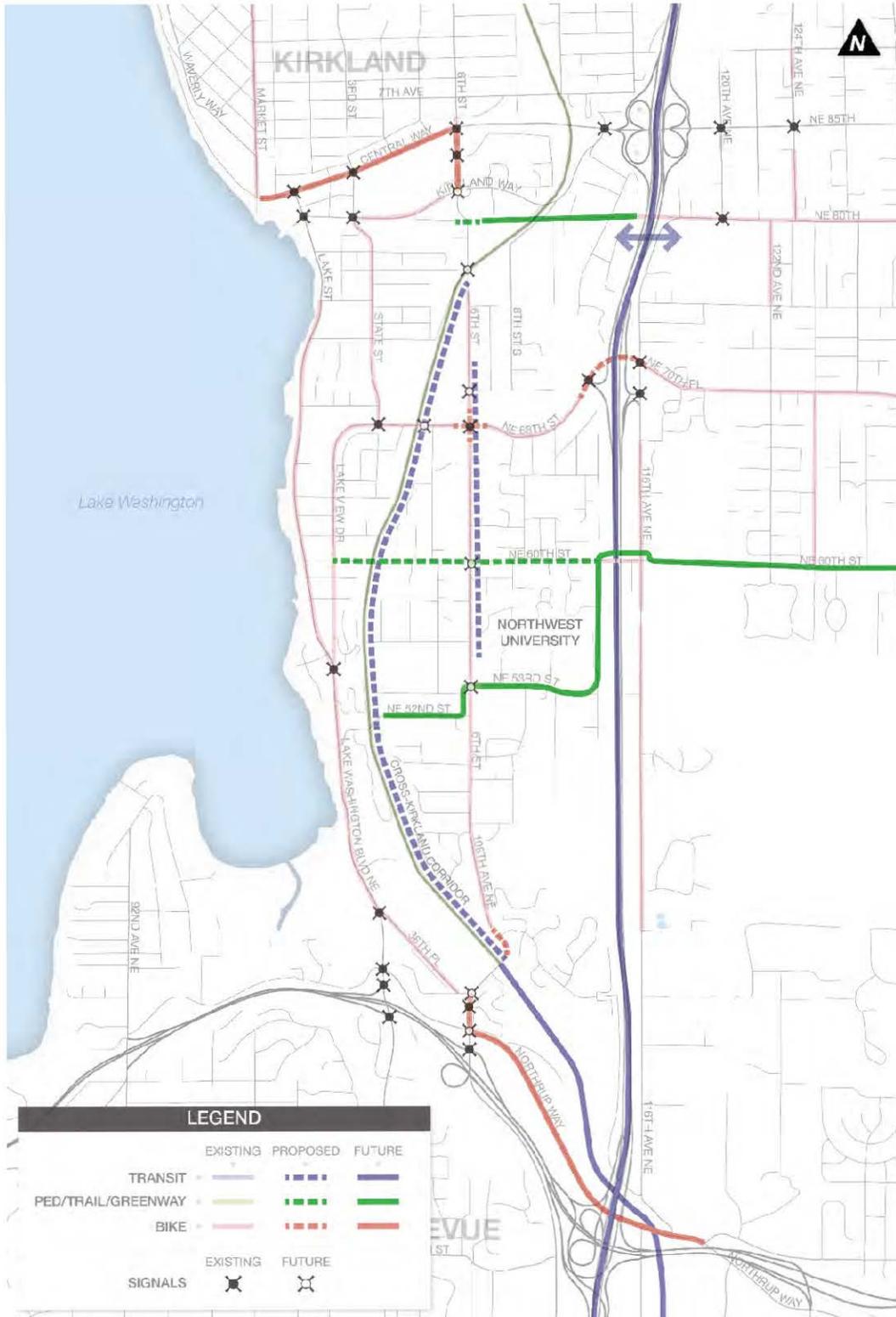
The corridor study is proposing potential solutions that meet community values as developed during a community workshop and feedback throughout the course of this project. These values were described as moving people, connecting communities and accommodating future growth. An initial set of solutions and a preferred set of recommendations is described in a previous memorandum. Table 5 provides a brief summary of the solutions recommended including the improvements on NE 68th Street to improve access (shown in **Attachment B**) and the transit signal priority concept (shown in **Attachment C**).

**Table 5. Potential Infrastructure Investments by Mode**

Transit Improvements	Pedestrian Improvements	Bike Improvements	Vehicular Improvements
1A. <i>Transit Signal Priority at 6th Street and Kirkland Way</i>	1C. Crosswalk Improvements at 6th Street & Kirkland Way Intersection	7C. Continue and complete Bike Network connections along 108th Ave.	1B. Signal Coordination along 6th Street
3A. <i>Bus Rapid Transit on the Cross Kirkland Corridor (CKC)</i>	9A. Improve CKC trail access (also for bikes), especially at 60th St.	8D. Full Bicycle Intersection at 68th St & 108th Ave Ne	2A. <i>Kirkland Way and Railroad Ave Intersection Improvements</i>
3B. <i>Bus Intersection at 6th Street &amp; CKC</i>	12D. Connect the CKC trail to the back of the S Kirkland P&R	8E. Install green bike boxes in intersection to allow safer bike left turns	4A. <i>Reassess installation of planned signal improvement at 6th Street &amp; 9th Ave</i>
5B. <i>Houghton Park and Ride lease for Private Shuttle Use</i>	P4. Develop land use policies promoting "trail oriented development"	10A. Designate 60th St as Neighborhood Greenway	5A. <i>Improve and expand 70th Street Overpass</i>
7E. <i>Widen 108th to provide the maximum level of queue jump &amp; install new signal at 60th</i>	E3. Greenway promotion of 60th Street as well as other corridors across the city.	12E. Install bike racks or bike share at S Kirkland P&R	7D. <i>Install "don't block the box" pavement markings at Fire Station Exit on 108th</i>
11A. <i>Install new signal at 53rd and relocate &amp; improve existing bus stop</i>			8A. <i>Driveway consolidation around 68th St / 108th Ave businesses</i>
12A. <i>Park and Ride permitting for transit users at S Kirkland Park and Ride</i>			8C. <i>Reduce business access on 68th &amp; 108th to signalized intersections and install new signal at 106th.</i>
12B. <i>Improve Access / Egress from S Kirkland P&amp;R</i>			P3. <i>Citywide Parking Management strategies such as shared parking and joint parking use.</i>
12C. <i>New signal controlled access to S Kirkland P&amp;R</i>			
12F. <i>Install real time parking occupancy at S Kirkland P&amp;R</i>			
E1. <i>Education Campaign promoting the value of Transit in Kirkland</i>			
E2. <i>Monitor Performance (in person throughput) along 6th Street to understand need for transit investment</i>			

How these investments improve the transportation network are shown in Figure 3, below. Each color denotes a specific modal priority given to that corridor. Dashed lines represent classifications proposed as a result of this project. The primary proposed network changes include classifying the Cross Kirkland Corridor as a Transit facility, creating a neighborhood greenway on 60th Street, investing in transit improvements along the 6th Street / 108th Ave corridor and finishing bike network connections throughout the 6th Street corridor where they are lacking.

