

CITY OF KIRKLAND

Houghton Village

Mixed-Use Development

Development Plan and Design Guidelines

Adopted by City Council

XXX, 2025

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I. POLICY OVERVIEW & PLAN ADMINISTRATION

1. Introduction

Located along NE 68th Street in the Everest Neighborhood, and at the heart of the Houghton/Everest Neighborhood Center, the “Houghton Village” shopping center is an approximately 2.2 acre property purchased by the City in 2022. The property is in a high-opportunity location near Kirkland's historic Downtown, and with access to existing retail uses and services, job centers, schools, transit, and the Cross Kirkland Corridor (CKC). The formation of this Development Plan was initiated by Kirkland City Council after the City purchased the property in 2022.

Purpose

This Development Plan includes two parts: 1) a Policy Overview and Plan Administration section that establishes the Plan's vision, consistency with existing policies, and procedures for future redevelopment; and 2) a Development Framework that establishes programming and site planning requirements, phasing, flexibility thresholds, and Design and Sustainability Guidelines that establish design standards for the site and buildings.

Project Naming

While this document references the site's current name of “Houghton Village”, the future developer may choose to re-brand the development and name it to reflect a new identity.

2. Vision

The Houghton Village development supports a variety of public purposes, such as affordable housing, school space, non-profit program space, arts and cultural space, and recreational space. Redevelopment of the site in the future achieves many these benefits and also creates a thriving, walkable, sustainable mixed-use development. With redevelopment, the existing strip-mall style development will give way to a vibrant, pedestrian-oriented development with storefronts and community-oriented ground floor spaces activating improved and widened public sidewalks and new public open spaces.

3. Applicability

The Development Framework and Design Guidelines set forth in this Plan have been created to guide the redevelopment of Houghton Village to meet the intent of the related community input and planning process undertaken by the City from 2022 to 2025, and to implement the guiding policy in the Everest Neighborhood Plan chapter of the City's 2044 Comprehensive Plan. Pursuant to the referenced policy, this Development Plan enables increased height, up to a total of 5 stories, in exchange for providing a mixed-use center with housing, neighborhood-scale commercial uses, and other public amenities. The Program Requirements, Development Framework, and Design and Sustainability Guidelines herein are to be used to guide future development, in addition to the underlying zoning regulations in the HENC 1 zone. They are supplemental, not a substitution, to the City of Kirkland Zoning Code and Municipal Code.

4. Comprehensive Plan Consistency and Direction

The City of Kirkland's Comprehensive Plan, Section 12.C – Everest Neighborhood Plan, includes a policy and guidelines directly related to the Houghton/Everest Neighborhood Center. The relevant Comprehensive Plan policies and associated responses are included below:

Policy EV-8 (previously numbered EV-10): A plan for future redevelopment of the Houghton/Everest Neighborhood Center should help create a mixed-use neighborhood center that provides goods and services to the local community and should be coordinated with the Central Houghton Neighborhood.

Excerpts of the narrative text associated with Policy EV-8 further articulates:

The following principles should be incorporated into development plans and standards for the area:

- *Preserve and enhance neighborhood-serving retail, especially grocery stores;*
- *Promote a mix of complementary uses;*
- *Promote high quality design by establishing building, site and pedestrian design regulations and guidelines;*
- *Foster walkable neighborhoods and increased transit service;*
- *Integrate affordable housing where possible; and*
- *Create gathering places and opportunities for social interaction.*

With regard to building height, an additional two stories (five stories maximum) may be authorized by a Development Plan, which is approved by the City Council after full legislative process with opportunities for public participation. The Development Plan should include the following:

- *Provision for traffic mitigation as recommended in the 6th Street Corridor Transportation Study;*
- *Consolidation of the property on the northwest corner of NE 68th Street and 6th Street South and property or properties west of the corner property;*
- *Compliance with the principles outlined above for development in this commercial area; and*
- *A circulation plan and driveway consolidation plan for the Everest portion of the Houghton/Everest Neighborhood Center north of NE 68th Street.*

The Development Plan is consistent with the Comprehensive Plan. The vision for redevelopment of Houghton Village and the Development Framework in Section II of this Plan provide and promote opportunities consistent with the principles in Policy EV-8. The Framework plans provide flexible ground floor layouts that accommodate commercial and/or community uses at a range of scales, with the central courtyard increasing opportunities for individual tenant spaces to have accessible storefronts. These spaces will be appropriate for neighborhood-scale commercial and community spaces, which could include grocery or food retail. The Framework establishes building, site, and pedestrian layouts to foster a safer and more walkable neighborhood center that can leverage existing and future transit service. The housing program in the Framework is for multi-unit structures, with stacked apartments that could be provided at a range of affordability levels. In addition, the Framework is centered on large areas of publicly accessible plazas to provide places for the community to gather. Through these requirements, the Framework supports the principles bulleted in EV-8.

EV-8 also contains specific guidelines for a development plan providing increased height options up to 5 stories. This Development Plan is intended to provide the relevant information, including:

- Updated traffic analysis and incorporation of recommendations from the City's 6th Street Corridor Transportation Study;
- Phasing plans for the future redevelopment of all three properties in the HENC 1 zone west of 6th Street South and north of NE 68th Street ensure that future public streets and internal circulation is coordinated and that the properties can be developed as one cohesive subject property in the future if individual property owners desire;
- Programming guidance demonstrates the property can promote high-quality design and accommodate neighborhood-serving retail, a mix of uses, improved walkability and access to transit, affordable housing, and gathering spaces; and
- A phased circulation plan incorporating a new public street and plans to consolidate driveways to the maximum extent feasible on NE 68th Street.

5. Application Review Process

This Development Plan establishes performance criteria and provides recommendations for achieving specific design objectives. Application for development of the property will be reviewed for compliance with the Development Plan, including general standards; housing and commercial program; general public amenities; access locations; organization of uses; and street dimensional requirements. This compliance review shall be determined by administrative review (through the Planning Official). Compliance and consistency with the Design Guidelines shall be in accordance with the respective sections of the Kirkland Zoning Code and Municipal Code. Any administrative or Design Review Board review shall respect the requirements and commitments established in this Development Plan.

6. Future Participation in Development Plan

The planning process for this Development Plan, pursuant to Comprehensive Plan Policy EV-8 considers site layouts, infrastructure planning, and the transportation network for all three parcels in the HENC 1 zone north of NE 68th Street. However, at the time of adoption of this Development Plan, the adjacent properties have not fully participated in the Development Plan such that there is detailed programming options for each site. Adjacent parcels may opt to participate in this Development Plan in the future by providing site details commensurate with those provided in the Development Framework of this Plan (Part II). Adjacent parcels could be formally included in the plan, and the entitlements herein, through a City Council-approved major modification to the plan, which would include a public hearing as described below.

7. Modifications

Development deviations from the framework set forth in Part II of this Development Plan, or modifications to the framework itself, shall be reviewed by the City as a modification to the Plan, as categorized below:

Major Modifications: City Council Review

A major modification to the Development Plan is any proposal that would result in a change that would substantially alter the Plan's proposed development such as: deviations to the housing or commercial program beyond the flexibility allowed in Part II of this Plan; decrease in open space area; changes to locations of primary and secondary internal streets; or changes in allowed uses. Major modifications to the Development Plan will require a staff review for consistency with the Comprehensive Plan and City Council approval.

Minor Modifications: Planning & Building Director Review

A minor modification to the Development Plan is any proposal that would result in a change that would not substantially alter the Plan's proposed development such as: façade treatments, street design variation, character/design detail of public spaces, or minor variations in design of sidewalks, pathways, lighting, and landscaping. Minor modifications shall require a staff review for consistency with the Comprehensive Plan and Planning & Building Director approval.

8. Program Requirements

Future development utilizing this Development Plan to enable the additional height granted herein shall demonstrate consistency with the programmatic requirements and Development Framework in this section. This subsection provides specific programmatic requirements for future development. Any proposed deviation from these requirements shall be reviewed pursuant to the appropriate Development Plan modification process. The remainder of future development design should be generally consistent with the scale, layout, and locations in the Development Framework illustrated in Part II of this Plan.

A. Housing and Affordable Housing

The Development Framework demonstrates that 145 total housing units can be accommodated on the property. Future development will be deemed consistent with this Plan if the total number of units provided is within 10% of that shown in the Framework.

This Plan encourages maximization of affordable housing on the property. At minimum, development must provide affordable housing as required by Kirkland Zoning Code Chapter 112 at the time of construction permit vesting.

B. Commercial, Retail, and Community Space

The Development Framework includes a total of 25,800 square feet of commercial, retail, and community space within two buildings on the property. Future development will be deemed consistent with this Plan if the total amount of commercial, retail, and/or community space provided is within 10% of that shown in the Framework.

Special Note: This Development Plan clarifies that for the purpose of allowed uses as governed by the underlying HENC 1 zone, community-oriented uses such as business incubator spaces, City or non-profit program space, recreational spaces are allowed within the development pursuant to the standards for similar commercial uses.

C. *Public Space*

The Development Framework includes three distinct public spaces that each contribute unique design features to the overall site. The characteristics of each space are further described in the Framework Narrative, with the following approximate sizes:

- Entry Court: 2,000 square feet
- Central Courtyard: 12,500 square feet
- North Plaza: 5,500 square feet

Future development shall provide a total of at least 18,000 square feet of open space, with a similar layout to that in the Framework. The amenities provided in each space should provide high-quality amenities equivalent to those described in the Development Framework.

D. *Arts Commitment*

To encourage integrated art into the project, the developer should work collaboratively with the local art community to identify and create opportunities for public art that are compatible and sensible to the abutting neighborhoods and school.

E. *High Performing Building Commitment*

Future development shall meet the standards for High Performing Buildings in Chapter 115.62 of the Kirkland Zoning Code at the time of construction permit vesting.

F. *Parking*

Minimum parking requirements for the development are established as follows:

Use	Minimum Parking Space Requirement
Multifamily Unit (1,200 SF or greater)	0.5 space per unit
Commercial	2 spaces per 1,000 SF

The following uses do not require parking:

- Multifamily units less than 1,200 SF;
- Commercial spaces less than 3,000 SF;
- Affordable housing units;
- Senior housing units;
- Childcare facilities; and
- Ground-level non residential spaces in mixed use buildings.

A development proposal may include more parking spaces than the minimum requirements above prescribe.

G. Vehicle Circulation

Site access locations, the future street, and fire access shall match that shown in the phasing site plans in Section 4 and 8 of the Development Framework. Any modifications to the location or layout of these elements will be reviewed pursuant to the appropriate modification process.

9. Lapse of Approval

In order to utilize the development permissions granted under this Development Plan, any necessary construction permits for development should be vested within 10 years of the adoption date of this Plan. All construction must be consistent with the Zoning and Building Codes in effect at the time of permit vesting, regardless of the duration of this Development Plan, except for those code provisions that have been superseded or modified by the development standards included in this Development Plan. The City Council may consider an extension to this Development Plan after holding a public hearing and collecting public testimony on the matter.

