



CITY OF KIRKLAND  
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## MEMORANDUM

To: Planning Commission  
Houghton Community Council

From: Angela Ruggeri, AICP, Senior Planner  
Joel Pfundt, Transportation Engineering Manager  
Paul Stewart, AICP, Deputy Director  
Eric Shields, AICP, Director

Date: February 16, 2017

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

### RECOMMENDATION

Receive information on the 6<sup>th</sup> Street Corridor Study and give staff direction on potential Comprehensive Plan and Zoning Code amendments to be presented at the public hearing on March 23, 2017. Staff recommends that a full range of options for uses and building heights be prepared for the public hearing.

### 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 will be 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 at:

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

At the January 26<sup>th</sup> joint study session, the Planning Commission and Houghton Community Council asked staff to bring additional information to the joint meeting on February 23, 2017, including:

More information on the Redevelopment Continuum

Staff and the consulting team used a redevelopment continuum to look at potential development standards and to determine which public improvements and amenities can be expected at each level of development. Attachment 1 includes the land use growth assumptions and scenarios that have been considered. At the joint study session on January 26<sup>th</sup>, the Planning Commission and Houghton Community Council directed staff to study further the option for three stories with an incentive for five stories if public benefits are provided. This scenario will be discussed in more detail at the joint study session on February 23, 2017.

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 has also reviewed existing and forecasted travel conditions in the corridor.

A set of project principles were developed and prioritized at the community meeting and shared with the various stakeholder groups. The principles placed a priority on moving people, connecting communities and providing capacity for the future. Additionally, it was determined that 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 had new potential solutions added and some existing potential solutions modified.

A comment that City staff and the consultant team consistently heard was that the original list of potential solutions did not do enough to address the principles laid out by the community. To that end the updated list of potential solutions was expanded to include more northbound transit queue jump lanes along the 108<sup>th</sup> Ave NE/6<sup>th</sup> St Corridor. The potential solutions list was also updated to include the addition of a southbound right turn lane at the 6<sup>th</sup> St/108<sup>th</sup> Ave NE and NE 68<sup>th</sup> St intersection. The consultant and the City also reviewed/re-evaluated a number of other concepts, such as adding additional vehicle connections in and out of the area. The costs and impacts of these ideas, relative to the benefit to the corridor, were too great; therefore they were not recommended.

This list of potential infrastructure investments is analyzed in the attached memorandum prepared by The Transpo Group (see Attachment 2). As part of this analysis the performance of the 6<sup>th</sup> St/108<sup>th</sup> Ave NE corridor was evaluated for the 2016 existing condition and 2035 future baseline scenario based on the Comprehensive Plan. Additionally, the analysis shows how a Greater Change Growth scenario at the Houghton Everest Neighborhood Center will affect the corridor.

Jeanne Acutanza from Transpo will present the findings included in her attached memo at the meeting.

### MOVING FORWARD

The next joint session of the Houghton Community Council and the Planning Commission will be held on March 23, 2017. This session will be the public hearing where public comment will be taken on the potential amendments to the Comprehensive Plan and Zoning Code.

### Staff Recommendation for the public hearing:

Staff recommends that a base option of three stories with the possibility of up to five stories in some areas be brought to the public hearing for citizen comment. Five stories would only be allowed under certain conditions if supplemented with public benefits. This recommendation would not foreclose any options before the public hearing. 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.

Staff recommends that Design Review be required for development in the entire Houghton Everest Neighborhood Center. The Design Guidelines for Pedestrian Oriented Business Districts would apply to this area and be used for guidance in the design review process. These design guidelines can be found at the following link:

[http://www.kirklandwa.gov/depart/planning/Online\\_Resources/Design\\_Guidelines.htm](http://www.kirklandwa.gov/depart/planning/Online_Resources/Design_Guidelines.htm)

Staff has divided the Neighborhood Center into three zones which are shown in the graphic on the next page. Basic zoning parameters to be brought to the public hearing are proposed below for each zone. Any changes to the Comprehensive Plan that would be needed for these potential zoning amendments will also be available at the public hearing. These Comprehensive Plan amendments would include a potential change to the Everest Neighborhood Plan for Zone 1 and a potential change to the Central Houghton Neighborhood Plan for Zone 2.