Figure 3 – Proposed Corridor Transportation Network with Improvements



The major transit investment along the 6th Street / 108th Ave corridor is the addition of two northbound transit queue jumps at 60th Street and 68th Street. Conceptual drawings of how these queue jumps would operate are attached in **Attachment B**. In order to understand the benefit provided by these queue jumps, VISSIM was used to simulate travel time savings for transit users with and without transit queue jumps. The results of these simulations are summarized in Table 4.

## Conclusion

Transportation analysis results anticipate increasing traffic volumes, which will impact operations along the 6th Street Corridor into the future. Potential infrastructure investments to meet growth as well as address other objectives such as connecting the community and moving people have a range of trade-offs. Significant forecasted growth in Kirkland's Comprehensive Plan along with anticipated regional growth outside of Kirkland will provide challenges for traffic across the entire 6th Street Corridor. Development in the Houghton / Everest neighborhood center would result in new businesses, residents and amenities in the neighborhood that could bring up to two hundred trips to and from the neighborhood center over current planned growth in the PM peak hour. By investing in multi-modal transportation solutions, especially those that meet the community values, we can help to relieve the new demands on the transportation system. Investing in transit infrastructure along 6th Street / 108th Ave or, in the long term, on the Cross Kirkland Corridor will have the biggest impact on congestion relief and the ability to move more people. Additionally, with further pedestrian and bicycle network improvements we can make the 6th Street / 108th Ave corridor attractive for all users.

## ATTACHMENT A – Trip Generation by Scenario

ATTACHMENT A

Daily Trip Generation:

Existing Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	39	Dwelling Units	130	130	259
Office	73,150	ft <sup>2</sup>	403	403	807
Retail	61,217	ft <sup>2</sup>	1,357	1,357	2,713
Supermarket	39,000	ft <sup>2</sup>	1,994	1,994	3,987
Convenience Store	2,400	ft <sup>2</sup>	886	886	1,771
Coffee Shop	2,475	ft <sup>2</sup>	157	157	315
<i>Retail LU Total</i>	<i>105,092</i>				
<b>Total</b>			<b>4,926</b>	<b>4,926</b>	<b>9,853</b>

2035 Baseline:

Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	360	Dwelling Units	1,197	1,197	2,394
Office	122,476	ft <sup>2</sup>	675	675	1,351
Retail	69,605	ft <sup>2</sup>	1,542	1,542	3,085
Supermarket	39,000	ft <sup>2</sup>	1,994	1,994	3,987
Convenience Store	2,400	ft <sup>2</sup>	886	886	1,771
Coffee Shop	2,475	ft <sup>2</sup>	157	157	315
<i>Retail LU Total</i>	<i>113,480</i>				
<b>Total</b>			<b>6,452</b>	<b>6,452</b>	<b>12,903</b>
<i>Growth (2035 - Existing)</i>			<i>1,525</i>	<i>1,525</i>	<i>3,050</i>

Modest Development:

Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	574	Dwelling Units	1,909	1,909	3,818
Office	122,476	ft <sup>2</sup>	675	675	1,351
Retail	69,605	ft <sup>2</sup>	1,542	1,542	3,085
Supermarket	39,000	ft <sup>2</sup>	1,994	1,994	3,987
Convenience Store	2,400	ft <sup>2</sup>	886	886	1,771
Coffee Shop	2,475	ft <sup>2</sup>	157	157	315
<i>Retail LU Total</i>	<i>113,480</i>				
<b>Total</b>			<b>7,163</b>	<b>7,163</b>	<b>14,327</b>
<i>Growth (Modest - 2035)</i>			<i>712</i>	<i>712</i>	<i>1,424</i>

Greatest Development:

Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	862	Dwelling Units	2,868	2,868	5,735
Office	122,476	ft <sup>2</sup>	675	675	1,351
Retail	61,217	ft <sup>2</sup>	1,357	1,357	2,713
Supermarket	47,388	ft <sup>2</sup>	2,422	2,422	4,845
Convenience Store	2,400	ft <sup>2</sup>	886	886	1,771
Coffee Shop	2,475	ft <sup>2</sup>	157	157	315
<i>Retail LU Total</i>	<i>113,480</i>				
<b>Total</b>			<b>8,365</b>	<b>8,365</b>	<b>16,730</b>
<i>Growth (Greatest - 2035)</i>			<i>1,914</i>	<i>1,914</i>	<i>3,827</i>

PM Peak Hour Trip Generation:

Existing Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	39	Dwelling Units	9	6	15
Office	73,150	ft <sup>2</sup>	19	90	109
Retail	61,217	ft <sup>2</sup>	73	93	166
Supermarket	39,000	ft <sup>2</sup>	121	116	237
Convenience Store	2,400	ft <sup>2</sup>	25	24	49
Coffee Shop	2,475	ft <sup>2</sup>	50	50	101
<i>Retail LU Total</i>	<i>105,092</i>				
<b>Total</b>			<b>296</b>	<b>380</b>	<b>677</b>

2035 Baseline:

Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	360	Dwelling Units	81	59	140
Office	122,476	ft <sup>2</sup>	31	151	182
Retail	69,605	ft <sup>2</sup>	83	106	189
Supermarket	39,000	ft <sup>2</sup>	121	116	237
Convenience Store	2,400	ft <sup>2</sup>	25	24	49
Coffee Shop	2,475	ft <sup>2</sup>	50	50	101
<i>Retail LU Total</i>	<i>113,480</i>				
<b>Total</b>			<b>392</b>	<b>506</b>	<b>898</b>
<i>Growth (2035 - Existing)</i>			<i>95</i>	<i>126</i>	<i>221</i>

Modest Development:

Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	574	Dwelling Units	130	94	224
Office	122,476	ft <sup>2</sup>	31	151	182
Retail	69,605	ft <sup>2</sup>	83	106	189
Supermarket	39,000	ft <sup>2</sup>	121	116	237
Convenience Store	2,400	ft <sup>2</sup>	25	24	49
Coffee Shop	2,475	ft <sup>2</sup>	50	50	101
<i>Retail LU Total</i>	<i>113,480</i>				
<b>Total</b>			<b>440</b>	<b>542</b>	<b>982</b>
<i>Growth (Modest - 2035)</i>			<i>48</i>	<i>35</i>	<i>83</i>

