



CITY OF KIRKLAND
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MEMORANDUM

To: Planning Commission
Houghton Community Council

From: Angela Ruggeri, AICP, Senior Planner
Paul Stewart, AICP, Deputy Director
Eric Shields, AICP, Director

Date: January 20, 2017

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

RECOMMENDATION

Receive information on the transportation and development options and give direction to staff and consultants on which continuum option to study further.

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 also given an update on the development continuum and the transportation study at its study session on January 17, 2017. The packet for the study session can be found at the following link.

<http://www.kirklandwa.gov/depart/council/Meetings/Agendas/agnd011717.htm>

Over the summer and fall, staff and the consulting team asked citizens, business owners and property owners for opinions, ideas and suggestions in an online survey, through comments on the project website, at neighborhood meetings and at a community workshop. The results of this outreach are available on the project webpage.

At the December 15, 2016 joint study session, the Planning Commission and Houghton Community Council asked staff to bring additional information to the joint meeting on January 26, 2017, including:

More information on the Redevelopment Continuum – The revised continuum with additional information on neighborhood impacts is included as Attachment 1 to this memo. Deborah Munkberg (3 Square Blocks) and Jeff Arango (Berk) will be available to discuss the additional information that has been provided.

Transportation Impacts – Transportation impacts of new development have been a major concern voiced by citizens. Jeanne Acutanza from Transpo will present the trip generation findings included in her attached memo (see Attachment 2).

Property Owner/Citizen Conversations - Staff was also asked to find ways to involve property owners and citizens in conversations. Tom Markl, representative of the Houghton Center property owners on the south side of NE 68th Street, Doug Waddell, owner of residential property east of 106th Avenue NE, and representatives of the PCC property on the north side of 68th will all be at the open house on 1/26, which will be held before the joint study session. They will each make a presentation and respond to citizen questions.

Existing Comprehensive Plan Goals and Policies

The HCC and PC asked staff to provide the goals and policies relating to the Neighborhood Center.

Land Use Element

The Land Use Element goals and policies which relate to the Neighborhood Center are listed below.

Goal LU-2: Promote a compact, efficient, and sustainable land use pattern in Kirkland that:

- Supports a multimodal transportation system that efficiently moves people and goods;
- Minimizes energy use, greenhouse gas emissions, and service costs;
- Conserves land, water, and natural resources; and
- Provides sufficient land area and development intensity to accommodate Kirkland's share of the regionally adopted population and employment targets

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.

Policy LU-3.8: Create a complementary relationship between adjoining land uses and the Cross Kirkland Corridor and Eastside Rail Corridor, both in terms of short term nonmotorized access and future opportunities for high capacity transit.

The corridors have evolved significantly from heavy rail use to nonmotorized access and recreation. The corridors will continue to evolve as opportunities for future transportation are realized. This evolution should be carefully considered and leveraged in relation to planned land use along the corridor.

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-5.1: Reflect the following principles in development standards and land use plans for commercial and mixed use areas:

Urban Design

- Create lively and attractive districts with a human scale.
- Create attractive, pedestrian-oriented streets through building placement and design and by minimizing the obtrusive nature of parking lots.
- Support a mix of retail, office, and residential uses in multistory structures.
- Create effective transitions between commercial areas and surrounding residential neighborhoods.

Access

- Encourage multimodal transportation options.
- Promote an intensity and density of land uses sufficient to support effective transit and pedestrian activity.
- Promote a street pattern that provides through connections, pedestrian accessibility and vehicular access.
- Encourage pedestrian travel to and within commercial and mixed use areas by providing:
 - Safe and attractive walkways;
 - Close groupings of stores and offices;
 - Placement of parking in structures, underground, or to the back or side of buildings.

Although each commercial and mixed use area has its own unique attributes, these generalized development guidelines work to preserve community character and support a complete transportation system. Particular emphasis is placed on improving pedestrian accessibility in commercial areas.

These policies recognize that urban design is important, and that well-designed commercial and mixed use areas, in partnership with Kirkland's residential neighborhoods, will project a positive community image.

Good urban design complements and enhances adjacent residential areas.

Policy LU-5.2: Maintain and strengthen existing commercial and mixed use areas by focusing economic development within them.