II. DEVELOPMENT FRAMEWORK

10. Applicability

Pursuant to Comprehensive Plan Policy EV-8, this Development Plan enables increased height, up to a total of 5 stories, in exchange for providing a mixed-use center with housing, neighborhood-scale commercial uses, and other public amenities. The Development Framework and Design Guidelines in this section of the Plan are to be used to guide future development, in addition to the underlying zoning regulations in the HENC 1 zone. Where this Plan does not provide a specific standard, the HENC 1 zoning standards and other applicable standards in the Kirkland Zoning Code will be applied.

2. Narrative

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.

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

II. DEVELOPMENT FRAMEWORK

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 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.

2. Narrative

USES

Residential Uses

Great opportunity exists on the Houghton Village parcel to create new housing units, including for-rent or for-sale affordable housing. As part of the study to formulate this Development Framework, the City's consultant team 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 Framework provides two buildings of residential units both to mitigate massing on the property and provide for an interior courtyard, and also to facilitate any future potential need to have separate residential programming and/or financing of each building. With a shared podium, the buildings could still 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.

Commercial/Retail/Community Uses

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.

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.

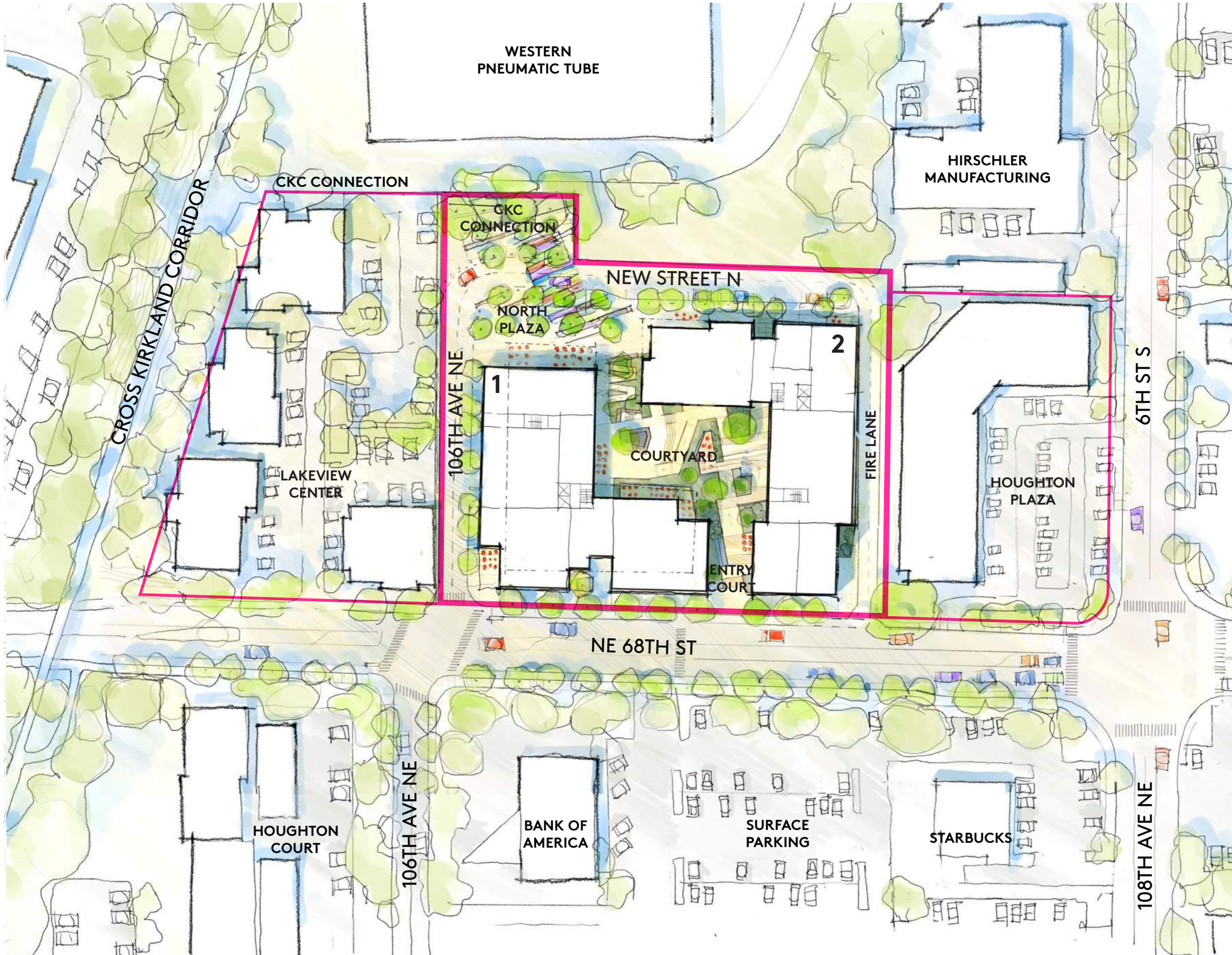
The Houghton Village parcel also has potential to become an environmental sustainability showcase demonstrating best practices in urban stormwater management, tree canopy, biodiversity, and low-carbon, efficient, and low-energy building systems. See the proposed Sustainability Guidelines in the Guidelines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

II. DEVELOPMENT FRAMEWORK



Casa Adelante, San Francisco, CA, by Mithun

3. Site Plans / Phase 1



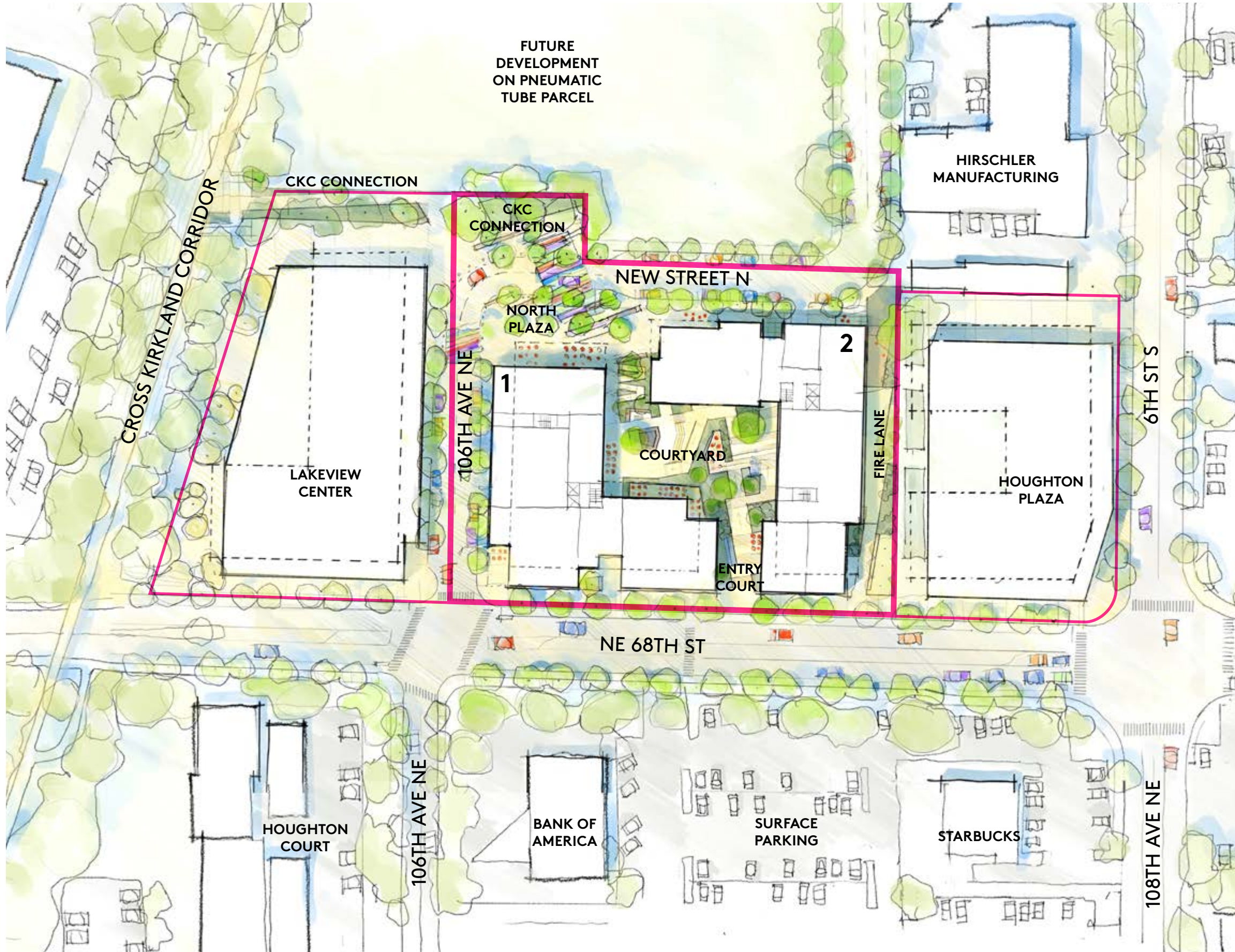
II. DEVELOPMENT FRAMEWORK

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)