Greatest Development:

Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	862	Dwelling Units	195	141	336
Office	122,476	ft <sup>2</sup>	31	151	182
Retail	61,217	ft <sup>2</sup>	73	93	166
Supermarket	47,388	ft <sup>2</sup>	147	141	288
Convenience Store	2,400	ft <sup>2</sup>	25	24	49
Coffee Shop	2,475	ft <sup>2</sup>	50	50	101
<i>Retail LU Total</i>	<i>113,480</i>				
<b>Total</b>			<b>521</b>	<b>601</b>	<b>1,122</b>
<i>Growth (Greatest - 2035)</i>			<i>130</i>	<i>95</i>	<i>224</i>

30%

25%

## **ATTACHMENT B – NE 68th Street Concepts for Consolidating Access**

8 A NE 68th Street existing 60' Right of Way

8 C Greater Change and 80' Right of Way

# NE 68th Street Existing 60' Right of Way



## NE 68th St - Improvement Concept A

Kirkland 6th Street Corridor

January 25, 2017

FIGURE 8A



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# NE 68th Street Greater Change and 80' Right of Way



NE 68th St - Improvement Concept C

Kirkland 6th Street Corridor

January 25, 2017

FIGURE



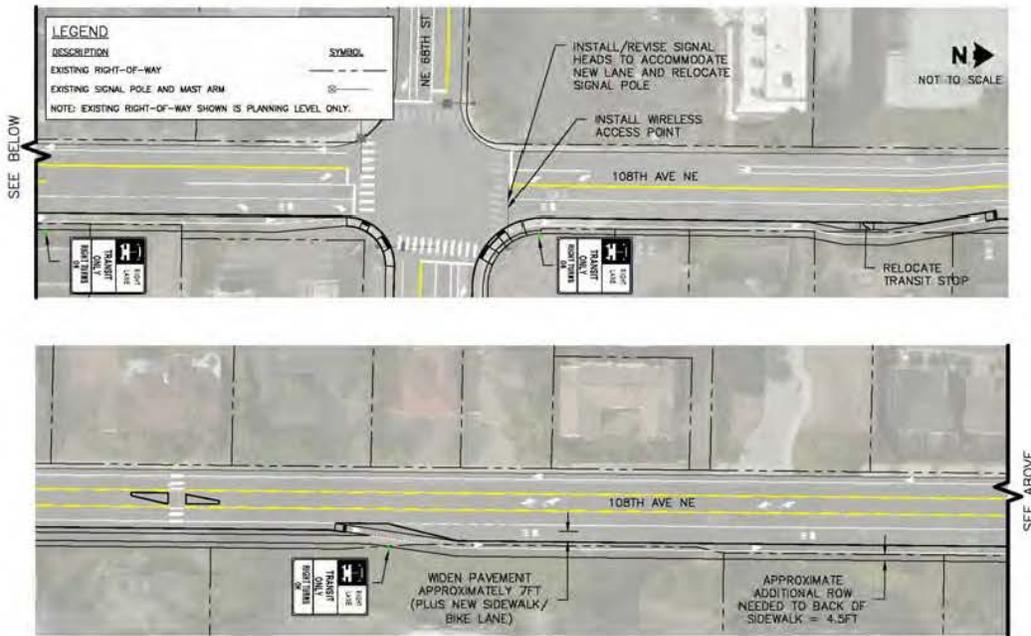
8C

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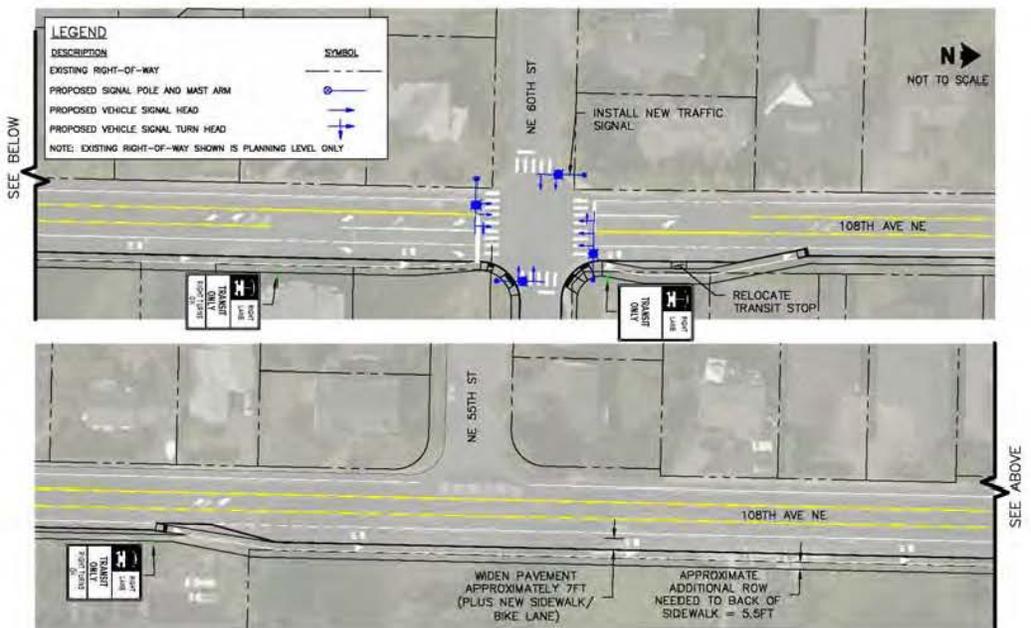


## **ATTACHMENT C – 108th Avenue NE Transit Signal Priority and Queue Jump Concept**

# 108th Avenue Transit Signal Priority & Queue Jump NE 68th to NE 53rd



108th Ave NE and NE 68th St - Transit Signal Priority Improvement Concept F February 9, 2017 FIGURE 7F  
 Kirkland 6th Street Corridor *transpo*



108th Ave NE and NE 60th St - Transit Signal Priority Improvement Concept E February 10, 2017 FIGURE 7E  
 Kirkland 6th Street Corridor *transpo*