The intent of this policy is that future economic development be concentrated in existing commercial and mixed use areas. This concentration can help to maintain and strengthen these areas and also promote orderly and efficient growth that minimizes impacts and service expansion costs. Concentration also allows businesses to benefit from proximity to each other.

Intensification, rather than expansion of the boundaries of existing commercial areas into surrounding residential neighborhoods, is desirable. Infilling is preferred, particularly when it would create a denser pattern of development that is focused less on the automobile and more on the opportunity for multiple transportation modes. Redevelopment may also provide new opportunities, especially in commercial areas where the community vision has changed over time.

Policy LU-5.3: Enhance and strengthen Kirkland's commercial and mixed use areas consistent with the neighborhood plan for each area.

Each of Kirkland's commercial and mixed use areas has unique characteristics based on its role in the community and/or region. Totem Lake is designated as an Urban Center and the Totem Lake neighborhood plan will guide its redevelopment. Downtown Kirkland is the community's historic commercial center and the Moss Bay neighborhood plan establishes the policy guidance for its future. Similarly, policies for each area will be found in the applicable neighborhood plan.

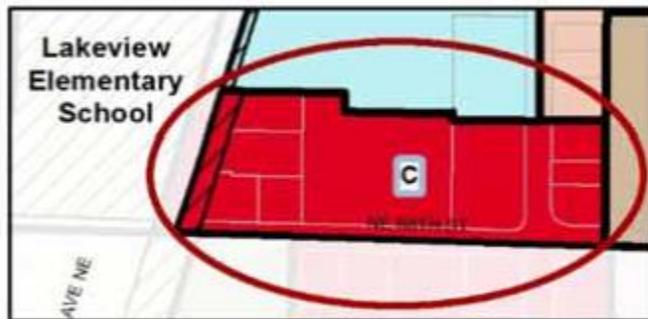
Policy LU-5.6: Maintain and enhance Kirkland's diverse Neighborhood Centers to serve as business centers and as walkable focal points for the local community. Reflect the following principles in development standards and land use plans for these areas:

- 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.

Everest Neighborhood Plan

A portion of the existing Everest Neighborhood Plan is included below. The plan limits height to 35' and states that a plan for future development of the commercial area should be coordinated with the Central Houghton Neighborhood.



COMMERCIAL

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.

Central Houghton Neighborhood Plan

Goals and Policies for the Central Houghton Plan which relate to the Neighborhood Center are included below. The Houghton Community Council and Planning Commission asked to see the specific wording related to coordination with Everest Neighborhood. The policy allowing 5 stories was also discussed. Both section have been highlighted below.

COMMERCIAL

Houghton/Everest Neighborhood Center

The Houghton/Everest Neighborhood Center is defined as a "Neighborhood Center" commercial area in the Land Use Element of the Comprehensive Plan. It includes properties on the north and south sides of NE 68th Street in both the Central Houghton and Everest Neighborhoods.



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

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

This plan should promote a coordinated strategy for the Neighborhood Center while minimizing adverse impacts on surrounding residential areas. The existing land use

map designations will be used until the land use, zoning and development regulations for the entire Neighborhood Center are re-examined.

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 west of Houghton Center and south of NE 68th Street.

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.

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.

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.

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

Policy CH-7.1: Promote a pedestrian-oriented development concept through standards for a coordinated master plan for Houghton Center including retail, with office and/or residential and other compatible uses.

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.

Photos from Citizens

The Houghton Community Council directed staff to ask citizens for pictures of developments that they felt would fit well in the Houghton/Everest Neighborhood Center area. The photos received are included in Attachment 3. A number of emails without photos, but with comments, were also received in response to the request. They can be found on the project webpage.

MOVING FORWARD

The next meeting on the project will be another study session with the City Council to discuss transportation options on February 21, 2017. There will be a joint session for the Houghton Community Council and the Planning Commission on February 23, 2017. At that meeting staff and the consultants will discuss Zoning and Comprehensive Plan amendments in detail. There will also be an hour long open house before the meeting on February 23rd.