3. Site Plans - Phase 2



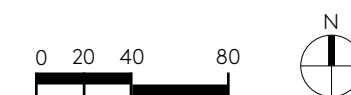
II. DEVELOPMENT FRAMEWORK

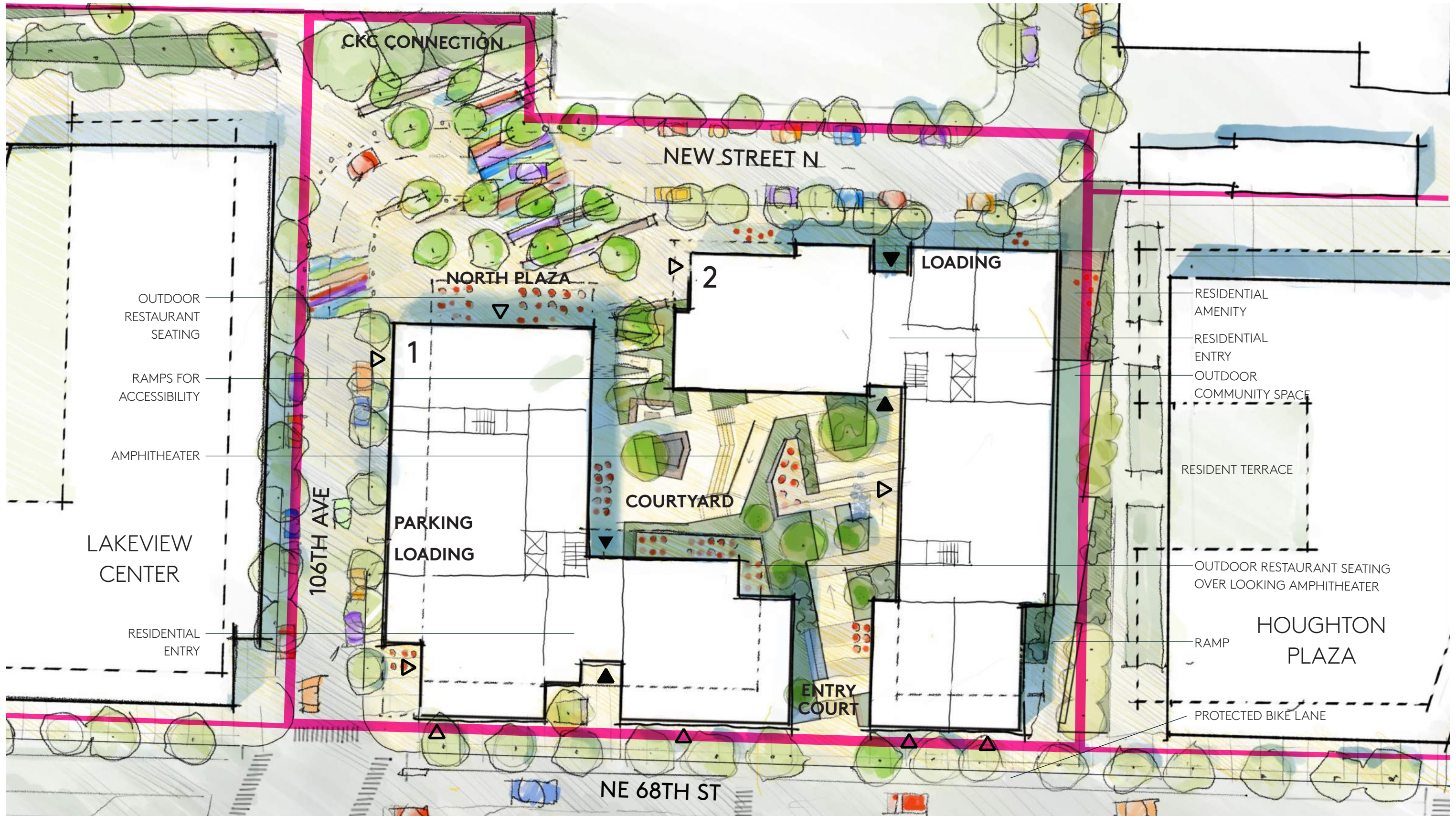
Phase 2 represents a “full buildout” condition after Houghton Village and all three adjacent parcels (Lakeview Center, Pneumatic Tube and Houghton Plaza) have redeveloped. The connection to the CKC could occur on either the Lakeview Center or Pneumatic Tube parcel, depending on which parcel re-develops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

DRAWINGS

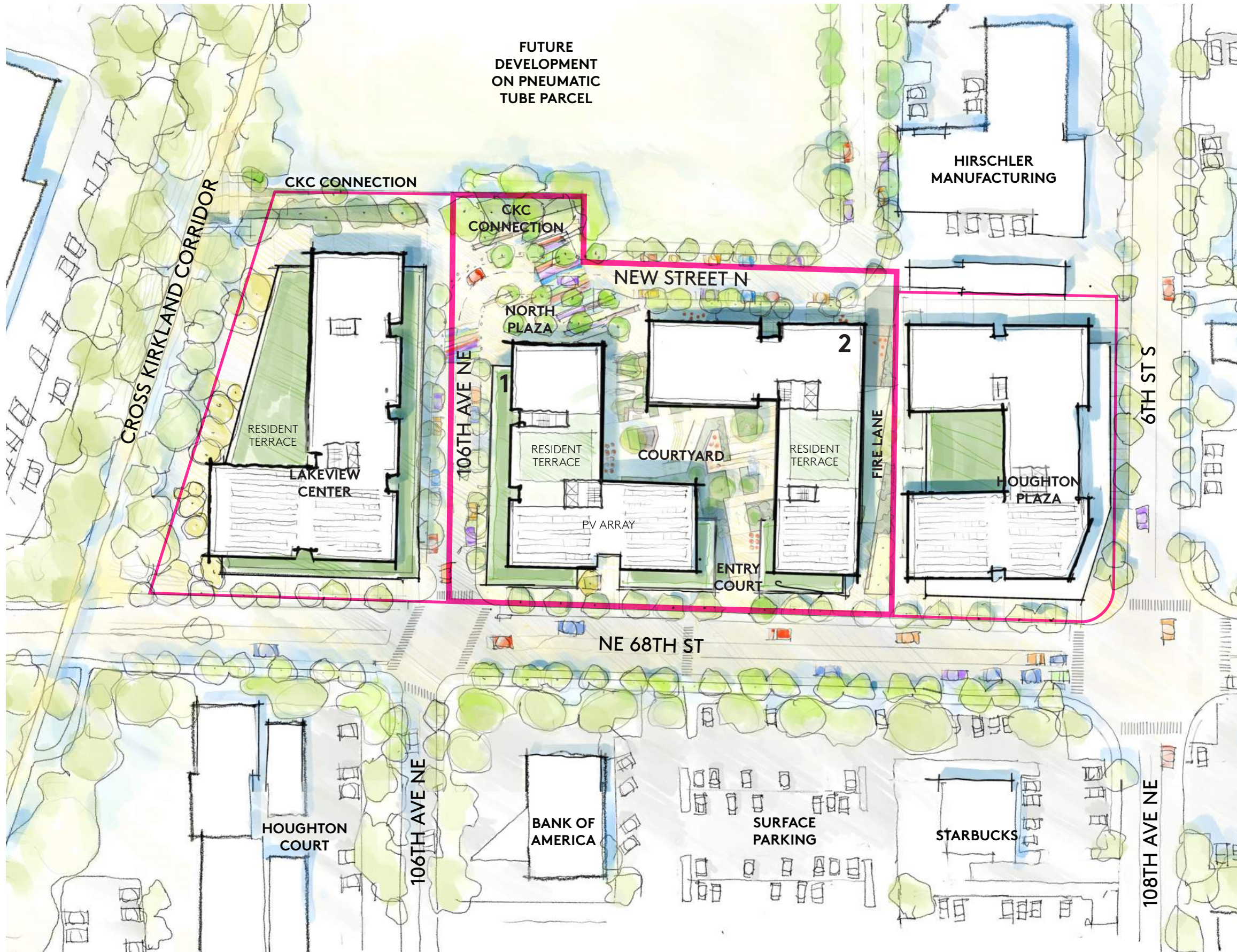
LEGEND
 CITY OWNED PARCEL
 STUDY AREA (OUTSIDE OF HV PROPERTY)





DRAWINGS

3. Site Plans - Roof Plan



II. DEVELOPMENT FRAMEWORK

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.

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.