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**DR  
5**

7TH ST S

9TH AVE S

6TH ST S

Change to  
C

NE 68TH ST

Change to  
O/MF 12

**O/MF  
12**

Change to  
HDR

**C**

CROSS KIRKLAND CORRIDOR

**MDR  
9**

106TH AVE NE

**MDR  
12**

108TH AVE NE

**MDR  
9**

NE 66TH PL

NE 65TH PL

105TH AVE NE



**Table LU-2  
Residential Densities and Comparable Zones**

<b>General Residential Densities</b>	<b>Residential Densities as Specified in Comprehensive Plan in Dwelling Units per Net Acre (d/a)</b>	<b>Comparable Zoning Classification</b>
GREENBELT/URBAN SEPARATOR	Up to 1 d/a	RSA – 1
LOW DENSITY	Up to 1 d/a	RS – 35,000, RSX – 35,000
	Up to 3 d/a	RS – 12,500, RSX – 12,500
	4 – 5 d/a	RS – 8,500, RSX – 8,500, RS – 7,200, RSX – 7,200, RSA – 4
	6 d/a	RS – 7,200, RSX – 7,200, RSA – 6
	7 d/a	RS – 6,300
	8 – 9 d/a	RS – 5,000, RSX – 5,000, RSA – 8
MEDIUM DENSITY	8 – 9 d/a	RM – 5,000, RMA – 5,000
	10 – 14 d/a	RM – 3,600, RMA – 3,600
HIGH DENSITY	15 – 18 d/a	RM – 2,400, RMA – 2,400, BNA
	19 – 24 d/a	RM – 1,800, RMA – 1,800, BNA
	48 d/a	BN, MSC 2
	<b>More than 48 d/a</b>	<b>HENC 2</b>



# **Central Houghton Neighborhood**

## 1. OVERVIEW

The Central Houghton Neighborhood is bounded by the Cross Kirkland Corridor and the Lakeview Neighborhood on the west; Interstate 405 right-of-way on the east; and NE 68th Street on the north. The southern boundary is the Kirkland City limit (see Figure CH-1, Central Houghton Land Use Map). 108th Avenue NE provides the main north-south vehicular, bicycle and pedestrian connection through the neighborhood, while NE 68th Street provides an east-west connection.

Central Houghton is predominately a single-family neighborhood. Other land uses within the neighborhood consist of medium **and high** density residential, offices, neighborhood-oriented businesses and a variety of schools, including Northwest University.

The **business district Neighborhood Center**, located along NE 68th Street, is the neighborhood's only commercial area. The undeveloped 73-acre Watershed Park takes up a large area in the southeastern corner of the neighborhood. Carillon Woods Neighborhood Park is in the central part of the neighborhood and Phyllis A. Needy Neighborhood Park provides a smaller neighborhood park adjacent to 108th Avenue NE.

## 2. VISION STATEMENT

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*The vision statement is a verbal description of the character and qualities of the Central Houghton Neighborhood at a future time when the goals and policy direction expressed in this neighborhood plan are realized.*

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The Central Houghton Neighborhood has a rich and unique history. The area's political history as part of a separate city until 1968 fostered a deep community identity, establishing a tradition in which residents seek opportunities for involvement and stewardship in the neighborhood's future.

The neighborhood's predominantly low density residential character has been maintained, while the changing and varied needs of the population are accommodated through a diverse housing stock. Greater housing choices, as well as efforts to preserve affordability in housing, help to expand housing opportunities for all residents within the neighborhood.

Central Houghton is a friendly, accessible neighborhood, with safe and inviting pedestrian and bicycle routes. Healthy and active living is promoted through attractive streets and trails. Traffic on the neighborhood's major streets, 108th Avenue NE and NE 68th Street, is managed well, with improvements designed to be compatible with surrounding development. The Cross Kirkland Corridor provides pedestrian and bicycle connections linking the corridor to parks and other neighborhood gathering places.

### Figure CH-1: Central Houghton Land Use Map (see attached map)

Local citizens value the variety of opportunities to meet in shops and restaurants within the Houghton/Everest **Business District Neighborhood Center**, as well as in casual locations in the neighborhood's parks and natural areas. The Houghton/Everest **Business District Neighborhood Center** has evolved into a thriving, pedestrian-oriented mixed use center, with businesses available to meet the retail and service needs of the community. Appropriate streetscapes, site layouts and building designs provide an attractive and coordinated appearance within the **district Center**. Careful attention to the placement and design of vehicle and pedestrian access from commercial areas to surrounding streets contributes to an efficient street network, and avoids conflicts with nearby low density areas.

Several schools and the Northwest University campus add to the Central Houghton community by providing neighborhood residents with a connection to the schools' students, parents, and facilities, as well as with residents of other Kirkland neighborhoods and the larger community. These campuses are valued and supported, not only for their role in providing educational opportunities and fostering community relationships, but for the additional open space they provide and share with the neighborhood.

The Central Houghton Neighborhood provides many beautiful open space experiences including the views, tree canopy and neighborhood parks. The residents cherish and preserve the territorial views, including the expansive views of Lake Washington, Seattle and the Olympic Mountains, the slopes, and the natural watershed areas that contribute to the neighborhood's distinctive character. The tree canopy in the neighborhood has been managed and enhanced, and adds to the neighborhood's peaceful setting. The neighborhood's parks meet the needs of the neighborhood's residents. Phyllis A. Needy Park provides a place for active play for the neighborhood's youngest residents, while Carillon Woods meets the neighborhood's recreational needs with a play area and both paved and natural trails. Opportunities for residents to quietly observe and enjoy wildlife habitat and open space exist at Carillon Woods and at the south end of the neighborhood, in the Watershed Natural Area.

Central Houghton residents take great pleasure and pride in calling this beautiful neighborhood their home.

## 3. HISTORICAL CONTEXT

The following history includes the Central Houghton and Lakeview Neighborhoods, as well as a portion of the Bridle Trails Neighborhood, since together they made up the City of Houghton until its consolidation with the City of Kirkland on April 30, 1968.

**Naming and Early Settlement of Houghton:** Samuel and Caroline French along with their adult son, Harry French, settled on the east side of Lake Washington in 1872. The French family was from Maine and had been corresponding with a friend who had settled in Seattle and praised the potential of the Eastside. Mrs. French named their new home Pleasant Bay.

The French family is considered Houghton's first white settlers. Little has been learned about the earliest Native American inhabitants of the area, but Mrs. French reported seeing them as they rowed their canoes along the shore. The French house was built in 1874 at 10120 NE 63rd Street and was home to the French family for four generations. The house was moved to 4130 Lake Washington Boulevard in 1978.

In 1880, all communities were required by the U.S. Post Office to have a one-word name. The Pleasant Bay community submitted the name Edison, after Thomas Edison, but Edison was already being used in the Washington Territory. The Pleasant Bay church had been given a 600-pound Meneely & Company church bell by Mr. and Mrs. William Houghton of Boston and so the community of Houghton was named in their honor. When the congregational churches merged in 1894, the bell was relocated to the Kirkland Congregational Church on 5th Avenue in the Norkirk Neighborhood. The church has been rebuilt, but the bell remains there and rings every Sunday.