The remaining timeline for the project is included below:

01/25/17 – Transportation Commission Update

01/26/17 – Open House and Joint Study Session PC and HCC (Direction on land use options for the Neighborhood Center)

02/21/17 – City Council Study Session Update (H/E Neighborhood Center Development Continuum and Transportation options)

02/23/17 – Open House and Joint Study Session PC and HCC (Specific Zoning and Comprehensive Plan direction for the Neighborhood Center)

03/23/17 – Open House and Joint public hearing PC and HCC (Zoning & Comprehensive Plan for Neighborhood Center)

03/27/17 – HCC recommendation to CC on Zoning and Comprehensive Plan for Central Houghton Portion of Neighborhood Center

04/13/17 – PC recommendation to CC on Zoning and Comprehensive Plan for Neighborhood Center

April - May 2017 – CC and HCC make final decision

Attachments:

1. Continuum
2. Trip Generation Memo
3. Photos

Continuum of Scenario Outcomes

January 2017

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	Preservation	Modest Change	Greater Change
Zoning and Development Standards	<ul style="list-style-type: none"> ● Maintain existing development standards and regulations ● 30-foot height limit for most commercial development 	<ul style="list-style-type: none"> ● Increase height to allow 3-story development (35 feet) ● Design standards and Design Review 	<ul style="list-style-type: none"> ● Increase height to allow up to 5-story development (55 feet), if amenities are provided through an incentive zoning system ● Incentive zoning ● Design Review ● Use/add to existing design standards to minimize building scale and address: <ul style="list-style-type: none"> » Fenestration patterns » Architectural elements – decks, bay windows, arcades, porches » Building modulation – vertical » Building modulation – horizontal » Upper story stepbacks » Open space at street-level
Mix of Uses	<ul style="list-style-type: none"> ● Primarily retail, limited office 	<ul style="list-style-type: none"> ● Mixed use retail/residential, limited office 	<ul style="list-style-type: none"> ● Mixed use retail/residential, limited office
Design Guidelines	<ul style="list-style-type: none"> ● None 	<ul style="list-style-type: none"> ● Applicable – to establish a greater sense of quality and unity – not to establish a particular style of architecture or design theme 	<ul style="list-style-type: none"> ● Applicable – to establish a greater sense of quality and unity – not to establish a particular style of architecture or design theme

Continuum of Scenario Outcomes

January 2017

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Preservation

Modest Change

Greater Change

Visual Character

Perceptions of character are largely subjective – any scenario could be perceived as positive or negative in appearance.

- Traditional 1–2 story commercial suburban character
- Surface parking as primary land use likely to continue
- If redevelopment occurs, buildings along the street frontage may create a more interesting pedestrian environment than currently exists
- The exact appearance of new development cannot be predicted
- Lack of usable open/green space/ community gathering space likely to continue

- Most similar to the Preservation scenario
- If redevelopment occurs, new buildings could be up to three stories, or five feet taller than permitted under existing zoning
- Use of design standards could help reduce appearance of building mass
- The exact appearance of new development cannot be predicted

- Low-rise buildings of 4–5 stories
- Larger buildings would create a greater sense of building mass and enclosure along the street
- Change from traditional suburban to a more urban character
- Use of design standards could help reduce appearance of building mass
- Character established through design guidelines and development regulations
- The exact appearance of new development cannot be predicted

Incentive Measures

- None

- Likely none – additional height increase from 30 to 35 feet is unlikely to provide enough benefit to make incentives feasible

- Incentive system could require any development above 35 feet provide amenities such as:
 - » Widened sidewalks
 - » Bicycle/pedestrian connections
 - » Local street dedication
 - » Art/cultural space
 - » Green space/open space
 - » Public gathering places
 - » Shared parking
 - » Parking management programs
 - » Connections and improvements along the CKC

Continuum of Scenario Outcomes

January 2017

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	Preservation	Modest Change	Greater Change
Amenities	<ul style="list-style-type: none"> No incentive system – amenities likely not provided by private redevelopment 	<ul style="list-style-type: none"> Likely no incentive system – privately provided amenities resulting from redevelopment unlikely 	<ul style="list-style-type: none"> Provided through incentive system – see above
Market Feasibility	<ul style="list-style-type: none"> Redevelopment unlikely due to high land values and limited development capacity Over the long-term, potential for loss of anchor uses seeking larger spaces, leading to general decline in amount and quality of retail services 	<ul style="list-style-type: none"> Limited potential for 3-story development due to high land values and limited development capacity 	<ul style="list-style-type: none"> Greatest potential for redevelopment and opportunity for neighborhood center to respond to evolving retail services and business models
Parking	<ul style="list-style-type: none"> Existing parking standards would continue Individual surface parking lots likely to continue 	<ul style="list-style-type: none"> Existing parking standards would continue Individual surface parking lots likely to continue 	<ul style="list-style-type: none"> Existing parking standards would continue Increased potential for shared parking, structured parking, and public parking Increased potential for parking management, employee parking requirements through incentive system

