



CITY OF KIRKLAND
Planning and Building Department
123 Fifth Avenue, Kirkland, WA 98033
425-587-3000

MEMORANDUM

To: Kurt Triplett, City Manager

From: Jim Lopez, Deputy Manager of External Affairs
Allison Zike, Deputy Planning and Building Director
Erika Mascorro, DEIB Manager
Diana Hart, Government Affairs Manager
Daniel Lazo, Senior Community Engagement Coordinator

Date: December 26, 2024

Subject: **Houghton Village Development Plan Briefing**

RECOMMENDATION:

Staff recommends that the City Council receives a briefing on public input collected in Summer and Fall 2024 and review the draft Houghton Village Development Plan. Staff is seeking Council feedback on the draft Plan to guide staff and the consultant team as they continue to prepare a final Plan for Council consideration in early 2025.

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, arts and cultural space, and City recreational program space.
- Community input on the initial options is summarized in this memorandum, is provided in detail in Attachment 1, and has been factored into the design of a draft Development Plan.
- Council and community input generally favored Initial Option B, discussed at the September 17, 2024 Council meeting. Option B was used as a basis for the 37 page draft Development Plan presented in Attachment 2.
- At the January 7, 2025 meeting, staff is requesting feedback on the draft Development Plan, which includes site plans, massing diagrams, potential programming layouts, design guidelines, zoning considerations, and updated recommendations from the market analysis.
- This meeting was previously published for the November 19, 2024 Council meeting.

BACKGROUND:

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, and City recreational program space. The City used a three-year interfund loan to acquire the property, with the intent to identify a development partner and a long-term financing plan by the time the interfund loan comes due in May 2025. Additional details regarding the purchase can be found in the staff memorandum from the January 18, 2022 Council meeting.¹ Staff and the consultant team last briefed Council on the Development

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

Plan initial options at the September 17, 2024 Council meeting.² Those meeting materials include additional background on early phases of public engagement and the planning process for the Development Plan. With the adoption of the 2025-2026 budget on December 10, 2024, the Council has included funds to potentially refinance the loan in 2025 should the Council chose to do so to provide more time to approve a final plan and seek development partners. At the previous Council briefing, Councilmembers provided the following general comments to staff:

- Feedback on the market analysis and questions about if the market analysis can provide additional information for feasibility for the Houghton Village redevelopment, such as sensitivity to redevelopment (or non-development) of adjacent properties, providing affordable commercial rent, and future life cycle costs;
- Emphasis that the future development should retain commercial spaces in addition to housing or community uses;
- Interest in the market analysis results in potential cooperative and affordable housing ownership options for the redevelopment and desire to explore the concept further as the Development Plan is considered;
- General preference for the site layout in Option B; and
- Questions and comments about how the Houghton Village redevelopment can potentially partner with neighboring properties (e.g., potential easements) to create a Cross Kirkland Corridor connection.

DISCUSSION/ANALYSIS:

Summary of Community Input

Beginning in July 2024, the project team conducted outreach with the following focus groups, boards, and commissions to collect feedback on the initial options:

- Community Open House (visual preference boards)³
- Focus Group 1 (community-based organization representatives);
- Focus Group 2 (adjacent property owners, businesses currently operating at Houghton Village and Houghton Plaza, Central Houghton and Everest Neighborhood Association representatives, design professionals in Kirkland, and other general community members);
- Library Board;
- Senior Council;
- Cultural Arts Commission;
- Youth Council;
- Human Services Commission;
- Parks Board; and
- Lakeview Elementary School PTSA representatives.

Key Takeaways: Site Design

Option B was the initial option that was generally favored among all community engagement groups. The below summarized feedback from all the above groups includes specific input related to the design of the site for Option B, which is the basis for the draft plan.

² https://www.kirklandwa.gov/files/sharedassets/public/v/1/city-council/agenda-documents/2024/september-17-2024/3b_study-session.pdf

³ <https://www.kirklandwa.gov/Government/City-Managers-Office/Future-of-the-Houghton-Village-Property>

Questions

- Where will residential entries be located on the site and how will they feel safest for people?
- Where will pick-up/drop-off and loading zones be on site?
- Is the central public open space large enough? Will it be too shaded/dark during winter?

Comments: Common themes that were widely supported through all focus groups.

- Option B provides more opportunity for a larger number of smaller commercial/community spaces that can open to and flow into the public open space. Larger commercial spaces might be more difficult to keep occupied.
- The central public space provides flexibility for a variety of community uses and feels safe because it is separated from vehicle traffic.
- Many comments expressed desire for strong integration of art into the site.

Potential concerns to be addressed with more planning:

- Additional height in redevelopment may change the character of the area. Most with this concern had a strong preference for three story development, not five stories.
- Need to find ways to make the two buildings in Option B feel like a cohesive community, especially if residential uses are divided into an affordable and market-rate building.
- Balance of community spaces and privacy for residents.
- Traffic on 68th is heavy, and redevelopment needs to improve safety for pedestrians and active transportation.

Key Takeaways: Programming/Community

The below summarized feedback from all of the consulted community groups, boards, and commissions constitutes general input received about the future of the development.

Questions

- Will existing tenants at Houghton Village be incorporated into new development?
- How can redevelopment meaningfully integrate uses that complement Lakeview Elementary, and improve travel to/from the school?

Comments: Common themes that were widely supported through all focus groups

- Safety is a priority (traffic, supervision of youth activities, lightning, accessibility, etc.)
- Community spaces are highly desired. People also want vibrant commercial options to gather.
- There are many ideas for how the site can provide complementary uses to nearby schools. Options that are good for youth can also be good for people of all ages.
- Many people expressed both a lack of affordable space in Kirkland that could be rented or reserved for community groups (e.g. CBOs, neighborhood associations, before/after school programming, etc.) and the potential value in this development to address that need.
- Staff received many ideas about the site could incorporate elements to celebrate cultural groups in the City (e.g., through art, culturally relevant food options, wayfinding signs in multiple languages, etc.).
- Affordable living is highly desired – beyond housing, the workforce needs affordable options for groceries and other living costs.
- Option B can create a strong connection to CKC.

Potential concerns to be addressed with more planning:

- Several mentions of elements that could support affordable housing on site, including an affordable housing coordinator.
- There should be low-cost and/or no-cost ways to spend time at the site (many gathering spaces in Kirkland currently require people to buy something).
- This location is not ideal for “destination” retail that will encourage a lot of people to drive to the site. Uses on site should focus on uses that cater to people within closer proximity to site – more of a “neighborhood” focus.
- With proximity to Lakeview Elementary and the strong desire for youth-serving uses on site, all future uses on site need to be compatible with each other.

Attachment 1 to this memorandum includes detailed input received from each of the consulted groups. Staff has derived the following key takeaways from input received across all groups, separated by input specific to the design of the site, and input more focused on the programming and livability of any future development.

Draft Plan

A draft Development Plan is included as Attachment 2 to this memorandum. The draft Development Plan includes the following components:

- Narrative introduction;
- Site plans for an initial (if only Houghton Village redevelops) and future (of adjacent properties redevelop) phase of development on the site, including:
 - Building locations;
 - New street location and fire lanes;
 - Public open space layout;
 - Massing diagrams;
 - Ground floor plan diagram (with potential programming shown by space); and
 - Parking layout.
- Design guidelines and zoning considerations;
- Sustainability guidelines;
- Transportation analysis overview; and
- Recommendations based on market analysis.

At the November 19 Council meeting, staff is seeking feedback from Council on the draft plan.

Collaboration with Adjacent Properties

City staff has been engaging with nearby property owners since 2023. Most recently, the property owner of the Houghton Plaza property (to the east of Houghton Village) expressed an interest in potentially participating more substantively in the Development Plan process. While the Houghton Plaza property owners do not have near term plans to redevelop, the draft Development Plan could be revised to include more detail for any of the neighboring properties. The opportunity to engage further with neighboring property owners could better coordinate and enable future redevelopment of adjacent properties and provide adjacent owners with more certainty for future planning.

If Council directs staff to continue this engagement, staff seeks direction related to two questions:

1. Should the Development Plan include additional details about a development framework for Houghton Plaza (with an exact level of detail to be determined through that engagement)?

2. Should the Development Plan also articulate an amendment process to incorporate adjacent properties into the plan in the future, at such a time respective property owners may choose to participate?

NEXT STEPS:

With Council feedback received at the January 7, 2025 Council meeting, staff will continue to refine the Development Plan. Staff expects to bring Council a final draft to consider for adoption in early 2025.

ATTACHMENTS:

Attachment 1 – Community Input Summary on Initial Options
Attachment 2 – Draft Development Plan

Houghton Village Development Plan Community Engagement Summary - November 2024

Key Takeaways: Site Design

Option B received a majority of positive feedback from all community engagement groups. The below questions/comments/concerns are specific input related to the design of the site.

Questions

- Where will residential entries be located on the site, and how will they feel safest for people?
- Where will pick-up/drop-off and loading zones be on site?
- Is the central public open space large enough? Will it be too shaded/dark during winter?

Comments

Common themes that were widely supported through all focus groups

- Option B provides more opportunity for a larger number of smaller commercial/community spaces that can open to and flow into the public open space. Larger commercial spaces might be more difficult to keep occupied.
- The central public space provides flexibility for a variety of community uses, and feels safe because it is separated from vehicle traffic.
- Many comments expressed desire for strong integration of art into the site.

Potential concerns to be addressed with more planning

- Additional height in redevelopment may change the character of the area.
- Need to find ways to make the two buildings in Option B feel like a cohesive community, especially if residential uses are divided into an affordable and market-rate building.
- Balance of community spaces and privacy for residents.
- Traffic on 68th is heavy; redevelopment needs to make things safer for active transportation.

Key Takeaways: Programming/Community

The below questions/comments/concerns are more general input received about the future of the development.

Questions

- Will existing tenants at Houghton Village be incorporated into new development?
- How can redevelopment meaningfully integrate uses that complement Lakeview Elementary, and improve travel to/from the school?

Comments

Common themes that were widely supported through all focus groups

- Safety is a priority (e.g. traffic, supervision of youth activities, lightning, accessibility, etc.)
- Community spaces are highly desired; and people also want vibrant commercial options to gather.
- There are many ideas for how the site can provide complementary uses to nearby schools – and options that are good for youth can also be good for people of all ages.
- Many people expressed a lack of affordable space in Kirkland that could be rented/reserved for community groups (e.g. CBOs, neighborhood associations, before/after school programming, etc.), and see that value in this development.
- Staff received many ideas about the site could incorporate elements to celebrate cultural groups in the City (e.g., through art, culturally relevant food options, wayfinding signs in multiple languages, etc.).
- Affordable living is highly desired – beyond housing, the workforce needs affordable options for groceries and other living costs.
- Option B can create a strong connection to CKC.