The Suffhoff home was built in 1903 by Kirkland realtor Charles Parrish for the Morris Orton family. The young widow Mrs. May Orton rented the home to Dr. George Hudson Davis in about 1910 and it was then used as a hospital and dental office. The home served as Houghton's and Kirkland's first hospital for 10 years.

**Industry of Pleasant Bay/Houghton:** The French family soon had industrious neighbors. The Jay O'Connors, who purchased the Popham/McGregor land, built the Steamer Squak and the large Lake House which was used as a hotel. The John and Abigail Fish family purchased the Lake House and continued the hotel business. The Lake House was in the family for generations and was torn down in 1984. The Curtis family built and operated ferries on Lake Washington for over 50 years. George Bartsch and his brother-in-law, Harrie Tompkins, started the Bartsch-Tompkins Transportation Company in 1904. Mr. Bartsch bought out Mr. Tompkins and then partnered with John Anderson to create the Anderson Steamboat Company in 1907. The Anderson Steamboat Company became the Anderson Shipyard which then became the Lake Washington Shipyard.

The Lake Washington Shipyard was at the site of the present Carillon Point development. One of the original buildings built in 1907 was used as a pattern shop for the wooden ships built during WWI, then as a mold shop for the steel ships built during WWII. The building was still standing until the development of Carillon Point.

The early shipyards were limited to building lake ferries or smaller oceangoing boats that could be navigated down the Black River at the southern tip of Lake Washington. In 1916, the opening of the ship canal lowered Lake Washington by almost nine feet and dried up the Black River. With the opening of the Montlake Ship Canal, the shipyard could build large oceangoing ships.

**Houghton and the Wars:** During WWI, shipbuilding boomed in Houghton, and many wooden war ships were constructed there. Workers commuted from Seattle for the work, which ended in 1918. The Second World War again brought tremendous growth for Houghton. The Lake Washington Shipyard built steel hulled ships and they

were all in service at the end of the war. The U.S. Government built the Steward Heights housing project on 108th Avenue NE for the shipyard workers. This area is now the Northwest University campus.

**Terrace Park – Site of the Houghton City Hall:** Terrace Park was originally the site for a community center for the Lakeview Neighborhood during WWII. It was built to service the needs of the Lake Washington Shipyard workers. In about 1955, the buildings were converted to house the Houghton City Hall, library, fire station and police station. The existing cement pads were used as the floor of the Houghton Police Station.

**Livelihood of Houghton Residents:** From the early 1870s, Houghton was settled by educated and hardworking families spreading out across the country. They purchased their homesteads and, because of their isolation, they lived off their land. Their close proximity to Seattle also allowed them access to jobs, services and goods. For example, Harry French commuted to Seattle to work in Yesler’s Mill. At first workers rowed weekly, returning home for the weekend, and in later years they took a steamer daily. There were jobs in the forest, the coal mines, and the lumber mills, but all required a commute by rowboat, horse or on foot. As more settlers arrived, there was a need for scheduled ferry service, a school, and a place to worship.

**School and Worship:** Harry French built a frame cabin, which was used by the family until their family home was ready. This cabin later became Pleasant Bay’s first classroom and its first Sunday school. A church was then built and the minister, Reverend Greene, began coming from Seattle to make the rounds to the small local churches in the area.

**Houghton Resident, John Cort:** John Cort had the first legitimate theater circuit and owned 117 theaters on the west coast. Mr. Cort was also an early founder of the FOE Eagles and was their first President. He was the first in the world to use the new Edison lights in his Seattle Standard Theatre which burned in the great fire of 1889. Cort’s last remaining Seattle theatre is the Moore. Cort traveled a great deal to manage his theatres, but his family lived full time on Whisker Farms, his Houghton home until 1918. Around this time he moved his empire to New York City where he later retired and then died in 1929. Whisker Farms was on Cort Road, now 108th Avenue NE. The Collins School was built on the burned out ruins of Whisker Farms, but has since been torn down and replaced by homes.

**City of Houghton:** Until 1968, Houghton was a separate city with a Houghton address and residents that were called “Houghtonites.” When Houghton merged with Kirkland, there was a strong emphasis on retaining some authority on land use and zoning issues. State law allowed Houghton citizens to maintain control of their zoning and continued enforcement of their land use plan. The Houghton community continues to have a Houghton Community Council with veto power over land use actions of the Kirkland City Council relating to the area of the old City of Houghton. The Houghton Community Council is one of only two such community councils remaining in the State of Washington.

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*1968 Road Map of the Houghton Area*

*History taken from Primary Sources: Family and State records, the Boston Newspaper, 1889 Kirkland Press and the French Diaries. For more information on the history of the City of Houghton please contact the Kirkland Heritage Society and see the Lakeview Neighborhood Plan.*

***Goal CH-1: Encourage preservation of structures, sites and objects of historical significance in the Central Houghton Neighborhood.***

***Policy CH-1.1: Encourage property owners to preserve buildings, structures, sites and objects of historical significance.***

The Community Character Element establishes the hierarchy for designating historic buildings, structures, sites and objects in the City. Although age is an important factor in determining historical significance, other factors, such as the integrity of the building, architecture, location and relationship to notable persons or events of the past, are also important.

***Policy CH-1.2: Provide directional signs, markers and interpretive information at structures, buildings, sites or objects of historical significance.***

Individual historic properties are encouraged to add historic plaques and interpretive signs. Additional directional signs and interpretive centers at or near structures, buildings, sites or objects of historical significance around the neighborhood will help bridge Houghton's rich history with future generations. Most of the original historic street names have been changed over the years. As street signs are replaced, the original street names could be added to recognize the neighborhood's history. The Community Character Element of this Comprehensive Plan also lists other techniques to preserve the neighborhood's history.

Figure CH-2: Central Houghton Wetlands, Streams, and Lakes

Figure CH-3: Central Houghton Geologically Hazardous Areas

## 4. NATURAL ENVIRONMENT

***Goal CH-2: Protect and enhance the natural environment in the Central Houghton Neighborhood.***

***Policy CH-2.1: Undertake measures to protect and improve water quality and promote fish passage in Lake Washington and neighborhood wetlands, streams and wildlife corridors.***

The Central Houghton Neighborhood is located within the Yarrow Creek, Carillon Creek, Houghton Slope A and B, and Moss Bay drainage basins (see Figure CH-2). These drainage systems connect to Lake Washington and

provide important ecological functions such as flood and storm water conveyance, water quality, fish habitat, wildlife and riparian corridors, and open space benefits.

Water quality is an important issue in the Central Houghton Neighborhood. Daylighted streams in the neighborhood should be kept clean and maintained in their natural state. Even in areas without significant streams, water from the neighborhood drains to Lake Washington and so pesticide and fertilizer use should be discouraged.