Continuum of Scenario Outcomes

Preservation **Modest Change** **Greater Change**

Local Street Network

- No change to existing street network
- Changes to existing street network unlikely
- Potential for new local access streets through redevelopment and incentive system
- Improved bicycle/pedestrian connections through incentive system
- More active street life
- Safer pedestrian environment including connections to neighborhood schools

Traffic Impacts and Potential Mitigation

- Adopted Comprehensive Plan estimates that growth will result in a 15% increase in daily trips and 13% increase in PM peak hour trips compared to current conditions
- Potential for selective driveway closures/consolidation to improve traffic flow
- 4% increase in daily trips and 3% increase in PM peak hour trips compared to the current Comprehensive Plan estimate
- Potential for access management and multimodal improvements on NE 68th St and 108th Ave NE
 - » Median control
 - » Driveway consolidation
 - » Wider sidewalks
 - » Remove crosswalks
- Full bicycle intersection at NE 68th/108th
- 10% increase in daily trips and 7% increase in PM peak hour trips compared to the current Comprehensive Plan estimate
- Increased potential for access management and multimodal access on NE 68th St and 108th Ave NE
 - » Median control
 - » Driveway consolidation
 - » Wider sidewalks
 - » Remove crosswalks
 - » Full access signal at NE 106th St
- Full bicycle intersection at NE 68th/108th
- Green bike boxes to enhance visibility

MEMORANDUM

Date:	January 16, 2017	TG:	16090.00
To:	Joel Pfundt, City of Kirkland Angela Ruggeri, City of Kirkland		
From:	Jeanne Acutanza, Transpo Group Josh Steiner, Transpo Group		
cc:	Deborah Munkberg, 3SquareBlocks Jeff Arango, BERK		
Subject:	Houghton Everest Neighborhood - Proposed Land Use Trip Generation Comparison and Methods		

The purpose of this memorandum is to summarize the comparative growth in vehicle trips resulting from proposed land use options in the Houghton Everest Neighborhood Center 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 regional and anticipated growth in vehicle, transit, pedestrian, and bicycle trips.

Two land use scenarios are being studied in comparison to current comprehensive plan allowable zoning. These are a modest change with a maximum height of 35 feet and a greater change with a maximum height of 55 feet. A summary comparison of the Daily and PM peak hour growth impact in trips at the main intersection of NE 68th Street and 108th Avenue/ 6th Street N is provided below for this critical intersection that currently operates with peak congestion. This memo also includes the methods and results applied.

Table 1. Growth in Trips Generated Over Existing (2016) by the Development on the NE 68th Street/108th Avenue Intersection

Scenario	Daily	PM Peak Hour
<u>Existing (2016)</u>	27,800	2,516
<u>2035 Current Comp Plan Zoning</u>	32,005	2,834
Increased Trips	4,205	318
Percent Change over Existing	15%	13%
<u>2035 Modest Change Growth</u>		
Increased Trips	1,423	83
Percent Change over Comp Plan	4%	3%
<u>2035 Greater Change Growth)</u>		
Increased Trips	3,338	196
Percent Change over Comp Plan	10%	7%

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 (2015) volumes.

AM and PM Volumes are derived from the City's comprehensive plan model.

Daily volumes assume 12% increase over Existing (2016), consistent with average change in AM and PM Peak Hour volumes

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) only for the PM peak hour and 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. 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, which represents each land use producing a trip and attracting a trip over the course of a 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 Change and Greater Change generated trips are compared to this baseline.

Development Land Use

Growth trips were 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 is shown in Table 2.

