



CITY OF KIRKLAND
PLANNING AND BUILDING
123 Fifth Avenue, Kirkland, WA 98033
425-587-3000

MEMORANDUM

To: Kurt Triplett, City Manager

From: Adam Weinstein, AICP, Planning & Building Director
Michael Olson, Director of Finance and Administration
Allison Zike, AICP, Deputy Planning & Building Director
Kevin Pelstring, Financial Planning Manager

Date: October 20, 2025

Subject: Houghton Village Development Plan Update

RECOMMENDATION:

Staff recommends that the City Council receives a briefing on the Houghton Village Draft Development Plan, evaluates additional information from development teams that submitted a response to the Houghton Village Development Request for Proposals (RFP), and considers options for disposition of the Houghton Village property.

EXECUTIVE SUMMARY:

- The City purchased the Houghton Village property in 2022 to help realize the Council's vision for potential public purposes, such as affordable housing, school space, non-profit program space, neighborhood shops, arts and cultural space, and City recreational program space.
- Beginning in 2023 and through 2024, the City conducted extensive engagement with the community at large, adjacent and nearby property owners, community organizations, neighborhood associations, and City boards and commissions to provide Council with community objectives and concerns for redevelopment of the Houghton Village shopping center.
- Council last discussed the development framework for Houghton Village at its January 7, 2025 meeting, where Council provided staff with direction to finalize the framework, which included site plans, massing diagrams, potential programming layouts, design guidelines, and zoning considerations, and received recommendations from the market analysis. At that time, Council directed staff to issue an RFP to seek development teams interested in partnering with the City to redevelop the site in alignment with the Council's priorities for community benefits.
- The RFP was issued by the City on March 20, 2025, and the City received three proposals. Proposer teams included (in alphabetical order): Imagine Housing/Mithun; Inland Group/Together Center; and Transforming Age/Dash. On June 25, the Transforming Age/Dash team withdrew from consideration. Council received presentations from both remaining proposing teams at the July 1, 2025 study session.

- At the November 5, 2025 Council Meeting, staff will present additional information gathered from the two RFP proposers.
- Staff are requesting Council direction on a preferred path forward for the development plan and disposition of the Houghton Village property.

BACKGROUND:

Initial Purchase and Funding Overview

The City purchased the Houghton Village property in 2022 to help realize the Council's vision for potential public purposes, such as affordable housing, school space, non-profit program space, arts and cultural space, neighborhood shops, and City recreational program space. The City used a three-year interfund loan to acquire the property for \$14.2 million, with the intent of identifying a development partner and a long-term financing plan by the time the interfund loan initially came due with interest in May 2025. Additional details regarding the purchase can be found in the staff memorandum from the January 18, 2022 Council Meeting.¹ Earlier this year, in May 2025, the property was appraised by CBRE at a value of \$16.5 million. The appraisal was based on the development capacity assuming up to 35 feet of building height, or three stories. A subsequent appraisal considering the Comprehensive Plan policy allowing for 5 stories of height was completed by CBRE in August 2025, with the appraisal coming in at \$18.25 million.

With the adoption of the 2025-2026 budget on December 10, 2024, the Council included Real Estate Excise Tax (REET) funding to potentially refinance the loan in 2025 with a bond issuance, including a 5-year call option. At the April 1, 2025 Study Session,² City staff, PFM (the City's municipal financial advisors for debt-issuance matters), and Pacifica Law Group (the City's bond counsel) recommended an alternative refinancing strategy to issue Bond Anticipation Notes (BANs), or a short-term loan, issued in advance of long-term financing.

There is considerable flexibility for the City to move forward with this property as Council evaluates development and sale options. However, guidance from the Washington State Auditor's Office (SAO) typically recommends that the City have a long-term plan to reimburse borrowed funds from an interfund loan within 3 years, as longer loans "will be scrutinized for a permanent diversion of moneys." The interfund loan was authorized by Council in Resolution R-5512 with an interest rate of 1.1% to be paid back in 2025. Given that this interfund loan is temporary only and not in any way intended as a permanent diversion of funds, staff are confident that the City will satisfy this expectation without SAO concern if financing to repay the interfund loan is secured or planned by Council by year end 2025.

Draft Development Framework and Request for Development Proposals Review

Beginning in 2023 and through 2024, the City conducted extensive engagement with the community at large, adjacent and nearby property owners, community organizations and neighborhood associations, and City boards and commissions to provide Council with community objectives and concerns for redevelopment of the Houghton Village shopping center.

In December 2023, Council authorized the City Manager to initiate a development plan process for the Houghton Village property to accomplish public benefits in alignment with Council's goals for

¹ https://www.kirklandwa.gov/files/sharedassets/public/v/1/city-council/agenda-documents/2022/january-18-2022/10a_business.pdf

² https://www.kirklandwa.gov/files/sharedassets/public/v/2/city-council/agenda-documents/2025/april-1-2025/3a_study-session.pdf

purchasing the property. To complete that work, the City issued an RFP in early 2024 and selected Seattle-based design firm Mithun, with subconsultants Transpo Group and EcoNorthwest, to design a development plan for Houghton Village.

Council last discussed the draft Development Plan at its January 7, 2025 meeting,³ where Council provided staff with direction to finalize a Development Framework (while a “development plan” still needs to be adopted by Council to allow for future redevelopment up to five stories, this phase resulted in a “framework” to guide the RFP process). The Development Framework includes site plans, massing diagrams, potential programming layouts, design guidelines, zoning considerations, and recommendations from the market analysis. At that time, Council directed staff to issue an RFP to seek development teams interested in partnering with the City to redevelop the site and achieve Council priorities for redevelopment of the site. With Council’s direction from the January 7 study session, staff and the consultant team completed the development framework document for inclusion in the RFP (see Attachment 1) and issued that RFP in March 2025.

The City received three proposals in response to the RFP. Proposer teams included (in alphabetical order): Imagine Housing/Mithun; Inland Group/Together Center; and Transforming Age/Dash. On June 25, the Transforming Age/Dash team informed the City that it was withdrawing from consideration. Council received a staff briefing on the responses and presentations from the other two proposing teams at the July 1, 2025 study session.⁴ Both proposals requested some level of contribution to the project from the City. To date, Council has not selected a development team, but staff have continued communications with both teams to confirm their ongoing interest in the project. Additional information from the proposing teams is provided in the following section.

DISCUSSION/ANALYSIS:

Status of RFP Proposers

After the July 1 Council meeting, a primary question emerged for Council’s consideration of a development partner—to what extent might the City need to contribute to the project, or discount a future sale, to enable the redevelopment of the site by a private partner in a way that realizes the public benefits sought for the community? In late September 2025, staff requested additional information from both remaining proposers to clarify how much of the City’s original purchase price they would propose to repay, and how much they would look to the City to contribute. This question was posed with the option that the City could issue long-term debt to repay the interfund loan and potentially accept annual payments from a development partner rather than one lump sum. The Imagine Housing/Mithun team did not submit a revision to its proposal. The Inland Group/Together Center team responded to note that the project would not support the assumptions for annual payments put forth in the City’s additional question and did not submit a revision to its proposal.

Draft Development Plan Review

As discussed in previous memorandums, Policy EV-10 from the Everest Neighborhood Plan chapter of the Comprehensive Plan sets forth that development can be allowed up to 5 stories with approval of a Development Plan (previously referred to as a Master Plan) by Council after a public process. Allowing development up to 5 stories will more closely align the Houghton

³ https://www.kirklandwa.gov/files/sharedassets/public/v/1/city-council/agenda-documents/2025/january-7-2025/3a_study-session.pdf

⁴ https://www.kirklandwa.gov/files/sharedassets/public/v/1/city-council/agenda-documents/2025/july-1-2025/3a_study-session.pdf

Village property with the maximum height allowed in most other neighborhood centers throughout the City. See Attachment 2 for a map of allowed heights in neighborhood centers. To implement this policy, staff is preparing a final Development Plan and draft ordinance for a public hearing in front of Council on November 18, after which Council will have an option to adopt the Development Plan at the December 9 Council meeting. Adoption of the Development Plan will help to streamline any future applications to redevelop the site, and it will also clarify the expectations for public benefits and the scale of future development to the community.

The Development Plan will include many of the components previously published in the Draft Development Framework, which is provided in Attachment 1, with additional elements to clarify the administration of the plan. The Development Plan is expected to include the following sections:

- *Intent.* Summary of process to develop plan; vision and goals for redevelopment.
- *Policy Analysis.* Evaluation of development plan's consistency with Policy EV-10.
- *Site Plans and Phasing.* Building locations; new street and fire lanes; public open space; massing diagrams; ground floor plans; and parking. Phasing plans for the sole development of the Houghton Village property, and future phases if adjacent properties redevelop.
- *Housing and Commercial Uses.* Approximate number of housing units and commercial/community use square footage expected with future redevelopment.
- *Required Public Benefits.* Description of the public benefits expected in future redevelopment, including public open space, amenities, local-serving retail uses, affordable and workforce housing, and a Cross Kirkland Corridor connection.
- *Development Standards/Zoning.* Allowances for height, lot coverage, setbacks, parking, etc., including identification of which development plan standards are in addition to the base zoning requirements for the subject zone.
- *Design Guidelines.* Guidelines for future redevelopment, including examples of how the development framework is aligned.
- *Sustainability Guidelines.* Guidelines for future redevelopment, including compliance with High Performing Building Standards, energy standards, and green infrastructure principles.
- *Consistency with Plan.* Guidelines for establishing that future development proposals are consistent with the plan, including allowed deviations from the development plan for certain components. For example, future redevelopment will be consistent if the number of housing units is within 10% of that shown in plan, commercial/community use square footage is within 10% of that shown in plan.
- *Future Participation in Plan.* Process for adjacent properties not fully planned with development framework to opt-in to the development plan in the future, including the information/analysis required for participation.
- *Modification Process.* Thresholds and process for minor and major modifications to the adopted development plan.
- *Timeline/validity.* Timeframe for the validity of the development plan to ensure that development occurs in a timely manner.

Staff is prepared to bring that draft forward for a Council public hearing at the November 18 meeting if Council wishes to consider adoption of a development plan for the Houghton Village property. However, holding the public hearing does not require the Council to subsequently adopt the development plan and there are several other options for the property for the Council to consider.

Options for Houghton Village Property

The development plan discussed in the previous section of this memorandum can be adopted by Council regardless of the decision to retain or sell the property, and if adopted, would be available for use by any party subject to a redevelopment proposal's consistency with the plan. Beyond the development plan, specific to the City's ownership of the property and involvement in any future redevelopment plans, Council still has the following options:

1. Explore Sale of the Property With Development Plan

With the recent CBRE appraisal price of \$18.25 million at five stories with a development plan, a sale of the property appears to be sufficient to cover the cost of repaying the \$14.2 million interfund loan. A sale may also provide a substantial potential surplus depending on final purchase price. That surplus could be used to fund several Council priorities in the 2027-2028 budget, including additional contributions to A Regional Coalition for Housing (ARCH), expanded human services grants to maintain 2025-2026 one-time funding, or to fund critical unfunded capital projects including the Kamiakin Middle School Gymnasium, Peter Kirk Pool Renovations, or Dock & Shoreline Renovations.

2. Explore Sale of Property Without Development Plan

In May 2025, CBRE appraised the property at a value of \$16.5 million at the 35-foot building height limit that applies without an adopted development plan. This option may also provide a more modest surplus after loan repayment, depending on the purchase price. However, any new property owner could also submit a future development plan for Council approval consistent with Policy EV-10. If approved by a future Council, any increased value would then accrue to the property owner. A privately developed plan may also not be as responsive to community input or include all the public benefits contemplated in the current draft development plan.

In both options, given the extended period of economic uncertainty at the national and regional levels, it is not guaranteed that commercial real estate like Houghton Village will retain its value over the next few years. There is some undetermined risk that it could go unsold or sell for a lower price than the City's appraisals. If a final sale price is below the approximately \$15 million required to pay back the interfund loan with interest, the remaining amount will need to be paid back with general government resources or financing. However, any surplus would be available to continue key investments in the community.

3. Retain the Property to Maximize Future Options

The Council could also elect to retain the property through short-term refinancing of the interfund loan. Retaining the property allows the Council to award a bid to one of the two RFP proposers given the available information, or to pause that process until such a time that economic conditions may be more conducive to redevelopment or sale of the property. If Council wishes to retain the property, staff is prepared to bring forward options for repaying the interfund loan for the original purchase to the November 18 meeting. Staff has been coordinating potential financing options with the City's bond counsel and has discussed additional options with the professional staff at ARCH. These options include issuing Limited Term General Obligation (LTGO) BANs or applying for a

loan from the Expanded Land Acquisition Program (ELAP), a partnership between the Washington State Housing Finance Commission and Microsoft Corporation. ELAP provides short-term loans (3 to 5 years) at reduced interest rates for development entities in east King County that intend to produce affordable housing.

NEXT STEPS:

Staff recommends that Council holds a public hearing on the development plan on November 18. Holding the hearing allows the Council to consider all possible options for the Houghton Village property. If Council concurs with the staff recommendation, after incorporating any Council feedback on the draft development plan components, staff will issue the public notice required for a Council public hearing on the plan for the November 18 meeting. If Council directs staff to bring forward refinancing options for the Houghton Village property purchase, that information will also be brought forward to Council at their November 18 meeting.

ATTACHMENTS:

Attachment 1 – Houghton Village Development Framework (February 2025)
Attachment 2 – Neighborhood Center Allowed Heights

Houghton Village Development Framework

City of Kirkland
February 28, 2025

PROJECT OVERVIEW

The City purchased the Houghton Village Shopping Center to support a variety of potential public purposes, such as affordable housing, school space, non-profit program space, arts and cultural space, and City recreational program space. Mithun, together with sub-consultants Transpo Group and ECOnorthwest, were hired by the City to create options for a future development that can best achieve these public benefits and also create a thriving, walkable, sustainable mixed-use development. For more information about this project, please see the City website: Future of the Houghton Village Property – City of Kirkland.

When redeveloped, the existing strip-mall style developments with parking in front of the buildings can give way to vibrant, pedestrian-oriented development with storefronts and community-oriented ground floor spaces activating improved and widened public sidewalks and new public open spaces.

After being presented with three “Initial Development Plan Options” in September 2024, the City Council considered public, community, and stakeholder feedback to decide on a preferred option. Based on preference for “Initial Option B”, this option was modified taking into consideration a new street alignment, economic feasibility feedback, and community input on programmatic uses and other elements into a “Draft Development Plan” issued in November 2024. Further refinement of this plan is the topic of this document, which is referred to throughout as the “Development Framework”. A separate transportation analysis, by Transpo Group, is a companion to this document and illustrates street alignment analysis.

This Development Framework will serve to inform a future RFP and the general basis for an eventual developer-led Development Plan for the Houghton Village site.

ADJACENT PARCELS

Conceptual massing is shown on the adjacent parcels at Lakeview Center and Houghton Plaza, to the West and East of the City-owned Houghton Village site. The City of Kirkland does not own these parcels and development will only occur on these parcels if and when the property owners decide to redevelop. Future streets shown crossing adjacent parcels would be built with future development. Conceptual layouts for possible future buildings on these properties are considered in this proposal to better understand the impact of their possible redevelopment on the Houghton Village site, and the impact of Houghton Village’s redevelopment on those sites, should they develop in the future.

NEW STREET CONNECTIONS

The redevelopment of this site and of Houghton Plaza unlocks the potential to create new, finer-grained street connections, creating a new urban block that is more appropriately sized for walkability and for hiding loading and services away from the arterials. The Development Framework shows a new street connection between NE 68th St and 6th Street S as required by the Kirkland Transportation Connections Map. This new street alignment, which extends 106th Ave NE across NE 68th Street, was selected by City staff based on Transpo Group’s separate analysis of the traffic implications and safety of this alignment. In its Interim condition when only the Houghton Village site has been developed, the new street will loop around the Houghton Village site to provide fire department and parking access for the site. It will also include a sidewalk on the Houghton Village side of the loop. (See more in the Transportation Considerations section of this document.) The new street alignment will result in land dedications from each parcel.

Connecting to NE 68th St at 106th Ave NE reduces three existing curb cuts on Lakeview Center and Houghton Village parcels to one curb cut in the Full Buildout condition. In the Initial condition, when only Houghton Village has redeveloped and Lakeview Center to the west or Pneumatic Tube to the north have not redeveloped, the Houghton Village parcel will require two curb cuts for vehicular and fire access.

A pedestrian trail connection to the CKC is also shown on

the Kirkland Connections Map. This connection may occur on either the Lakeview Center or Pneumatic Tube sites if and when they develop. This connection would provide a safe, pleasant, and nature-oriented alternative walking / biking / scooting route to Lakeview Elementary School.

A protected bike lane along NE 68th Street has been added to improve safety for cyclists travelling west. A safer crossing has also been added at the intersection of NE 68th Street at NE 106th Avenue, with marked crosswalks and a traffic signal. See more in the Transportation Considerations section.

BUILDINGS & OPEN SPACES

The Development Framework includes two buildings arranged around a Courtyard which connects NE 68th Street to the northwest corner of the parcel in a new “North Plaza” and a new, future entry point to the CKC. Each building has four stories of residential units atop a one-story “core and shell” podium for commercial, retail or community uses.