***Policy CH-2.2: Ensure that development is designed to avoid damage to life and property on properties containing high or moderate landslide or erosion hazards areas.***

The Central Houghton Neighborhood contains medium and high landslide hazard areas (see Figure CH-3). These areas are prone to landslides that may be triggered by natural events or by manmade activities including grading operations, land clearing, irrigation, or the load characteristics of buildings on hillsides.

***Policy CH-2.3: Protect wildlife throughout the neighborhood and encourage the creation of backyard sanctuaries for wildlife habitat.***

The National Wildlife Federation has designated the City of Kirkland as a certified Community Wildlife Habitat. The Community Wildlife Habitat Program for the City began in the Central Houghton Neighborhood. Central Houghton contains many wildlife corridors connecting parks and along stream channels to Lake Washington and Yarrow Bay Wetlands. Residents are encouraged to continue to improve wildlife habitat on their private property by planting native vegetation, and providing food, water, shelter and space for wildlife.

## 5. LAND USE

Residential land uses occupy the majority of the Central Houghton neighborhood. Schools, including the expansive campus of Northwest University, are dispersed throughout the low-density residential core, while two large park and open space areas, Carillon Woods and the Watershed Natural Area, are located in the central and southern portions of the neighborhood. Multifamily apartments and condominiums are clustered along the northern edge of Central Houghton, where they adjoin the neighborhood's only commercial area, the Houghton/Everest Neighborhood Center.

### ***RESIDENTIAL***

***Goal CH-3: Promote and retain the residential character of the neighborhood while accommodating compatible infill development and redevelopment.***

***Policy CH-3.1: Retain the predominately detached single-family housing style in the Central Houghton neighborhood.***

Central Houghton is a well established neighborhood that has predominately low density (five to six dwelling units per acre) traditional single-family residential development. The land use transitions from low density residential to medium **and high** density multifamily and commercial development in the northern portion of the neighborhood near NE 68th Street. A mix of housing styles and sizes is important to the neighborhood's character.

***Goal CH-4: Allow alternative residential development options that are compatible with surrounding development.***

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***Policy CH-4.1: Allow a variety of development styles that provide housing choice in low density areas.***

Providing housing options for a wide spectrum of households is an important value to support and encourage. Alternative housing provides more housing choice to meet changing housing demographics such as smaller households and an aging population. Allowing design innovations can help lower land and development costs and improve affordability. Compatibility with the predominant traditional detached single-family housing style in the neighborhood will determine the acceptance of housing alternatives. Alternative housing types such as cottage, compact single-family, accessory dwelling units, and clustered dwellings are appropriate options to serve a diverse population and changing household size and composition.

***Policy CH-4.2: Encourage diversity in size of dwelling units by preserving and/or promoting smaller homes on smaller lots.***

Diversity can be achieved by allowing properties to subdivide into lots that are smaller than the normal minimum lot size allowed in the zone if the size of houses on the small lots is limited. This encourages diversity, maintains neighborhood character, and provides more housing choice. Up to 50 percent of the single-family lots in a subdivision should be allowed to be smaller than the zoning designation allows if a small house is retained or built on the small lots. The lots containing the small houses should be no less than 5,000 square feet in the RS 7.2 zones and no less than 6,000 square feet in the RS 8.5 zones. The size of the houses on the small lots would be limited by a maximum floor area ratio and all other zoning regulations would apply.

***Policy CH-4.3: The residential land south of NE 68th Street and surrounding the Houghton/Everest Neighborhood Center area is suitable for medium residential densities (see MDR and O/MF land use designations on Figure CH-1).***

The area south of NE 68th Street and surrounding the Houghton/Everest Center is appropriate for medium densities because of topographic features and surrounding neighborhood conditions. This area provides a good transition between the low density residential uses to the south, and the commercial shopping area to the north.

## **COMMERCIAL**



***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.***

A variety of uses, including retail, office and residential, should be combined in order to contribute to a vibrant mixed use Neighborhood Center.

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

A review of transportation impacts should be done for all new development in the Neighborhood Center. Transportation system improvements should be designed to encourage traffic to use existing arterials and to include traffic calming devices on neighborhood streets. Alternate modes of transportation should also be encouraged.

***Policy CH-5.4: Expand the area designated for higher intensity use to properties on west side of 106<sup>th</sup> Avenue NE of Houghton Center and south of NE 68th Street. Allow building heights to step up to five stories through the Design Review process if careful attention is given to pedestrian orientation, building modulation, upper story step backs, and use of materials to reduce the appearance of bulk and mass.***

Land located west of the Houghton Center shopping area, directly east of the Cross Kirkland Corridor, has the potential to provide higher density residential use within walking distance of retail and business services. The Cross Kirkland Corridor provides a wide buffer between this area and the low density residential area to the west. A connection to the Cross Kirkland Corridor should be provided from 106<sup>th</sup> Street through this area.

***Goal CH-6: Promote high quality design by establishing building, site, and pedestrian design standards that apply to commercial and multifamily development in the Houghton/Everest Neighborhood Center.***

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***Policy CH-6.1: Establish design guidelines and regulations that apply to all new, expanded or remodeled commercial, multifamily or mixed use buildings in the Houghton/Everest Neighborhood Center.***

These design guidelines and regulations should support appropriate building scale and massing, produce buildings that exhibit high quality design with a sense of permanence, and incorporate site design which includes pedestrian features and amenities that contribute to the livability of the surrounding area. They should also strengthen the visual identity of the neighborhood center by addressing streetscape improvements and public views to the lake along NE 68th Street.

**Houghton Center:** The shopping center development located at the southwest corner of NE 68th Street and 108th Avenue NE (shown in yellow on the map) is known as the “Houghton Center.” This large strip retail development sits on several parcels occupying approximately five acres. Redevelopment to a more cohesive, pedestrian-oriented concept may be feasible since a single owner controls the bulk of the site. In addition to its potential to serve the community through expanded neighborhood commercial uses, Houghton Center can contribute to the

livability and vitality of the neighborhood by providing residents and visitors with a welcoming place to shop, congregate and relax.

*Houghton Center*

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***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.***

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***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.***

A master plan for the Houghton Center should provide for a complementary arrangement of facilities, pedestrian amenities, open spaces, and linkages, as well as shared parking that meets the needs of Houghton Center and a coordinated sign system.

***Policy CH-7.2: Reduce ingress and egress conflicts within and around Houghton Center through creation of a circulation system for vehicles and pedestrians as part of a master plan for development of the property.***

The circulation system for both pedestrians and vehicles should provide the minimum amount of ingress and egress locations necessary for an effective circulation system into and through Houghton Center.

***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.***

Specific design guidelines should be developed to ensure that modulation is used to break down scale and massing of buildings into smaller and varied volumes, and to provide upper story stepbacks from the sidewalks to improve the pedestrian experience and maintain human scale.