DRAWINGS

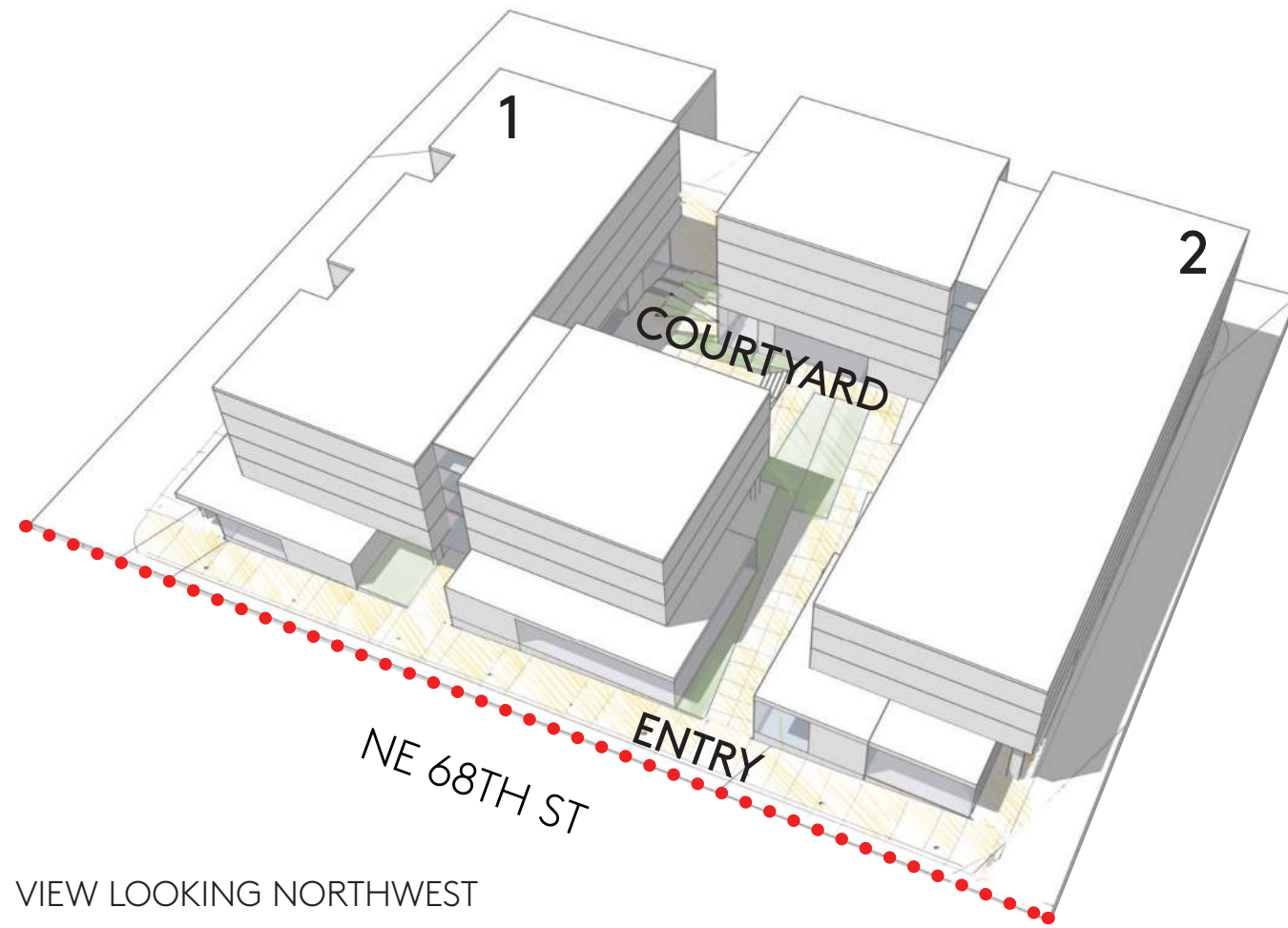
LEGEND

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

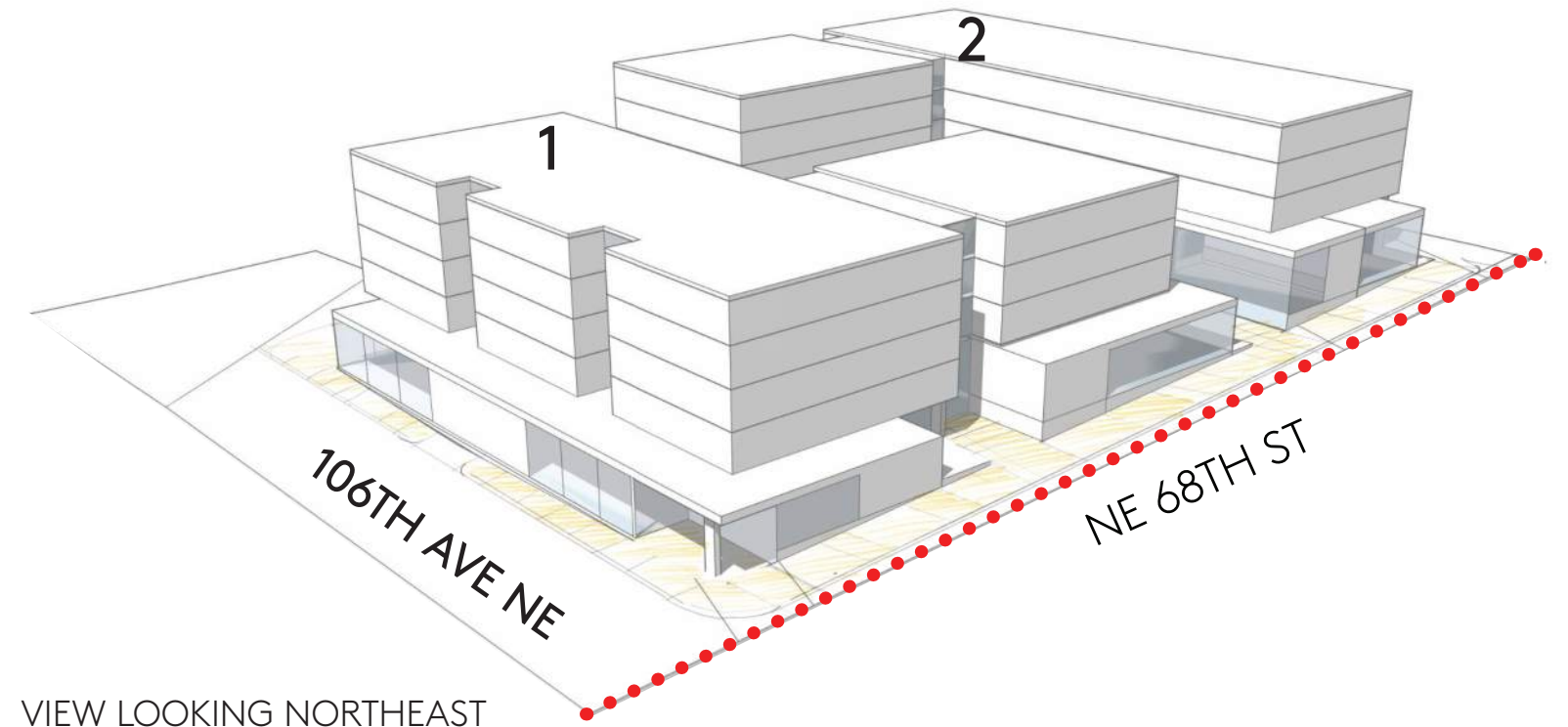
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4. Conceptual Massing Plans