Potential concerns to be addressed with more planning

- Several mentions of elements that could support affordable housing on site, including an affordable housing coordinator.
- There should be low-cost and/or no-cost ways to spend time at the site (many gathering spaces in Kirkland currently require people to buy something).
- This location is not ideal for “destination” retail that will encourage a lot of people to drive to the site. Uses on site should focus on uses that cater to people within closer proximity to site – more of a “neighborhood” focus.
- With proximity to Lakeview Elementary and the strong desire for youth-serving uses on site, all future uses on site need to be compatible with each other.

Community Engagement Groups

I. Library Board | August 15, 2024

Visual Preference Boards were used for this meeting. The boards can be referenced [online](#).

Housing Choices

Studio 	Co-Living 	Student Housing 	Young Families 	Senior Living	Multi-Generational 	Pet Friendly
Low-Rise Apartment 	Mid-Rise Apartment 	Row Houses 	Community Room with Kitchen 	Recreation Room 	Fitness Room 	Meeting Room

What type of housing do you want to see in the Village?

- Ideally flexible, that suits a wide variety of residents

Save Green by Being Green

Trail Loop 	Outdoor Activities 	Fitness and Strength	Solar	District Energy 	EV Charging Stations 	Resiliency Hubs
Increase Pervious Surfaces 	Increase Tree Canopy 	Stormwater Management 	Increase Habitat 	Rainwater Harvesting	Wildlife Education 	Water Connection

What type of green ideas could benefit the community?

- Dog parks? Bike shares?
- EV stations encourage EV ownership

Mobility and Connections

Bike Routes 	Micromobility	Pedestrian Paths 	Wayfinding 	Trail Connections 	Pick up / Drop off Shelter 	ADA Accessible 
Wider Sidewalks	Safer Driveways	Safe Street Crossing 	Traffic Calming Measures 	Bike Facilities 	Shared Streets	Vehicle Barriers

What type of mobility and connections could benefit the community?

- Increased bus connections between Houghton & East of 405
- Public transit easy connection to other areas, Park and Ride

Open Space and Parks

Playground	Skate Park 	Community Garden 	Performance Spaces 	Culutral Events 	Dancing Classes 	Group Activities
Hardscape 	Green	Plaza 	Pocket Park 	Park Lane Pedestrian 	Natural Surfaces 	Gathering Spaces

What type of open space or park would you love?

- Yes! Outlets so people can walk/charge outside, and WiFi
- Places with outlets (renewable energy and WiFi)/working spaces

Economic Opportunities

Homeownership Opportunities 	In-Home Childcare Units 	Live/Work Space 	Co-Op	Non-Profit 	Networking Spaces 	Tech Labs 
Commisary Kitchen	Job Training	Co-working Space	Pop up Business 	Event Spaces 	Business Incubator 	Micro Retail 

What type of economic opportunities could benefit the community?

- What is the difference between co-working and networking spaces? Also, what is the difference between micro retail and pop-up business?
- Are there shared facilities that could be used for small businesses?

Services and Programming

Mental Health ●	Clinic ●	Senior Services ●	Yoga Studio ● ● ●	Grocery Store ● ●	GED School ●	K-12 After School Program ●
g Learning ●	Daycare ●	Restaurants ● ●	Food Market	Community Center ● ●	Cultural Center ●	Art Academy ● ● ●

II. Focus Group #1 | August 16, 2024

Audience

- Africans on the Eastside
- Indian American Community Services
- Eastside for All
- United Hub
- Youth Eastside Services
- Immigrant Women’s Center
- Pride Across the Bridge
- Studio East

Notes

Option A	Option B	Option C
<ul style="list-style-type: none"> • Residential entry, more private away from plaza feels safer • Good for large space/flexible • Grocery, service, drug store, after, school program • Cover the whole family “One Stop Shop” • Places that are open when services are • Good visibility • Small restaurants/cafes • Delta: Main & active the space • Open space is welcoming, open to 68th, can connect to CKC, and provides good privacy for residents. 	<ul style="list-style-type: none"> • Lots of small and a couple of medium commercial space <ul style="list-style-type: none"> ○ Dividing spaces w/different events ○ Ok to have medium and small spaces, no big • Pro: Community feel • Con: Residents would sacrifice privacy • More individual activation e.g. art market • More businesses – cheaper rent for businesses • Inviting (e.g. Wine Alley in Woodinville) • Places for sculpture 	<ul style="list-style-type: none"> • Metro community van – drop off area • Roof green space • Maximization (of new street) for residents • Quiet contemplation area • Temporary parking for retail users • Easy accessibly to ground floor/loading • Separate deliveries from entrance • Load/unload • Commercial entrances on 68th • New street names • Too separate • No community • No bridges

- Open space is hard to activate, permits (?), conservancy (?).
- Create a sense of belonging
- Maintain control of programming
- Ways to let people live/work
- Affordability
- Likes that the residential terrace is private/safer for residents
- Garden
- Public space
- Market/food
- Inclusive design and intentional programming
- Private flex space important for residents (one large space is better)
- Affordable uses in larger space
- Commissary kitchen
- Crossroads Community Center
- Commercial/retail/community space
- Need access on 6th
- More open space-connected to indoor community space
- Good visibility for park
- Indoor/outdoor and include both
- Not big enough for food truck
- Consider Commercial on 2nd Floor New Street – extension of open space “Festival Street”/curb less/people street – Option A

- Layout is familiar, Bellevue
- Lots of Residential entries
- Rooftop Public Space
- Connect roof
- Can have a variety of businesses
- Can have a variety of businesses, activities flow into open space
- Street/Paseo Fairs
- Community feels
- Flex space for food trucks/vising markets
- Connected to CKC – bike
- Mixing residents and visitors
- Library corner
- Market
- Entries
 - Visible entries at night
 - Convenience trail
 - 3rd entry for escape point
- More separation of street and public space
- Seating bench – example Juanita Village
- Provide City services
- Courtyard bench sitting area with vendors – e.g. paleteros (Spanish – popsicles)
- Sitting outside on a bench
- Offer safety for residents
- Access to open space for people who live here
- Well lit
- City services
- Safe
- Affordable commercial for low-income residents

- No sun
- No safety
- Prioritize eyes on space
- Access without driving
- Cross-cultural relevance
- (Land) Acknowledgement
- Rainbow crosswalk
- Art space at Lakeview being lost
- Feels separate
- Less safe for Kids for the path
- May help with traffic
- Visible for businesses
- Kittens front & center
- Depending on the services, people will find non profits no matter where you face
- Put anchor on cack to pull people in
- Kids classes or privacy seeking non-profits
- May cut up the project with traffic
- Safety avoid resident entry
- Convenient to school for kids
- Feels less public/committee
- Safer open space (from traffic)

- | | | |
|--|--|--|
| | <ul style="list-style-type: none"> • Good for art show • Maximize for residents • Entries internally for serving residents • Resident entrance • Easy access to ride share • Load/unload zones • Entries for public on 68th | |
|--|--|--|

What would be important to provide for kids?

- Art Space – (e.g. Lakeview Elementary losing space – PKC Expensive)
 - Affordable for performances
 - Lectures
 - Dance Shows
 - Theater
 - Concerts
 - Medium – 100-200 Audience Seats (e.g. Black Box Theater)
 - Flexible & works for their need
 - After School Programs for All Ages
 - Take KTUB into consideration
 - Commercial Space for Kids (e.g. board games comic bookstore)
- Music, drum
- Childcare (drop in)
- Chalk! Art wall
- Cooking, baking, learning
- Cultural education
- Book nook – moving library
- Sense of belonging
- 25 and under space
- Flexible spaces for kids/seniors
- Financial education
- Civic education
- Nonprofit and cultural relevant groups
- FOOD
- Themed activities

- Intentionally welcoming
- Cat café
- Spaces to rent for free or cheap
- Resources within reach
- Urgent care
- Afterschool programs
- Disabilities
- Cross-cultural art and references
- Parking at Totem Lake
- Bike from CKC
- Daycare
- Pre-school
- Large enough open space
- Performance center
- Arts and craft space
- Computer center and reliable Wi-Fi
- Maker space (construct/teaching opportunities)
- Teen center
- Pea patch
- After care

What would complement housing?

- Dog park – accessible
- Playground
- Garden
- Preschool/daycare
- Small clinic – e.g. dental
- Usable connection space
 - Too much resident amenity space
- Bicycle parking
- Rental
- Shop e.g. Columbia City – Bike Works – UHUB Knows
- Walkable

- Services
- Bakery
- Flower store
- Café
- Ice cream
- Boba
- Affordable housing coordinator
- Employment resources
- Multi service center – Mini City Hall
- Multilingual
- Corner store – where you can send money home
- Mail services – buy stamps, lockers, lockers for Amazon
- Coffee shop
- Lobby services/Concierge
- Childcare
- Meeting space
- Classroom space – including English as a Second Language (ESL)
- Party room
- ATM

What would be important to provide for seniors?

- Pool
- Workout room/physical therapy
- Multipurpose room/learning
- Childcare facility (multi – generational)
- Medical exam room (small)
- Arts & crafts
 - For kids, youth, and seniors
- Shared working space – business center
 - Laptops
 - Tables
 - Printers
 - Legal assistance

- Garden space/pea patch
- Spiritual room
- Laundry facility
- Garden with pet wash space
- Weekdays use – dance, ESL, games, singing, Taichi, painting, calligraphy
 - Can be shared with kids

What would serve community members from outside and inside the neighborhood?

- Community Outside/Inside
- Place you can actually go and do things
 - Expensive
 - Go to connect & just be
- Indoor Playground
- Small Library (Crossroads Mall)
 - Services like licensing or plate renewal
 - Public Services – Mini City Hall
- Unique decoration or public art
- Training room or small gym
- Load/unload zones
- Coffee shop
- Daycare
- Visitor parking
- Bakery
- Counseling services
- Shuttle
- Wayfinding/directory
- Cultural specialty foods
- Community bulletin board/resident website/electronic board
- Art display
- Pet wash station
- Bike lock
- Car share
- Boys and Girls Club

- Call box for police
- Centered on residents

III. Focus Group #2 | August 20, 2024

Audience

- Ace Frames
- Central Houghton Neighborhood Association
- Early Bird Cafe
- Everest Neighborhood Association
- Met Market
- Indian American Community Services
- Washington Judo Academy
- BiBi Cafe
- Houghton Plaza
- Former Houghton Community Council
- Meow Cat Rescue
- Cherish Kirkland
- Livable Kirkland

Notes

Option A	Option B	Option C
Big commercial space could result in big empty spaces with turnover	<ul style="list-style-type: none"> • Middle open space provides: protection from elements; connections to build community; green connection to CKC; [buildings?] look less like of a monolith; cozy; more active retail; walkable • Middle open space can provide access to Lakeview Elementary • Middle open space is too small 	Least favorite

General

- Smaller retail options should be walkable to draw neighbors
- Existing tenants should get first dibs on space
- Smaller retail can provide more flexibility for commercial and diversity

What would be important to provide for kids?