***Policy CH-7.4: Provide gathering spaces and relaxation areas within Houghton Center.***

Houghton Center is an important community meeting place within the Central Houghton Neighborhood. Gathering spaces should be provided when Houghton Center redevelops as a way to provide places to meet neighbors and enjoy the facilities.

### ***SCHOOLS AND PLACES OF WORSHIP***

A strong relationship between schools, places of worship and the surrounding community is a key factor to ensuring compatibility and minimizing conflicts.

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***Goal CH-8: Acknowledge the value to the community of schools and places of worship. Encourage interaction between these institutions and the residents of the Central Houghton Neighborhood.***

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***Policy CH-8.1: Provide opportunities for early community involvement in any expansion plans for, modifications to, or changes in uses within schools and places of worship.***

Early community involvement is important in addressing issues that may affect the surrounding area and the neighborhood as a whole. Issues such as parking and public safety should be taken into account when considering additional ancillary uses, expansion of facilities, or the addition of new facilities. Required buffering should be designed to minimize impacts to and be compatible with neighboring uses.

### ***NORTHWEST UNIVERSITY (PLANNED AREA 1)***

Northwest University is designated as a Planned Area because of its unique conditions including large parcel ownership, interface with the surrounding community, traffic patterns, and topographic conditions. The complex issues related to this planned area can best be dealt with through the master plan for the university.

The planned area designation permits the application of special development procedures and standards to minimize adverse impacts resulting from the natural growth and operation of the facility.

***Goal CH-9: Ensure that the growth and development planned for Northwest University is reviewed and approved by the City.***

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***Policy CH-9.1: Limit Planned Area 1 to the boundaries designated in Figure CH-1.***

The boundaries shown in Figure CH-1 are consistent with the 1999 Northwest University Master Plan as shown below.

***Policy CH-9.2: Require all development in PLA 1 to conform to an approved master plan.***

The master plan approved in 1999 is the guiding document for Northwest University in PLA 1. Any variations from this master plan must be reviewed and approved by the City.

***Policy CH-9.3: Structures on campus should be located to minimize impacts on single-family residential areas adjacent to the University.***

It is important to consider the location of new buildings on campus in relationship to the surrounding single-family residential areas. New structures should be placed far enough away from single-family residential uses to minimize impacts.

***Policy CH-9.4: Traffic should be routed away from local residential streets to the extent possible.***

Traffic routing can have a great impact on the surrounding neighborhood. Primary access to the University should continue to be off of 108th Avenue NE.

***Policy CH-9.5: University activities should be buffered on all sides to protect adjacent single-family residential development.***

The university should be buffered from surrounding areas to reduce visual and noise impacts and protect the privacy of those living within the surrounding single-family neighborhood.

### ***TRANSITIONAL AREAS***

When locating institutional and commercial uses adjacent to residential areas, techniques should be used to minimize impacts on adjacent residential areas such as ensuring there is adequate parking on neighborhood streets for residents and businesses, minimizing noise in evening hours, and minimizing glare from commercial lighting.

### **Figure CH-4: Central Houghton Street Classifications**

***Goal CH-10: Minimize impacts between residential uses and adjoining institutional and commercial uses.***

***Policy CH-10.1: Mitigate negative impacts of commercial and institutional development on residential areas to protect neighborhood character.***

Regulating building height, building mass, building placement, vehicular access and traffic impacts and/or providing landscape buffers can be used to reduce negative impacts of commercial and institutional uses on surrounding residential uses. Mitigate adverse impacts through environmental review, development regulations and appropriate conditions imposed through development review.

## **6. TRANSPORTATION**

The circulation patterns in the Central Houghton Neighborhood are well established. 108th Avenue NE, a designated minor arterial, provides the primary north-south route through the Central Houghton Neighborhood. It also provides local access for a substantial number of residences, schools and businesses (see Figures CH-5 and CH-6).

NE 68th Street which forms the northern boundary of the neighborhood is also a minor arterial. NE 52nd Street is designated a collector street providing an east-west connection between 108th Avenue NE and Lake Washington Boulevard. NE 53rd Street between 108th Avenue NE and 114th Avenue NE is also a collector street. All other streets within the neighborhood are classified as neighborhood access streets. They provide access to adjacent residences and connect to the collectors and minor arterials.

*Nonmotorized transportation is addressed in the City's Active Transportation Plan and implemented through the Capital Improvement Program or through private development. The design of these improvements should enhance neighborhood access while fitting into the unique areas they traverse.*

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***Goal CH-11: Maintain mobility along 108th Avenue NE as a major vehicle, transit, pedestrian and bicycle corridor through the neighborhood.***

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***Policy CH-11.1: ~~Retain~~ The existing three-lane configuration for 108th Avenue NE, should be monitored to determine appropriate measures to mitigate transportation impacts.***

Traffic on 108th Avenue NE is often heavy, particularly during morning and evening commute periods. Congestion restricts local access to and from 108th Avenue NE and creates conflicts for bicyclists, transit riders, adjacent residents, and pedestrians, including children arriving at and leaving the schools. Future traffic levels should be monitored and appropriate measures should be considered to mitigate impacts.

***Policy CH-11.2: Enhance attractiveness and accessibility of 108th Avenue NE for all modes of transportation.***

A master plan for 108th Avenue NE should be established through a public process. The plan should consider installation of streetscape amenities such as pedestrian lighting, street furniture, and low level landscaping to enhance the pedestrian experience and the continuation, widening and signing of bicycle lanes.

***Policy CH-11.3: Implementation of street improvements should occur through both the City's Capital Improvement Program process and through site-specific private development.***

The means to implement improvements should be determined on a comprehensive area-wide basis and, to the extent possible, on an incremental basis by encouraging or requiring the incorporation of improvements into private developments.

***Policy CH-11.4: Support transportation measures that will reduce commuter or pass through traffic through the neighborhood.***

The City should support and encourage the following measures:

1. Alternatives to single-occupancy vehicles for commuting purposes, such as public transportation, bicycling, walking, commuter pools, high capacity transit and high-occupancy vehicles (HOV), and potentially other transportation modes such as light rail.
2. Improvements to the I-405/SR 520 corridors.

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***Goal CH-12: Encourage mobility and the use of nonmotorized transportation by providing improvements for pedestrians and bicyclists.***

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***Policy CH-12.1: Improve the pedestrian and bicycle circulation systems both as a recreation amenity and alternative transportation option.***

Pedestrian and bicycle pathways are part of the transportation system but also provide recreational opportunities. Pathways and trails should be provided to activity nodes such as the Houghton/Everest Neighborhood Center, parks and transit facilities, and the Lakeview Neighborhood. Directional signs indicating path locations should also be provided.