The courtyard is envisioned as a public space with multiple smaller areas where Kirklanders can gather. Each building edge has an outdoor area where interior ground floor activities can “spill out”, such as restaurant seating or retail sidewalk sales. The Courtyard takes advantage of the grade change across the site to create a small amphitheater with a stage that could be used for community theater or meetings, but also could be used as seating or a play platform when unprogrammed. Intimate, higher-level seating spaces overlook this space and offer people-watching opportunities. The grade changes in the courtyard would be accomplished with stairs and ramps accessible to disabled persons and those pushing strollers.

The lower-level North Plaza includes planting and built-in benches, with ample space for outdoor restaurant seating along the north edge of Building 1. A curbless, raised street crossing articulated in special paving connects the North Plaza to the CKC connection. This raised area could be used for occasional community gatherings, such as a farmers’ market, if streets were temporarily closed. Its unique pattern could contribute to a sense of arrival to the CKC and could incorporate art, branding, and/or color. Existing mature trees, if found healthy by an arborist, could be retained at this connection and contribute to that sense of arrival while

maintaining habitat and providing stormwater benefits.

The pedestrian interaction between the commercial/retail/ community spaces and the sidewalk was another design consideration. Each ground floor space “steps” up or down along the sloping streets to allow each space to open to the sidewalk. This can activate the sidewalks and provide a pleasant walking environment. At Building One, there is an opportunity for the ground level spaces to connect from the street to the courtyard through the building.

A flexible west edge to the project is a challenging and important design component, as it will serve both as a temporary side yard and a future retail front yard when and if the new street is completed within the Lakeview Center site. Both commercial/retail/community spaces along this edge are located at corners where they can be entered from either the extension of 106th, or along NE 68th Street or the North Plaza. Garage, loading, trash, and bike parking are also located along this edge.

Exterior resident amenities could to occur to the east of Building 2 in the final buildout condition when the fire lane is no longer used, as well as on the roof in Building 1.

Details of the courtyard design are important to its success. The courtyard would have varied levels of sunlight throughout the day due to its orientation, and could include overhead weather protection for rain along its edges. The space would be somewhat buffered from traffic noise along NE 68th Street, but could include a water feature to provide ambient noise. Good lighting design, including a mixture of building-mounted or canopy fixtures, bollards or light poles, and overhead festival lights, can work together to provide both safety and a sense of place. Wayfinding signage should be located to help pedestrians, cyclists, and those in wheelchairs easily navigate between NE 68th Street and the North Plaza and CKC connection. Finally, locally-created public art could help to activate the space and lend a sense of meaning and place.

Important design features and instances where the code language could be modified to better meet the intent of the code are outlined in the Guidelines and Zoning

NARRATIVE

USES

Great opportunity exists on the City-owned parcel to create new housing units, including for-rent or for-sale affordable housing. During Phase 2, ECONorthwest conducted an economic feasibility study on the Initial Options, studying market rate rental, affordable rental, co-op ownership affordable housing, and a mix of two of those types (one in each building). This Development Framework provides one example for future development, with both buildings as co-op ownership units affordable to families earning 100% of the area’s median income. Heads of these households could work in professions such as teaching, nursing, or construction. The buildings could share resident amenities such as a community room / lounge with kitchen, a small fitness room, and a bike repair/ski waxing shop associated with a bike parking room.

Opportunities also exist at the ground floor to create spaces preferred by the public during the ongoing engagement process. While the actual spaces could vary depending on developer preference, community-desired uses include restaurants and specialty retail, before/after school activities for children, space for local businesses/non-profits, and both indoor and outdoor spaces for gathering including play space for children. Long-term economic opportunities could be fostered by creating ground-floor spaces for small business or in-home childcare units. A resilience hub which provides resources and during emergencies could also be included within a community space.

Envisioning these preferred uses, the Framework locates traditional retail and restaurant spaces in both buildings along NE 68th Street where it is most viable to rent. Two of the four retail/restaurant spaces also connect to the Courtyard. Space 1B in Building 1 is envisioned as a community kitchen with food vendors, similar to Spice Bridge in Tukwila, WA. It has a dedicated outdoor eating space at the edge of the Courtyard. Two large community spaces are located in Building 2—non-profit offices and meeting/conference space like Redmond’s Together Center in Space 2C off the central Courtyard, and before/after school programs in Space 2D along the northern edge of the site along the future street. Also at the north edge of the site, along the North Plaza is space for a destination ice cream or pizza restaurant to draw people into the rear of the site,

especially before the full street is built.

PARKING

An underground parking structure is located beneath both buildings and would contain shared parking for both buildings and the commercial/retail/community spaces. The parking entry is located at the low point along the new extension of 106h Street, to reduce access ramps to below grade parking levels. The garage is just large enough to accomodate enough vehicles to meet the reduced parking ratio for transit-adjacent sites as developed for the NE 85th Station Area Plan, as adding an additional level of parking is difficult to make feasible according to analysis by ECONorthwest. The City Council can consider extending the NE 85th Station Area ratios to this station area.

DESIGN AND SUSTAINABILITY GUIDELINES

Development on the parcels in the HENC-1 zone is subject to city-wide and zone-specific design guidelines which provide guidance and standards for: Pedestrian-oriented elements. Public improvements & site features, Parking lot location & design, Scale, Building, material color & detail, as well as Natural features. See the Guidelines & Zoning Considerations section of this document which describes key concepts and strategies for meeting these guidelines.

The Houghton Village parcel also has potential to become an environmental sustainability showcase demonstrating best practices in urban stormwater management, tree canopy, biodiversity, and low-carbon, efficient, and low-energy building systems. See the proposed Sustainability Guidelines in the Guidelines & Zoning Considerations section.

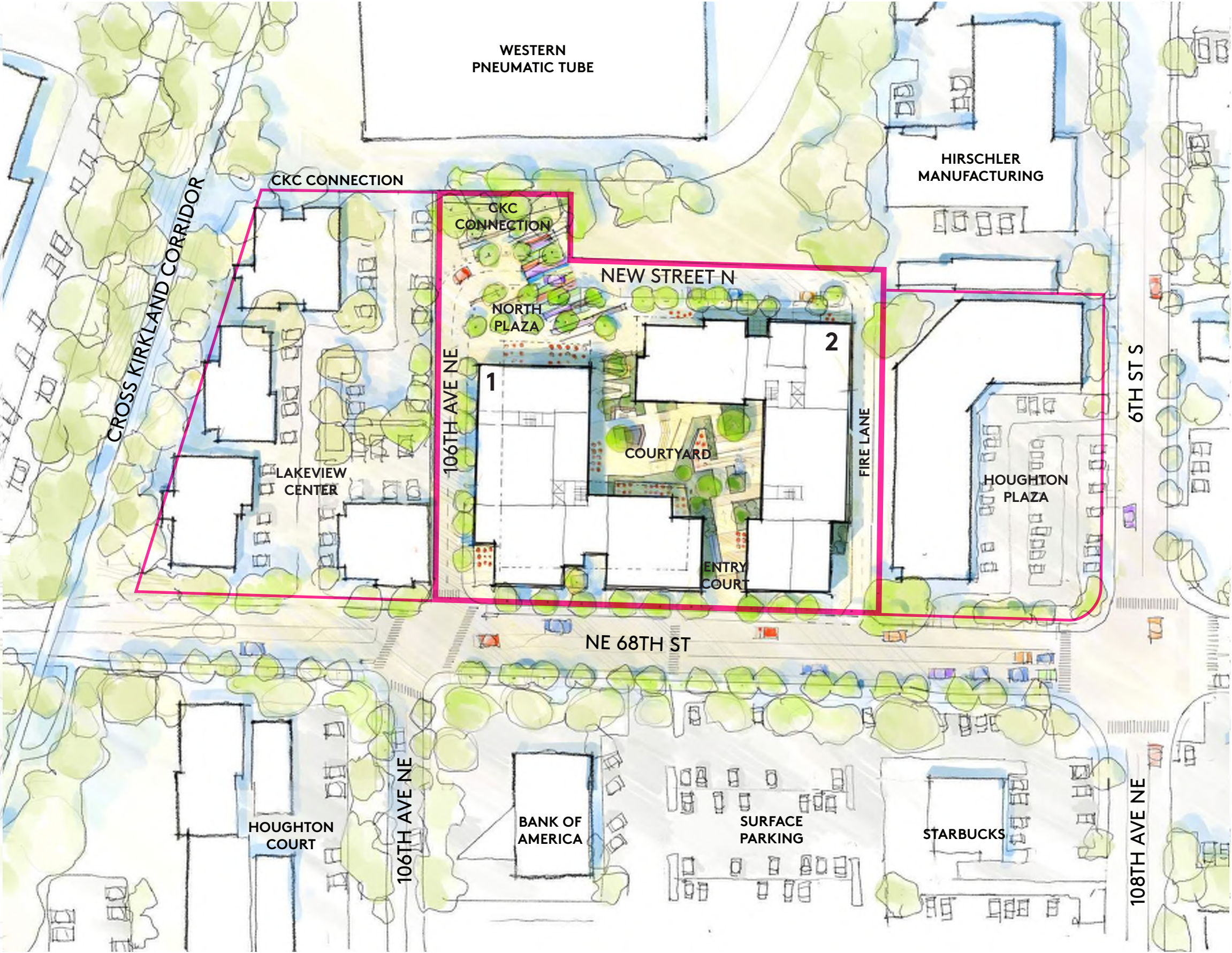
NEXT STEPS

Following issuance of this Final Development Framework in February 2025, the City may solicit Requests of Interest (RFI) or Requests for Proposals (RFP) from developers interested in the property. Following economic feasibility testing during Phase 2, and outreach to local developers active in the area during Phase 3, ECONorthwest developed a set of recommended next steps for this process. See Market Analysis section.



Casa Adelante, San Francisco, CA, by Mithun

SITE PLAN - PHASE 1



Phase 1 represents an interim condition after Houghton Village has redeveloped, but without redevelopment on adjacent parcels.

LEGEND

- CITY OWNED PARCEL
- STUDY AREA (OUTSIDE OF HV PROPERTY)



SITE PLAN - PHASE 2

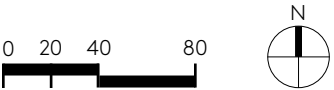


Phase 2 represents a “full buildout” condition after Houghton Village and all three adjacent parcels (Lakeview Center, Pneumatic Tube and Houghton Plaza have redeveloped. The connection to the CKC could occur on either the Lakeview Center or Pneumatic Tube parcel, depending on which parcel re-develops first.

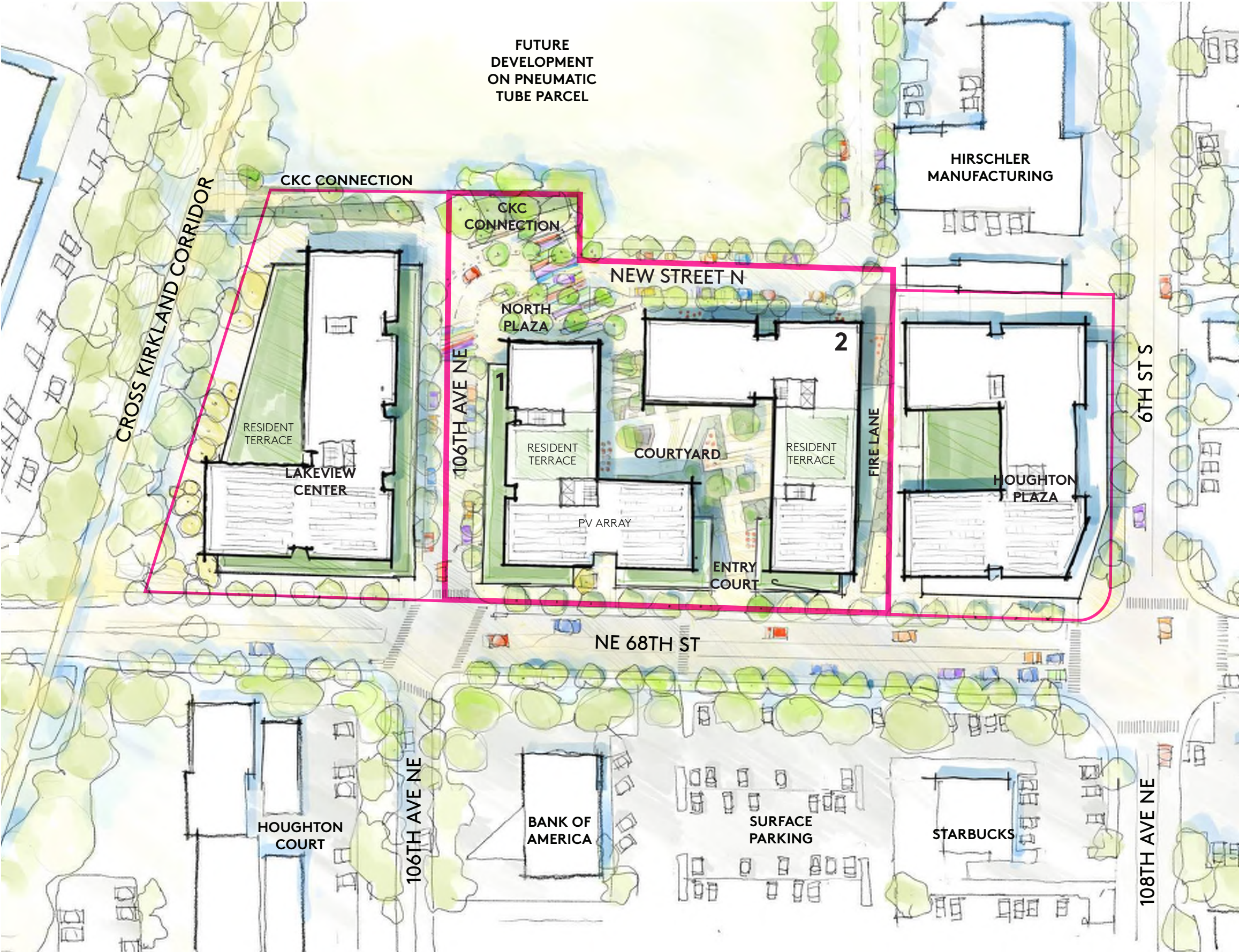
NOTE:
Conceptual layouts for possible future buildings at Lakeview Center and Houghton Plaza (to the west and east of the City-owned Houghton Village site) are considered in this proposal to better understand the impact of their possible redevelopment. The City of Kirkland does not own these parcels and development will only occur on them if and when the property owners decide to redevelop.

LEGEND

- CITY OWNED PARCEL
- STUDY AREA (OUTSIDE OF HV PROPERTY)



ROOF PLAN



The roofs of each building have opportunities for places to gather and to provide sustainable, green elements such as amenity roof decks, community garden boxes, photovoltaic arrays, green roofs, vegetation on balconies and in building stepbacks.

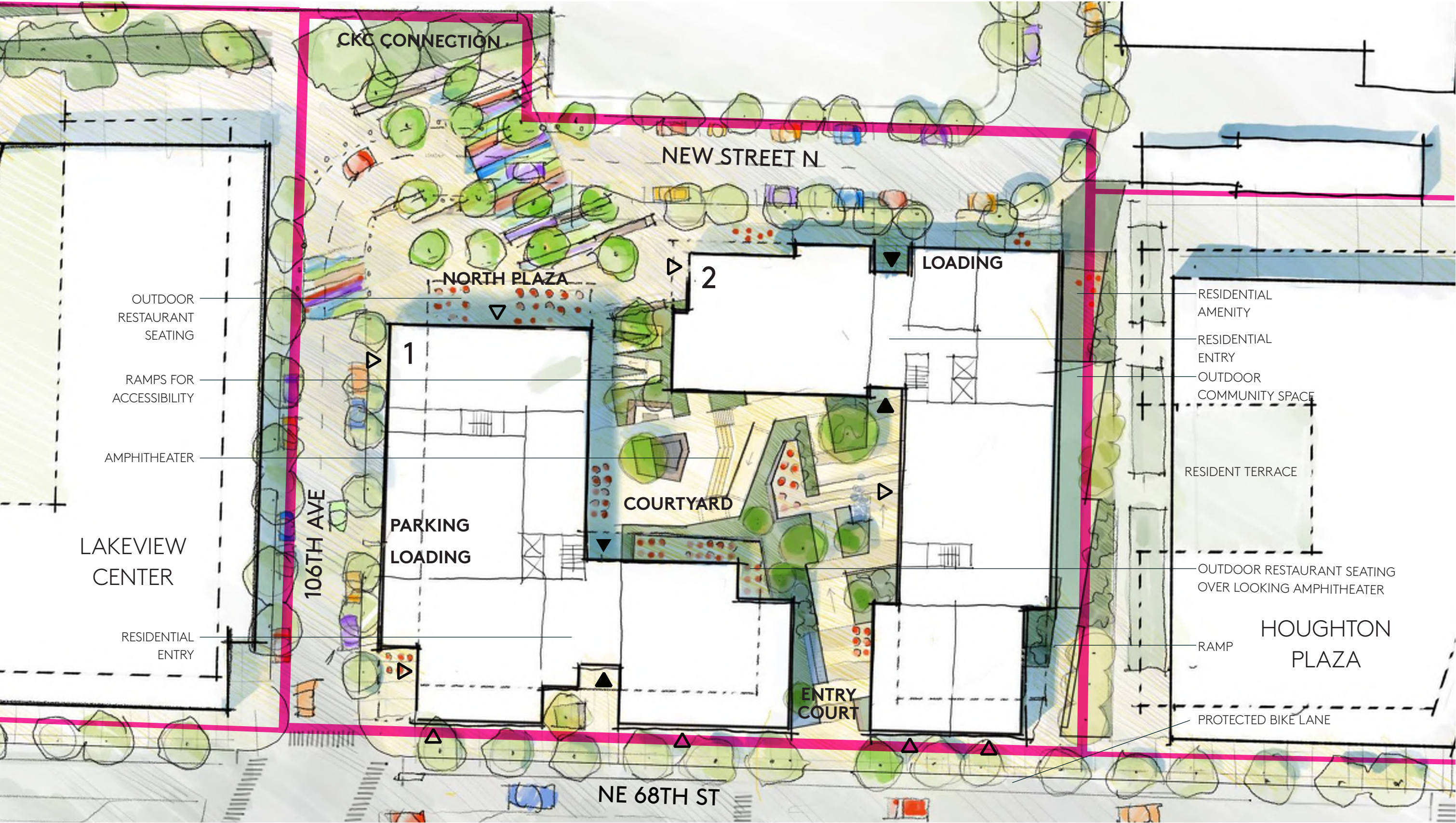
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LEGEND