- Ride bikes instead of driving
- Studio East is prime example
- Space for celebration (e.g., birthdays)
- Gymnastics
- Arts
- Tutoring
- Enrichment
- Physical Activity/Recreation (e.g., Martial Arts)
- Music
- Garden
- Indoor Farmer Market
- Parking
- Amenities for people from Lakeview Elementary
- Space for teens (tables, chairs, hang out, third spaces, be loud, not too isolated)
- Before/After-school programming
- Library satellite
- Storage for bikes, toys, strollers, carseats

What would complement housing?

- Food corner --> affordable --> restaurants
- Community oriented room for workshops, panels, neighborhood association meetings
- Hardware
- Lawyer
- Medical offices
- Wine Bar
- Exercise/Yoga
- Maker Space / Tool Library
- Local retail/shops
- Daycare
- Credit Union

What would be important to provide for seniors?

- Physical Therapy
- Medical Offices

- Mini library (book exchange)
- Resource center (tax help, ask-an-expert, computer assistance, satellite senior center)
- Driving/Transit access
- Providing a place to gather (cup of tea & meet seniors)
- Outdoor recreation area (w/ shade)
- Flexible space for multiple activities
- Accessibility (lighting, low threshold doors, wide hallways)
- Third Places (e.g., beer garden)
- Multigenerational
- Mailing services/packages

What would serve community members from outside and inside the neighborhood?

- Place for people to meet and make connections
- Event space available for community meetings
- Example: Together Center (partnership with non-profits, huge kitchen, gathering space, meeting rooms)
- View corridor down 68th to water/mountains (E/W corridor views)
- Public viewpoint tower or rooftop decks
- Small services relevant to people living in the area (not an attraction for people to drive to)
- City should prioritize local businesses/organizations first
- Food Truck pod
- Public restrooms
- Educational resources for kids and adult education
- Incubator spaces for businesses
- Would offices be considered on upper floors
- One big space programmed by City
- Healthcare clinics/medical services

IV. Senior Council | September 10, 2024

What do we need to know about how Seniors would use Houghton Village?

- Seniors require more healthcare - great place for walk-in clinic
- More open space
- Less cars
- In Option C - get rid of the vehicle street in the middle

- "What is Kirkland big/dense enough?
 - More walkable
 - More friendly
 - Improves community
 - Fresh air"
- Keep it pedestrian
- Lower malls - no high-rises
- Traffic on 68th is horrible; need more sidewalks and safety for pedestrians
- Make affordable units more open (3-4 stories)
- Make apartments bigger
- Put high-rise buildings on the other (east) side of I-405
- CKC: raise ped/bike access - elevated walkway; add elevators for seniors
- Affordable grocery stores

V. Cultural Arts Commission | September 18, 2024

Option A	Option B	Option C
<ul style="list-style-type: none"> • Create opportunity with food hall/performance space • Big commercial space for a market (residents would like a grocery store less expensive than Metropolitan Market) 	<ul style="list-style-type: none"> • Consensus preference for Option B • Can be art gallery without being afraid of getting hit by a car (like on Park Lane) • Provides opportunity for "art gallery" feel that can tell a story as you move through it • Creates opportunity for movement along the middle walkway v. more closed in spaces • Have we thought about widening street? 	No comments

What opportunities for art do the options provide?

- Art can provide education/discussion for children (e.g. field trips)
- Create "hidden" areas for children to "find" art
- Tell a story
- Bridge to/from Lakeview Elementary can benefit community
- Art that mimics nature (example from Colorado)

- Add a troll like in Seattle

VI. Youth Council | September 23, 2024

- Like more cohesive layout
- Give current tenants an opportunity to stay at site; prioritize small businesses
- Kids from Lakeview Elementary live/walk toward 108th
- Think about pedestrian safety and cars lining up to/from school(s)
- Add colorful art installation(s) near entry (e.g., murals in option B)
- Space to walk around with affordable/free options (a lot of people like hanging out at Village @ Totem Lake)
 - Spaces open until midnight for teens
 - Places to hangout with activities (e.g., arcade, movie theater, bowling)
 - Places for art (e.g., museum)
 - Places to study (e.g., café with good atmosphere)
 - Shops (e.g., bookstore, Target, general)

VII. Human Services Commission | September 24, 2024

Option A	Option B	Option C
Adjust the open space from an off street due to traffic congestion on 68th	<ul style="list-style-type: none"> • Clear pedestrian way • Two buildings (affordable and coop) can make an obvious community division 	The road breaks up the community between the buildings; lack of community connectedness

What types of spaces are missing in Kirkland today to help us provide a welcoming and inclusive City for all?

- Consider school capacity
- Affordable housing– built the same? Comprehensible to any market-rate buildings
- Affordable housing needs affordable, compatible options (e.g. groceries)
- Community space for CBOs that is affordable
- Public transportation considerations

VIII. Parks Board | September 25, 2024

What should we consider in initial options?

- Stroller accessibility to CKC
- More resources for recreation (south Kirkland has less options than north)

- 68th gets backed up with cars
- Option B offers more green space and connection to CKC
- Option A feels more cohesive for community (e.g., market-rate and affordable units in one building)
- More park space with density (e.g., Rainbow Park at Totem Lake is heavily used)
- Want to see commitment to recreational programming (discussed both for private resident use within building, and for public space?)
- Option B has more recreational benefit; Option A has more commercial benefit
- Like Option B for long continuous path and CKC connection; could provide safe connection for cyclists
- Option C is concerning with congestion
- Need to consider safety for kids walking to/from school alone
- Option B might be a dark corridor between buildings and feels more cold; ample lighting is important here
- Development should allocate funding to improve nearby parks (assuming they will become more heavily used with more people)
- 68th does not feel safe at crosswalks

IX. Lakeview Elementary School | October 16, 2024

What should we consider in initial options? What would be good for kids and families here before, during, and after school?

- No current art room
- 15 enrichment courses have been removed
- Need more school space for before and after school activities
- These 15 courses are usually sold out
- Consider additional floor for commercial/retail/community space rather than just the first floor
- Space for older kids (e.g. Starbucks is often their place to congregate)
- Kids Fitness Center (e.g. Kirkland Crossfit; outdoor exercise; indoor pool)
- Community Centers are far
- Need more multipurpose room space
- Programs that attract youth, especially elementary school, kid-friendly when walking by
- Place for parents to enjoy activities (e.g. food and wine) while kids are safe doing activities
- Intentional drop off zones near CKC for Lakeview Elementary
- Priority for local teachers and faculty housing; public safety; and healthcare — both for housing and space

Houghton Village Development Plan—

Draft Plan

Prepared for the City of Kirkland

November 11, 2024

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.

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 has been modified taking into consideration a new street alignment, economic feasibility feedback, and community input on programmatic uses and other elements. Development of this preferred option is the topic of this document, and is referred to throughout as the “Draft Plan”. A separate transportation analysis, by Transpo Group, is a companion to this document and illustrates street alignment analysis.

This is the third step toward realizing a development plan for the Houghton Village site. It will be followed by opportunities for public feedback and discussion in the last quarter of 2024, as well as further refinement into a Final Development Plan in the first quarter of 2025.

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 Draft Plan 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 Draft Plan 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 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 Considerations section.

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 Draft Plan illustrates 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 Draft Plan 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 accommodate 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

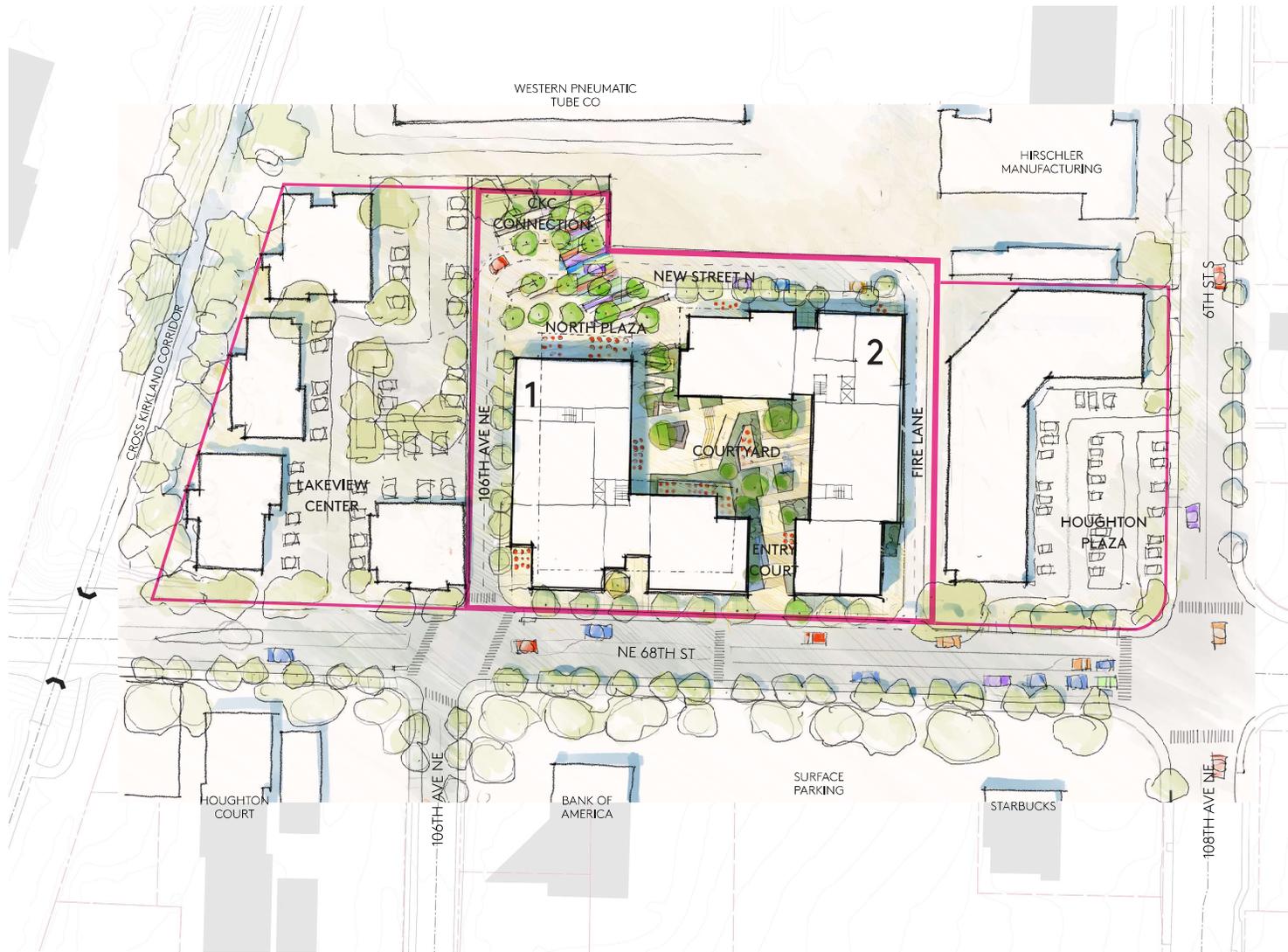
Following issuance of the Final Development Plan in January 2025, the City may solicit Requests of Interest (RFI) or Requests for Proposals (RFP) from developers interested in the property. Following economic feasibility testing during Phase 2, and outreach to local developers active in the area during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