***Policy CH-12.2: Support future development of the Cross Kirkland Corridor as a multipurpose trail for pedestrians and bicycles with access points along the corridor consistent with the CKC Master Plan and the Park Recreation and Open Space Plan.***

The unused BNSF railroad right-of-way, known as the Cross Kirkland Corridor, provides an opportunity for a bicycle, pedestrian and ~~rail-transportation-corridor~~ high capacity transit corridor. Pedestrian and bicycle transportation is a high priority, but regardless of the function of the corridor it should be designed so that it will:

- Serve as a gateway to the City.
- Provide neighborhood pedestrian and bicycle connections, with the highest priority access points at NE 52nd, NE 60th and NE 68th Streets.
- Be compatible with adjacent neighborhoods.
- Ensure a high degree of safety.
- Show environmental stewardship.

Figure CH-5: Central Houghton Pedestrian System

## 7. OPEN SPACE AND PARKS

There are currently three publicly owned parks and two public school-based recreation sites within the Central Houghton Neighborhood. The neighborhood has been fortunate to have a high degree of community involvement in the development and maintenance of its park facilities.

The City has a level of service (LOS) goal of locating a neighborhood park within a quarter-mile radius of each household in Kirkland. This desired LOS standard is being met for the Central Houghton Neighborhood. LOS within the neighborhood is also enhanced by the proximity of parks just outside the defined neighborhood boundaries, including Terrace Park, Houghton Beach Park, Marsh Park, and Everest Park.

**Watershed Park** is an undeveloped 73-acre park which takes up a large amount of the southeastern portion of the neighborhood. It is heavily wooded with varying terrain including steep slopes, and features soft-surface

walking trails. This property has been identified as a high priority for removal of invasive plants and for revegetation activities for its urban reforestation program.

Any future development of the park should be undertaken following a community-based master planning process. Considerations for a park master plan should include protection and enhancement of natural resources and minimizing potential impacts to surrounding residential areas.

**Phyllis A. Needy Houghton Neighborhood Park** is a small 0.50-acre neighborhood park adjacent to 108th Avenue NE. It includes a small playground, a basketball hoop, and picnic tables. No further development of this park is anticipated.

**Carillon Woods** is an 8.7-acre neighborhood park that features soft-surface and asphalt trails, interpretive signage, native plantings, and a children's playground. Carillon Woods was historically the water supply for Yarrow Bay and was designated Water District #1. It was later purchased from the Water District by the City through a park bond and its creation and use were determined through several public workshops. Approximately two acres of the property are fenced off to protect several deactivated artesian wells, steep slopes, wetlands, and emerging springs which serve as the headwaters for Carillon Creek. As with Watershed Park, reforestation efforts are a high priority for this property. Although no further development is anticipated for this park, the removal of existing wells, pumping systems, and other facilities related to former use of the site by a local water district should occur in the future.

**B.E.S.T. High School** is on a 10-acre site and is part of the Lake Washington School District (LWSD). The City has constructed and maintains a multipurpose playfield at B.E.S.T. High School through an interlocal agreement with LWSD. The playfield is available for both organized and informal sports activities such as baseball/softball, soccer, and football. A small gymnasium at the school is also available on a limited basis for community recreation programming, with scheduling and use dictated by LWSD.

**International Community School (ICS)** is located at the north end of the neighborhood. This approximately 11-acre site provides both indoor and outdoor recreation space for the neighborhood. All facilities on the property are maintained by LWSD.

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***Goal CH-13: Ensure adequate park and recreation facilities in the Central Houghton Neighborhood.***

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***Policy CH-13.1: Pursue acquisition of property and partnerships with schools and other institutions in Central Houghton.***

The City should seek opportunities to acquire land to expand parks as properties adjacent to existing parks become available. It is also important to provide and maintain a diversity of park recreation types for the neighborhood. The City should pursue cooperative agreements for joint use of the facilities at schools and other institutions. In addition, street ends should be developed and expanded into park and open space areas for public enjoyment.

## 8. PUBLIC SERVICES AND FACILITIES

Water, sewer, and drainage services and facilities are adequate for existing and foreseeable future developments in the Central Houghton Neighborhood. The goals and policies contained in the Utilities, Capital Facilities and Public Services Chapters of the Comprehensive Plan provide the general framework for these services and facilities.

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***Goal CH-14: Provide public and private utility services for the Central Houghton Neighborhood.***

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***Policy CH-14.1: Undergrounding of overhead utilities should be actively encouraged.***

In order to contribute to a more attractive and safe living environment, to improve views and enhance a sense of community identity, the undergrounding of utilities should be actively encouraged.

## 9. URBAN DESIGN

Central Houghton's unique urban design assets are identified in Figure CH-7 and play an important role in the visual image of the Central Houghton Neighborhood.

### ***VIEWS***

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***Goal CH-15: Preserve public view corridors and natural features that contribute to the visual identity of the Central Houghton neighborhood.***

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***Policy CH-15.1: Preserve public scenic views and view corridors of Lake Washington, Seattle and the Olympic Mountains from public rights-of-way and parks.***

Public view corridors are important assets and should continue to be enhanced as new development occurs. Wide, expansive views of Lake Washington looking west from public rights-of-way should be maintained. Street trees along rights-of-way that offer local and territorial views should be of a variety that will not block views as trees mature.

## **GATEWAYS**

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***Goal CH-16: Enhance gateways to the neighborhood to strengthen neighborhood identity.***

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***Policy CH-16.1: Use public and private efforts to establish gateway features at the locations identified in Figure CH-7.***

Gateways welcome residents, employees and visitors into the City and help define neighborhood identity. Gateways can be in the form of natural features, such as landscaping, or structures, such as signs or buildings. The northern and southern gateways to the Central Houghton neighborhood both occur along 108th Avenue NE. The City should pursue opportunities to work with private property owners to install neighborhood gateway features as part of future development. Improvements such as signs, public art, structures, lighting and landscaping can be included.

## **DESIGN STANDARDS FOR 108TH AVENUE NE AND PEDESTRIAN PATHWAYS**

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***Goal CH-17: Provide public improvements that contribute to a sense of neighborhood identity and enhanced visual quality.***

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***Policy CH-17.1: Identify design standards for 108th Avenue right-of-way:***

These standards should include:

- Adequate sidewalk widths on both sides of the street.
- Street trees that are of a type that will not block views from the public rights-of-way as the trees mature.
- Public amenities such as benches, pedestrian lighting, public art, beautification of traffic medians and directional signs pointing to public facilities and points of interest.

Figure CH-6: Central Houghton Bicycle System  
Figure CH-7: Central Houghton Urban Design Features