## Houghton/Everest Neighborhood Center



### Zone 1 – Central Area

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

Height: 3 stories allowed outright

5 stories allowed if following conditions are met:

- There is a Master Plan for the new development (including a requirement for a minimum square footage for a **“general mercantile” store**)
- Development above 3 stories must step back from the surrounding right-of-way and the Cross Kirkland Corridor (see Attachment 4 for step back examples)
- Public open space and gathering spaces included
- Public art included
- North/south access may be required through the site as part of the Master Plan
- Additional right-of-way dedication determined by the Public Works Department at the time of development (including widened sidewalks, bike lanes, driveway consolidation, etc.)
- Parking management program
- Green buildings
- 10% affordable housing for residential uses

Tom Markl has provided a comment letter since he will be unable to attend the meeting. It is included as Attachment 4.

Zone 2 – Western Residential Area

Uses: Residential

Height: 3 stories allowed outright

5 stories allowed if following conditions are met:

- Development above 3 stories must step back from the surrounding right-of-way and the Cross Kirkland Corridor (see Attachment 4 for step back examples)
- Public open space with connection to the Cross Kirkland Corridor
- Additional right-of-way dedication as determined by the Public Works Department at the time of development (including widened sidewalks, bike lanes, driveway consolidation, etc.)
- Parking management program
- Green buildings
- 10% affordable housing

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

Uses: Retail, residential and office

Height: 3 stories allowed outright

PROJECT TIMELINE

The timeline for the project is included below:

02/21/17	City Council Study Session – Update on Transportation
02/22/17	Transportation Commission - Update
02/23/17	Joint Study Session Planning Commission & Houghton Community Council to provide direction on Comprehensive Plan and Zoning changes
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 City Council
04/13/17	Planning Commission - recommendation to the City Council

In addition the Everest Neighborhood Association has requested that the Design Consultant and Transportation Engineer come to the Everest Neighborhood Association meeting on March 14<sup>th</sup> to further discuss transportation impacts and options.

Attachments:

1. HE6Neighborhood Center Plan – Land Use Growth Assumptions & Scenarios
2. 6<sup>th</sup> Street Corridor Memorandum
3. Photos
4. Letter from Tom Markl



# HE6 NEIGHBORHOOD CENTER PLAN

## Land Use Growth Assumptions + Scenarios

### BACKGROUND

For the Houghton Everest Neighborhood Center (HE6) properties were identified as more likely to redevelop based on the assumptions in the City's Comprehensive Plan plus additional properties identified during the HE6 planning process. Exhibit 1 shows the parcels assumed to redevelop during the planning period through 2037. However, some properties such as the properties in Houghton Center where Metropolitan Market is located, are less likely to redevelop in the near term due to existing lease agreements that limit redevelopment through the year 2029.

**Exhibit 1. Properties more likely to Redevelop**



Source: City of Kirkland, 2016; BERK, 2017

## ZONING AND DEVELOPMENT SCENARIOS

Three development scenarios or alternatives have been developed for consideration in the neighborhood center. The scenarios include the preservation scenario, which would keep in place existing zoning and development standards. The modest change scenario would allow an increase in building height from 30' to 35' and the greater change scenario would allow a base height of 35' with opportunities to increase height to 55' in specific areas based on meeting incentives for public benefits. The amount of retail and office square feet assumed under each scenario is similar, but the amount of residential development assumed is significantly higher for the greater and modest change scenarios. Exhibit 2 shows the three scenarios at full build-out compared to the amount of existing development.

**Exhibit 2. Development Scenarios**

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	38,034	122,476

Source: City of Kirkland, 2017; BERK, 2017

It should be noted that the properties that actually redevelop and the timing of redevelopment are difficult to predict. Some property owners have expressed an interest in redevelopment in the short-term while others have indicated they have no plans for redevelopment at this time. The growth assumptions represent a likely upper limit on redevelopment through 2037 and are being used to assess development impacts resulting from build-out.

## MEMORANDUM

<b>Date:</b>	February 9, 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>	Deborah Munkberg, 3SquareBlocks 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' zoning allowed under the comprehensive plan (2035 Comp Plan Scenario). 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 and results applied.

### 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 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.
<b>Residential (Dwelling Units)</b>	39	360	574	862
<b>Retail (Square Feet)</b>	105,092	113,480	113,480	113,480
<b>Office (Square Feet)</b>	38,034	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. 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>10,994</b>	<b>713</b>
<b>2035 Comp Plan</b>	<b>15,200</b>	<b>1,031</b>
Increased Trips	4,206	318
<b>Percent Change over Existing</b>	<b>38%</b>	<b>45%</b>
<b>2035 Modest Change</b>	<b>16,622</b>	<b>1,114</b>
Increased Trips	1,423	83
<b>Percent Change over Comp Plan</b>	<b>9%</b>	<b>8%</b>
<b>2035 Greater Change</b>	<b>18,538</b>	<b>1,227</b>
Increased Trips	3,338	196
<b>Percent Change over Comp Plan</b>	<b>22%</b>	<b>7%</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.