Casa Adelante, San Francisco, CA, by Mithun

Drawings—

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

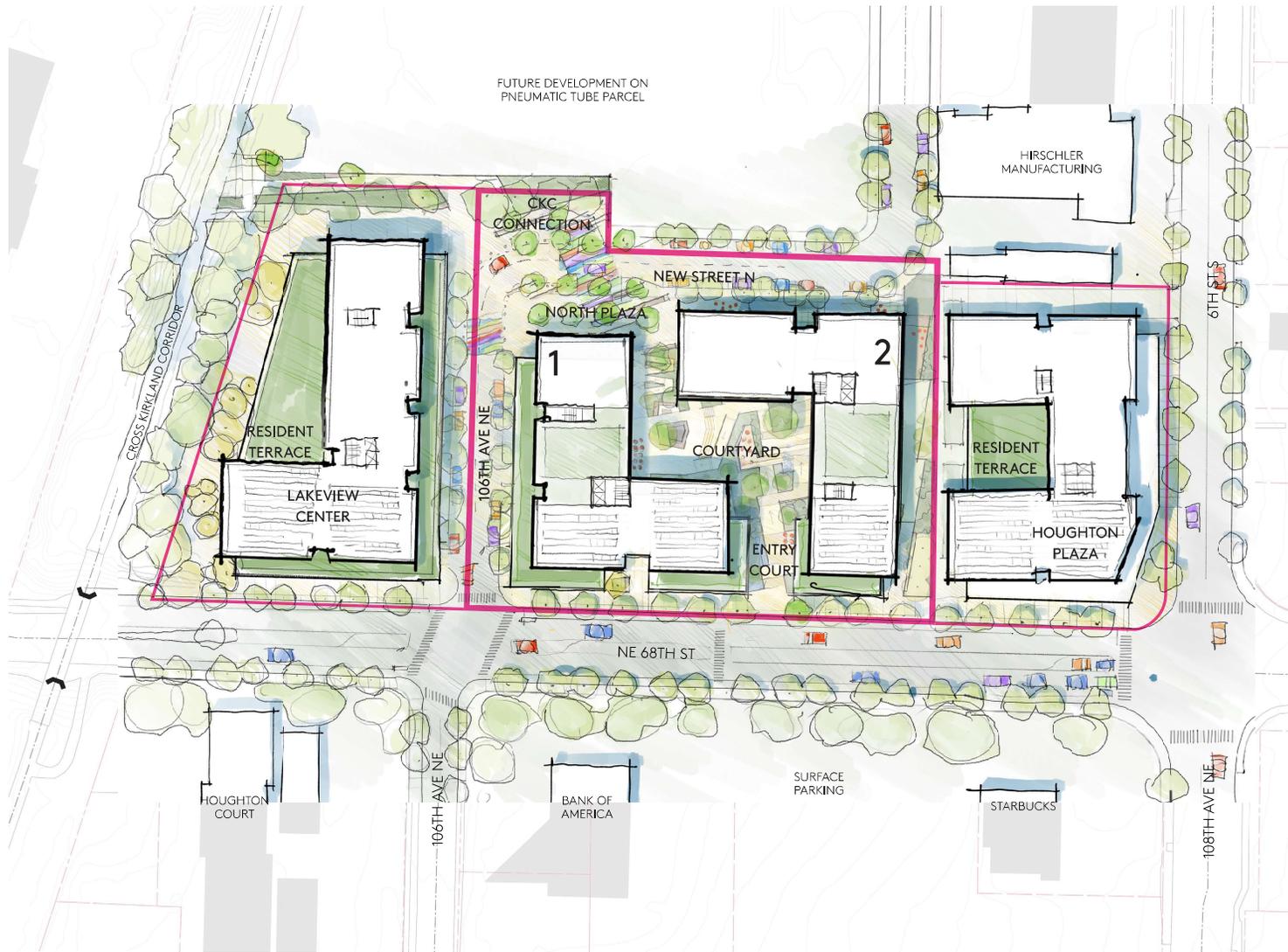


Phase 2 represents a "full buildout" condition after Houghton Village and all three adjacent parcels (Lakeview Center, Pneumatic Tube and Houghton Plaza) have redeveloped. The connection to the CKC could occur on either the Lakeview Center or Pneumatic Tube parcel, depending on which parcel re-develops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

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.

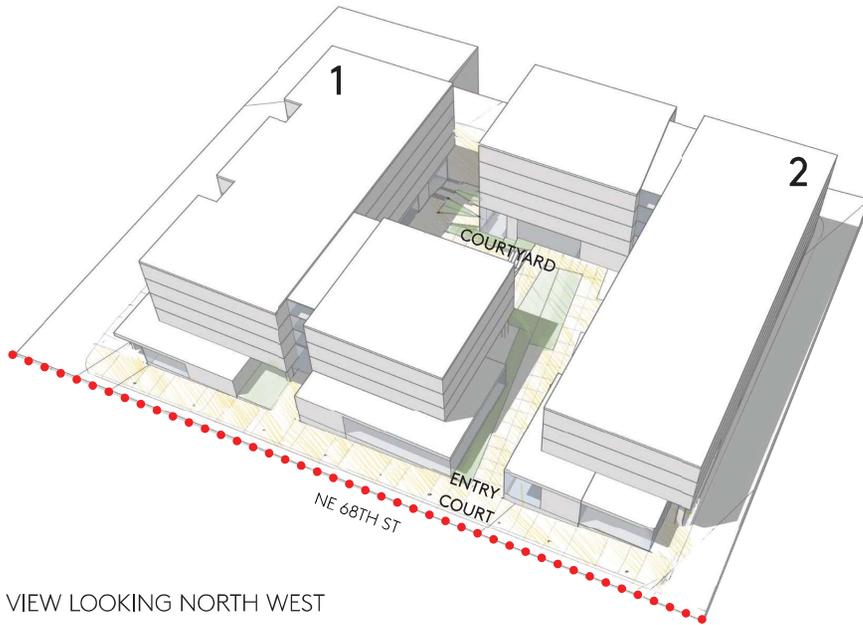
LEGEND
 CITY OWNED PARCEL
 STUDY AREA (OUTSIDE OF HV PROPERTY)



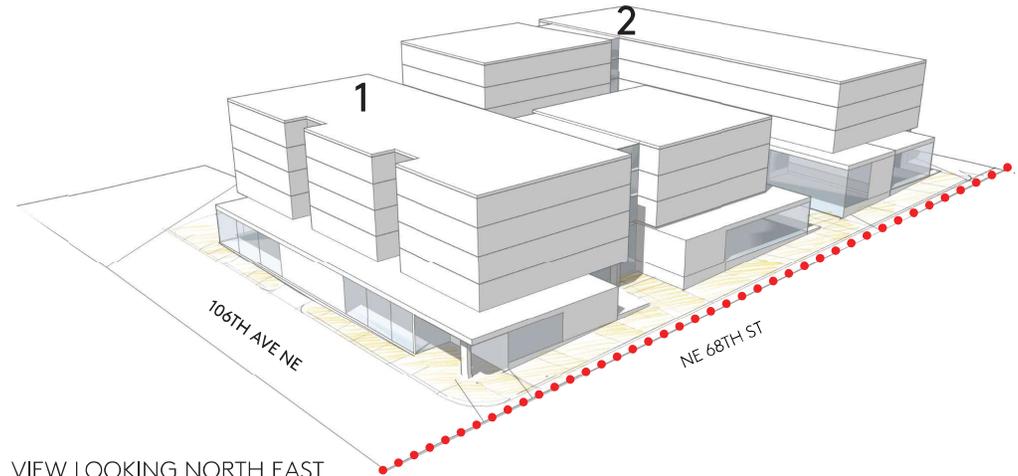
OPEN SPACE



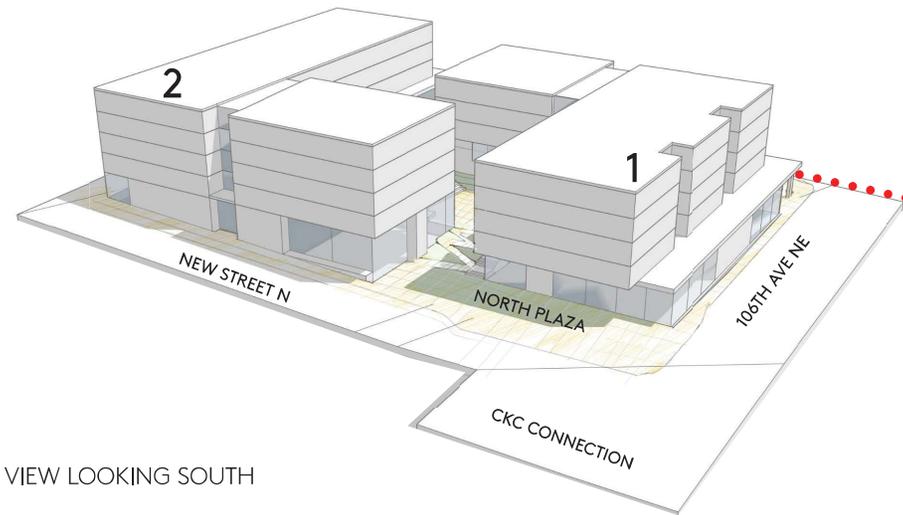
MASSING DIAGRAMS - HOUGHTON VILLAGE ONLY