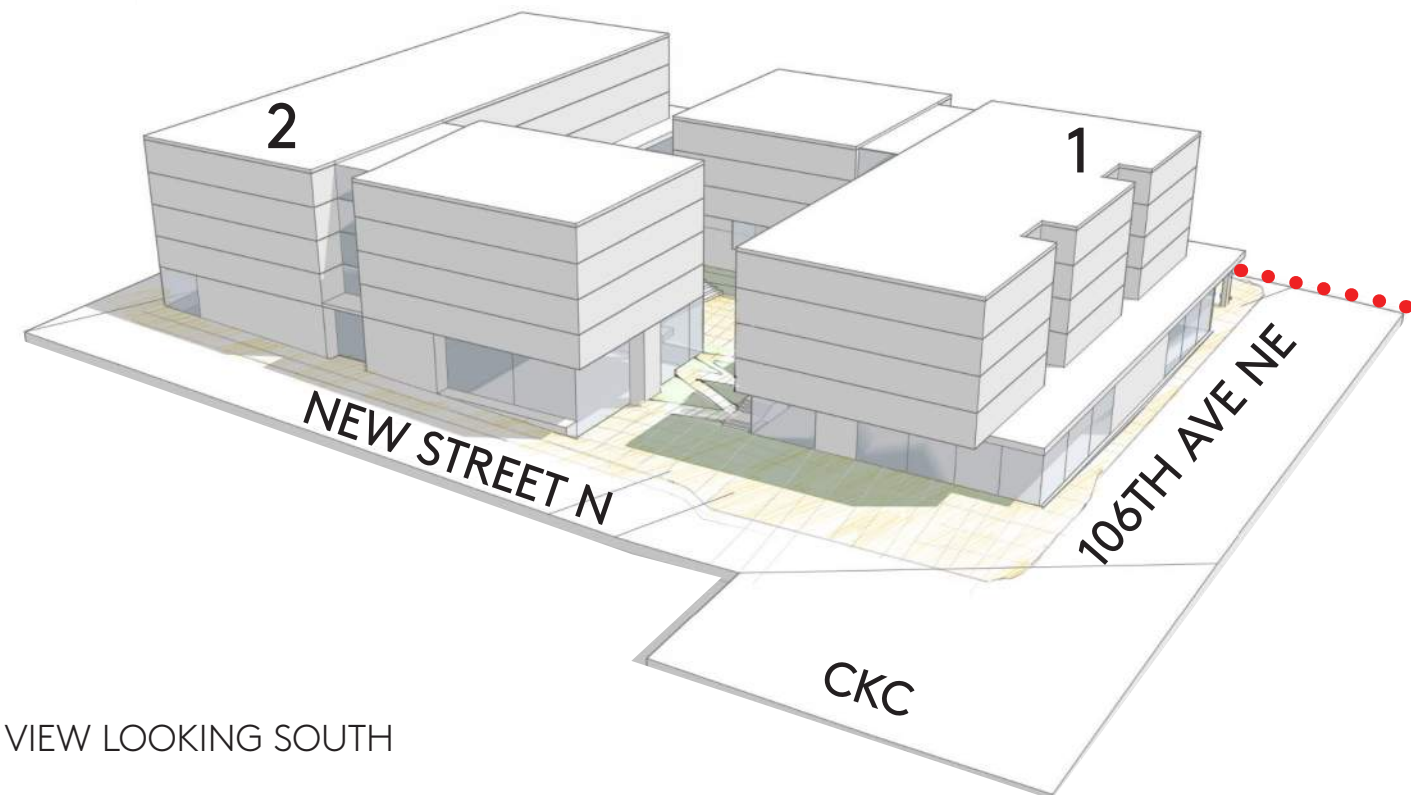
II. DEVELOPMENT FRAMEWORK



VIEW LOOKING NORTHWEST



VIEW LOOKING NORTHEAST

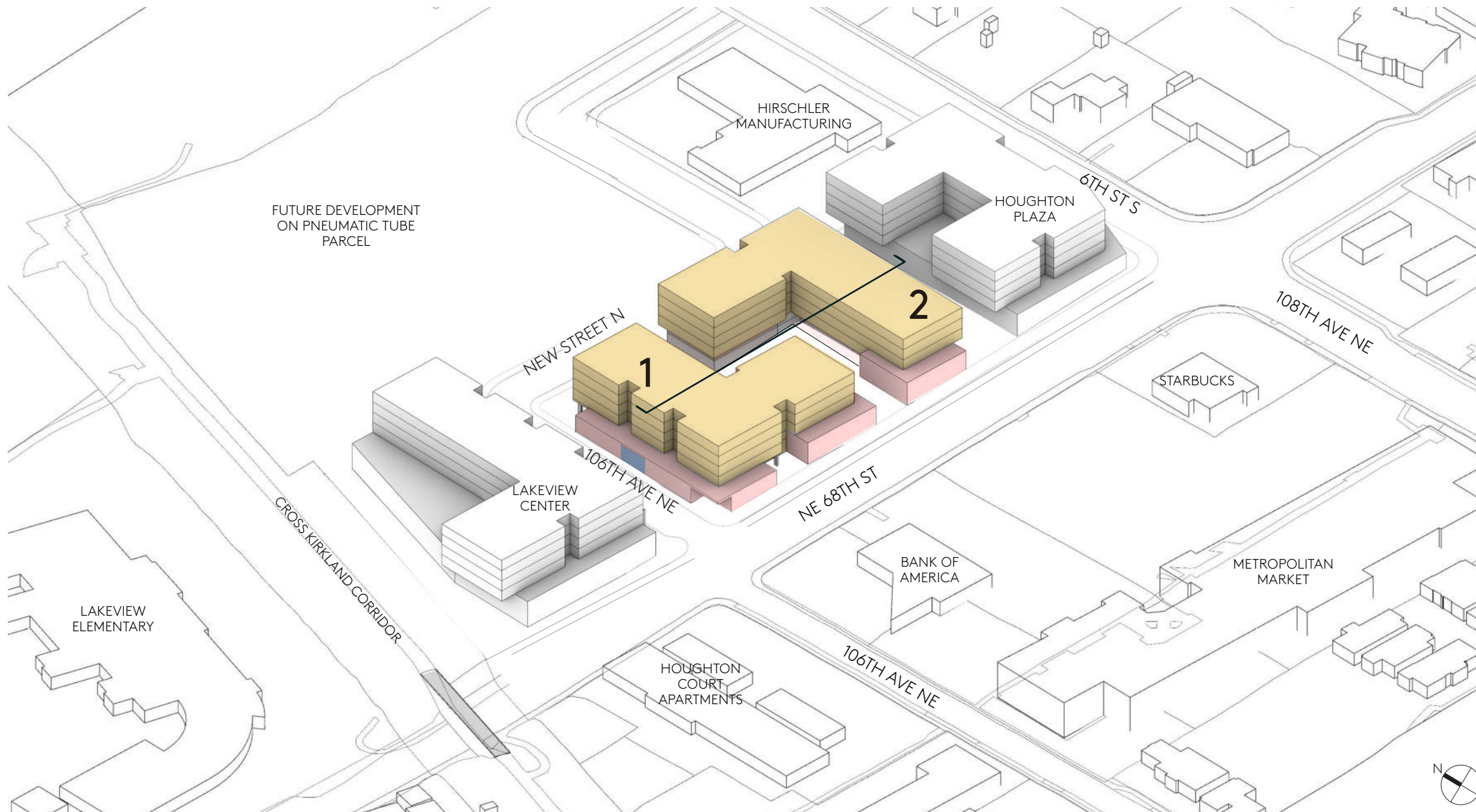


VIEW LOOKING SOUTH

DRAWINGS

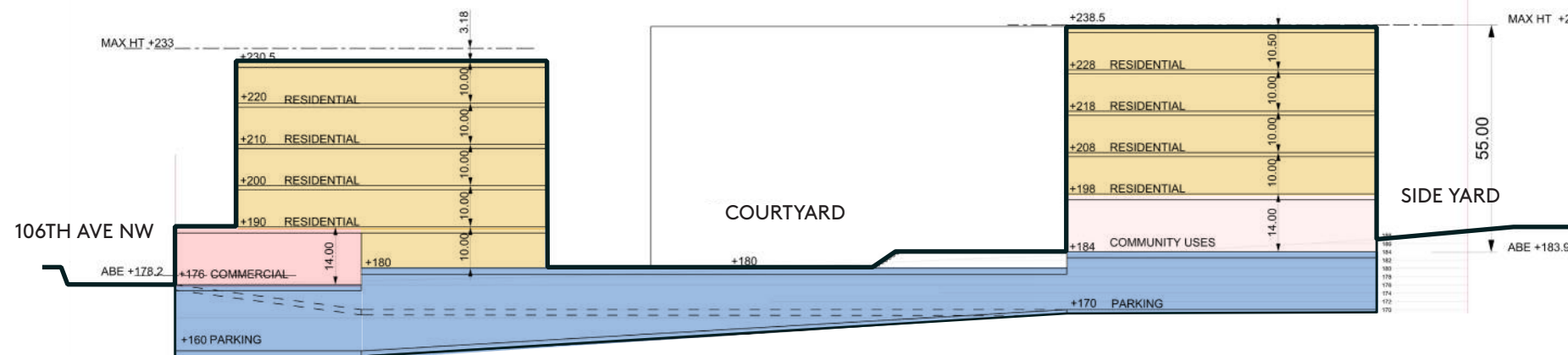
5. Building Program Data, Sections, and Conceptual Floor Plans

II. DEVELOPMENT FRAMEWORK



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

DRAWINGS



LEGEND

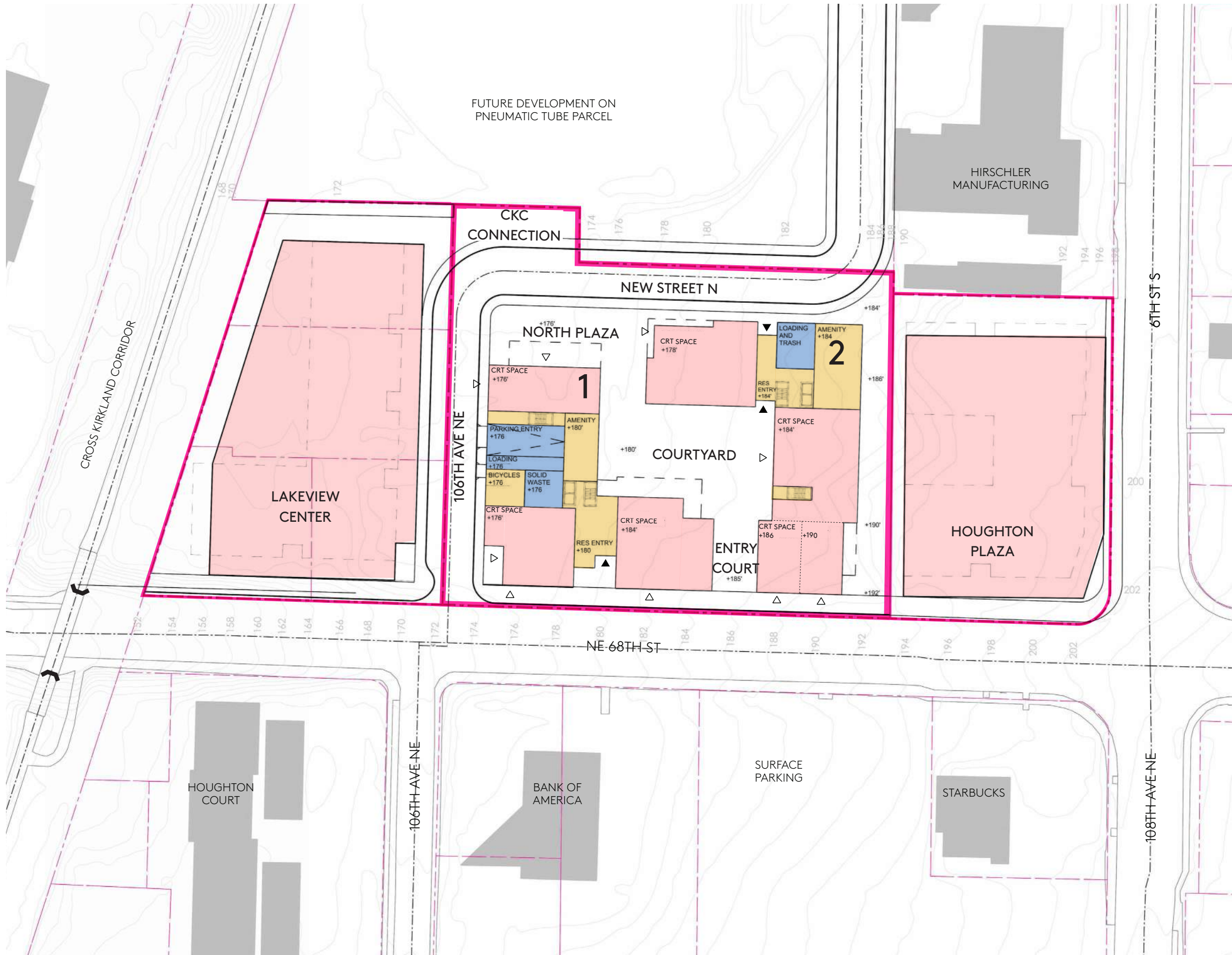
- CITY OWNED PARCEL
- STUDY AREA (OUTSIDE OF HV PROPERTY)
- COMMERCIAL / RETAIL
- COMMUNITY
- RESIDENTIAL
- PARKING AND SERVICES
- #####** ELEVATION ABOVE SEA LEVEL

0' 75' 150' 300'



5. Building Program Data, Sections, and Conceptual Floor Plans

II. DEVELOPMENT FRAMEWORK

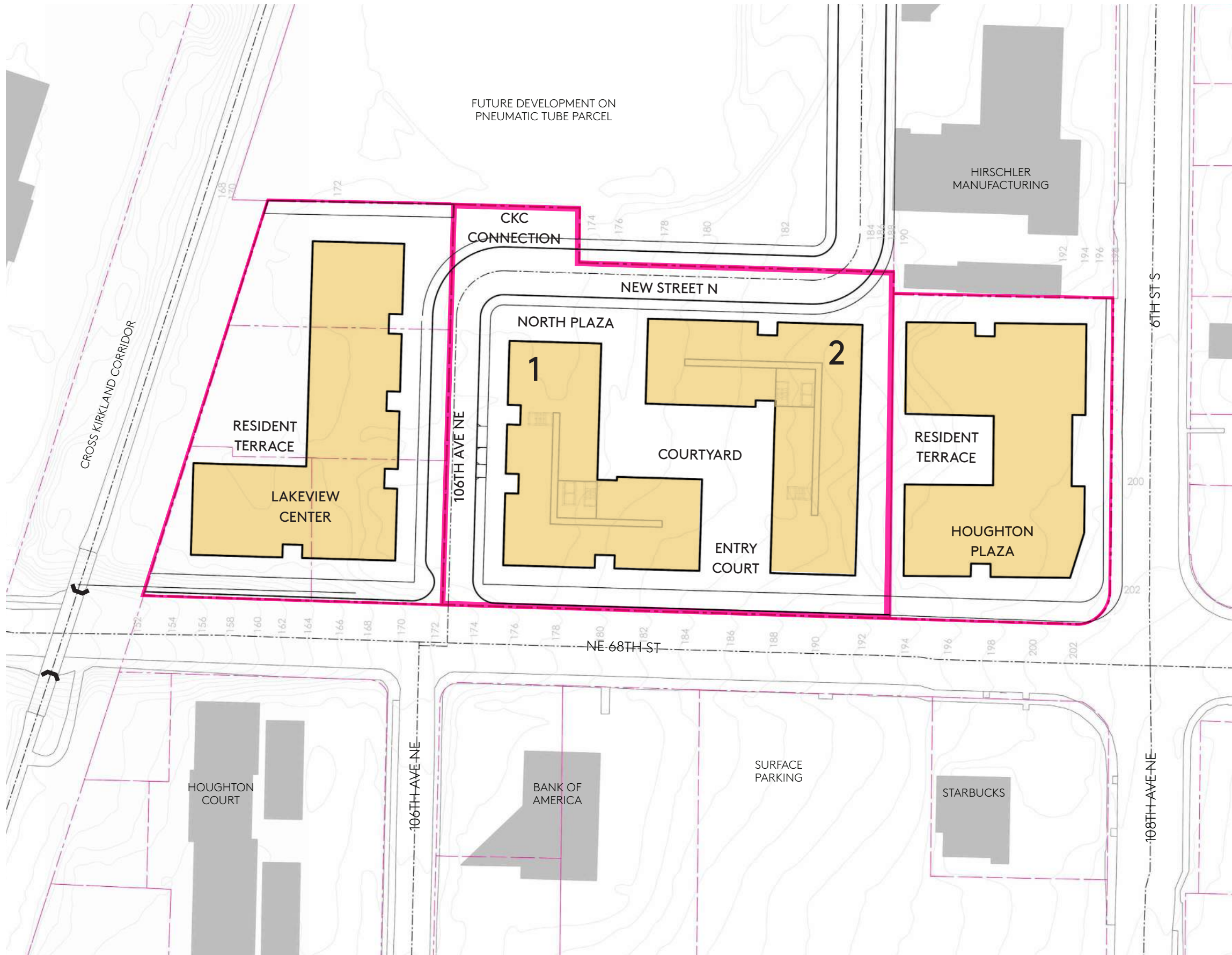


BUILDING 1	
19,700	TOTAL GROUND FLOOR GSF
4,500	RESIDENTIAL AMENITY GSF
11,500	TOTAL COMMERCIAL/RETAIL/COMMUNITY GSF
3,700	SERVICE GSF
BUILDING 2	
19,600	TOTAL GROUND FLOOR GSF
4,300	RESIDENTIAL AMENITY GSF
14,300	COMMERCIAL/RETAIL/COMMUNITY GSF
1,000	SERVICE GSF
TOTAL BUILDING 1 + 2	
39,300	TOTAL GROUND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