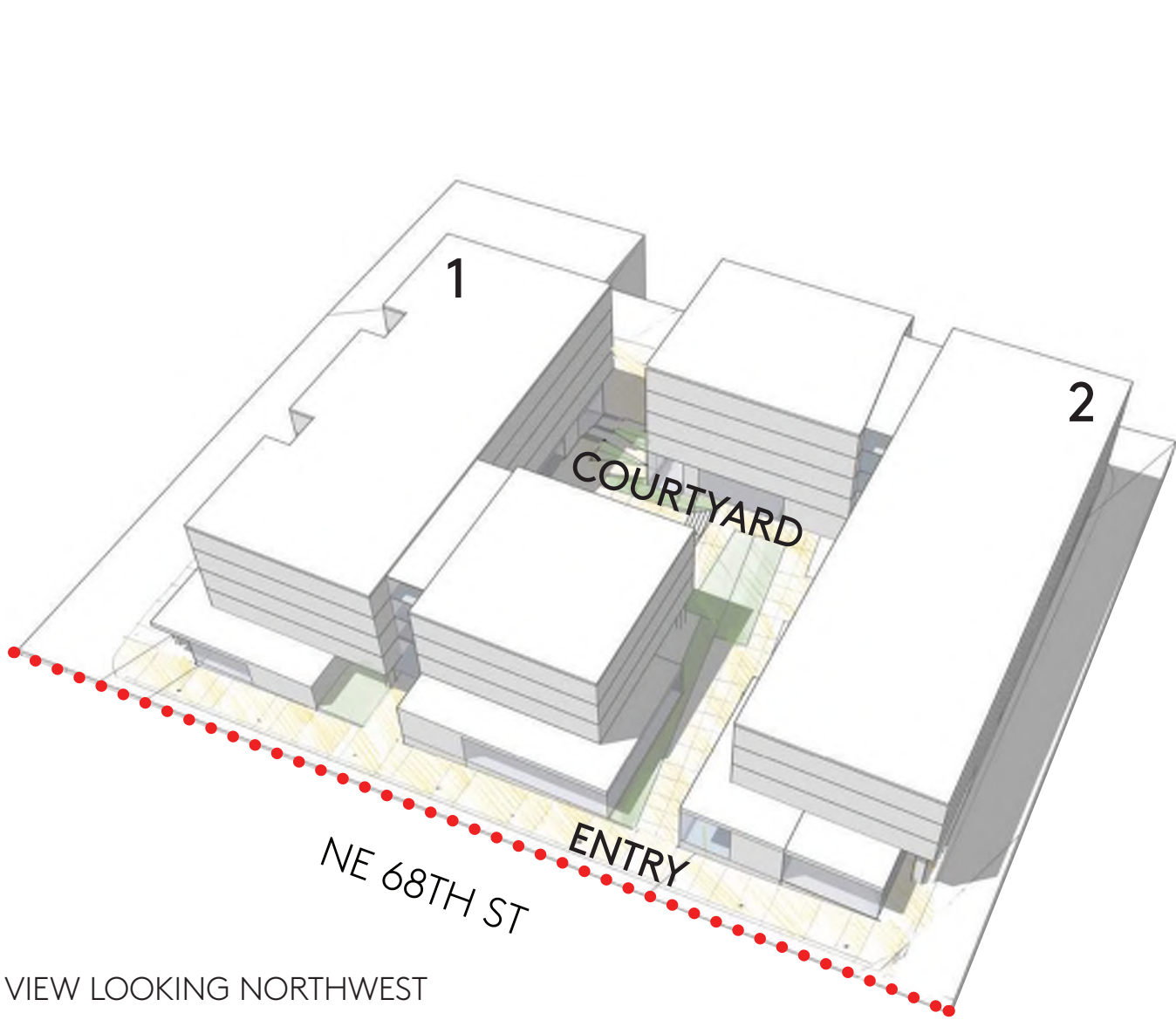
- CITY OWNED PARCEL
- STUDY AREA (OUTSIDE OF HV PROPERTY)



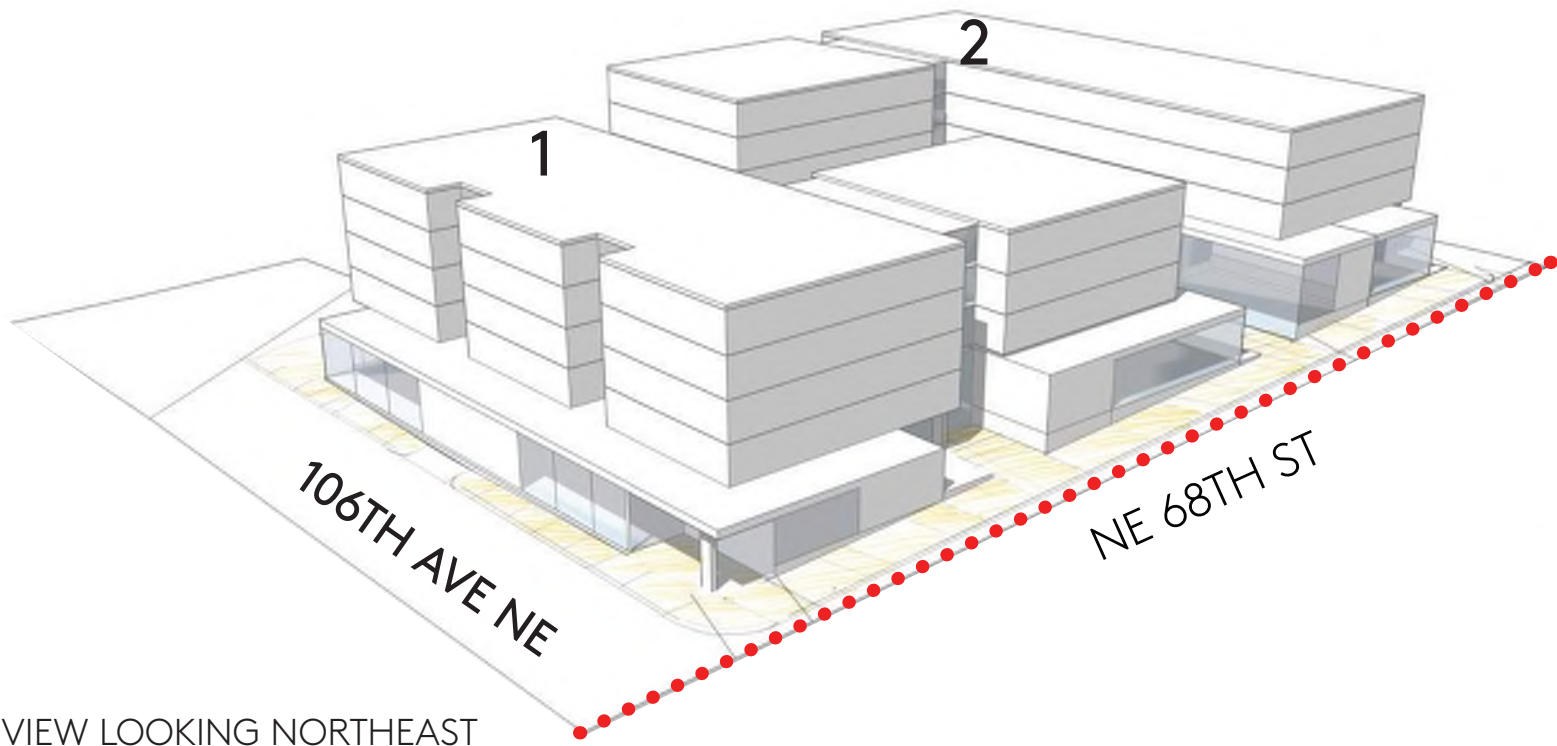
OPEN SPACE



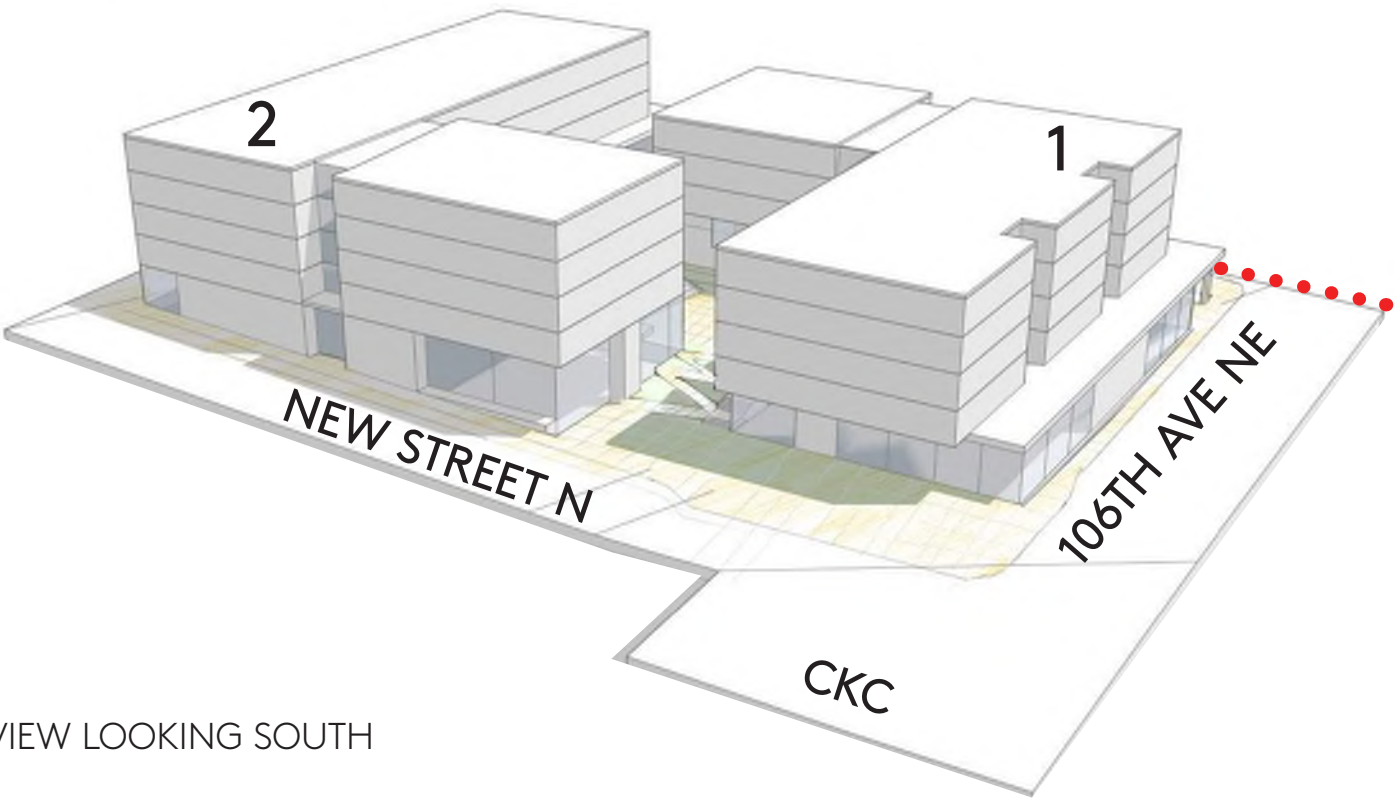
MASSING DIAGRAMS - HOUGHTON VILLAGE ONLY



VIEW LOOKING NORTHWEST

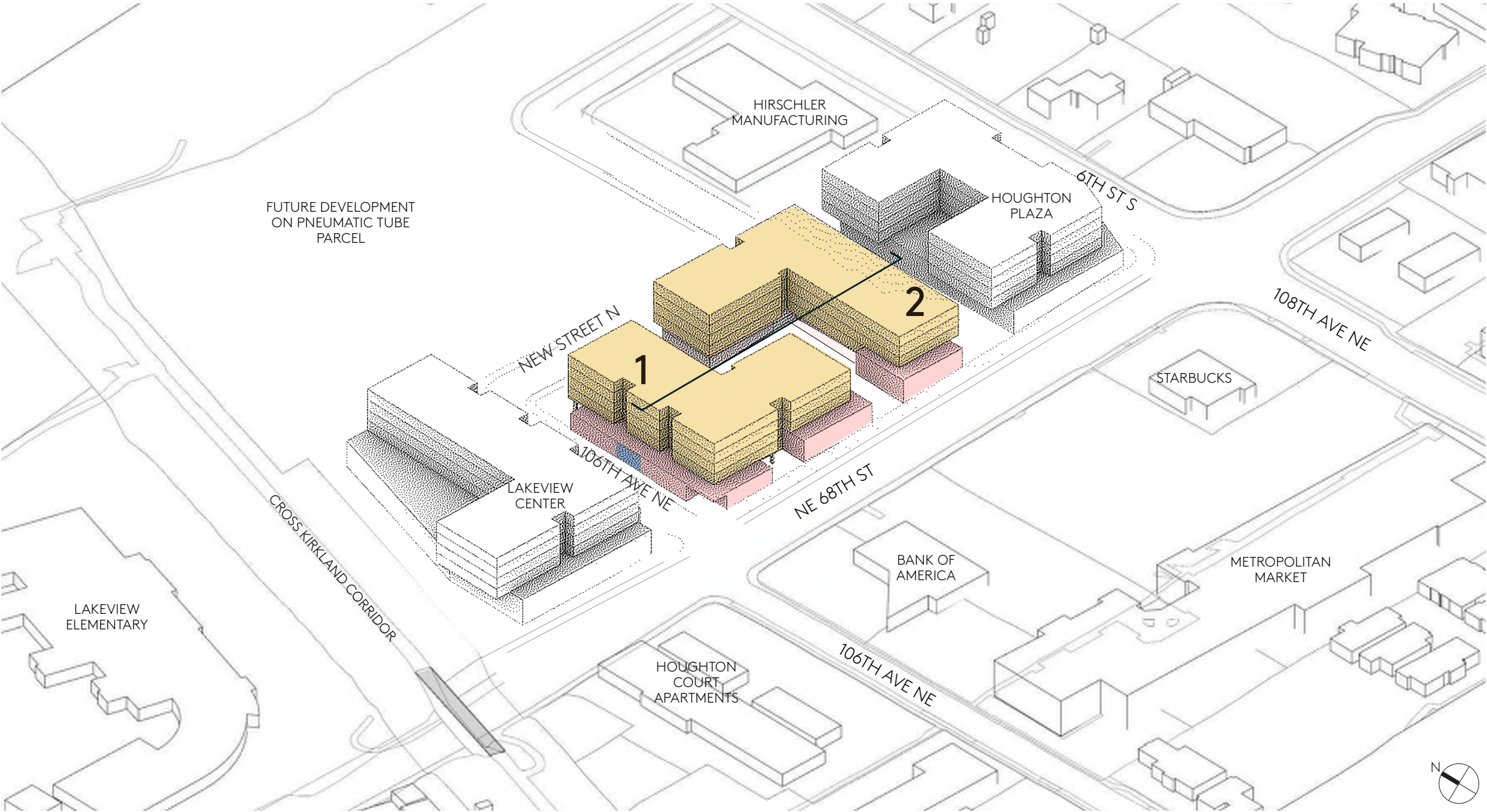


VIEW LOOKING NORTHEAST

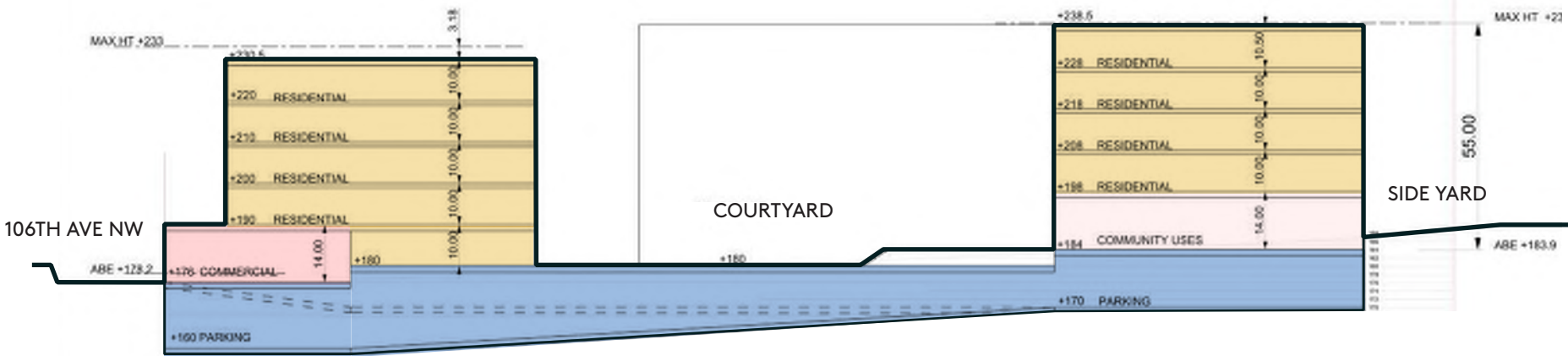


VIEW LOOKING SOUTH

BUILDING SECTION, MASSING AND DATA



BUILDING 1	
83,400	TOTAL GSF
68,200	RESIDENTIAL GSF
11,500	COMMERCIAL/RETAIL/COMMUNITY GSF
3,700	SERVICE GSF
70	RESIDENTIAL UNITS
BUILDING 2	
91,700	TOTAL GSF
76,400	RESIDENTIAL GSF
14,300	COMMERCIAL/RETAIL/COMMUNITY GSF
1,000	SERVICE GSF
75	RESIDENTIAL UNITS
TOTAL BUILDING 1 + 2	
250,400	TOTAL GSF
144,600	RESIDENTIAL GSF
25,800	COMMERCIAL/RETAIL/COMMUNITY GSF
10,300	SERVICE GSF
145	RESIDENTIAL UNITS
TOTAL GARAGE	
75,300	GARAGE GSF
230	PARKING STALLS