VIEW LOOKING NORTH WEST

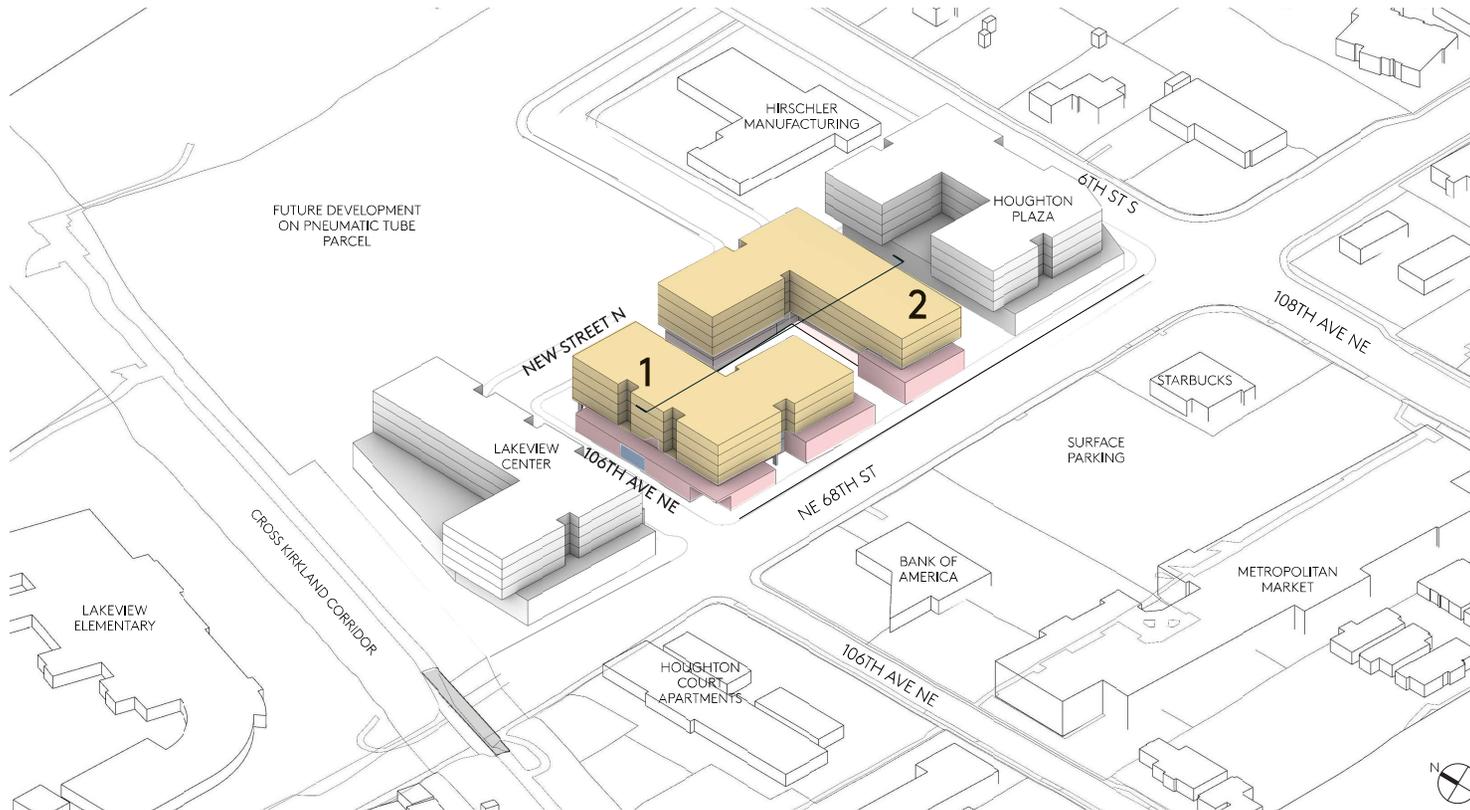


VIEW LOOKING NORTH EAST



VIEW LOOKING SOUTH

BUILDING SECTION, MASSING AND DATA



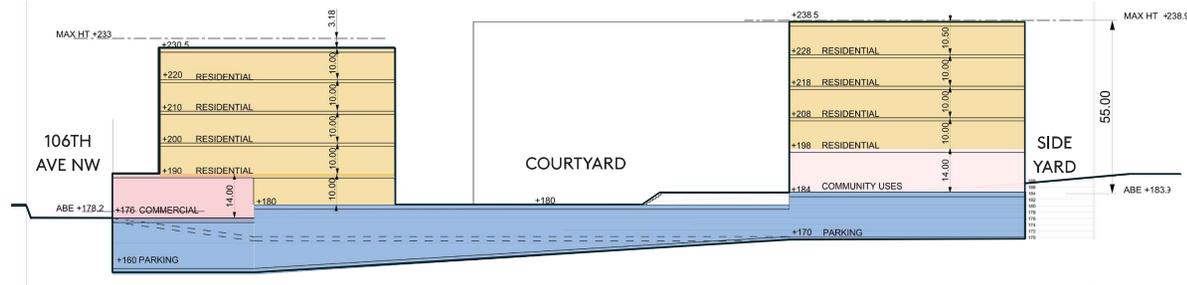
BUILDING 1 - AFFORDABLE CO-OP	
83,400	TOTAL GSF
68,200	RESIDENTIAL GSF
11,500	COMMERCIAL/RETAIL/COMMUNITY GSF
3,700	SERVICE GSF
70	RESIDENTIAL UNITS
BUILDING 2 - AFFORDABLE CO-OP	
91,700	TOTAL GSF
76,400	RESIDENTIAL GSF
14,300	COMMERCIAL/RETAIL/COMMUNITY GSF
1,000	SERVICE GSF
75	RESIDENTIAL UNITS
TOTAL 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

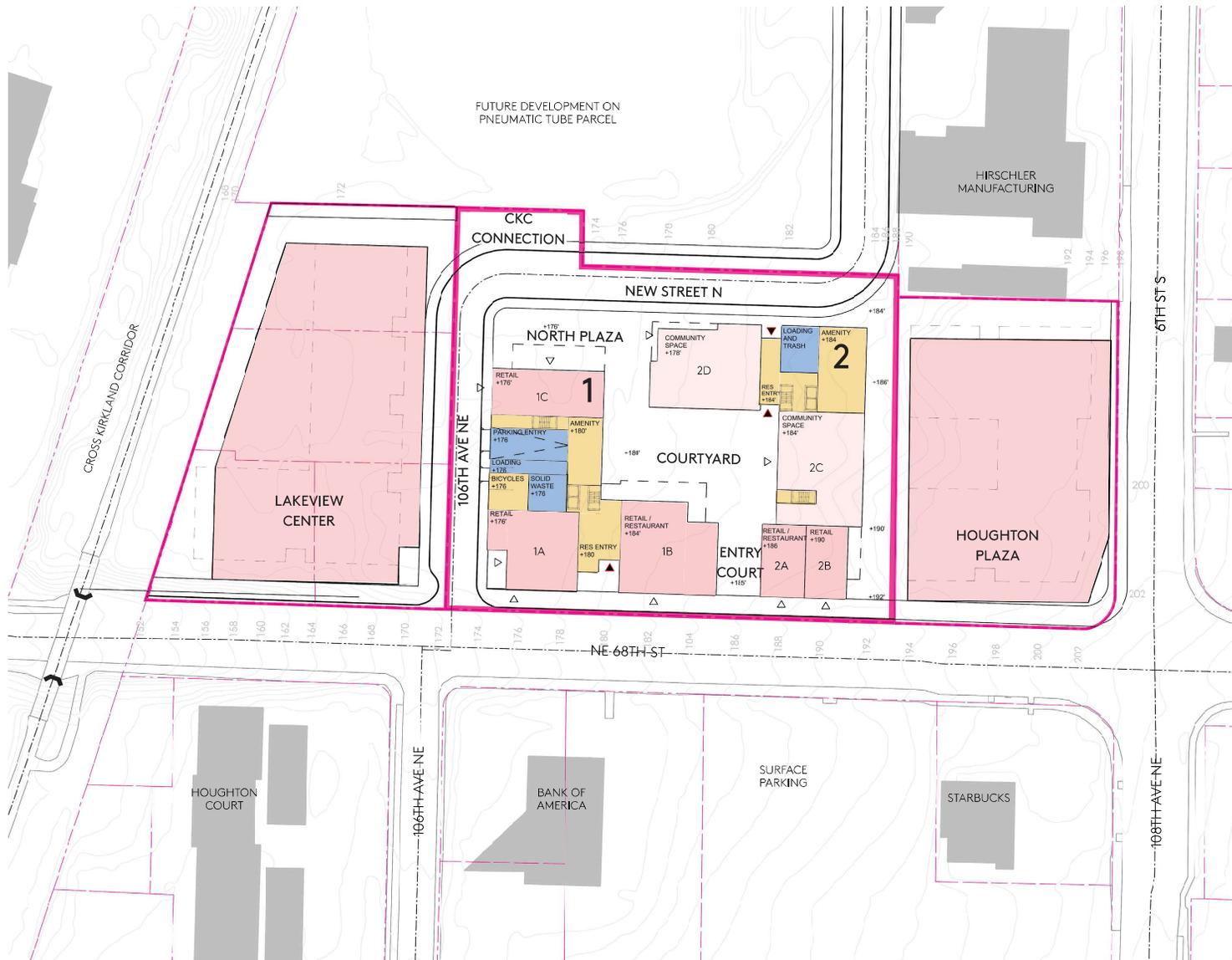
- CITY OWNED PARCEL
- STUDY AREA (OUTSIDE OF HV PROPERTY)
- COMMERCIAL / RETAIL
- COMMUNITY
- RESIDENTIAL
- PARKING AND SERVICES

+###' ELEVATION ABOVE SEA LEVEL

0' 75' 150' 300'



GROUND FLOOR PLAN DIAGRAM & DATA



BUILDING 1 - AFFORDABLE CO-OP	
19,700	TOTAL GROUND FLOOR GSF
4,500	RESIDENTIAL AMENITY GSF
11,500	TOTAL COMMERCIAL/RETAIL/COMMUNITY GSF
	SPACE 1A - RETAIL (3,000 GSF)
	SPACE 1B - RESTAURANT (4,800 GSF)
	SPACE 1C - RESTAURANT (3,700 GSF)
3,700	SERVICE GSF
BUILDING 2 - AFFORDABLE CO-OP	
19,600	TOTAL GROUND FLOOR GSF
4,300	RESIDENTIAL AMENITY GSF
14,300	COMMERCIAL/RETAIL/COMMUNITY 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)
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)

NOTE:

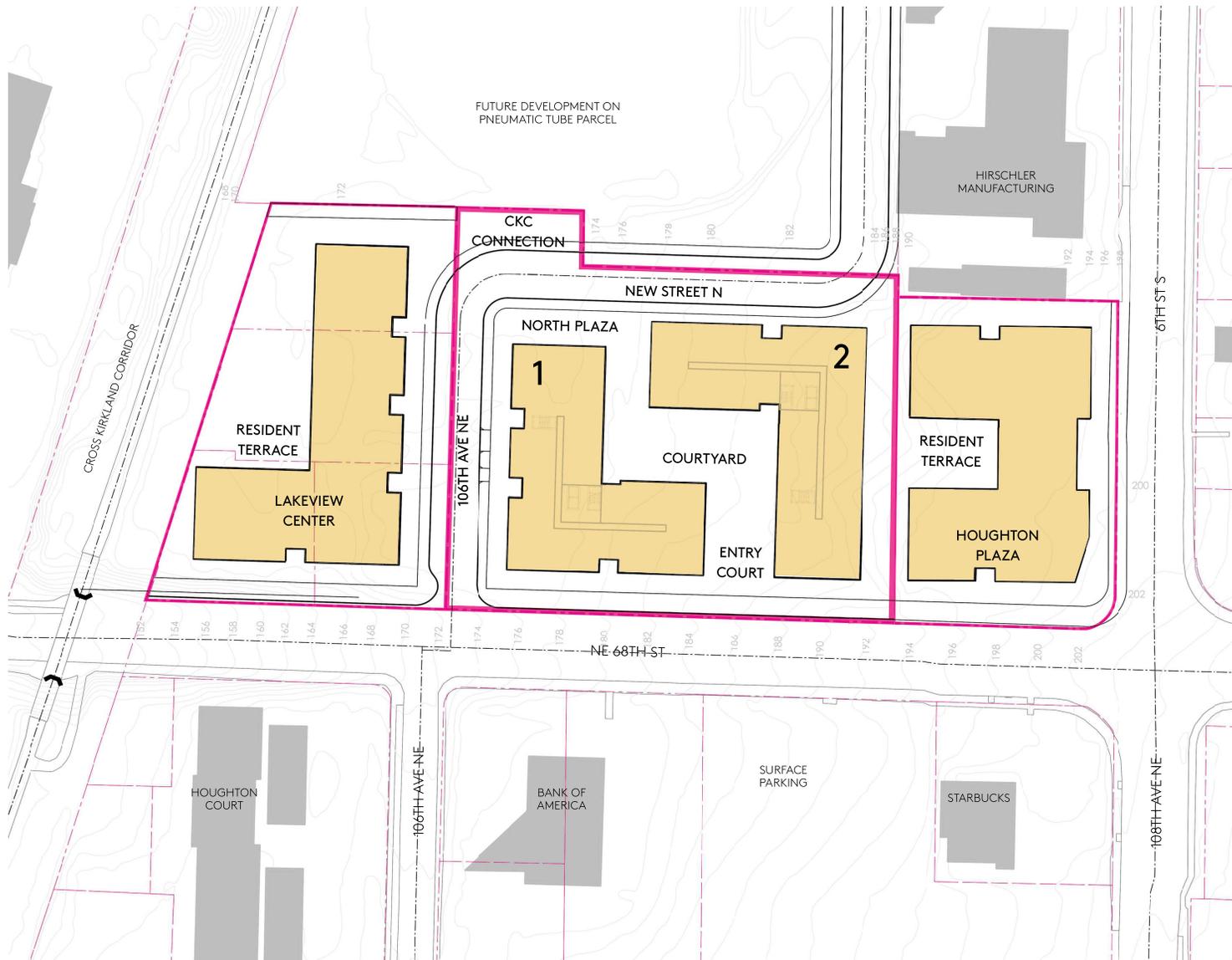
While actual ground floor uses could vary based on developer proposals, community-preferred uses include restaurants, specialty retail, before/after school activities, local businesses or non-profit space, and gathering spaces. This plan locates retail / restaurant spaces along NE 68th Street. Space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

LEGEND

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



TYPICAL UPPER FLOOR PLAN DIAGRAM & DATA

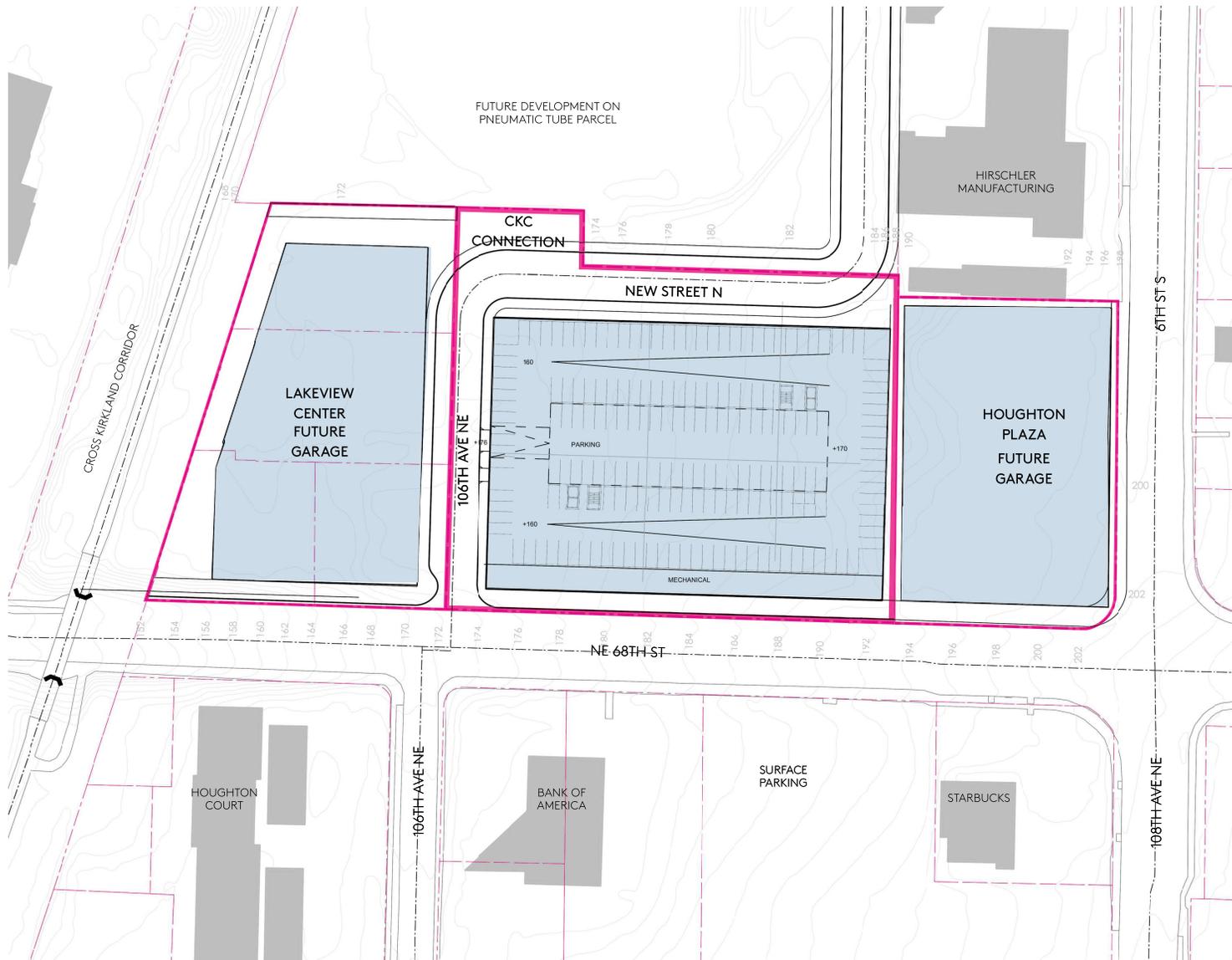


BUILDING 1 - AFFORDABLE CO-OP	
83,400	TOTAL GSF
68,200	RESIDENTIAL GSF
70	RESIDENTIAL UNITS
0	STUDIOS (0%)
26	1 BRS (37%)
36	2 BRS (51%)
8	3 BRS (12%)
BUILDING 2 - AFFORDABLE CO-OP	
91,700	TOTAL GSF
76,400	RESIDENTIAL GSF
75	RESIDENTIAL UNITS
0	STUDIOS (0%)
28	1 BRS (37%)
38	2 BRS (51%)
9	3 BRS (12%)
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%)