DRAWINGS

5. Building Program Data, Sections, and Conceptual Floor Plans

II. DEVELOPMENT FRAMEWORK

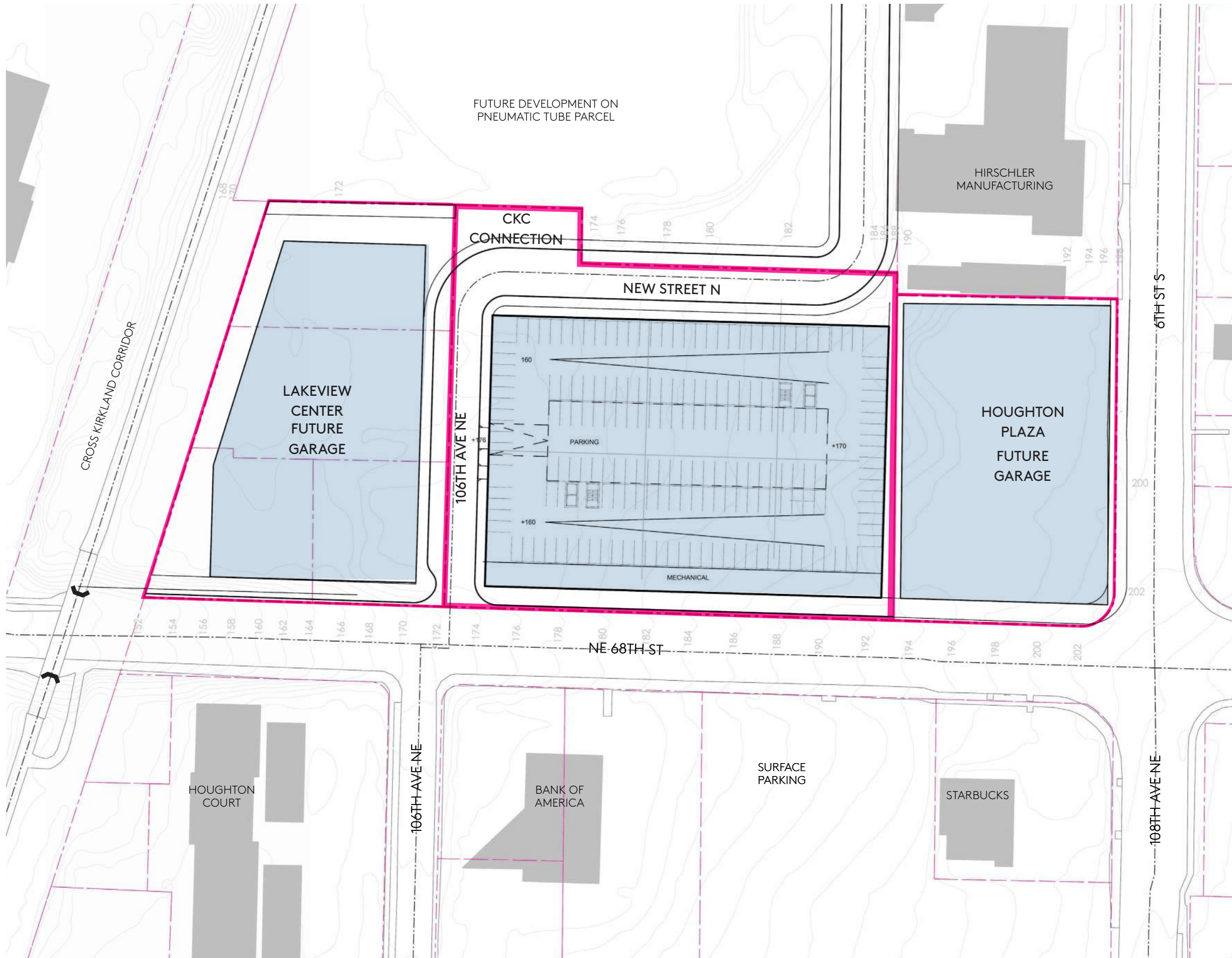


BUILDING 1	
83,400	TOTAL GSF
68,200	RESIDENTIAL GSF
70	RESIDENTIAL UNITS
0	STUDIOS (0%)
26	1 BRS (37%)
36	2 BRS (51%)
8	3 BRS (12%)
BUILDING 2	
91,700	TOTAL GSF
76,400	RESIDENTIAL GSF
75	RESIDENTIAL UNITS
0	STUDIOS (0%)
28	1 BRS (37%)
38	2 BRS (51%)
9	3 BRS (12%)
TOTAL BUILDING 1 + 2	
175,100	TOTAL GSF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