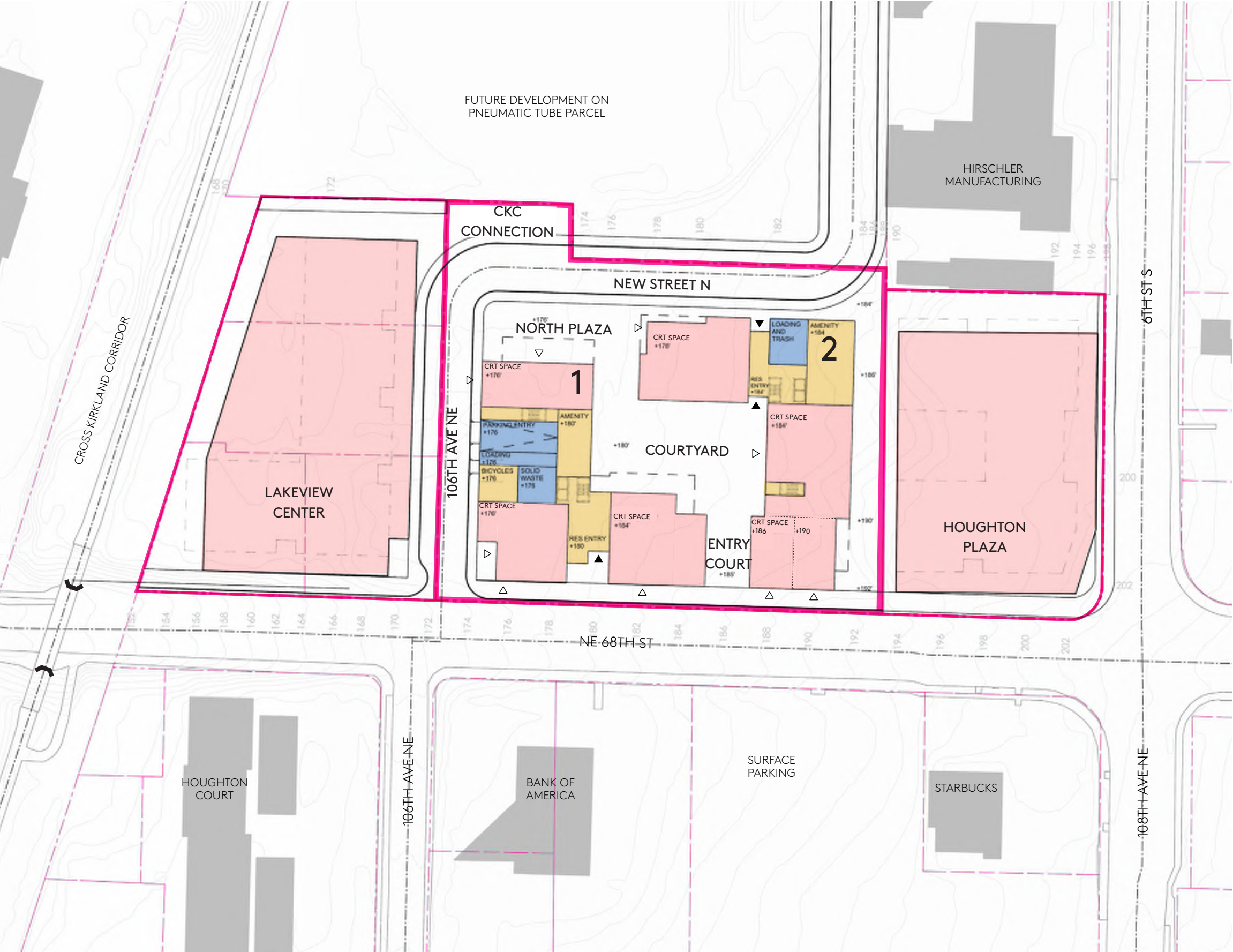


LEGEND

- CITY OWNED PARCEL
- STUDY AREA (OUTSIDE OF HV PROPERTY)
- COMMERCIAL / RETAIL
- COMMUNITY
- RESIDENTIAL
- PARKING AND SERVICES
- ##### ELEVATION ABOVE SEA LEVEL

0' 75' 150' 300'

GROUND FLOOR PLAN DIAGRAM & DATA

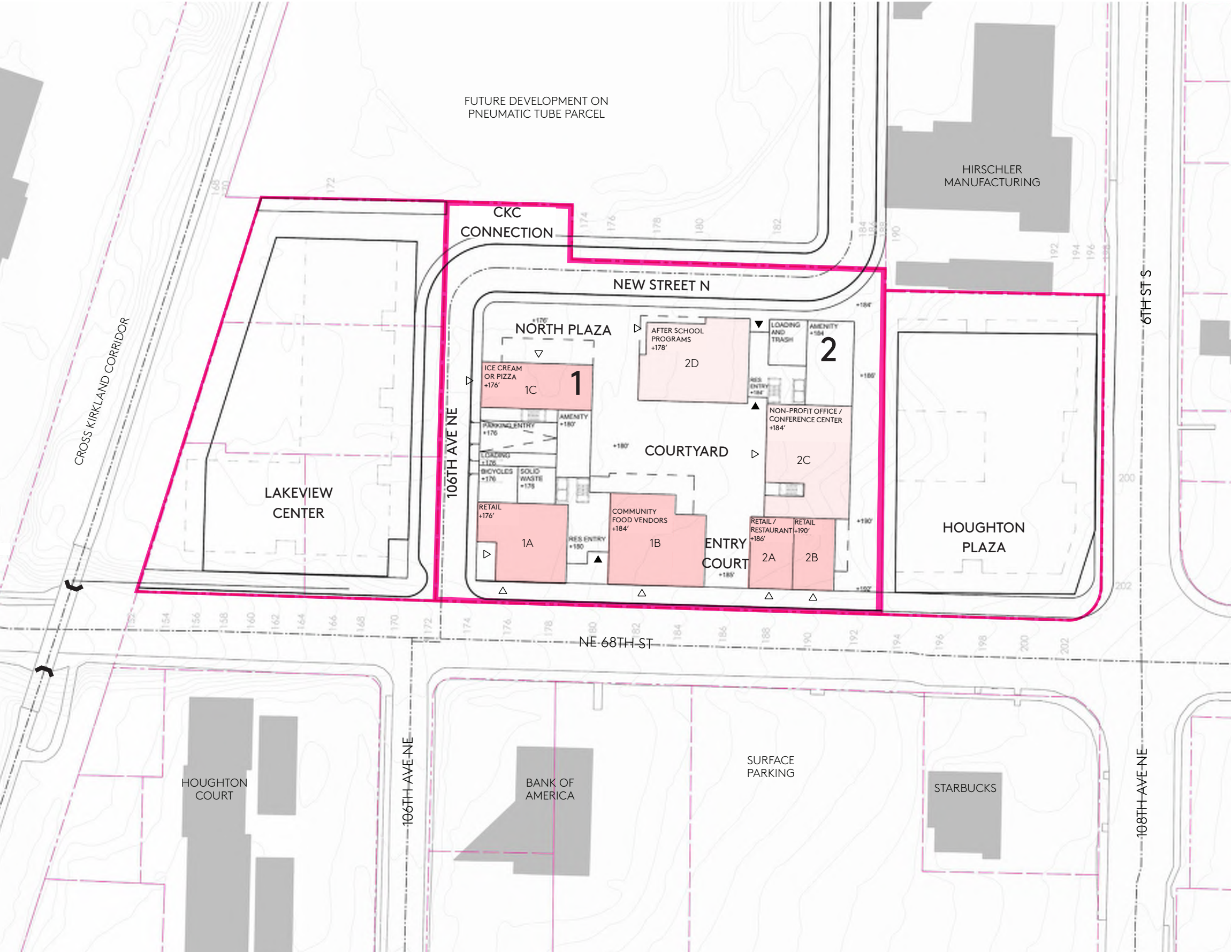


BUILDING 1	
19,700	TOTAL GROUND FLOOR GSF
4,500	RESIDENTIAL AMENITY GSF
11,500	TOTAL COMMERCIAL/RETAIL/COMMUNITY GSF
3,700	SERVICE GSF
BUILDING 2	
19,600	TOTAL GROUND FLOOR GSF
4,300	RESIDENTIAL AMENITY GSF
14,300	COMMERCIAL/RETAIL/COMMUNITY GSF
1,000	SERVICE GSF
TOTAL BUILDING 1 + 2	
39,300	TOTAL GROUND FLOOR GSF
8,800	TOTAL RESIDENTIAL AMENITY GSF
25,800	TOTAL COMMERCIAL/RETAIL/COMMUNITY GSF
4,700	SERVICE GSF (INCLUDING RAMP)

- LEGEND**
- CITY OWNED PARCEL
 - STUDY AREA (OUTSIDE OF HV PROPERTY)
 - COMMERCIAL / RETAIL / COMMUNITY (CRT)
 - RESIDENTIAL
 - PARKING AND SERVICES
 - #####' ELEVATION ABOVE SEA LEVEL



POTENTIAL GROUND FLOOR COMMERCIAL / RETAIL / COMMUNITY USES



COMMERCIAL/RETAIL/COMMUNITY	
25,800	TOTAL GSF
	SPACE 1A - RETAIL (3,000 GSF)
	SPACE 1B - RESTAURANT (4,800 GSF)
	SPACE 1C - RESTAURANT (3,700 GSF)
	SPACE 2A - RETAIL (1,800 GSF)
	SPACE 2B - RESTAURANT (1,800 GSF)
	SPACE 2C - COMMUNITY (5,600 GSF)
	SPACE 2D - COMMUNITY/OFFICE (5,100 GSF)

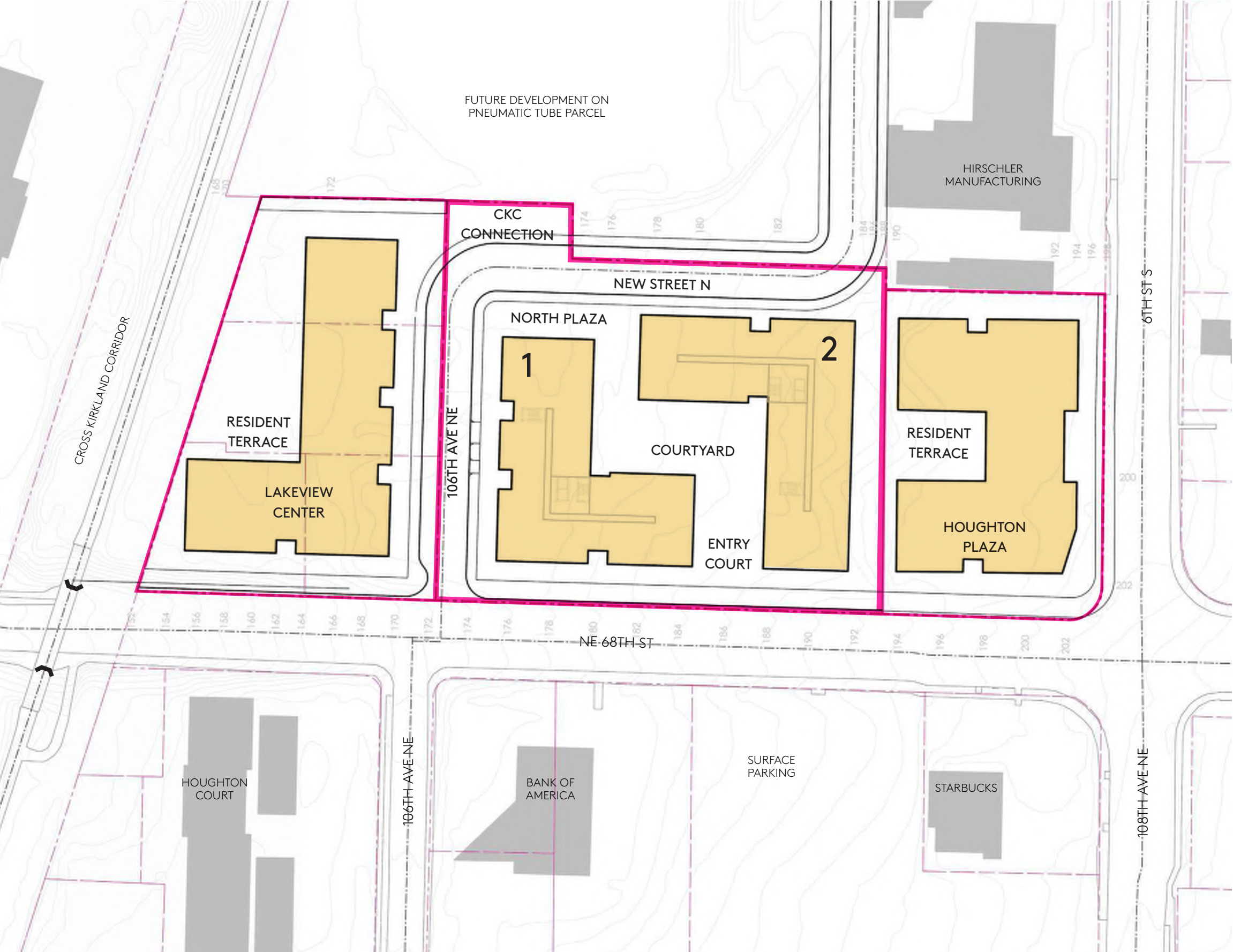
NOTE:
While actual ground floor uses could vary based on developer proposals, community-preferred uses include restaurants, specialty retail, before/after school activities, local businesses or non-profit space, and gathering spaces. This plan locates retail / restaurant spaces along NE 68th Street. Space 1B is envisioned with community food vendors. Space 2C is shown as non-profit offices and meeting/conference space, while Space 2D is show as before/after school programs. Space 1C is shown a destination ice cream or pizza restaurant.