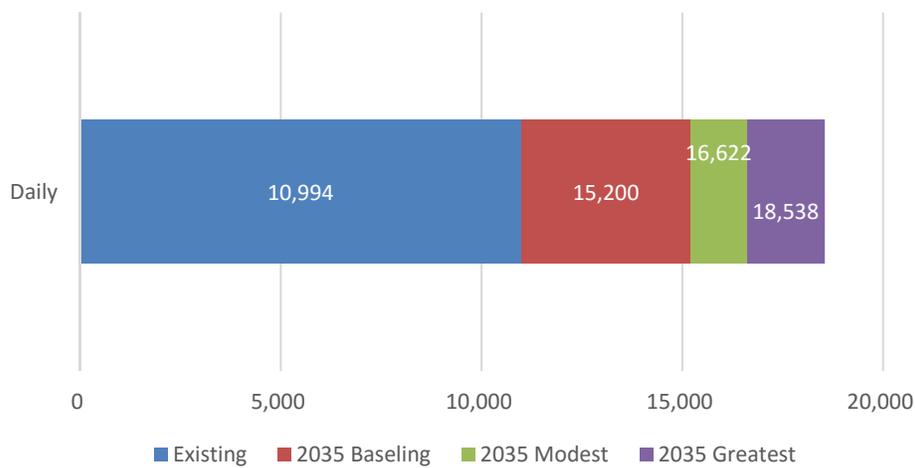
Daily volumes assume 12% increase over Existing (2016), consistent with average change in PM Peak Hour volumes

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

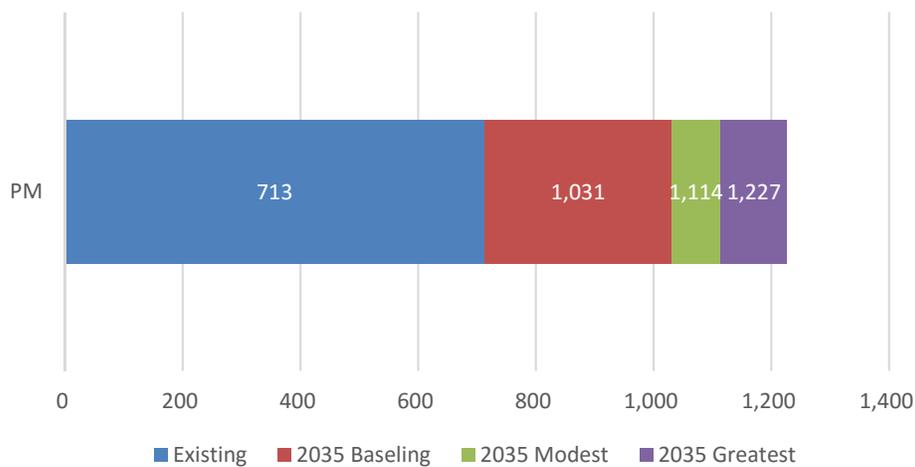
As shown in Table 2, the development is anticipated to generate up to 3,338 new daily trips, and 196 PM peak hour trips in the “Greater” scenario compared to the Existing Comp Plan (2035) scenario. A lesser number of trips are expected to be generated in the “Moderate” scenario.

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 majority of trip growth between existing and all future scenarios.

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



**Figure 2 - PM Peak Hour Trips to/from Development**



## Impact on Corridor

In order to understand the relative impact of the greater development scenario 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.

Table 3 compares intersection operations at NE 68th Street & 108th Avenue for Existing, Baseline 2035 and the 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.

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

Scenario	LOS	Delay (sec/veh)	Worst Movement	Total Entering Vehicles
<i>Existing – 2016</i>	E	62	SB	2,520
<i>Baseline – 2035</i>	F	142	SB	<b>3,855</b>
<i>Greater Change Development - 2035</i>	F	122*	SB	<b>4,000</b>

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, adding on-street, retail level parking and closing all driveways while adding a new signal at 106th Avenue NE. A southbound right-turn lane would also be assumed as part of 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 operations with and without the transit investments (68th Street NB BAT lane and 60th Street NB queue jump). The corridor results are summarized in Table 4.