Table 2. Houghton Everest Neighborhood Land Use

Scenario	Existing	Current 2035 Comp Plan	2035 Modest Change	2035 Greater Change
			35 ft.	55 ft.
<u>Residential (Dwelling Units)</u>	39	360	574	862
<u>Retail (Square Feet)</u>	105,092	113,480	113,480	113,480
<u>Office (Square Feet)</u>	38,034	122,476	122,476	122,476

Trip Generation Results Based on Development Land Use

Trip generation rates for each land use were multiplied by the existing and proposed number of development units to arrive at PM and Daily trips generated for each land use. Table 3 summarizes the resulting net new weekday Daily and PM peak hour vehicle trip generation. Detailed land use and trip generation information is found in Attachment A.

Table 3. Estimated Weekday Daily Vehicle Trip Generation Growth Over Current Comp Plan

Land Use	Daily Trips	PM Peak-Hour Trips ¹		
		In	Out	Total
<u>Current Comp Plan (2035)</u>	4,205	129	189	318
<u>Modest Change (2035)</u>	1,423	48	35	83
<u>Greatest Change (2035)</u>	3,338	114	82	196

Notes: sf = square-feet. DU=dwelling unit Commercial includes Supermarket Convenience Store, General Retail, and Supermarket as noted in Attachment A
Existing Comp Plan (2035) volumes show growth over Existing (2016).

As shown in the Table 3, the development is anticipated to generate up to 3,338 new daily trips, and 196 PM peak hour trips in the “Greatest” scenario compared to the Existing Comp Plan (2035) scenario. A lesser number of trips expected in the other future scenarios.

Impact on Critical Intersection

To compare the impact of the Houghton Everest Neighborhood development scenarios, growth in trips are compared to the total entering trip volumes at the critical intersection of NE 68th Street and 108th Avenue/6th Street N. This intersection operates poorly in peak periods today. Table 1 shows 2016 existing Total Entering Vehicles (TEV) at NE 68th St/108th Ave NE for the PM and Daily periods. TEVs are the number of vehicles entering the intersection during the peak period.

ATTACHMENT A Summary trips and Comparison

Attachment A - Summary Trips and Comparison

Daily Existing to Alt 1 Deltas

Comp Plan Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	360	Dwelling Units	1,067	1,067	2,135
Office	122,476	ft ²	466	466	931
Retail	29,961	ft ²	-108	-108	-216
Supermarket	78,644	ft ²	677	677	1,355
Convenience Store	2,400	ft ²	0	0	0
Coffee Shop	2,475	ft ²	0	0	0
Total Change			2,103	2,103	4,205

Alt 1 - Modest

Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	574	Dwelling Units	712	712	1,423
Office	122,476	ft ²	0	0	0
Retail	29,961	ft ²	0	0	0
Supermarket	78,644	ft ²	0	0	0
Convenience Store	2,400	ft ²	0	0	0
Coffee Shop	2,475	ft ²	0	0	0
Total Change			712	712	1,423

Alt 1 - Greatest

Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	862	Dwelling Units	1,669	1,669	3,338
Office	122,476	ft ²	0	0	0
Retail	29,961	ft ²	0	0	0
Supermarket	78,644	ft ²	0	0	0
Convenience Store	2,400	ft ²	0	0	0
Coffee Shop	2,475	ft ²	0	0	0
Total Change			1,669	1,669	3,338

Daily Peak Hour Volume (Existing + Model Growth)

Existing TEV	27,800
Existing + Model Delta TE	32,005

Total Intersection TEV

Comp Plan TG	4205
Comp Plan % of Vol	15%
Modest TG	1423
Modest % of Vol	4%
Greatest TG	3,338
Greatest % of Vol	10%

PM Existing to Alt 1 Deltas

Comp Plan Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	360	Dwelling Units	73	53	125
Office	122,476	ft ²	21	104	126
Retail	29,961	ft ²	-6	-7	-13
Supermarket	78,644	ft ²	41	39	80
Convenience Store	2,400	ft ²	0	0	0
Coffee Shop	2,475	ft ²	0	0	0
Total Change			129	189	318

Alt 1 - Modest

Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	574	Dwelling Units	48	35	83
Office	122,476	ft ²	0	0	0
Retail	29,961	ft ²	0	0	0
Supermarket	78,644	ft ²	0	0	0
Convenience Store	2,400	ft ²	0	0	0
Coffee Shop	2,475	ft ²	0	0	0
Total Change			48	35	83

Daily Peak Hour Volume (Existing + Model Growth)