- LEGEND**
- CITY OWNED PARCEL
 - STUDY AREA (OUTSIDE OF HV PROPERTY)
 - COMMERCIAL / RETAIL
 - COMMUNITY

####' ELEVATION ABOVE SEA LEVEL

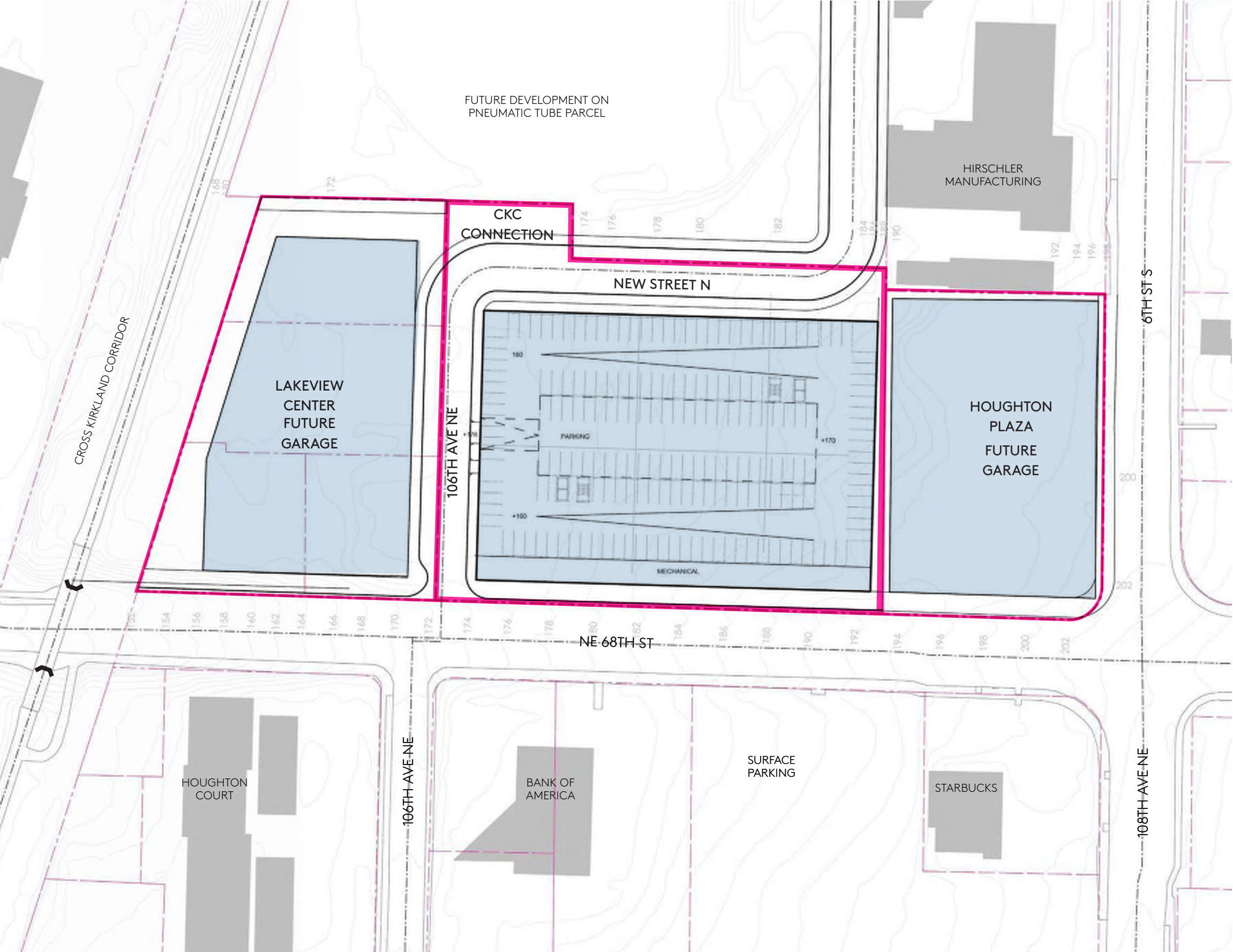


TYPICAL UPPER FLOOR PLAN DIAGRAM & DATA



BUILDING 1	
83,400	TOTAL GSF
68,200	RESIDENTIAL GSF
70	RESIDENTIAL UNITS
0	STUDIOS (0%)
26	1 BRS (37%)
36	2 BRS (51%)
8	3 BRS (12%)
BUILDING 2	
91,700	TOTAL GSF
76,400	RESIDENTIAL GSF
75	RESIDENTIAL UNITS
0	STUDIOS (0%)
28	1 BRS (37%)
38	2 BRS (51%)
9	3 BRS (12%)
TOTAL BUILDING 1 + 2	
175,100	TOTAL GSF
144,600	RESIDENTIAL GSF
145	RESIDENTIAL UNITS
0	STUDIOS (18%)
54	1 BRS (42%)
74	2 BRS (33%)
17	3 BRS (6%)

PARKING LEVEL PLAN DIAGRAM & DATA



TOTAL GARAGE	
75,300	TOTAL GARAGE GSF
5,600	SERVICE GSF
1,200	BIKES GSF
68,500	PARKING GSF
230	PARKING STALLS
120	RESIDENTIAL PARKING STALLS (0.84 RATIO)
60	COMMERCIAL PARKING STALLS
50	ADDITIONAL PARKING STALLS
355	REQUIRED STALLS, CURRENT CODE
180	REQUIRED STALLS, SAP* CODE
* SAP REFERS TO NE 85TH ST STATION AREA PLAN PARKING RATIOS (SEE KZC CHAPTER 57)	

- LEGEND**
- CITY OWNED PARCEL
 - STUDY AREA (OUTSIDE OF HV PROPERTY)
 - COMMERCIAL / RETAIL
 - COMMUNITY
 - RESIDENTIAL
 - PARKING AND SERVICES
 - +###' ELEVATION ABOVE SEA LEVEL



AFFORDABLE & MARKET RATE HOUSING PRECEDENTS



19TH & MERCER - MARKET RATE



BLOOM - MARKET RATE - 10% AFFORDABLE



PARKSHORE - MARKET RATE - 10% AFFORDABLE



POLARIS - 68% AFFORDABLE



TIARA DE LAGO - MARKET RATE



SHELTON APARTMENTS, MARKET RATE



THE SHEA - MARKET RATE



THE WILDER - MARKET RATE



ARDEA - 100% AFFORDABLE

SOURCES: WEINSTEIN AU, ENCORE ARCHITECTS VIA ARCHITECTURE OLSON PROJECTS CURTIS GELOTTE ARCHITECTS, PUBLIC 47, PROPEL STUDIO., WATTENBARGER ARCHITECTS

OPEN SPACE & GROUND FLOOR USE PRECEDENTS



Public courtyard at Heartline



Wood paving and outdoor lounges at Ponce City Market



Fountains at University Village



Outdoor pizza at The Shea



Informal outdoor fire pits & dining Creamery of Kennett



Outdoor dining & play space at Industry City Courtyard



Permeable restaurant edge at 200 Occidental



Tree canopy and natural spaces



Restaurant Space at The Whale Wins



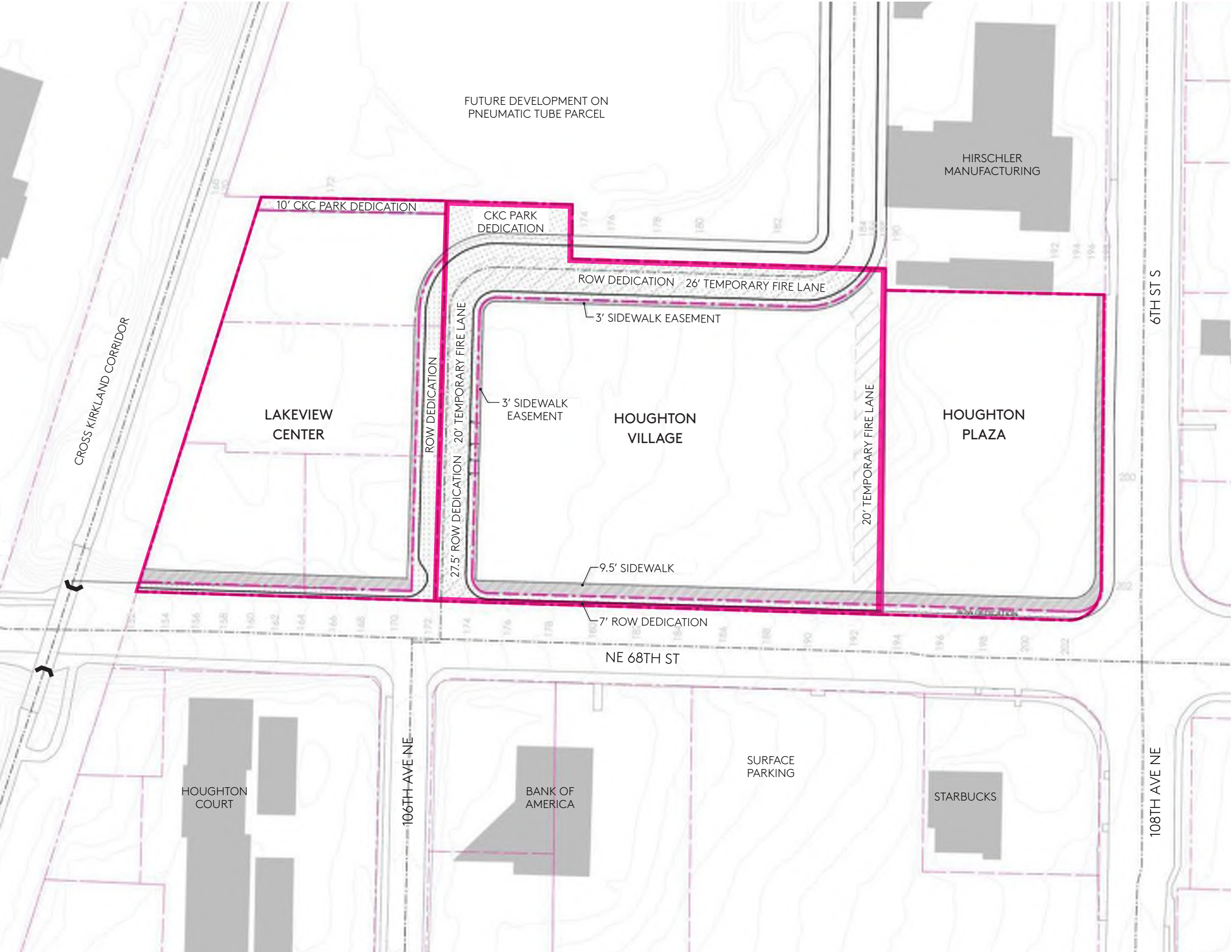
Childcare at Hirabayashi Place



Community, office and conference space at Together Center

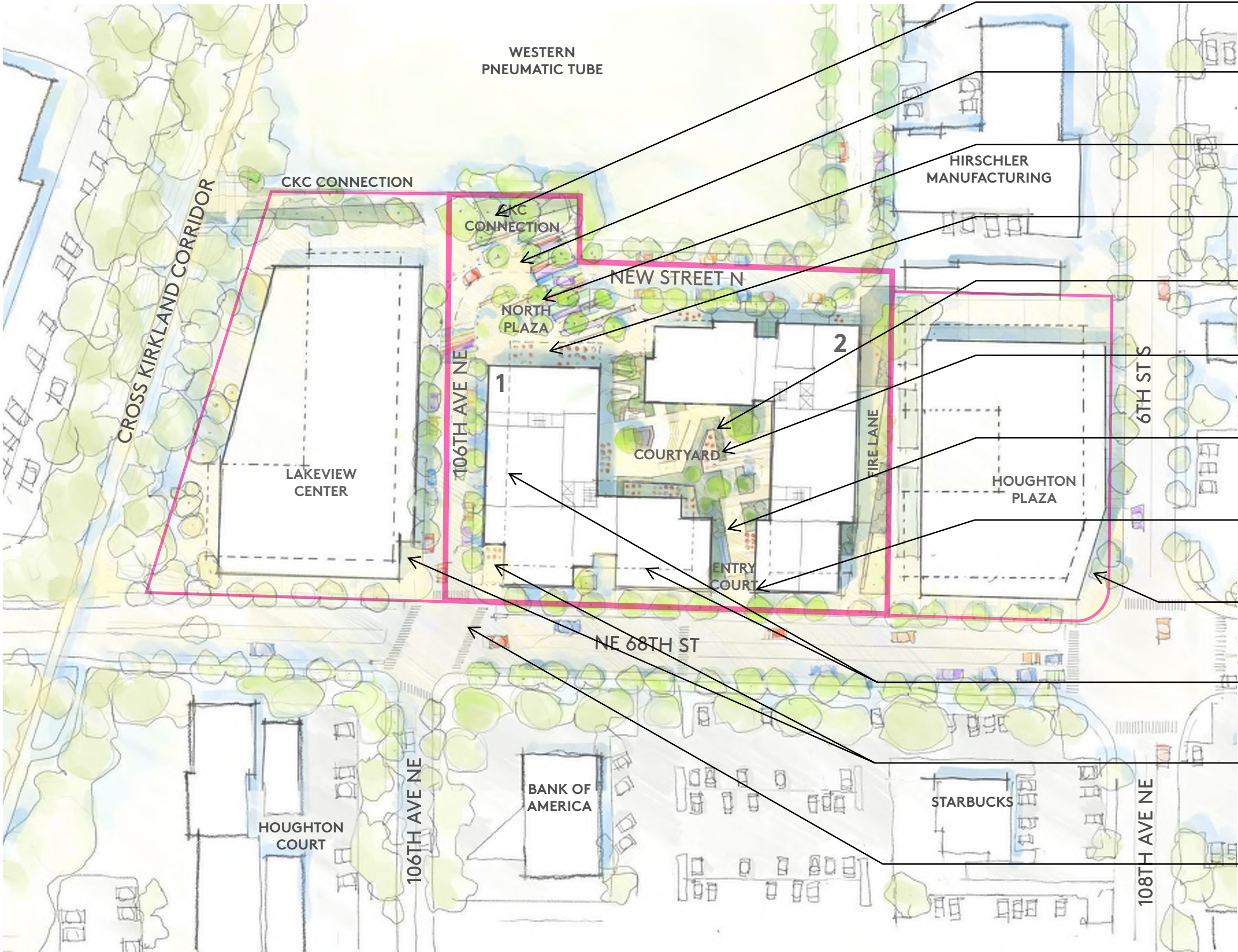
SOURCES: PHOTOGRAPHY BY MITHUN, HEWITT, S9 ARCHITECTURE, TERRAIN NYC, PUBLIC 47, HELIOTROPE

PARCEL, DEDICATION AND EASEMENT DIAGRAM



Guidelines & Zoning Considerations—

DESIGN GUIDELINES | KEY CONCEPTS



Retain large coniferous trees at the north edge of the parcel if they are found to be healthy.

Use art and landscaping to create a parklike setting that transitions to the CKC trail.

Create a wide, raised and safe crossing to the CKC Connection that could also be closed temporarily for community gatherings.

Provide a covered outdoor seating area and seating in the North Plaza.

Soften Courtyard with planting and trees adjacent to accessible ramping.

Provide multiple, intimate, seating areas within courtyard, associated with retail spaces and for general public use.

Help to draw people into the Courtyard from the sidewalk by keeping a portion of the Courtyard at sidewalk level through courtyard.

Provide transparent retail corners and entries to retail that wrap into and animate the Entry Court.

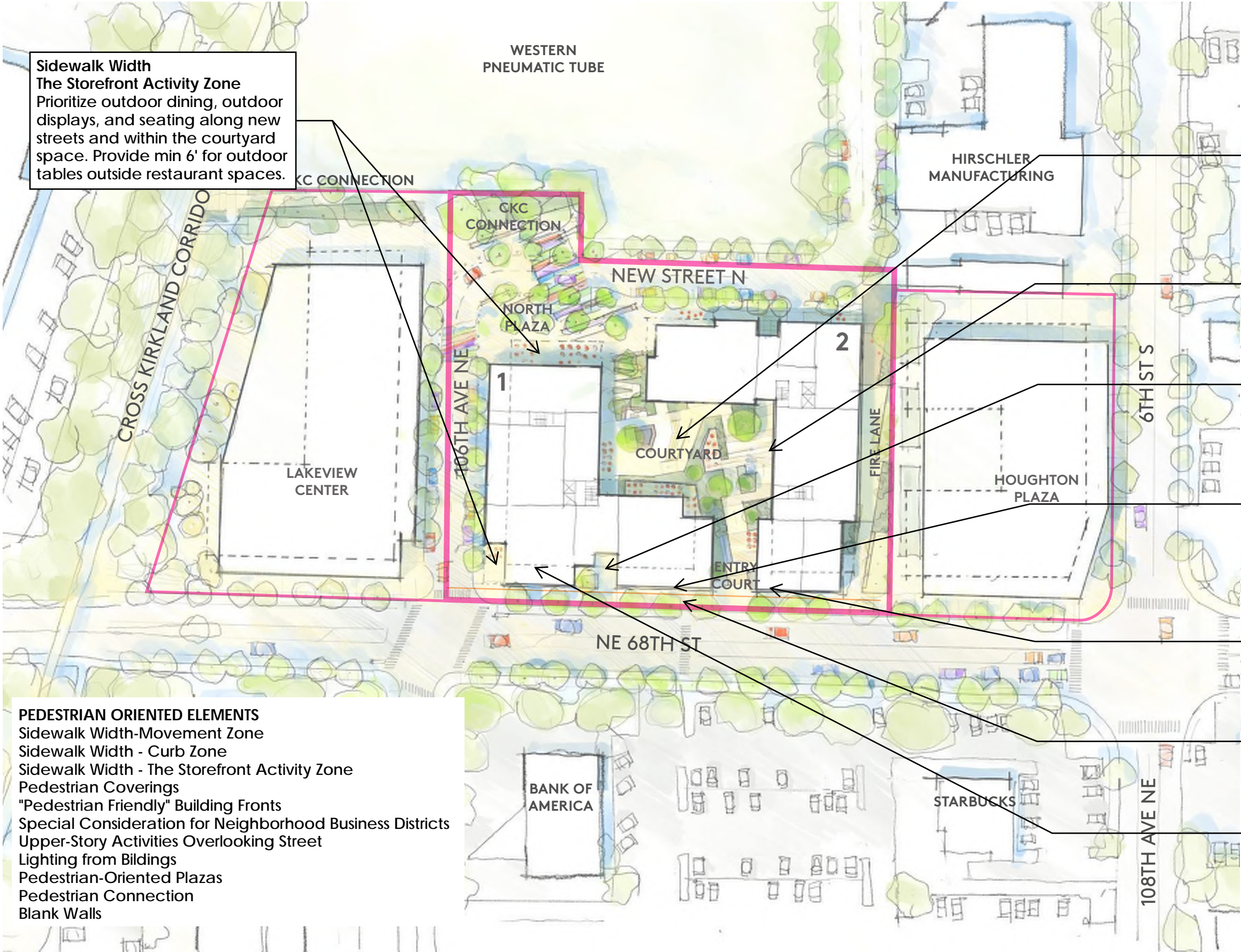
Setback the ground floor at the corner of NE 68th St and 6th St S to mark the most significant corner in the neighborhood center, while also providing a strong, active urban retail edge for pedestrians.

Be judical with upper level stepbacks at the street to minimize shadows on the Courtyard.

Setback retail entries at the corner of NE 68th St and 106th Ave NE to mark the entry to the development and create opportunity for active outdoor uses at the corner.