**Table 4. 6th Street Corridor Operations with and without Transit Investments**

Scenario	GP NB Travel Time (minutes)	NB Transit Travel Time
<i>Existing</i>	11:34	12:11
<i>With Improvements</i>	8:21	9:24
<b>Delta</b>	<b>-3:13 (-28%)</b>	<b>-2:48 (-23%)</b>

This reduces the total person delay across the corridor by 5 person-hours across the PM peak hour which equates to a 2.5% travel time savings.

**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

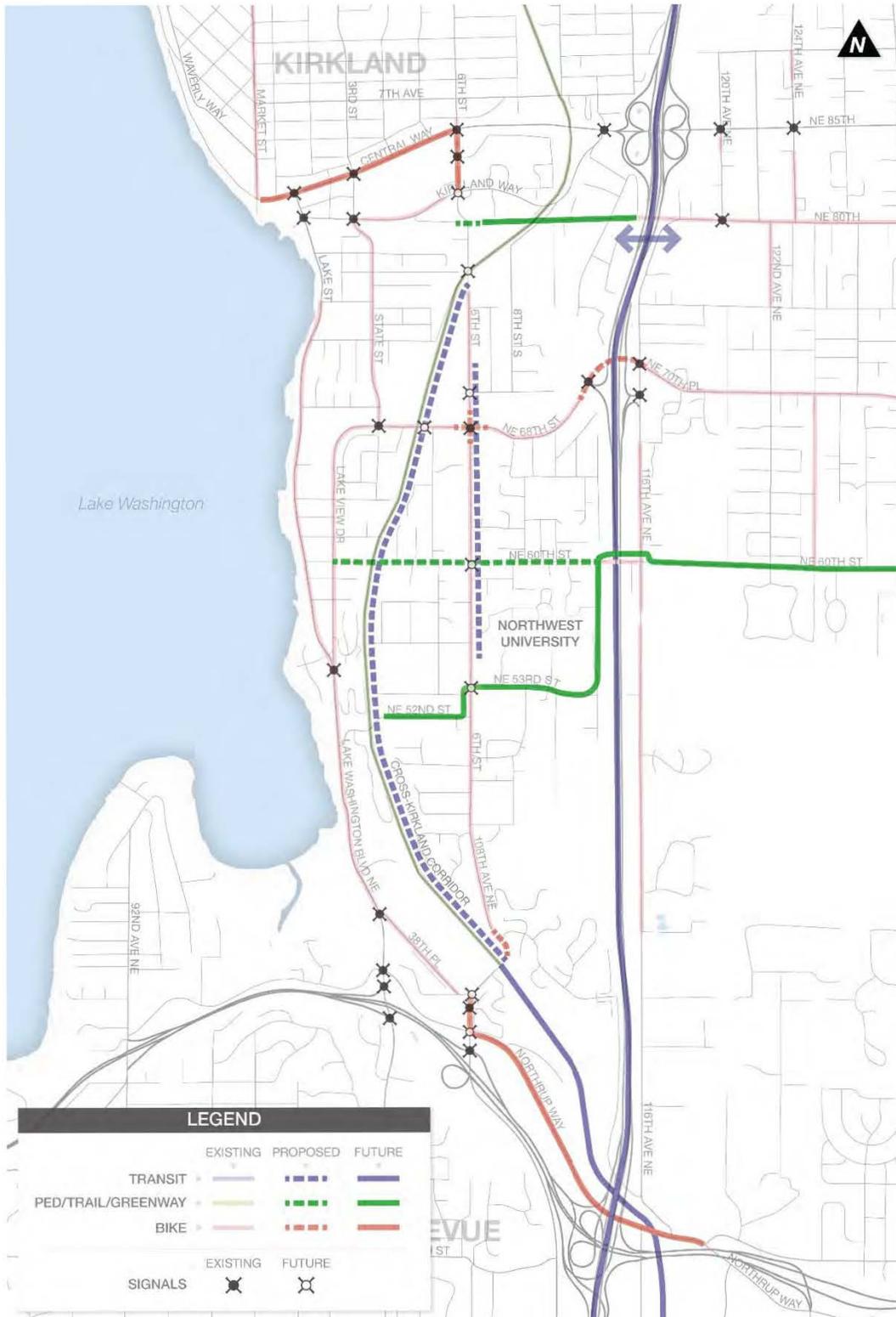
The corridor study is proposing potential solutions that meet community values as developed during a community workshop and feedback throughout the course of this project. These values were described as moving people, connecting communities and accommodating future growth. An initial set of solutions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

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 corridor and finish bike network connections throughout the 6th Street corridor where they are lacking.

Figure 3 - Proposed Transportation Network



The major transit investment along the 6th Street / 108th Ave corridor is the addition of two 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.