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



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

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



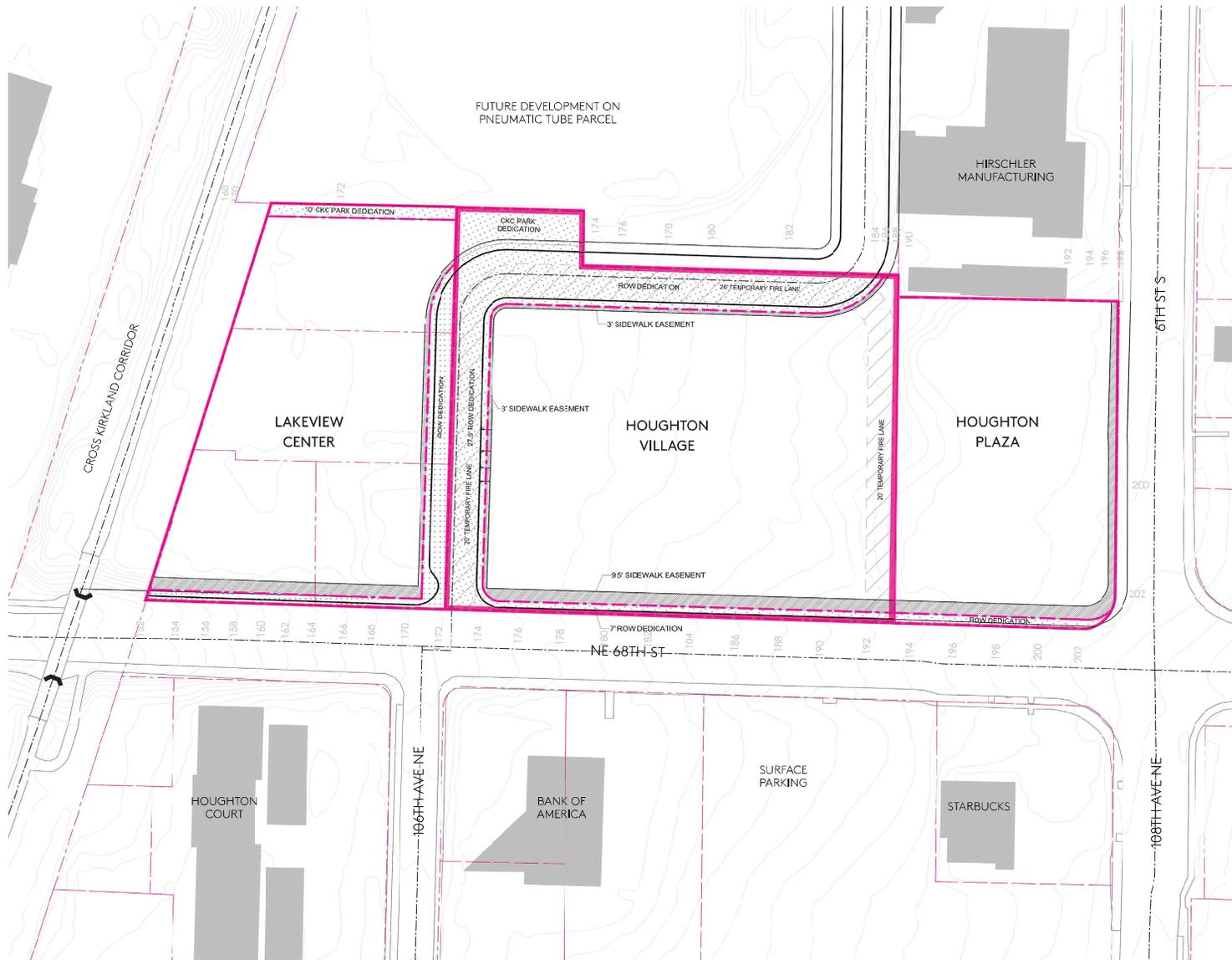
Childcare at Hirabayashi Place



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



LEGEND

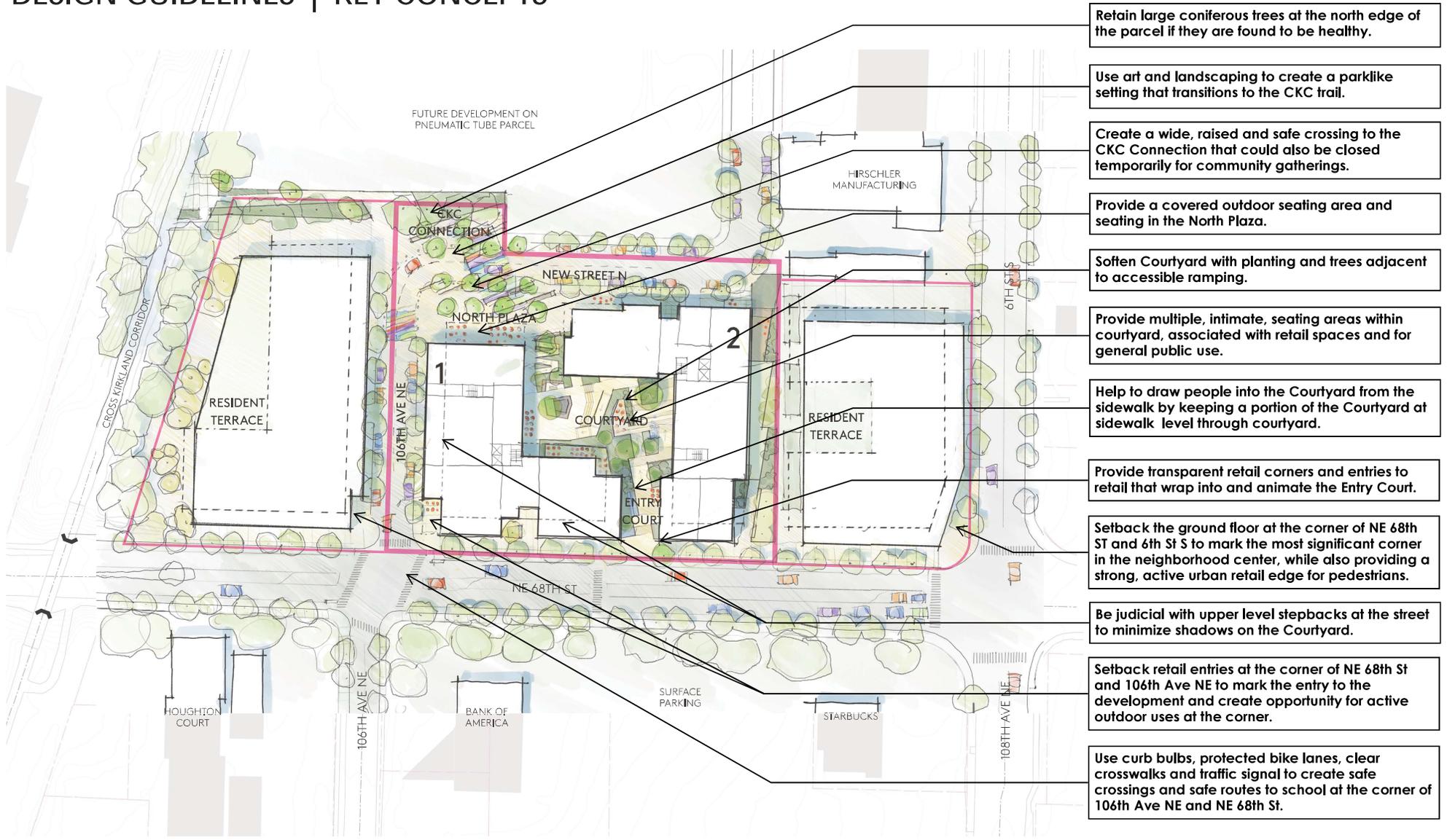
- CITY OWNED PARCEL
- STUDY AREA (OUTSIDE OF HV PROPERTY)
- NEW PARCEL LINE
- DEDICATION
- EASEMENT
- FIRE LANE

0 20 40 80

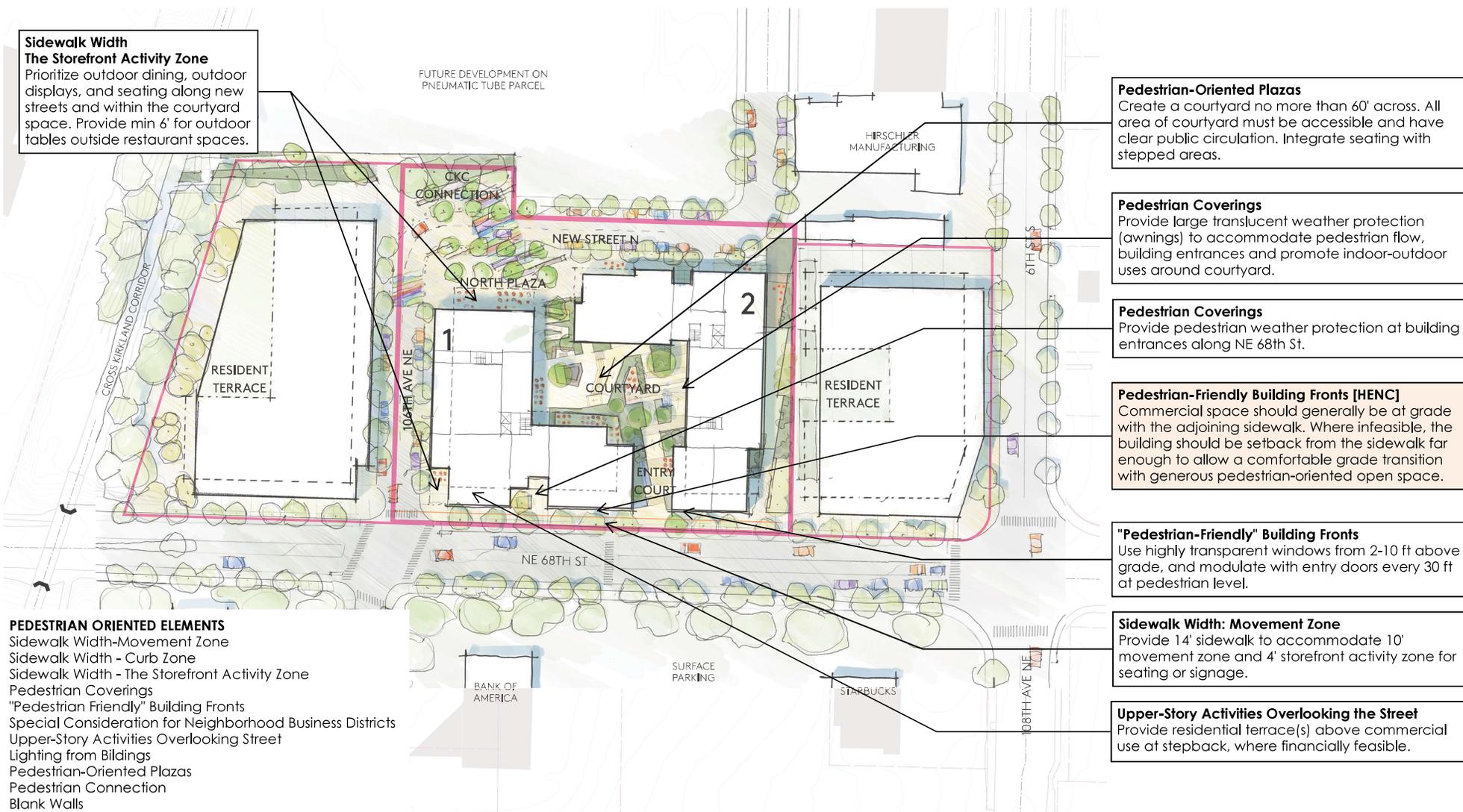
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Guidelines & Zoning Considerations—

DESIGN GUIDELINES | KEY CONCEPTS



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.