Use curb bulbs, protected bike lanes, clear crosswalks and traffic signal to create safe crossings and safe routes to school at the corner of 106th Ave NE and NE 68th St.

DESIGN GUIDELINES | PEDESTRIAN-ORIENTED ELEMENTS



Sidewalk Width
The Storefront Activity Zone
Prioritize outdoor dining, outdoor displays, and seating along new streets and within the courtyard space. Provide min 6' for outdoor tables outside restaurant spaces.

Pedestrian-Oriented Plazas
Create a courtyard no more than 60' across. All area of courtyard must be accessible and have clear public circulation. Integrate seating with stepped areas.

Pedestrian Coverings
Provide large translucent weather protection (awnings) to accommodate pedestrian flow, building entrances and promote indoor-outdoor uses around courtyard.

Pedestrian Coverings
Provide pedestrian weather protection at building entrances along NE 68th St.

Pedestrian-Friendly Building Fronts [HENC]
Commercial space should generally be at grade with the adjoining sidewalk. Where infeasible, the building should be setback from the sidewalk far enough to allow a comfortable grade transition with generous pedestrian-oriented open space.

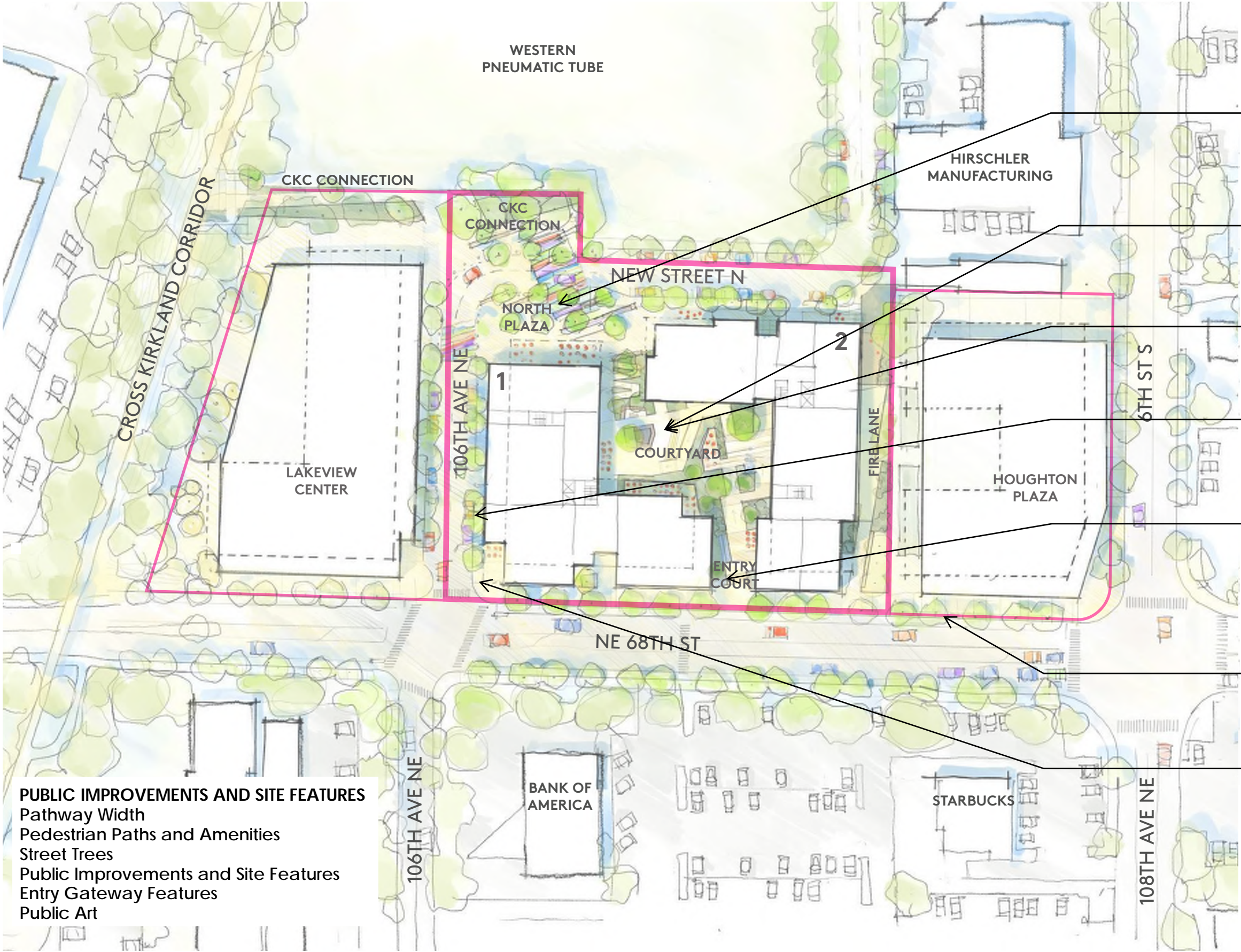
"Pedestrian-Friendly" Building Fronts
Use highly transparent windows from 2-10 ft above grade, and modulate with entry doors every 30 ft at pedestrian level.

Sidewalk Width: Movement Zone
Provide 14' sidewalk to accommodate 10' movement zone and 4' storefront activity zone for seating or signage.

Upper-Story Activities Overlooking the Street
Provide residential terrace(s) above commercial use at stepback, where financially feasible.

- PEDESTRIAN ORIENTED ELEMENTS**
- Sidewalk Width-Movement Zone
 - Sidewalk Width - Curb Zone
 - Sidewalk Width - The Storefront Activity Zone
 - Pedestrian Coverings
 - "Pedestrian Friendly" Building Fronts
 - Special Consideration for Neighborhood Business Districts
 - Upper-Story Activities Overlooking Street
 - Lighting from Buildings
 - Pedestrian-Oriented Plazas
 - Pedestrian Connection
 - Blank Walls

DESIGN GUIDELINES | PUBLIC IMPROVEMENTS & SITE FEATURES



Public Improvements and Site Issues [HENC]
Pedestrian lighting should be provided along school walk routes and all pedestrian oriented streets in the center

Pathway Width [HENC]
Through block pedestrian connections and connections to the Cross Kirkland Corridor are important features that will help to provide pedestrian access throughout the center.

Pathway Width
Provide pathway width of minimum 12' through courtyard

Public Improvements and Site Issues
Provide lighting along all public streets and sidewalks and minimize high contrast shadows, especially along school routes.

Entry Gateway - Public Art
Consider a pedestrian oriented gateway feature to welcome pedestrians. This is an opportunity for public art.

Street Trees
Install large deciduous trees along 68th St that provide continuity to the development, and allow visibility into commercial spaces.

Entry Gateway
Consider a gateway feature, visible to pedestrians on CKC bridge, or drivers on 68th.

- PUBLIC IMPROVEMENTS AND SITE FEATURES**
Pathway Width
Pedestrian Paths and Amenities
Street Trees
Public Improvements and Site Features
Entry Gateway Features
Public Art

DESIGN GUIDELINES | PARKING LOT LOCATION & DESIGN



Parking Garages
Use blank walls adjacent to parking [and loading] entrances as opportunities for small landscaped areas or artwork.

Parking Locations and Entrances
Consolidate parking ingress and egress and locate parking entries from the extension of 106th Avenue NE.

Parking Locations and Entrances [HENC]
Consolidate driveways within the neighborhood center, especially existing driveways that are currently closely spaced. Restrict or mitigate surface parking between buildings and the Cross Kirkland Corridor.

PARKING LOT LOCATION AND DESIGN
Parking Location and Entrances
Circulation within Parking Lots
Parking Lot Landscaping
Parking Garages

DESIGN GUIDELINES | SCALE

Building Modulation - Horizontal
Encourage horizontal modulation and distinctive roof treatments, where feasible and rooftop programs allow.

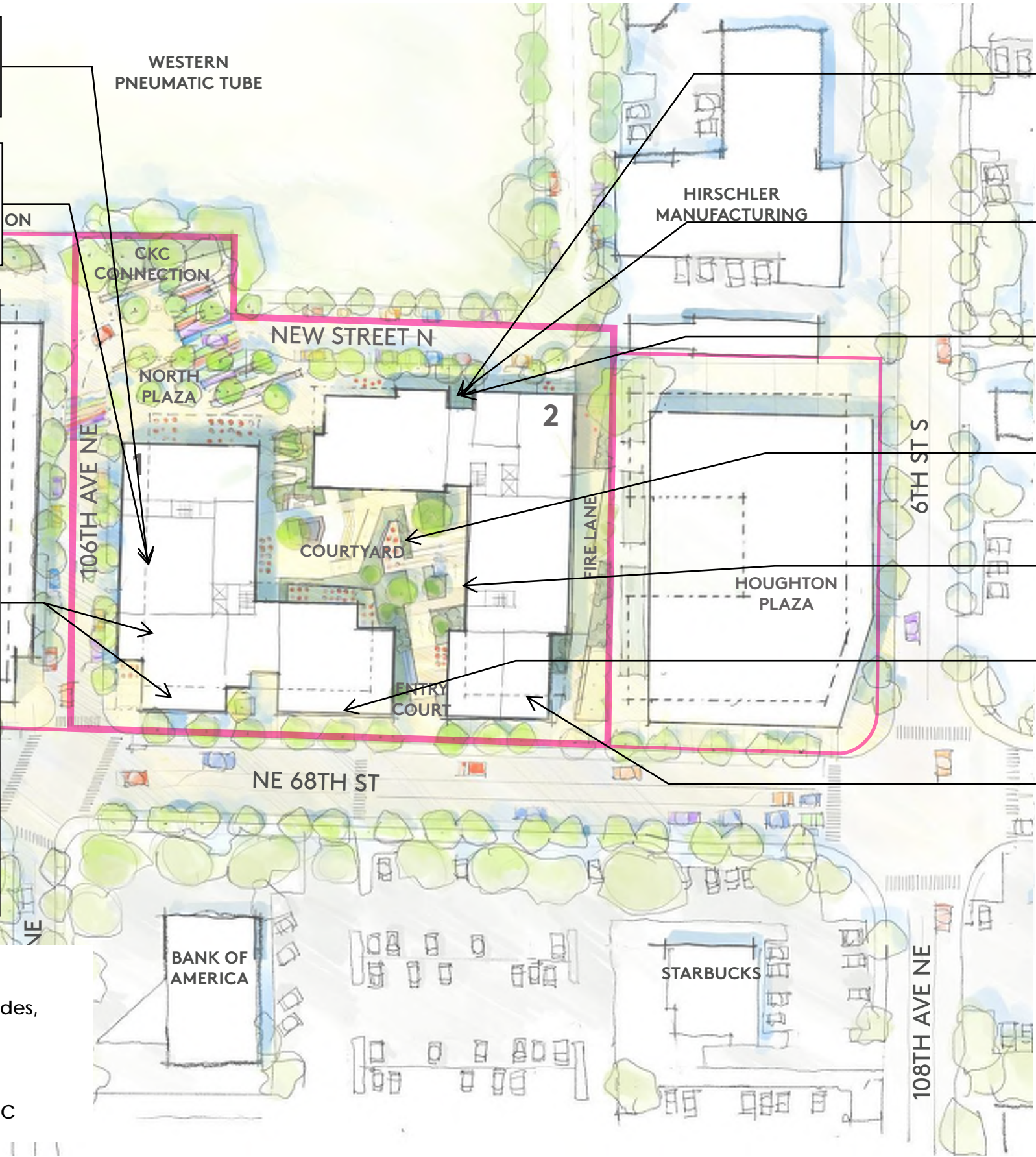
Building Modulation - Horizontal
Use horizontal modulation above commercial / community / retail uses to reduce perceived mass of building and provide continuity of ground level spaces.

Special Massing Consideration [HENC] - Upper Story Setbacks
Buildings above the second story 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.

Special Massing Consideration [HENC] - Open Space at Street Level
Reductions to required upper story setbacks [to 0'] 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.
- ◆ 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.

SCALE
Fenestration Patterns
Architectural Elements: Decks, Bay Windows, Arcades, Porches
Building Modulation - Vertical
Special Consideration for...HENC
Building Modulation - Horizontal
Special Consideration for Building Massing in...HENC



Building Modulation - Vertical [HENC]
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 - Vertical
Use natural break points in the building to provide opportunities to break down the scale of overall massing.

Building Modulation - Vertical
Provide visual relief of long façades to reflect the scale of the neighborhood.

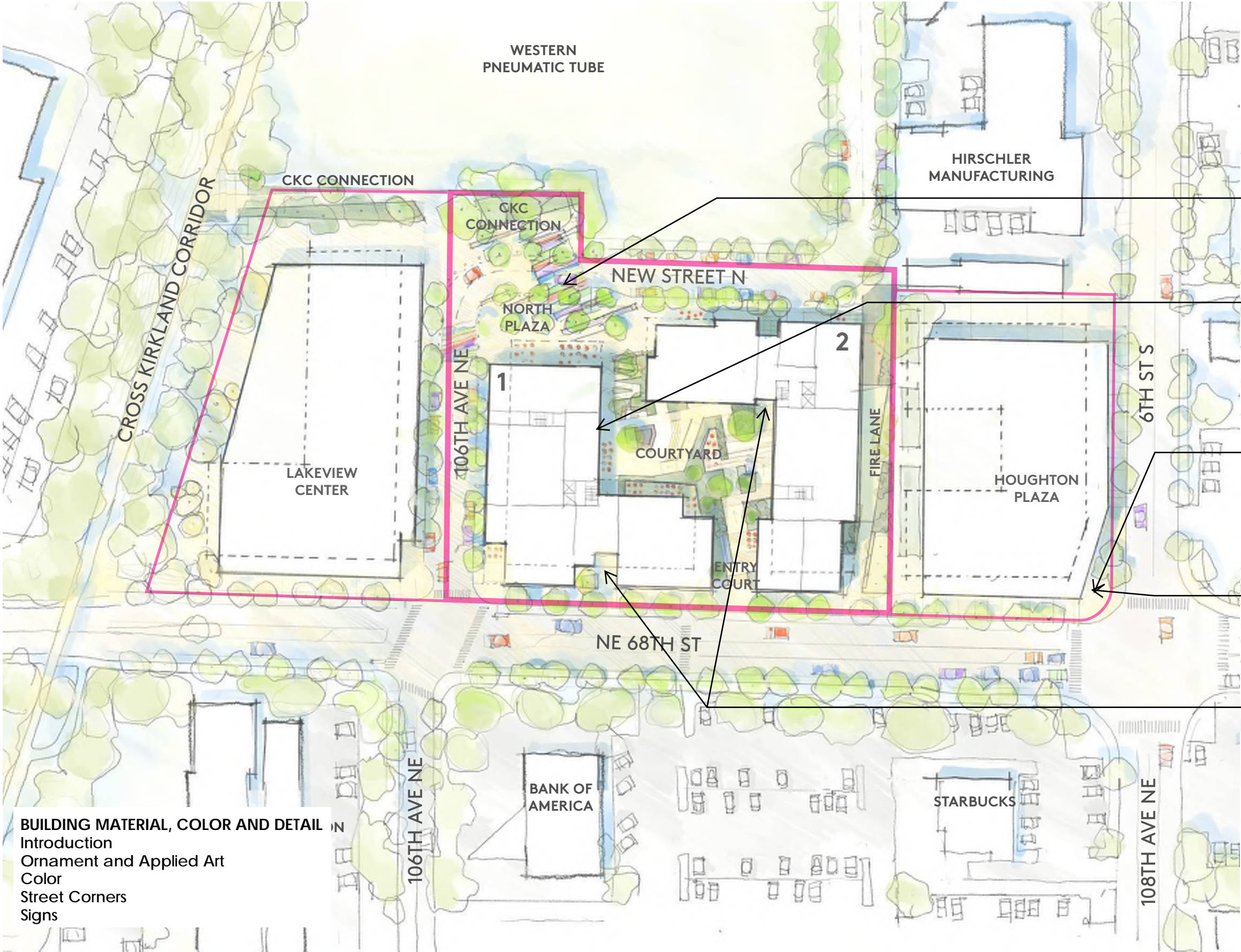
Open Space at Street Level
Courtyard space should be open to the sky, except where canopies awnings or canopies are provided and perceived as public space.

Fenestration Patterns
Provide distinct window patterning or details on each building.

Fenestration Patterns
Provide large windows at storefront displays

Special Massing Consideration
Step back massing above commercial / retail / community uses along 68th St.