DRAWINGS

5. Building Program Data, Sections, and Conceptual Floor Plans

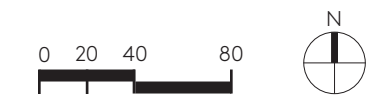
II. DEVELOPMENT FRAMEWORK



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



DRAWINGS

6. Open Space and Ground Floor Use Precedents

II. DEVELOPMENT FRAMEWORK



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

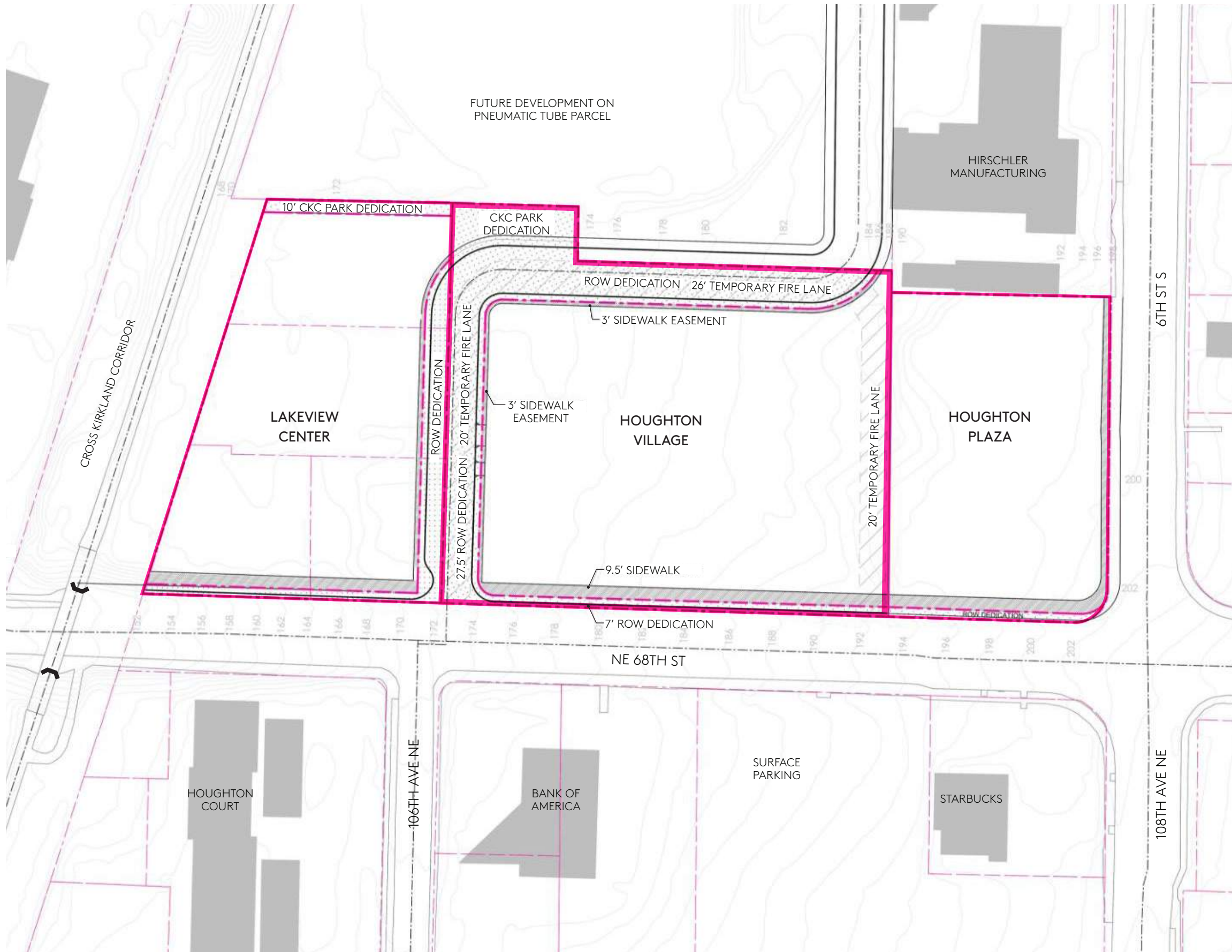


Community, office and conference space at Together Center

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

7. Parcel, Dedication, and Easement Diagram

II. DEVELOPMENT FRAMEWORK

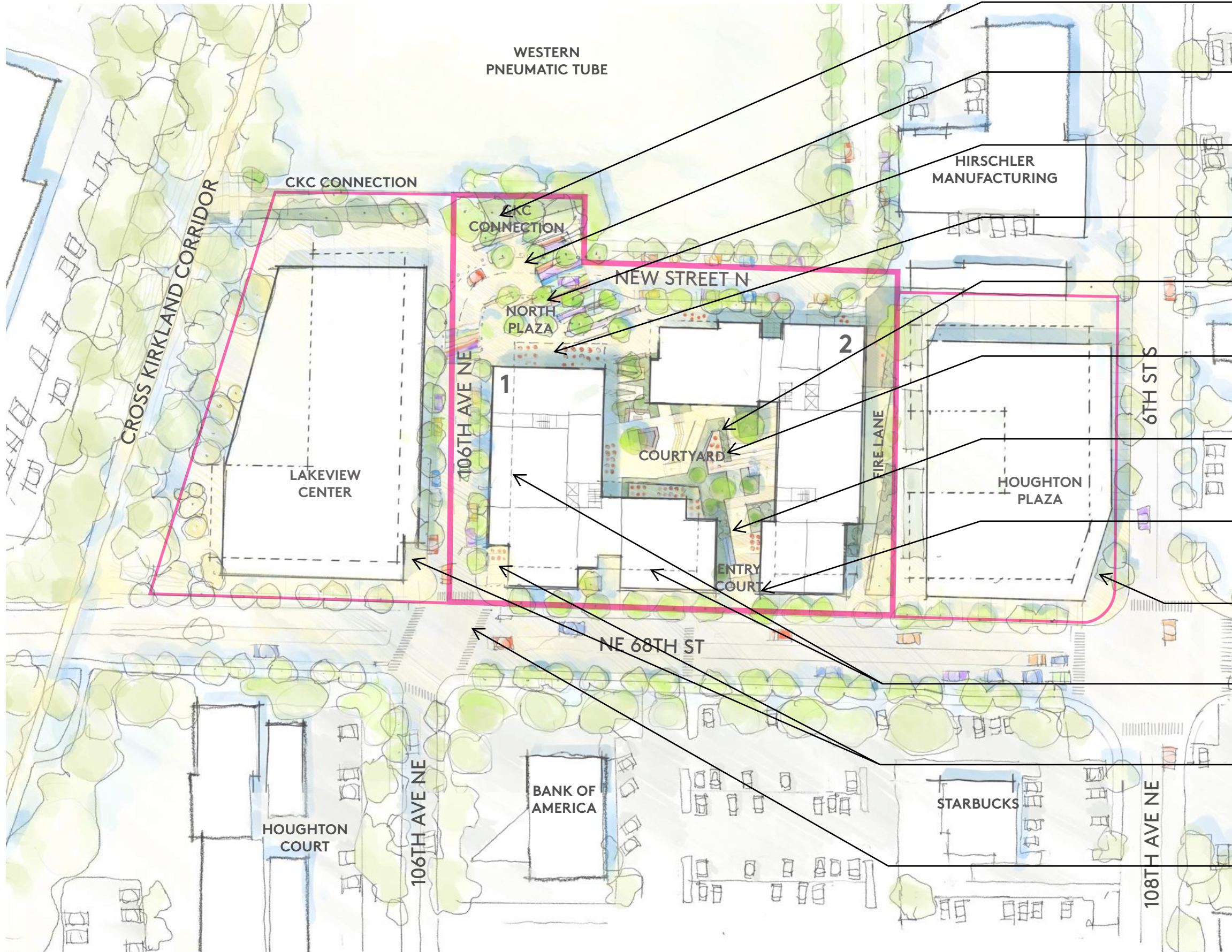


LEGEND

- CITY OWNED PARCEL
- STUDY AREA (OUTSIDE OF HV PROPERTY)
- NEW PARCEL LINE
- DEDICATION
- EASEMENT
- FIRE LANE

0 20 40 80

DRAWINGS



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.

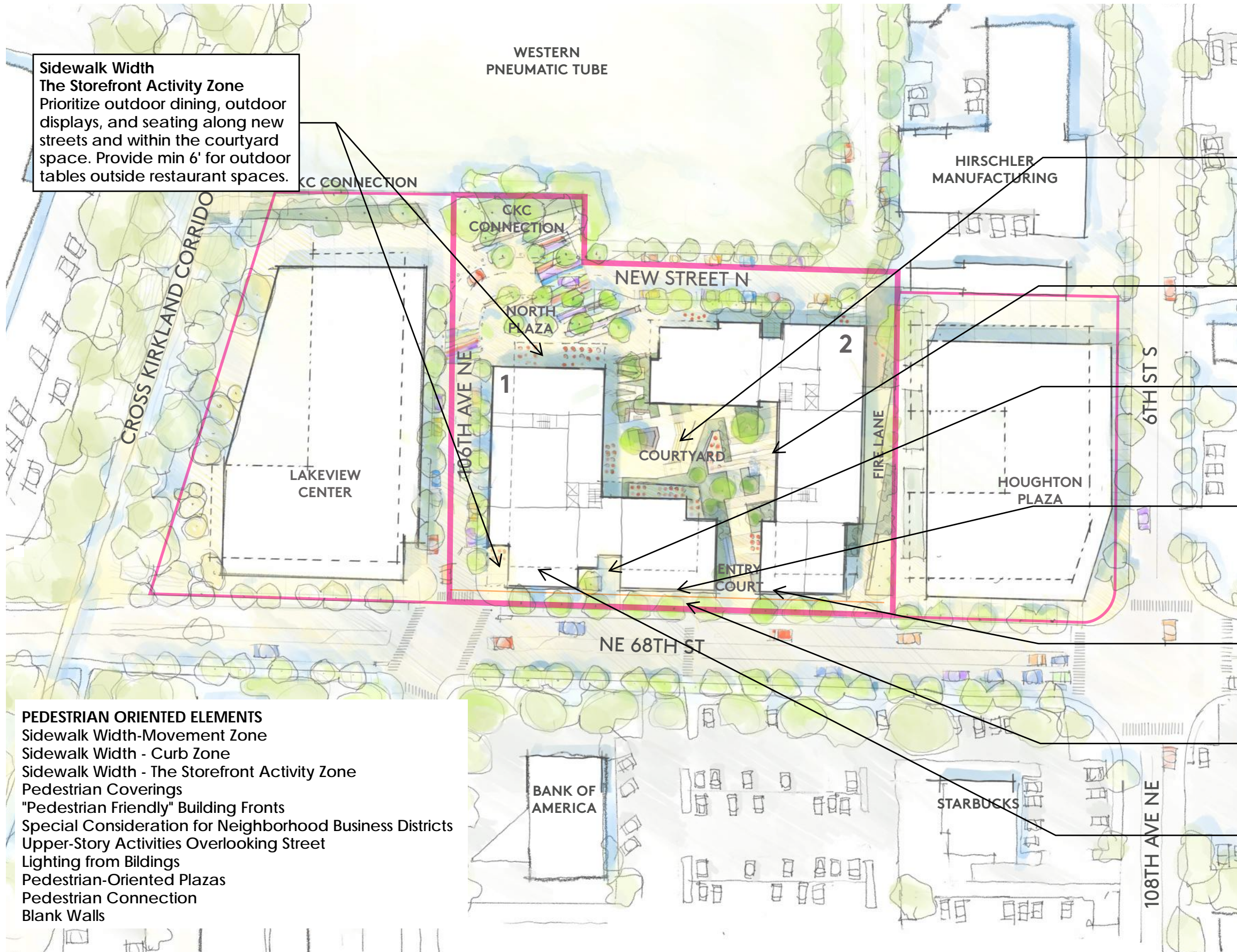
Setback the ground floor at the corner of NE 68th St and 6th St S to mark the most significant corner in the neighborhood center, while also providing a strong, active urban retail edge for pedestrians.

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

Set back 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.

GUIDELINES & ZONING



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.

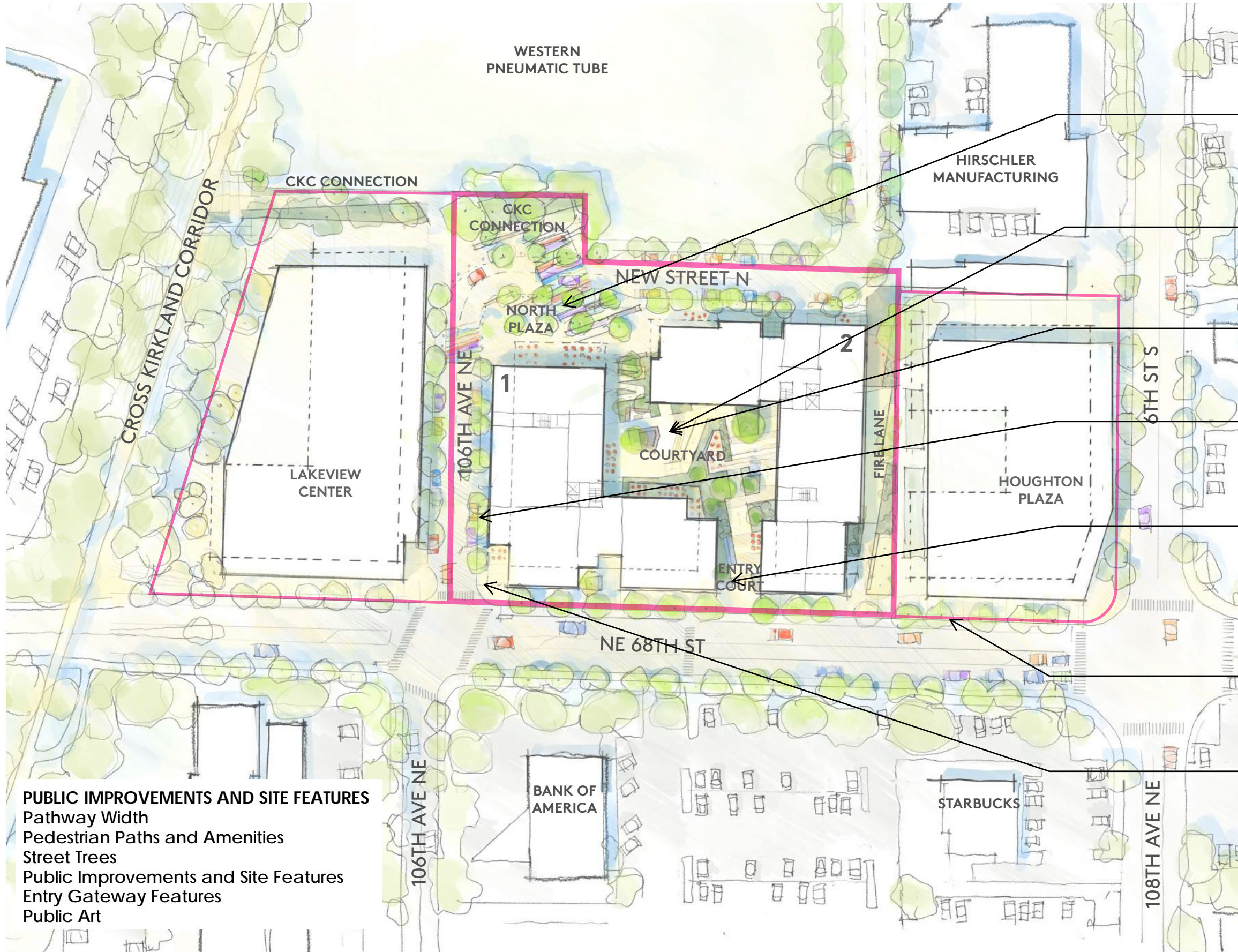
"Pedestrian-Friendly" Building Fronts
 Use highly transparent windows from 2-10 ft above grade, and modulate with entry doors every 30 ft at pedestrian level.

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 setback, 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

GUIDELINES & ZONING



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.