TEV	2,516
Existing + Model Delta TEV	2,834

Total Intersection TEV

Comp Plan TG	318
Comp Plan % of Vol	13%
Modest TG	83
Modest % of Vol	3%
Greatest TG	196
Greatest % of Vol	7%

Alt 1 - Greatest

Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	862	Dwelling Units	114	82	196
Office	122,476	ft ²	0	0	0
Retail	29,961	ft ²	0	0	0
Supermarket	78,644	ft ²	0	0	0
Convenience Store	2,400	ft ²	0	0	0
Coffee Shop	2,475	ft ²	0	0	0
Total Change			114	82	196

PHOTO EXAMPLES

Slater 116 in Kirkland



Old Greenwich, CT



Redmond Town Center



Design Example: Redmond Town Center

- 2 stories high maximum, with shops, restaurants, small service providers on both levels
- Some pedestrian-only sections (*only if surface space allows*)
- Parking garage – due to limited surface space in 6th St/ Houghton area, this may have to be underground
- Covered walkway to cross 68th Ave (from Met Market area to PCC Area) would be very beneficial given traffic congestion



Unknown Location



Brazil



Helsinki



Unknown location

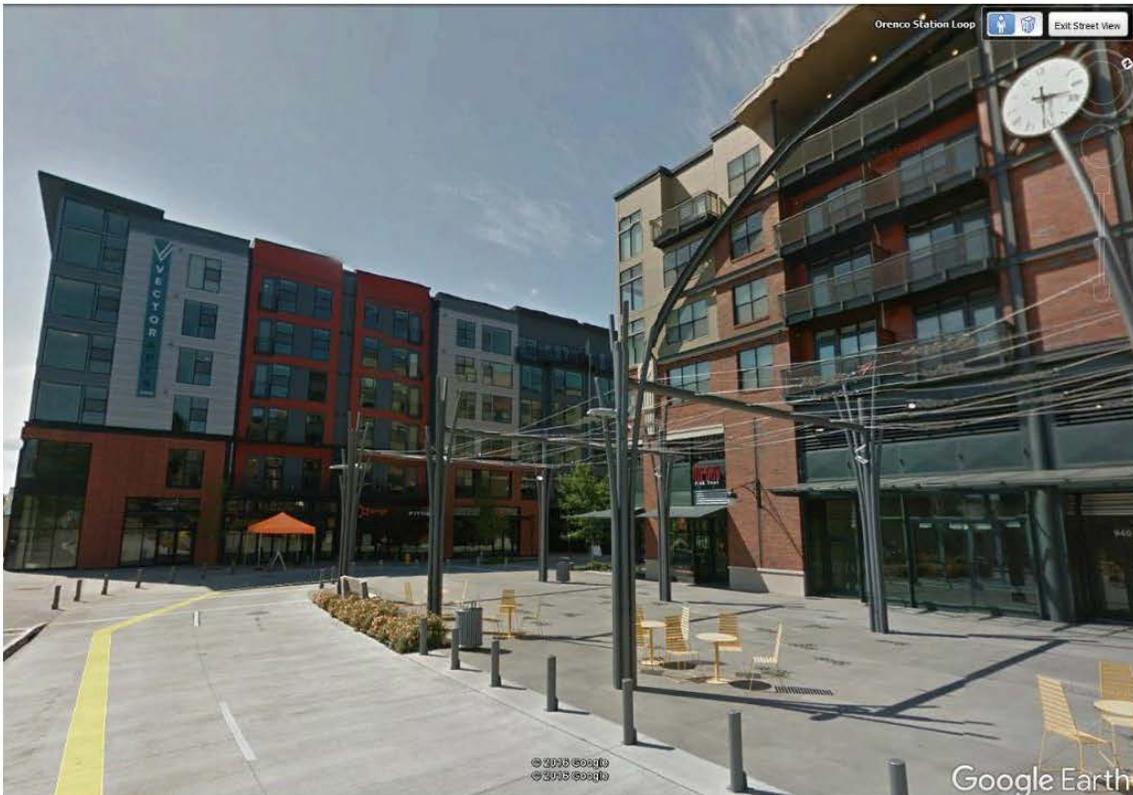


Midwest



Orenco Station, Hillsboro





Lake Oswego