DESIGN GUIDELINES | BUILDING MATERIAL,COLOR & DETAIL



Ornament and Applied Art
Use ornament and applied or integrated art to highlight building features or connections through block

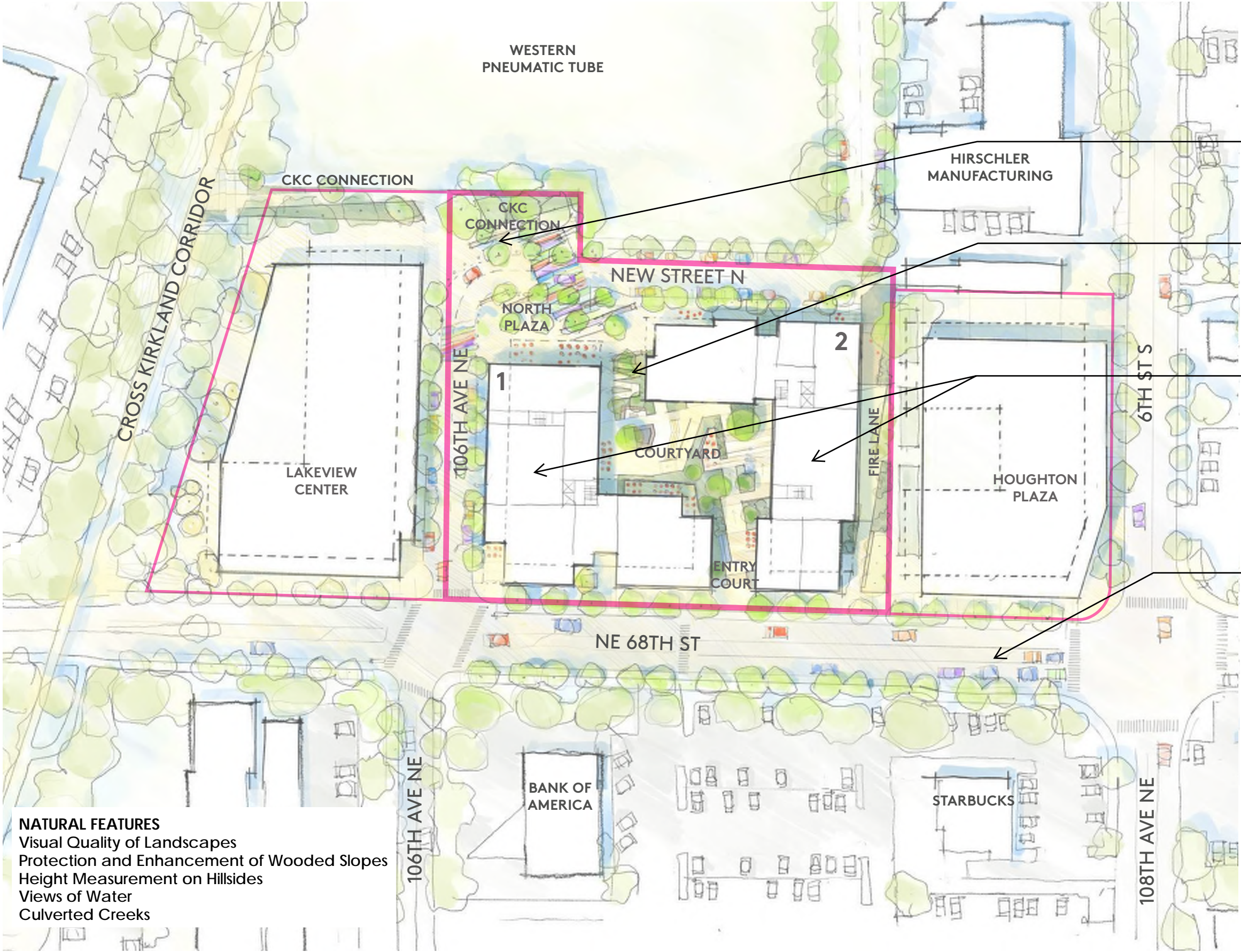
Color
Use natural colors and earth tones for large surfaces

Special Considerations for Street Corners [HENC]
The corner of NE 68th Street and 108th Avenue NE provides a gateway to the Neighborhood Center. Buildings at this corner should be designed to enhance this gateway with elements such as building setbacks and step backs, architectural features, public open space, view preservation and art (see also Design Guidelines for Entry Gateway Features). Building frontages should encourage street level pedestrian activity.

Street Corners
Celebrate NE 68th St and 108th Ave as an important gateway to the neighborhood

Ornament and Applied Art
Use ornament and applied or integrated art to highlight building features or highlight doors and entries

DESIGN GUIDELINES | NATURAL FEATURES



Visual Quality of Landscapes - Pedestrian Landscape
Use plant materials to provide visual cues for moving through the urban environment

Visual Quality of Landscapes - Building Landscape
Use landscaping around buildings to reduce scale and add diversity through pattern color and form

Visual Quality of Landscapes - Building Landscape
Orient public spaces to take advantage of views when possible, including amenity roof decks

Special Considerations for Views of Water [HENC]
Buildings, landscaping and streetscape features along the NE 68th Street corridor should be designed to preserve existing views from the public right-of-way. Public spaces should be oriented to take advantage of views when possible.

NATURAL FEATURES
Visual Quality of Landscapes
Protection and Enhancement of Wooded Slopes
Height Measurement on Hillsides
Views of Water
Culverted Creeks

SUSTAINABILITY GUIDELINES

Intent: The Sustainability Framework is intended to ensure that new development is consistent with the City’s vision for the Houghton Village Development Plan.

Requirements: All new development and major renovations shall be designed, built, and certified to achieve or exceed requirements in three categories: High Performance Buildings; Energy and Decarbonization; and Ecosystems and Green Infrastructure.

1. High Performance Buildings

All new developments and major renovations shall be designed, built, and certified to achieve or exceed the High Performance Building Standards described in KZC 115.62 to the extent those standards are consistent with State and Federal mandated requirements.

a. Commercial developments that are building “core and shell” only, may be designed, built, and certified to achieve LEED v4 Core and Shell Gold as an alternative certification to meet requirements of KZC 115.62.2.b.

b. Affordable housing developments may be designed, built, and certified to achieve the Evergreen Sustainable Development Standard (ESDS) as an alternative certification to meet the requirements of KZC 112.62.2.b.

2. Energy and Decarbonization

All new developments larger than 5,000 sf shall comply with one of the following options:

a. Include a renewable energy generation system with production at a rate of 0.60 W/sf for all conditioned area. Renewable energy shall be produced on-site, or off-site using the compliance options in 2021 Washington State Energy Code section C411.2.1.

b. Comply with forthcoming LEED v5 credit for Reduce Peak Thermal Loads, with maximum 8.0 BTU-h/sf for combined peak heating and cooling loads.

3. Ecosystems and Green Infrastructure

a. All new developments and major renovations shall be designed, built, and certified to achieve or exceed a Green Factor score of 0.4. The Green Factor sets criteria for landscape and site-based sustainability measures. The landscape elements listed will contribute to the City’s sustainability goals focused on the natural environment, ecosystems, and stormwater.



Goodwill Job Training and Education Center, Seattle, by Mithun

ZONING CODE CONSIDERATIONS

ZONING CODE USER GUIDE

The following analysis is based on review of the Kirkland Zoning Code and the Everest Neighborhood Plan. Codes were reviewed for relevance to the HENC-1 zone, the Houghton Everest Neighborhood Center overlay, and for specific streets or locations within the scope of this study area. Detailed requirements for architectural design (such as extent of window transparency) are beyond the scope of this study and not reviewed in detail.

Some requirements have been footnoted as candidates for potential modification to better:

- meet city and community goals for the site
- allow for more flexibility to produce affordable housing
- allow flexibility for changing uses over time
- create a more pedestrian-oriented environment
- clarify the intent of the code

Footnotes can be found on the last page of zoning analysis.

ABBREVIATIONS

AMI: Area Median Income

CKC: Cross Kirkland Corridor

DRB: Design Review Board

DUA: Dwelling Units per Acre

GFA: Gross Floor Area

GSF: Gross Square Feet

KZC: Kirkland Zoning Code

ROW: Right-of-Way (public road/path)

SF: Square Feet

GENERAL

ADDRESSES AND PARCEL NUMBERS

See Project Area Map

PARCEL AREAS

Houghton Village:	95,656 GSF, 2.20 acres
(City-owned parcel)	(before future ROW dedications)
Houghton Plaza:	42,852 GSF, 0.98 acres
Lakeview Center:	55,952 GSF, 1.28 acres

ZONE

HENC 1 (Houghton-Everest Neighborhood Center)

STREET DESIGNATIONS

NE 68TH ST: Pedestrian-Oriented Street, Minor Arterial

6TH ST S / 108TH AVE NE: Major Pedestrian Sidewalks, Minor Arterial

106TH AVE NE: Major Pedestrian Sidewalks, Neighborhood Access Street

COMMERCIAL ZONES (CH 35)

USE LIMITS/REQUIREMENTS

20% max of the GFA for any building may include office uses. Excludes Lakeview Center parcels.

1

75% min GFA of ground floor must contain retail, restaurants, taverns, hotels or offices. Orient to a pedestrian-oriented street, major sidewalk, through-block pathway, or CKC

Attached dwelling units (except lobbies) [and presumably amenities] may not be located on the ground floor (PU-4)

School and Daycare uses require a 6’ fence along the property lines adjacent to outside play areas

2

Delis and bakeries may contain accessory seating if it doesn’t exceed over % GFA and is designed to preclude an expansion of seating

Development adjoining the CKC must comply with KZC 115.24. Safe ped paths to CKC are required.

MAX LOT SIZE

None for most uses

MAX HEIGHT

30’. May be increased to 35’ if:

2

Includes grocery, hardware, and/or drug stores. (One at 20,000 GSF min, and another at 10,000 SF min.)

3

Site plan approved by DRB, and includes public gathering places and community plazas with public art (one must be at least 1,500 GSF and 30’ wide.)

4) 13’ min commercial height

5) Max 900 SF per unit, or 48 DUA

6) Certified to achieve high performing building standards per KZC 115.62

7) 10% affordable units

Exception for additional two stories (five stories maximum) by Master Plan per Everest Neighborhood Plan Policy EV-10.

REQUIRED YARDS (SETBACKS)

Front: 0’ for most uses. Except 10’ front yards for Schools, Daycare, Offices, Banks, Community, Entertainment, Cultural, Recreational

Side: 0’

Rear: 0’

MIN STEPBACKS

15’ average and 5’ min required for portions above 2 stories when adjacent to NE 68th Street, 106th Avenue NE, 108th Avenue NE, 6th Street South and CKC.

MAX LOT COVERAGE

80% for most uses

REQUIRED SIDEWALKS

14’ min along 106th Ave NE, 108th Ave NE, 6th Street S, NE 68th St where they abut HENC-1.

See Chapter 110 for sidewalk requirements at other streets.

DESIGN REGULATIONS (CH 92)

BUILDING CORNERS

If one street is a ped-oriented street:

1.

100 sf of additional open space at corner

2.

Entry at corner

3.

8’ wide ped path connecting to another street, public feature or building

4.

Certain architectural elements at the corner

PED ORIENTED SPACE & PLAZAS IN PARKING AREAS

175 SF min ped-oriented space at the main building entry

PED-ORIENTED SPACE & PLAZAS

Space between sidewalk and building (if any) has several requirements, including at least 2 linear feet of seating area, or 1 seat / 65sf of plaza/sidewalk. May not be adjacent to an unscreened parking lot.

PARKING GARAGES

Facades must provide ground floor area at least 10’ deep for ped-oriented businesses (excluding access points)

Architectural screening required

HORIZONTAL DEFINITION

Differentiate a building’s top, middle and base

ARCHITECTURAL SCALE

Use two of the listed elements for buildings over 3 stories or which have a footprint over 10,000 GSF:

a.

Stepback 10’ above 2nd story on two facades

b.

Horizontal modulation if viewed from street: max 70’ width before requiring 10’ deep x 15’ wide modulations

c.

Balconies

d.

Modulate roofline vertically (even flat roofs) after 50’ (8’ for <50’ segments, 12’ for > 50’ segments)

HUMAN SCALE

Use at least three elements on street or ped-path facades if over 3 stories or facade is over 100’ long

ZONING CODE CONSIDERATIONS

TREE MANAGEMENT & REQUIRED LANDSCAPING (CH 95)

LANDMARK TREES - MITIGATION REQUIREMENTS

Removal of Landmark Trees must be mitigated. No landmark trees on site.

TREE RETENTION ASSOCIATED WITH DEVELOPMENT ACTIVITY

Development of Multifamily, Commercial and Mixed Use: Retaining High and Moderate Retention Value trees may offer variations to development standards

TREE REPLACEMENT STANDARDS RELATED TO DEVELOPMENT ACTIVITY

Not applicable

REQUIRED LANDSCAPING BASED ON ZONING DISTRICT

Landscape Category Per Chapter 35:

- Entertainments, Cultural, Recreation, Restaurant, Retail: B
- Community Facility, Office: C
- Schools, Daycare: D

LAND USE BUFFER REQUIREMENTS

Adjoining property use of office, commercial or industrial:

- No buffer at Landscaping Categories B, C, D

4 Adjoining property use of medium or high density residential:

- Buffer Standard 1 at Category B
- Buffer Standard 2 at Category C
- No buffer at Category D

Buffering Standards

- Standard 1: 15' wide strip, 6' solid fence/wall at property line, trees at 20' centers, 60% shrubs, groundcover
- Standard 2: 5' wide strip, 6' solid fence/wall at property line, trees at 10' centers, groundcover
- Provide least stringent buffer if adjoining property contains several uses

- Provide most stringent buffer if the subject property contains several uses
- (15'+15'=30' buffers required at east/west parcel lines if all 3 properties are developed as mixed use)

OUTDOOR USE, ACTIVITY & STORAGE

Must comply with buffers except:

1. When abutting another outdoor use
2. Within 5' of fence to max of 50% of facade or fence
3. Beyond 5' if path included to max of 50% of facade or fence
4. Outdoor dining areas

INTERNAL PARKING LOT LANDSCAPING REQUIREMENTS

25 SF landscaping per stall, including trees

PARKING, VEHICLE & PED ACCESS (CH 105)

CH 92 or 110 supercede conflicts in Ch 105

ROADWAYS/DRIVEWAYS

6% max grade for first 20', then 15% max

Min 24' wide driveways in garages,

Min 20' wide driveways outside of garages

Shared access between lots is encouraged

PEDESTRIAN ACCESS

5' wide min, unless otherwise noted in Chapter 110

Separated from vehicular areas.

- a. Minimize length of path from sidewalks and transit facilities to primary entrances,
- b. Provide between other entries on property and to other properties (except industrial). Requires easement.
- c., d. Provide through parking lots and garages

PUBLIC PEDESTRIAN WALKWAYS

(Through block pedestrian pathways as identified in Comp or Trans. Plans - see map within)

- 8' wide
- Trees at 30' spacing along parking with 4.5' planting strip
- Dedicate as ROW or easement
- Width determined by Public Works Preapproved Plans
- Structures must setback 5'
- Requires dedication or easement

5 MIN PARKING

Ped, bike, transit and garages not included in determining requirements

Stacked Units

- Studio: 0.75 / unit (0 / unit SAP)
(reduced from 1.2 for transit or low income)
- 1BR: 1.0 / unit (0 / unit SAP)
(reduced from 1.3 for transit or low income)
- 2BR: 1.6 / unit (1.25 / unit SAP)
- 3BR+: 1.8 /unit (1.75 / unit SAP)
- Senior housing None, except staff per KZC 105.25
- Guest parking 10% of required parking spaces in addition to the min required

Office & Retail 1/300 GSF (2/1000 SAP)

Restaurant 1/100 GSF (2/1000 SAP)

Other Non-specified Uses: Determined on a case-by-case basis based on parking demand of existing similar uses.

Reductions

- 1 stall can be reduced per 6 covered & secured bicycle spaces (max of 5% stalls).
- Shared parking between uses is conditionally allowed if the supply is equal to the max of peak parking demand for the uses. The reduction would most likely apply to commercial parking vs. residential.

PARKING STANDARDS

Prohibited between street and building.

May be allowed at side of building if occupies 30% max of the frontage and visibility is minimized

Turnaround clearances per 105.62

BIKE PARKING

1 bicycle space per 12 parking stalls

Locate within 50' of exterior and retail entries

Must be sheltered, but are not required to be interior, and Public Works Pre-approved Plans require long-term parking to be interior.

Parking requirements for other not specified uses including: Community, Entertainment, Cultural/ & Rec Centers, Schools or Daycare are determined on a case-by-case basis based on parking demand on existing similar uses.

ZONING CODE CONSIDERATIONS

REQUIRED PUBLIC IMPROVEMENTS (CH 110)

NEIGHBORHOOD ACCESS STREETS (R-28)

(106th St extension, new east-west street north of site)

- 28’ pavement width
- 40-50’ ROW
- Parking allowed both sides
- 4.5’ planting strip both sides
- 5’ sidewalks both sides, except where required to be 14’ per Chapter 35

MINOR ARTERIAL STREETS

(68th, 6th/108th)

Standards per Public Works Director

SIDEWALKS

If improvements cannot be made up within existing ROW, the difference may be made up with a public easement provided that 5’ min from curb is retained as public ROW. Building may cantilever over easement.

PED-ORIENTED STREETS IN DESIGN DISTRICTS

(68th Street)

10’ min, except where required to be 14’ per Chapter 35

MAJOR PED SIDEWALKS IN DESIGN DISTRICTS

(6th/108th Ave NE, 106th Ave)

8’ wide, except where required to be 14’ per Chapter 35

LANDSCAPE STRIPS

Planted strips with trees at 30’ spacing and 2.5’ behind sidewalk

UTILITIES

Power to be undergrounded unless deemed infeasible

AFFORDABLE HOUSING INCENTIVES (CH 112)

REQUIREMENTS

10% min units as affordable housing

Calculate before bonus units are added

BASIC INCENTIVES

Bonus Units

2 bonus units for every affordable unit, to a max of 25% of allowed base units

Alternative Affordability Levels

Renter Occupied

- 60% AMI: 1.9 to 1 (bonus unit to affordable unit ratio)
- 70% AMI: 1.8 to 1

Owner-Occupied

- 90% AMI: 2.1 to 1
- 80% AMI: 2.2 to 1

Dimensional Standards Modification

Lot coverage - increased by 5%

Parking - reduced to 1.0 stall per affordable unit with covenant limited cars per unit. Guest parking waived.