**Table 6. PM Peak Hour Transit Travel Speed Comparison with Transit Investments**

6th St Travel Time (mm:ss)	Existing	With Improvements	Change
<b>Northbound</b>			
NE 62nd St to 9th Ave S	04:56	03:37	- 01:20 (-27%)
NE 48th St to Kirkland Way	12:11	09:24	- 02:48 (-23%)
<b>Southbound</b>			
9th Ave S to NE 62nd St	02:29	02:25	- 00:04 (-3%)
Kirkland Way to NE 48th St	09:36	09:17	- 00:19 (-3%)

## 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 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	38,034	ft <sup>2</sup>	210	210	420
Retail	34,826	ft <sup>2</sup>	772	772	1543
Supermarket	65,391	ft <sup>2</sup>	3,343	3,343	6686
Convenience Store	2,400	ft <sup>2</sup>	886	886	1771
Coffee Shop	2,475	ft <sup>2</sup>	157	157	315
<i>Retail LU Total</i>	105,092				
<b>Total</b>			<b>5,497</b>	<b>5,497</b>	<b>10,994</b>

2035 Baseline:

Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	360	Dwelling Units	1,197	1,197	2394
Office	122,476	ft <sup>2</sup>	675	675	1351
Retail	29,961	ft <sup>2</sup>	664	664	1328
Supermarket	78,644	ft <sup>2</sup>	4,020	4,020	8041
Convenience Store	2,400	ft <sup>2</sup>	886	886	1771
Coffee Shop	2,475	ft <sup>2</sup>	157	157	315
<i>Retail LU Total</i>	113,480				
<b>Total</b>			<b>7,600</b>	<b>7,600</b>	<b>15,199</b>
<i>Growth (2035 - Existing)</i>			<b>2,103</b>	<b>2,103</b>	<b>4,205</b>

Modest Development:

Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	574	Dwelling Units	1,909	1,909	3817
Office	122,476	ft <sup>2</sup>	675	675	1351
Retail	29,961	ft <sup>2</sup>	664	664	1328
Supermarket	78,644	ft <sup>2</sup>	4,020	4,020	8041
Convenience Store	2,400	ft <sup>2</sup>	886	886	1771
Coffee Shop	2,475	ft <sup>2</sup>	157	157	315
<i>Retail LU Total</i>	113,480				
<b>Total</b>			<b>8,311</b>	<b>8,311</b>	<b>16,622</b>
<i>Growth (Modest - 2035)</i>			<b>712</b>	<b>712</b>	<b>1,423</b>

Greatest Development:

Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	862	Dwelling Units	2,866	2,866	5732
Office	122,476	ft <sup>2</sup>	675	675	1351
Retail	29,961	ft <sup>2</sup>	664	664	1328
Supermarket	78,644	ft <sup>2</sup>	4,020	4,020	8041
Convenience Store	2,400	ft <sup>2</sup>	886	886	1771
Coffee Shop	2,475	ft <sup>2</sup>	157	157	315
<i>Retail LU Total</i>	113,480				
<b>Total</b>			<b>9,269</b>	<b>9,269</b>	<b>18,538</b>
<i>Growth (Greatest - 2035)</i>			<b>1,669</b>	<b>1,669</b>	<b>3,338</b>

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	38,034	ft <sup>2</sup>	10	47	57
Retail	34,826	ft <sup>2</sup>	42	53	94
Supermarket	65,391	ft <sup>2</sup>	202	194	397
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>	105,092				
<b>Total</b>			<b>338</b>	<b>375</b>	<b>713</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	29,961	ft <sup>2</sup>	36	45	81
Supermarket	78,644	ft <sup>2</sup>	243	234	477
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>	113,480				
<b>Total</b>			<b>467</b>	<b>564</b>	<b>1,031</b>
<i>Growth (2035 - Existing)</i>			<b>129</b>	<b>189</b>	<b>318</b>

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	29,961	ft <sup>2</sup>	36	45	81
Supermarket	78,644	ft <sup>2</sup>	243	234	477
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>	113,480				
<b>Total</b>			<b>515</b>	<b>599</b>	<b>1,115</b>
<i>Growth (Modest - 2035)</i>			<b>48</b>	<b>35</b>	<b>83</b>

Greatest Development:

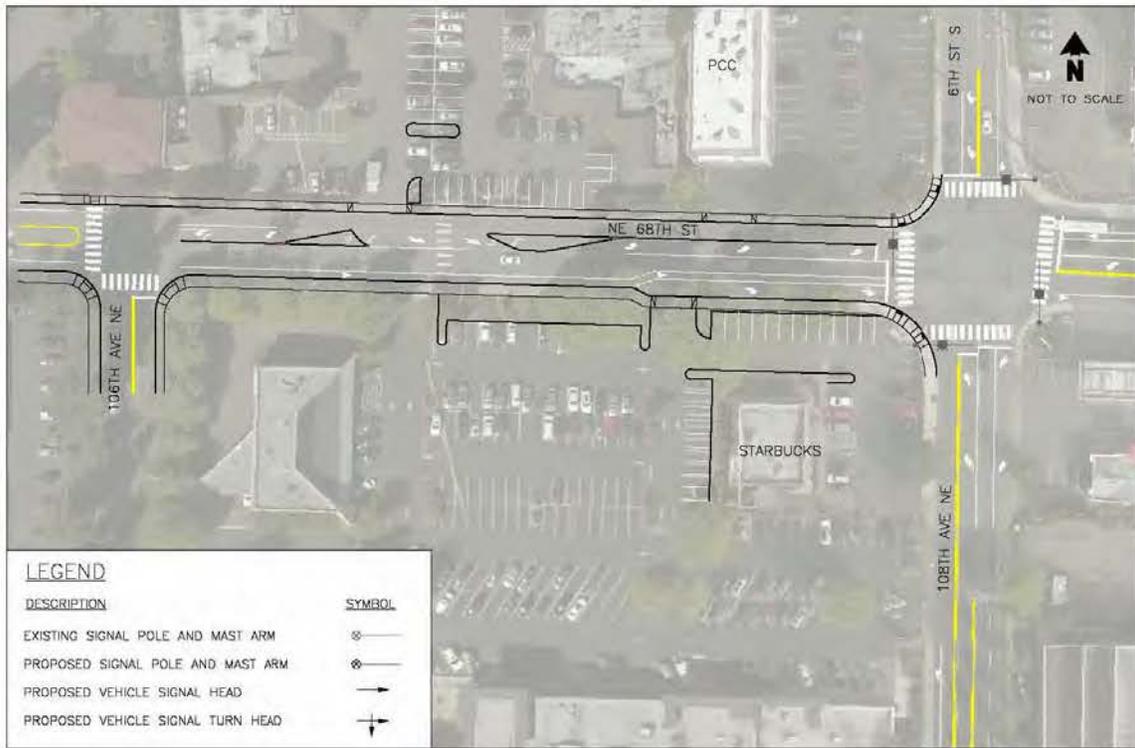
Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	862	Dwelling Units	195	141	336
Office	122,476	ft <sup>2</sup>	31	151	182
Retail	29,961	ft <sup>2</sup>	36	45	81
Supermarket	78,644	ft <sup>2</sup>	243	234	477
Convenience Store	2,400	ft <sup>2</sup>	25	24	49
Coffee Shop	2,475	ft <sup>2</sup>	50	50	101
<i>Retail LU Total</i>	113,480				
<b>Total</b>			<b>581</b>	<b>646</b>	<b>1,227</b>
<i>Growth (Greatest - 2035)</i>			<b>114</b>	<b>82</b>	<b>196</b>

## **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



Feb 08, 2017 - 4:48pm trungrl M:\16\16090.00 - 6th Street Study\Engineering\CAD\Conceptual\NE 68th St at 108th Ave.dwg Layout: 1 (NO CALLOUTS)



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



NE 68th St - Improvement Concept C

Kirkland 6th Street Corridor

January 25, 2017

FIGURE



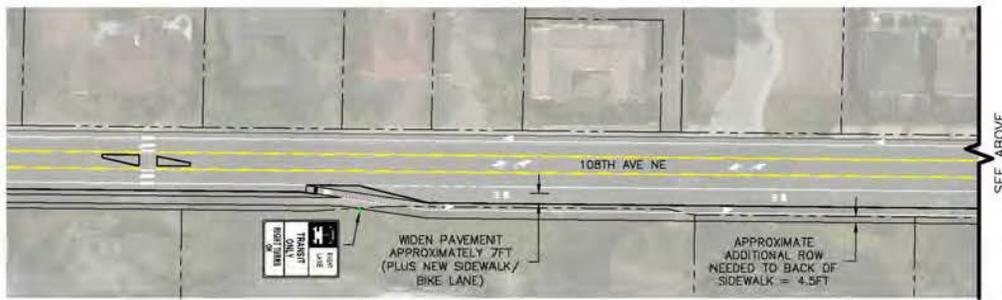
8C

Feb 09, 2017 - 4:43pm trungi M:\16\16090.00 - 6th Street Study\Engineering\CAD\Conceptual\NE 68th St at 108th Ave.dwg Layout: 3 (NO CALLOUTS)