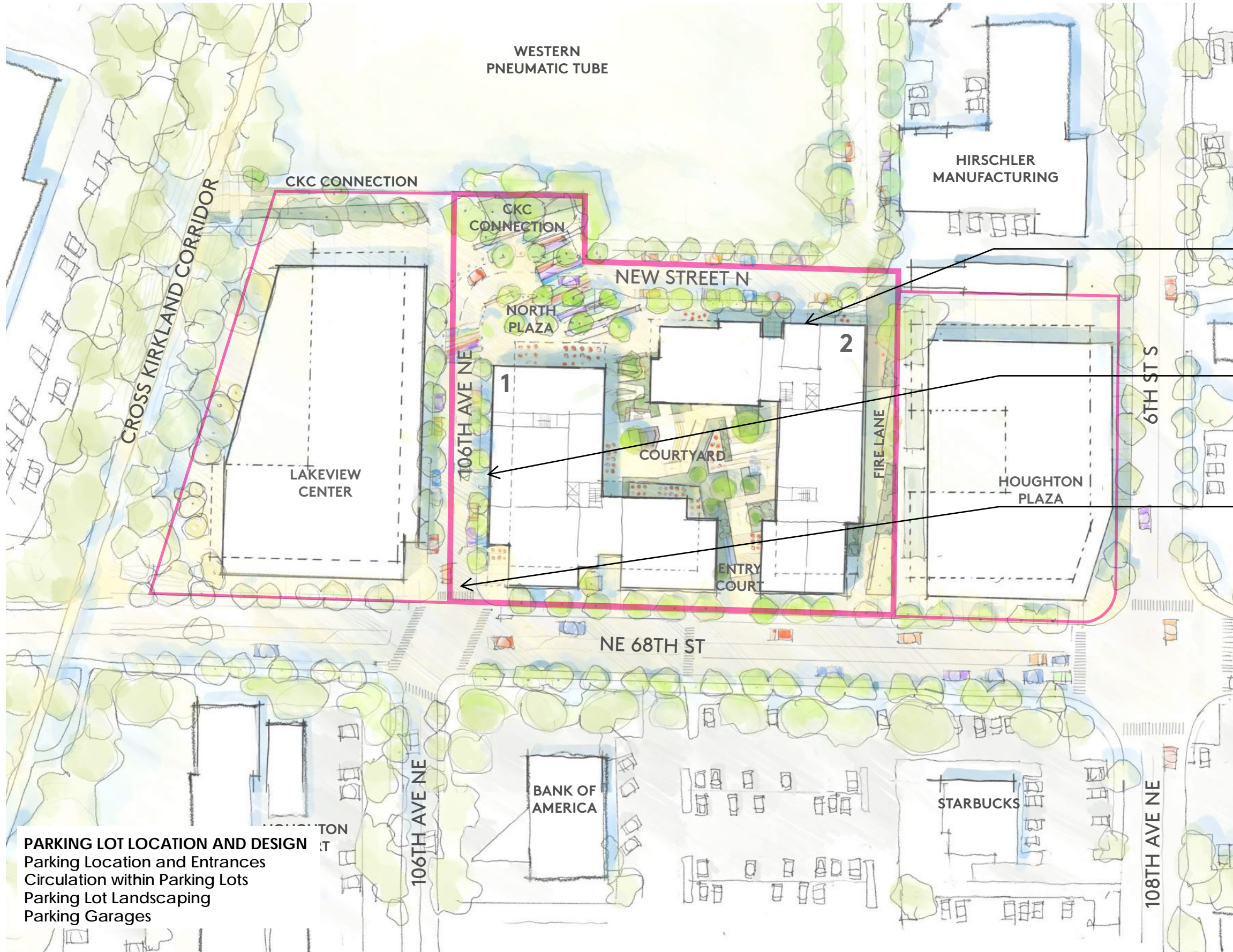
Entry Gateway - Public Art
Consider a pedestrian oriented gateway feature to welcome pedestrians. This is an opportunity for public art.

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

GUIDELINES & ZONING



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.

GUIDELINES & ZONING

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

8. Design Guidelines

| SCALE

II. DEVELOPMENT FRAMEWORK

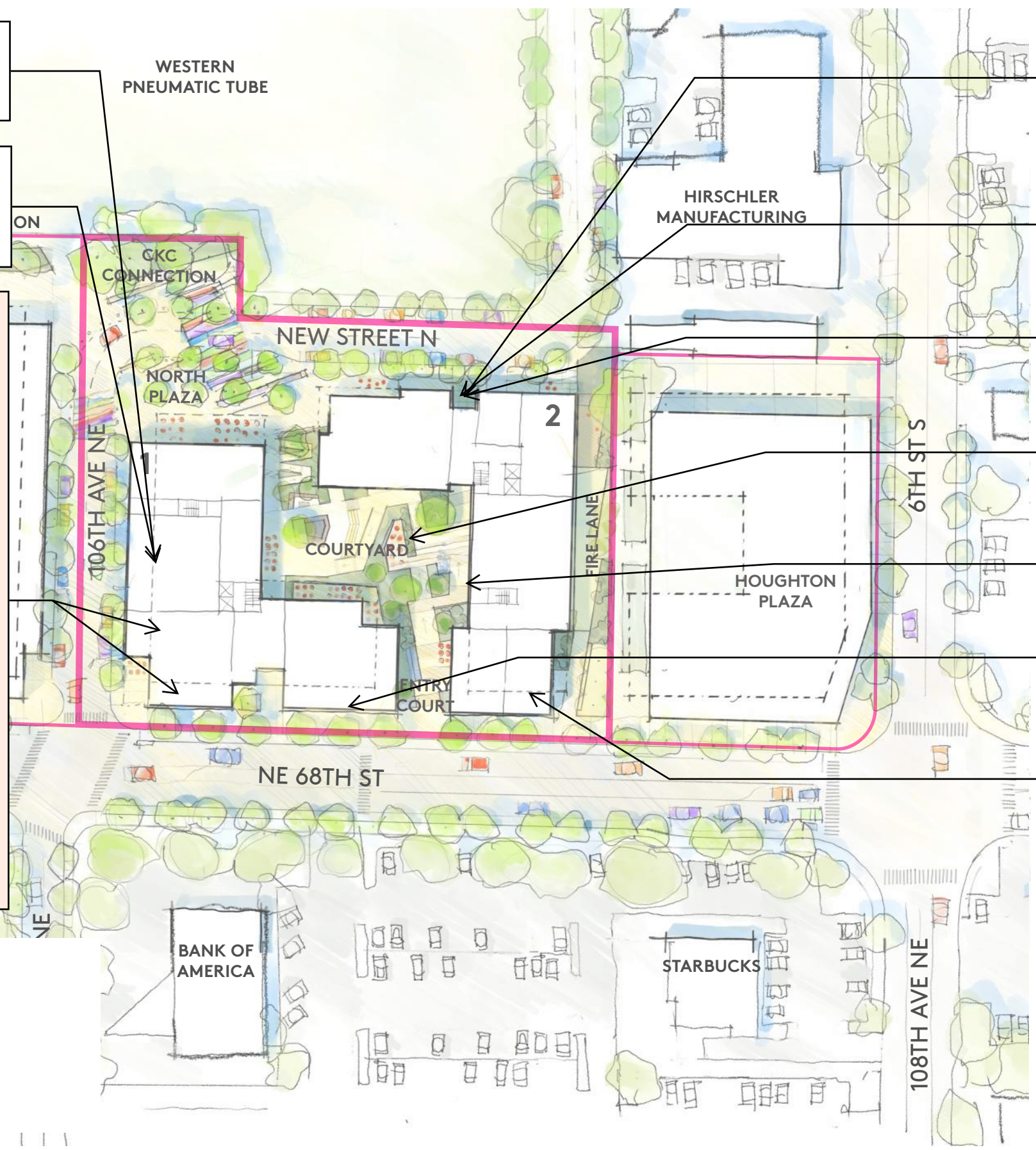
Building Modulation - Horizontal
Encourage horizontal modulation and distinctive roof treatments, where feasible and rooftop programs allow.

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.



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.

GUIDELINES & ZONING

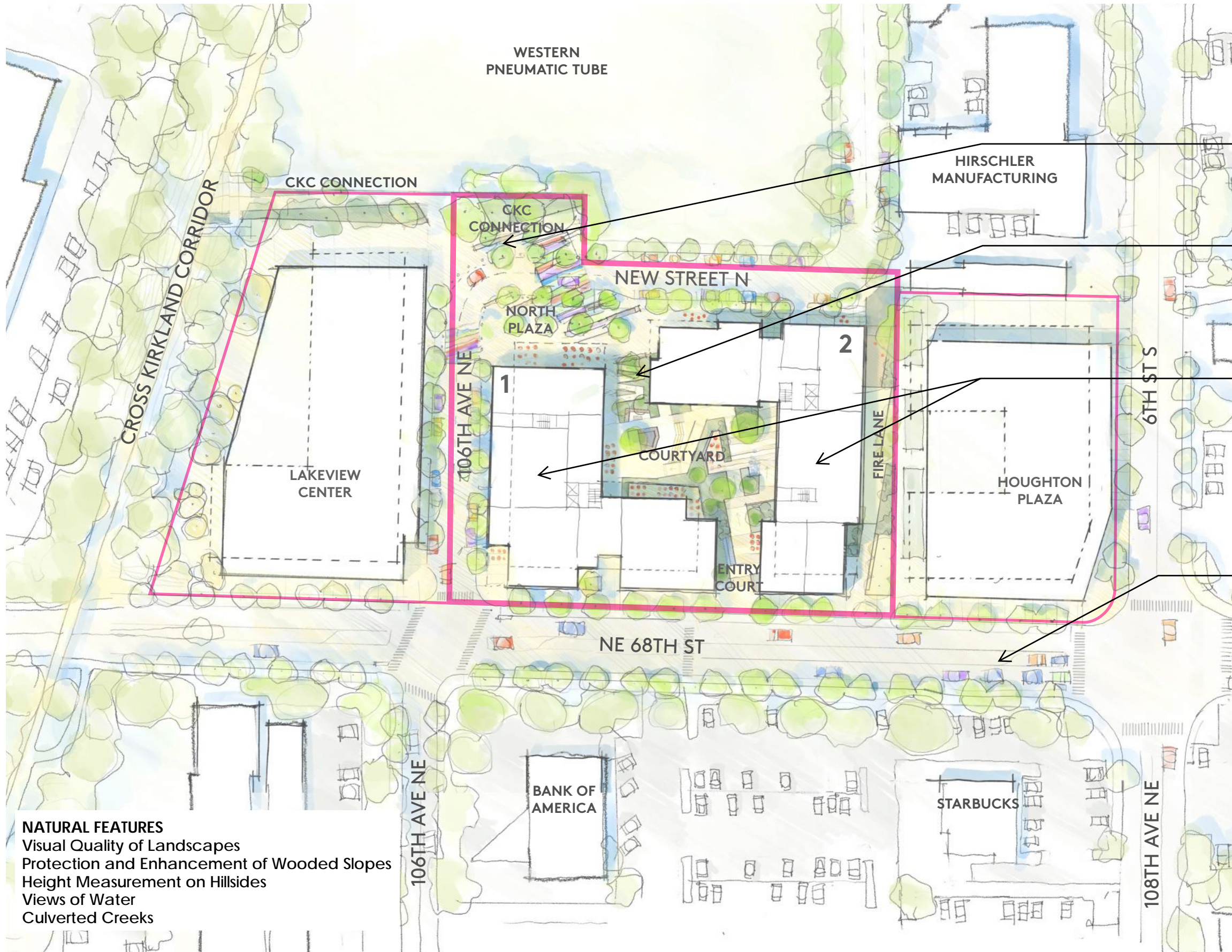


Ornament and Applied Art
Use ornament and applied or integrated art to highlight building features or connections through block

Color
Use natural colors and earth tones for large surfaces

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

GUIDELINES & ZONING



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

GUIDELINES & ZONING

10. 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