Height - increase by 6’ for portions 20’ from property lines

Yards - may encroach 5’ (if leave 5’)

Common Rec Space - reduced by 50 sf per affordable unit

ADDITIONAL INCENTIVES

Density Bonus - more than 2 bonus units per affordable unit or exceed 25% up to 50%; review by Planning & Building Director

Dimensional Standards - more modifications allowed if cannot meet max density

AFFORDABILITY PROVISIONS

Intermix with other units

Same type of ownership as other units

Bedroom counts similar to other units

Size can only be 10% smaller than other units or:

- 1 BR 500 sf
- 2 BR 700 sf
- 3 BR 900 sf

MISC USE, DEVELOPMENT & PERFORMANCE STDS (CH 115)

FAMILY CHILD-CARE HOME

Permitted use

CKC DEVELOPMENT STANDARDS

Min 10’ yard from CKC parcel (or 1’ if one-story retail)

Ped path connecting building entry to CKC

Bike parking: 1 space per 6 parking stalls; must be visible from the CKC

Design standards: essentially design as a front of the building. 120’ max width divided by vertical definitions

GARBAGE & RECYCLING

Setbacks: 10’ front, 5’ side, 10’ rear, or comply with zone setback

May not be located in landscape buffers, must screen

LOADING & SERVICE AREAS

May not be visible from street or ped walkway, or must be screened

HIGH PERFORMING BUILDINGS

Per KZC 115.62

OUTDOOR USE, ACTIVITY & STORAGE

Allowed in side and rear yards

6 6’ fence required

Counts towards GFA if used over 2 months per year, except outdoor cafes may operate 6 months

May not exceed 6’ above grade

COMMON ROOFTOP AMENITY ROOMS

May exceed height limit by 15’

500 SF max or 10% of building footprint (whichever is less; does not include elevators)

Setback from roof edge same distance as height of the room

May not block views from adjoining property

Minimize visibility from adjoining properties and street

Public Benefit: landscaped area or plaza equal in size to room, or public use of the room

ZONING AMENDMENTS FOR CONSIDERATION

1. Consider amending to allow community oriented uses. Intent seems to be active uses.
2. Consider amending to allow cafe and deli seating. Intent seems to be active uses.
3. Consider simplification of front setbacks to allow mixed uses that change over time.
4. Consider minimizing buffer standards between mixed use projects.
5. Consider adopting the NE 85th Station Area parking ratios for this station area.
6. Consider amending to reduce or eliminate fence at front and side yards to allow for activities to relate to street.

Transportation Analysis—

TRANSPORTATION ANALYSIS

TRIP GENERATION

Trip generation totals for the development of the City owned parcel and the additional properties included in the analysis were forecast using trip generation rates identified in the ITE Trip Generation Manual, 11th edition. The uses anticipated within the development will likely include a mix of residential and commercial (retail, restaurant and community uses). Trip generation estimates were developed based on the land use totals below, which will vary slightly from the Draft Plan. Trip generation for the interim (city parcel only) and full buildout are provided in the tables below.

INTERIM / PHASE 1 PROJECT

Proposed (Houghton Village parcel only)

- 146 du affordable housing
- 10,340 sf restaurant
- 4,770 sf retail
- 5,084 sf office
- 5,636 sf community center

Existing to be removed (Houghton Village parcel only)

- 12,264 sf grocery store
- 17,353 sf commercial

FULL BUILDOUT / PHASE 2 PROJECT:

Proposed

- Houghton Village Parcel
 - o 146 du affordable housing
 - o 10,340 sf restaurant
 - o 4,770 sf retail
 - o 5,084 sf office
 - o 5,636 sf community center

- Lakeview Center Parcel
 - o 95 du apartments
 - o 14,800 sf restaurant
 - o 14,800 sf retail

- Houghton Plaza Parcel
 - o 85 du apartments
 - o 12,400 sf restaurant
 - o 12,400 sf retail

Existing to be removed

- Houghton Village Parcel
 - o 12,264 sf grocery store
 - o 17,353 sf commercial
- Lakeview Center Parcel
 - o 23,111 sf office
- Houghton Plaza Parcel
 - o 14,501 sf retail

ACCESS & CIRCULATION

Access and circulation needs for the Houghton Village Development Plan were evaluated and defined for two development scenarios. The Interim condition reflects the development of the City owned parcel only. The Full Buildout condition assumes development of the parcels adjacent to the City parcel to the east and west as well as completion of a connection to the north, connecting to the traffic signal at the 6th St South/9th Ave S intersection.

INTERIM / PHASE 1 CONDITION

An access point for the City parcel is located on the west property line of the site. The access would initially include a 20-foot roadway looping around the site, which meets fire lane requirements for the project. A sidewalk would be included on the east and north segments of this fire lane roadway. Based on the location of the property line and the 106th Ave NE centerline, an offset intersection will be created. The roadway centerlines will be offset by 30.5 feet. In consideration of operational and safety design element of this intersection, a traffic signal has been identified at this location. This traffic signal is needed to manage the conflict of eastbound and westbound left-turns from NE 68th Street.

FULL BUILDOUT / PHASE 2 CONDITION

In the future, if/when the Lakeview Center and / or Pneumatic Tube Company parcels redevelop, the roadway will be widened to provide an additional 18-feet, plus a sidewalk, on the west and/or north side of the new street. North of the intersection, the roadway is anticipated to include 38-feet which will accommodate two travel lanes with parking on both sides of the street. In the Final Buildout condition, the roadway centerlines will be offset by 21.5 feet. At the intersection, the parking will be removed and depending on additional analysis, the section could be revised to include a southbound left-turn lane or reconfigured with curb bulbs to shorten the pedestrian crossing times across the new street along NE 68th Street. Additional analysis will be conducted at the time the west parcel redevelops to determine the most appropriate design solution. With the future development the intersection will continue to be signalized. Minor modifications to the signal design may be needed, but future expansion should be considered to the extent possible when designing for the Interim condition.

Table 1. Estimated Interim Project (City Parcel Only)
Trip Generation

	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
New Driveway Trips	1,711	44	42	106	109	82	191
New Pass-by Trips	382	4	4	8	26	26	52
New Primary Trips	1,329	40	58	98	83	56	139
Existing Trips (to be removed)	1,440	33	19	52	76	76	152
Net New Trips	-111	7	39	46	7	-20	-13

Table 2. Estimated Full Buildout Project (City Parcel and Adjacent East and West Parcel)
Trip Generation

	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
New Driveway Trips	5,445	106	145	251	355	281	636
New Pass-by Trips	1,602	21	21	42	97	97	194
New Primary Trips	3,843	85	124	209	258	184	442
Existing Trips (to be removed)	2,248	77	34	111	122	138	260
Net New Trips	1,595	8	90	98	134	46	180

Market Analysis—

MARKET ANALYSIS

OVERVIEW

ECONorthwest (ECO) completed a Development Feasibility Analysis to compare development feasibility for three options. All options were based on Initial Development Plan Option B, a scheme with 4 stories of residential above one story of commercial and 2 decks of below-grade parking. Reduced parking and different affordability levels were also analyzed.

PRO FORMA METHOD

A pro forma method was used to compare development feasibility across housing prototypes. This method returns an estimate of what a developer would be able to pay for land given development inputs (Residual Land Value).

Core Components:

- Building Program Information
Unit size, parking ratios, building heights
- Development Costs
Hard costs (labor & materials)
Soft costs (design, permit fees, interest)
Contingency
- Revenues
Sale price, rent, operating costs
- Valuation Metrics
Capitalization rates, debt service coverage ratios, and yield on cost thresholds

For this analysis, results can serve as an indication as to whether public investment and/or policy intervention is required to develop the project. RLV analyses should be thought of as a strong indicator of the relative likelihood of development. Higher RLV relative to existing land prices indicates better development feasibility.

HOUSING OPTIONS TESTED

ECO began by testing two options::

- **Baseline** – Market rate in both buildings with a **10 percent set aside** (at 50 percent of AMI), per the City’s Inclusionary Housing policy.
 - Assumes an 8-year tax abatement through the City’s MFTE program
- **Affordable** – Reaching **60 percent affordable housing on the site**, with one market rate building and one fully affordable building at 50 percent of AMI
 - Market-rate building does not qualify for MFTE
 - Affordable building modeled with Low-Income Housing Tax Credit (LIHTC) equity
 - Kirkland is in a Difficult to Develop Area as defined by HUD, which qualifies for increased LIHTC equity
 - Affordable housing owned by nonprofits qualify for a permanent property tax abatement

Across both scenarios, ECO escalated current market **and** affordable rents to estimate completion and stabilization in 3 years.

Commercial Assumptions

- Current asking commercial rents are likely too high for non-profits, community-based organizations, service providers, or small businesses.
- ECO assumed discounted rents for these organizations, and assumed that half of the commercial space would be programmed for these tenants

Modeling Reduced Parking

ECO modeled the effect of taking out a second full tray of underground parking from the current design scenario. This reduces the parking ratios below current requirements and below the Station Area Plan standards.



FEASIBILITY RESULTS - KEY TAKEAWAYS

- The scale of parking required in the building program to meet development requirements burdens the project with costs that make market-rate and inclusionary housing programs infeasible without significant City investment or policy intervention.
- Affordable housing supported by tax credits is feasible and helped by the City’s site control, but the **timing of winning competitive tax credit** awards creates uncertainty for when those units would be built.
- Cooperative models can create a feasible ownership opportunity at a premium relative to market-rate rents. Partnership with cooperative developers—and potentially moderate City investment—could lead to a building program that creates ownership for lower-income households.

Residual Land Value, Baseline Scenario

- With current construction costs and projected rents, the MFTE incentive is not enough to make the project feasible. This result is largely driven by the amount of parking.
- Below-grade construction has a cost premium.
- Only residential parking generates revenue.

Residual Land Value, Affordable Scenario

In the blended scenario, Building 1 is market rate and Building 2 is a fully-affordable building.

- Building 1 performs better compared to the Baseline scenario by having fully market-rate rents, but is still not feasible (due primarily to the cost of parking).
- The LIHTC equity available to Building 2 makes the project feasible. LIHTC buildings can be feasible, but have some qualitative barriers.
- On this site, the City’s site control removes one major barrier.
- The competitiveness of tax credits creates uncertainty for timing.

Residual Land Value, Baseline Scenario, Reduced parking

- Reducing the construction costs of underground parking makes both Building 1 and Building 2 feasible.
- This approach removes the larger underground parking tray from Building 1 and a smaller underground tray from Building 2—which has a larger affect on feasibility for Building 1.

Residual Land Value, Affordable Scenario, Reduced Parking

- In the blended scenario, Building 1 is market rate and Building 2 is a fully-affordable building.
- Reducing the costs of building underground parking increases the feasibility for both the market rate and affordable buildings.

Residual Land Value by Building, All Scenarios

- Reducing the scale or costs of parking is the largest driver of feasibility across scenarios.
- Beyond parking policy intervention, City investment could increase feasibility for inclusionary units in Building 2.

Reduced Parking

Finding a solution to providing on-site parking for mixed uses is a tool the City can utilize to support feasibility across the full site without additional public investment.

HOUSING COOPERATIVE PROGRAM

ECO also tested Option B (using the same building programs with reduced parking) as an affordable homeownership project with a cooperative model, using a different financing approach:

- Each building would have a blanket mortgage to cover majority of development costs
- Share prices fill the gap between mortgage and total development costs

Feasibility Results

ECO assumed that the retail and parking revenue contributes to net operating income, but not to the blanket mortgage. This “extra” cash flow contributes to overall feasibility. The cooperative feasibility results assume a blanket mortgage covering 70 percent of the total development costs.

The remaining development costs could be filled by share prices—the cost for residents to become members of the cooperative—or a combination of share prices and other sources (e.g., social impact investments, forgivable loans, grants).

Income Requirements – Cooperative

A housing cooperative offers an ownership opportunity but is only affordable to households with above median incomes, as currently designed and without additional development sources.

- Share price loan (financed balance after down payment)
- Total Housing Costs = Monthly dues (blanket mortgage, maintenance, property taxes) + Share price loan (financed balance after down payment)

Key Takeaways

- Cooperatively-owned buildings are **generally feasible**—assuming reduced parking—with ownership costs that are about 15–30 percent higher than projected market rate rents.
- Current model assumes that residents can afford a 10



percent down payment. There is a **potential for subsidy** to achieve more deeply affordable cooperative units by lowering share prices, or providing down payment assistance.

- **Partnership with cooperative developers and lenders** is essential to design a program that meets affordable ownership goals.

Regional Ecosystem for Cooperative Housing

Developers

- HomeSight Washington homesightwa.org
- Frolic frolic.community
- Allied8 allied8.com

Lenders

- Verity Credit Union veritycu.com
- Rainier Valley Community Development Fund rvcdf.org

Technical Assistance

- Northwest Cooperative Development Center nwcdc.coop

DISCUSSION & NEXT STEPS

Determining Priorities For Maximizing Public Benefit

Some of the building program options and public benefit goals are possible under current market and regulatory conditions when looking at each building individually. Achieving other desired development outcomes and/or meeting current regulatory requirements would require City investment or policy intervention at varying levels.

Factors That Affect Development Outcomes:

Market Factors

- Development costs
- Materials and labor
 - Insurance
 - Interest rates
- Income growth
- Change in median income shapes market-rate rents and affects the maximum rent that can be charged for affordable housing.
 - Projected rent growth is required to make market-rate development feasible.

Regulatory Factors

- Parking requirements
- On-site parking requirements add significant construction costs.
- Ground-floor commercial
- Does the required commercial space meet the needs for the area? Vacant retail spaces are subsidized by residential rents.

Policy Recommendations

- Timeline Extension: Secure additional time, with clear decision-making milestones, to maximize desired outcomes and avoid compromising opportunity

created through the city’s ownership of the site to meet community goals.

- Use the City’s ownership of the site as the key incentive/leverage for maximizing public benefits. Consider donating or heavily discounting the land to maximize project feasibility and competitiveness for funding, while maintaining the ability to require a strong public benefits package and infrastructure improvements.
- Define Site Priorities and Goals: Establish clear priorities on land ownership, including preferences for disposition, ground leasing, or a community land trust, housing affordability goals, public benefits, and viable commercial options to guide development decisions and establish proposal evaluation criteria

Site & Programming Recommendations

- Reduce Parking Requirements: Reduce on-site parking requirements to align with station area ratios or below to lower construction costs and increase project feasibility across all development scenarios.
- Flexible Commercial Space: Design commercial spaces for small, community-oriented businesses or nonprofits. This includes prioritizing discounted commercial rent to make spaces more viable for tenants and keep the ground floor activated.
- Consider allowances for additional height to maximize residential capacity that can achieve both rental and ownership options accessible to a range of incomes.
- Continue to explore opportunities for affordable homeownership through alternative models.
- Engage with affordable ownership partners to understand which structures and features may best meet the City’s goals.

Development Strategy Recommendations

- Create developer selection criteria: Tie criteria to desired policy site priorities and goals for inclusion in a development agreement process.
- Initiate engagement with development partners to

explore potential agreements: Develop an approach for selecting a development partner, including issuing a Request for Proposals (RFP) with criteria aligned with the City’s priorities and goals for the site.

- Engage Potential Funding Partners: Continue conversations with potential funders to explore funding opportunities that may support affordable housing efforts.
- Prioritize a single developer for the site. This will allow for more streamlined project execution and better alignment with the city’s objectives more efficiently. Splitting tenure on the site (e.g., rental and owner-occupied units) can work if the entitlements and financing can be untangled.
- Allows for respondents to RFP to be flexible in how they approach development across the site.

Next Steps For City

- **Determine development program**
 - Site design
 - Building scale
 - Balance of uses
- **Disposition process and developer negotiation**
 - Request for proposals
 - Development criteria
- **Define priorities for the site**
 - How best to meet housing goals
 - Community needs for commercial and public space
 - Policy interventions or investments needed to support priority outcomes.

NOTE

The material contained in this report is a summary of the architect’s preliminary research based on publicly available resources that existed at the time the study was performed and represents their best effort to provide accurate information in accordance with the standard of care as limited by scope, schedule, and budget. The recipient acknowledges that the information is preliminary, that development potential for any particular site is estimated, and that further refinement is required before any binding decisions on use, scale, area of development, or financial return are made. The information and data of this report may be affected by the passage of time, by manmade or natural events, or changes in laws, codes or regulations. The material contained in this report was prepared for the exclusive use of the City of Kirkland. The information contained herein is not applicable to other sites and this report should not be applied for any other purpose or project. No party other than the City of Kirkland may rely upon the material contained in this study unless we agree in advance in writing to such reliance. Always contact Mithun before applying or relying upon this report to determine if it remains applicable.

Conceptual massing assumes 70’ wide floor plates for residential uses, with an average of 1035 GSF per market rate unit, and 942 GSF per affordable unit, which is based on comparable local housing development per ECONorthwest. These numbers include corridors, stairs, elevator cores, and mechanical/electrical rooms; they do not represent actual unit areas. Unit counts and parking stalls have been rounded to the nearest five; and areas have been rounded to the nearest one hundred. Final total GSF yield and final unit count yield will be affected by unit plans, unit mix, decks, modulation, and selected developers’ proforma and preferences.





Kirkland Neighborhood Centers