## 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 



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

Feb 10, 2017 - 9:10am melissaw M:\16\16090.00 - 6th Street Study\Engineering\CAD\Conceptual\108th Ave & 68th - 60th st.dwg Layout: 2- 8.5 x 11

**EXAMPLES OF 5 STORY BUILDINGS WITH STEPBACKS**

Central Way and 1<sup>st</sup> Street in Kirkland



Lake Street South and Kirkland Avenue in Kirkland



Fremont PCC and Starbucks in Seattle





16508 NE 79<sup>th</sup> Street  
Redmond, WA 98052  
(425) 881-7831 Fax: (425) 881-5063

February 15, 2017

Houghton Community Council  
Kirkland Planning Commission  
123 Fifth Avenue  
Kirkland, WA 98033

RE: Houghton-Everest Neighborhood Center Plan

Dear Council and Commission Members,

I regret that I am unable to attend your Joint Meeting scheduled for Thursday, February 23, since I will be traveling for business. However, I wish to use this letter to share with you my thoughts on the Houghton–Everest Neighborhood Plan.

The Nelson Legacy Group is owned by the Nelson family of Redmond and has been the owner of the Houghton Center since the early 1970s. We are a longstanding community member and operate our business as a legacy for future generations of the Nelson family. We do not consider ourselves "developers" but, rather, owners and community members of over forty years. Our plans are to remain owners and community members for decades into the future. So, our views and objectives are long term, and the health and success of our Houghton Center is directly tied to the long term health of the community.

I served as a member of the Advisory Group which drafted and recommended to you the Central Houghton Neighborhood Plan which with your endorsement was adopted by the Kirkland City Council in 2011 and was included in the City's Comprehensive Plan. The overwhelming majority of Advisory Group members were community members. The Plan was the result of many hours of meetings and discussions beginning in 2009. All of the Advisory Group meetings were open to the community which was notified of meeting dates and times by mailers, emails, and web posting. The work of the Advisory Group was discussed at the regular meetings of the Central Houghton Neighborhood Association and summarized in the Association's emailed meeting minutes. In addition, city staff hosted open houses and community workshops to further publicize and share the work with the Houghton community. The entire process was open, publicized, and thorough.

I am writing to encourage you to retain the provisions in the Central Houghton Neighborhood Plan that allow future redevelopment at our Houghton Center to include buildings up to five stories in height and to include the mixed-uses of retail, residential, and offices to serve community oriented businesses. These provisions in the Plan came after months of thoughtful analysis, discussion and evaluation by community members who took the time to balance the future needs and desires of the community with the economic realities of retaining anchor tenants and maintaining the economic viability of the Houghton Center.

Change is hard for some members of communities to accept, but adaption and change are necessary for communities to thrive. Often the reaction to the need for change is emotional. I have reached out to members of the community to discuss the future of Houghton Center. Some members have agreed to meet with me. However, some decline my invitations to meet and some did not even respond; I suspect that they are emotionally rejecting change and have taken a "don't bother me with facts" position. I contrast the emotional basis for decision-making taken by these community members with that of the Advisory Group which gave thoughtful consideration and was open to all opinions and available information.

Please consider these facts as you deliberate:

- **No Plans for Near Term Redevelopment.** Our lease with Metropolitan Markets precludes building anything in the current parking area which would interfere with sight lines to the streets until the end of the base lease term in November of 2029. The lease with Starbucks runs through November 2026. So, the community would not wake up tomorrow to cranes, excavation, and construction on our property. Our need is long term which is why we wish to see the current Central Houghton Neighborhood Plan retained.
- **The Center's Design and Layout is Old.** Although we invested a great deal to modernize Houghton Center in 2009 and 2010, its layout represents an old style retail concept, and its spaces are no longer efficient for modern retail. Metropolitan Market occupies approximately 28,000 square feet; the current business model for their stores is 35,000 square feet. In order to make their store fit they had to adapt to operating on two floors. Bartell's has approximately 8,200 square feet, and their current business model calls for 12,000. Our long term strategic concern is to retain these two anchor tenants, which will require us to provide modern spaces adequate to their needs and efficient to operate. Losing them would be a blow to both Houghton Center and the entire Neighborhood Center. Modern retail spaces need to be built close to the street on the sidewalk to ensure good street visibility and pedestrian access, rather than a location at the far side of a large parking lot.
- **Parking Fully Obligated.** The current developed space at the Houghton Center requires virtually all of the existing parking spaces in order to meet current building code requirements. We are unable to add any additional retail space or any amenities for the community.
- **Modern Retail Spaces and the Necessary Parking Require More Scale.** To provide larger, modern retail spaces and the code-required parking requires a larger redevelopment. A new, larger retail-only development brought up to the sidewalk on 68<sup>th</sup> will not generate enough rent to pay for itself or its parking. Currently, underground parking one level deep costs about \$35,000 per stall; the second underground level of parking costs about \$40,000 per stall. These cost estimates are based on a "scale" parking structure; the smaller the underground structure, the higher the cost per stall. The necessary economics to make it all work are evident in the new construction we see throughout the Central Puget Sound. It takes at least five stories to make a project feasible economically.

When and if Houghton Center is eventually redeveloped we envision expanded ground floor retail areas with upper story small office space and apartments. The benefits for the Houghton and Everest communities will be:

- More retail businesses to serve the community. Not only would the retail spaces be a better fit with the needs of the businesses operating in the Houghton Center, but the retail area could be increased to allow new businesses to locate at the Houghton Center.
- Apartments for the growing workforce population in the area which will provide a more affordable alternative than the expensive single family homes almost exclusively available today. For example, software engineers at Google will be able to walk to work rather than being required to drive as they are today.
- Small office spaces for doctors, dentists, lawyers, insurance agents, real estate agents, and other community oriented businesses. This will eliminate or shorten some of the car trips made by residents today.
- A more pedestrian friendly environment. Today, Houghton Center is clearly built on the car-modeled development theme of the 1970s. Walking to the stores at Houghton Center often requires walking across the large parking lot.
- Community amenities would be added – outdoor seating, water features, planting areas, and gathering spots.

The choice before you is a choice between two long term visions:

- Retain the current provisions of the Central Houghton Neighborhood Plan which provides for five story mixed use development and will allow the community to enjoy the benefits listed above; or,
- Roll back the plan and require lower building heights, see the Houghton Center and the entire Neighborhood Center eventually decline as the current retail spaces become less workable for the anchor tenants, and see the community required to travel farther distances by car to meet their needs which are met locally today.

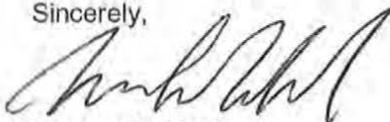
Further, as you consider the alternatives being presented to you, I counsel you:

- Do not be overly swayed by concerns about traffic. The work of Transpo forecasts that peak hour trips will grow from 2516 trips to 2834 trips through the corridor, even if redevelopment heights, density, and uses in Houghton-Everest are maintained at the current code limits. The redevelopment of the entire Houghton-Everest Neighborhood Center to five stories of mixed use would only generate 196 more trips. Unfortunately, traffic will get worse everywhere in the Central Puget Sound. This is true for Houghton-Everest no matter what you do. There is no turning back the clock. The tradeoff is that for a small increase in traffic the community will get more housing, retail, and services, and reduce the number of trips they need to make out of the area on more congested roads.
- Avoid overly large upper story setbacks. There has been some discussion of twenty or thirty foot setbacks to avoid the appearance of mass in new multi-story buildings. Please examine examples of buildings with various setbacks, especially smaller setbacks. I believe that you can achieve the desired outcome with setbacks of no more than ten feet. Remember, larger setbacks reduce the rentable area of upper story apartments or offices. The loss in floor area for these spaces will not be offset by a proportional reduction in construction costs. The result will be higher construction costs per square foot which will require higher rents and reduce affordability.
- Understand the impact of public takings for street widening and a requirement for wider sidewalks. Again, as you reduce the buildable area available for redevelopment, you increase the cost per square foot of the redevelopment which will drive rents up and affordability down.
- Do not institute a requirement for a buffer between our property and the residential development behind Houghton Center. Houghton Center was in operation for about forty years before the residential development was built. Buyers of the residential property knew that they were located next to a shopping center. Again, a buffer reduces developable area with the effects discussed above. And, the loss in value to our property associated with the buffer is effectively a wealth transfer to residential owners. It is unfair. The only noise complaints we have received from the homeowners were attributable to trash pick-up by Waste Management.
- Reject on street parking on 68<sup>th</sup>. The street is an important and busy corridor. Imagine the impact on traffic flows of a driver attempting to parallel park and bringing traffic to a halt.

My request is that you make fact-based decisions for the long term benefit of the community and not be swayed by the emotional arguments of a small number of very vocal community members.

Thank you.

Sincerely,



Thomas L. Markl  
CEO