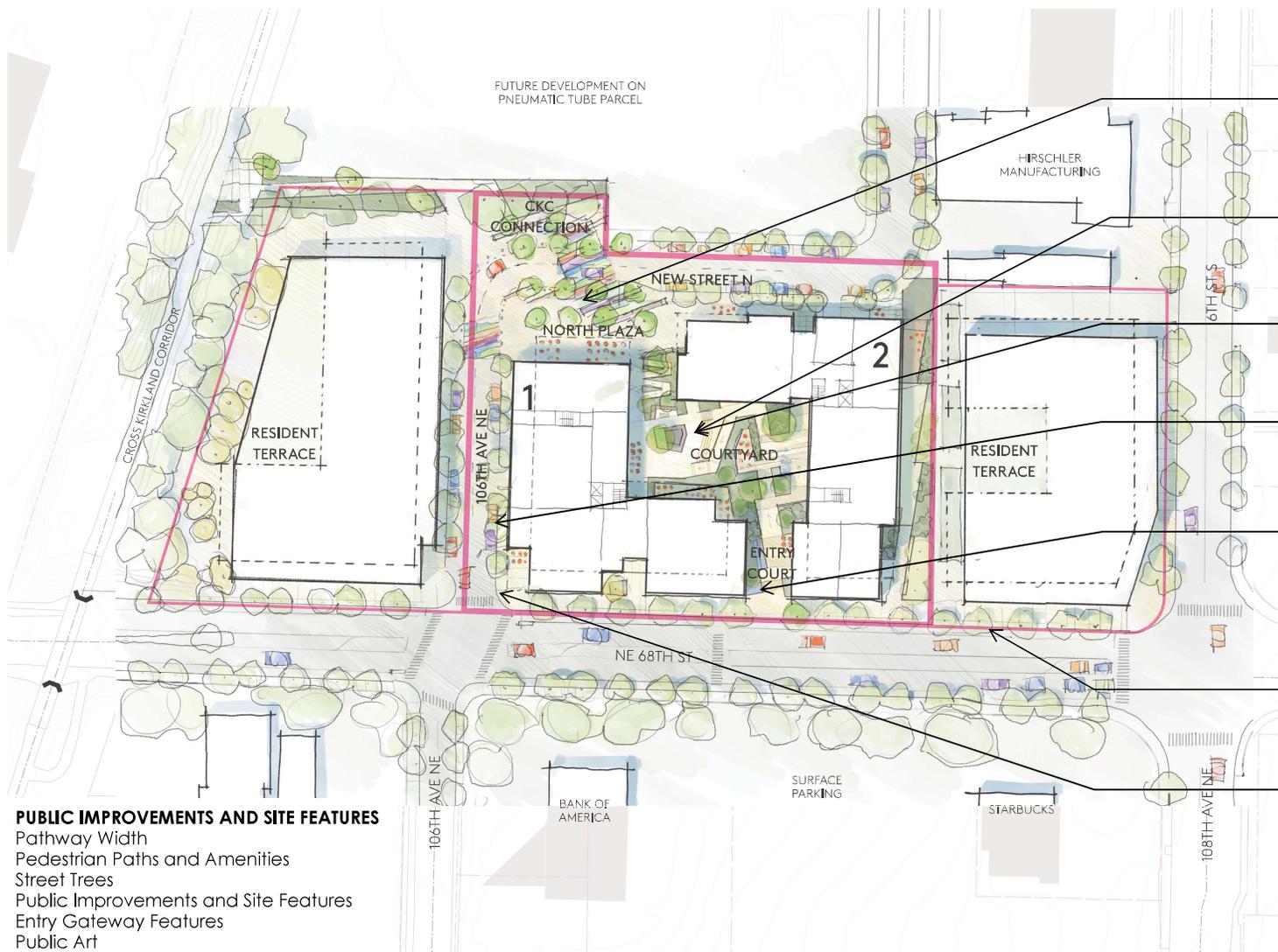
"Pedestrian-Friendly" Building Fronts
Use highly transparent windows from 2-10 ft above grade, and modulate with entry doors every 30 ft at pedestrian level.

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 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

DESIGN GUIDELINES | PUBLIC IMPROVEMENTS & SITE FEATURES



PUBLIC IMPROVEMENTS AND SITE FEATURES

- Pathway Width
- Pedestrian Paths and Amenities
- Street Trees
- Public Improvements and Site Features
- Entry Gateway Features
- Public Art

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

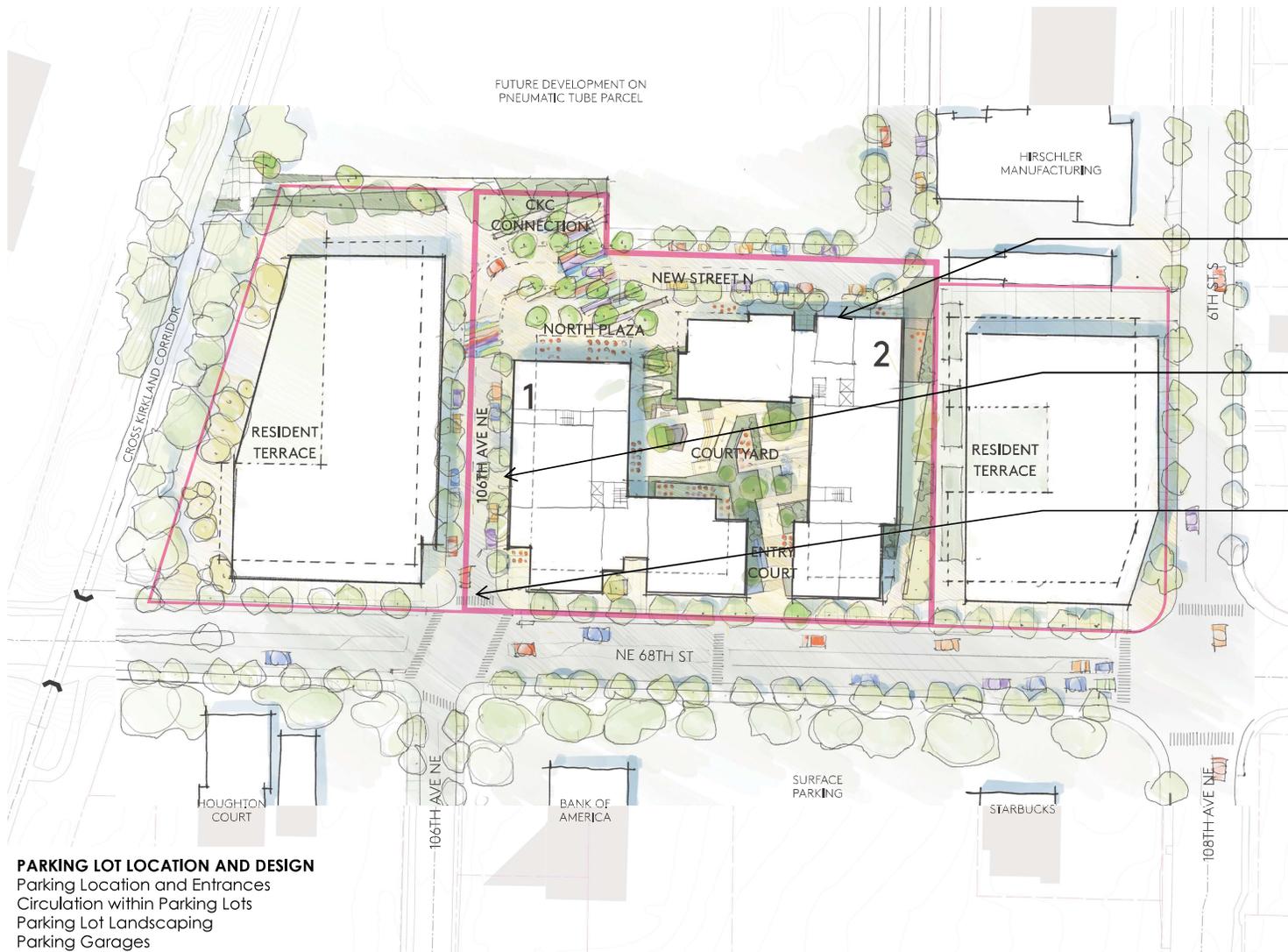
Public Improvements and Site Issues
Provide lighting along all public streets and sidewalks and minimize high contrast shadows, especially along school routes.

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.

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

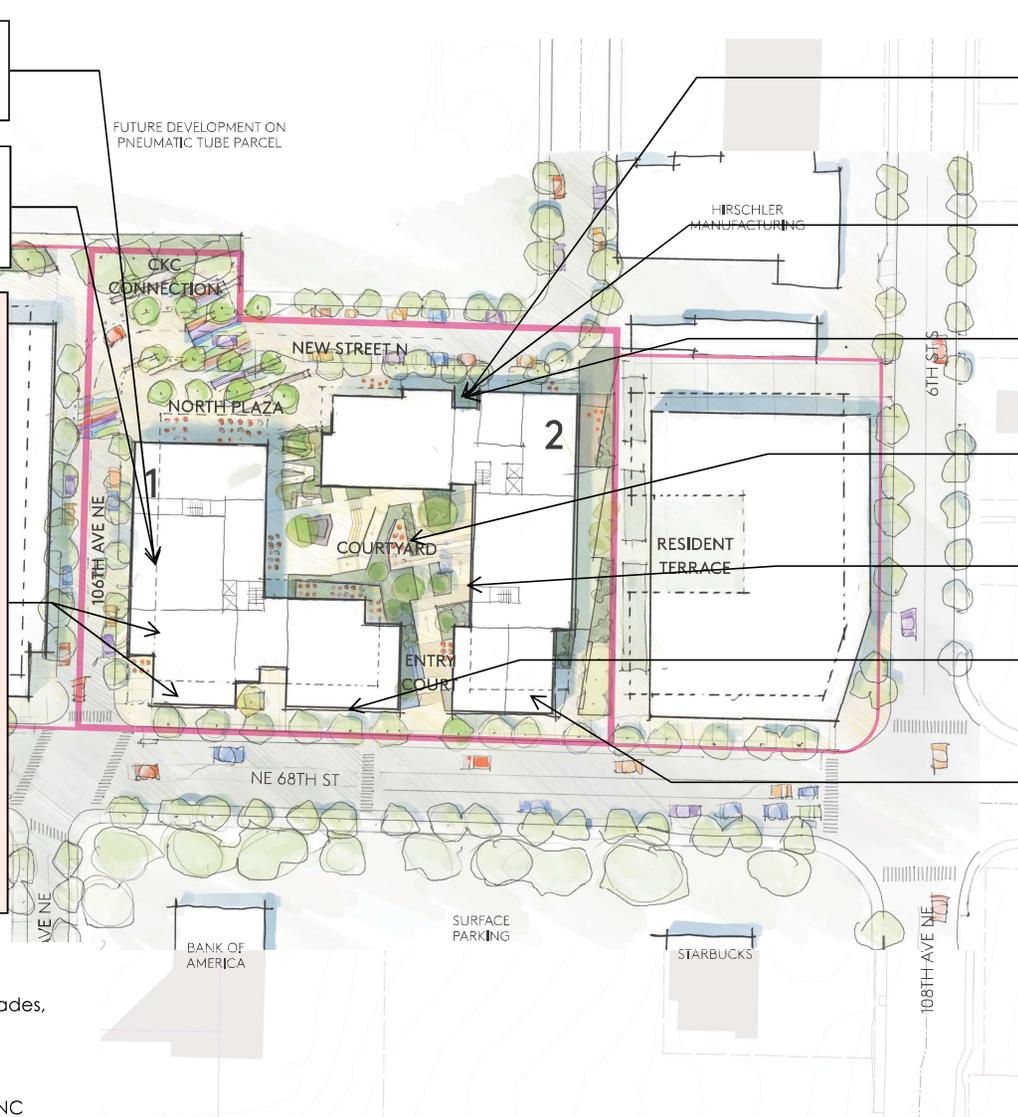
Building Modulation - Horizontal
Encourage horizontal modulation and distinctive roof treatments, where feasible and rooftop programs allow.

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.

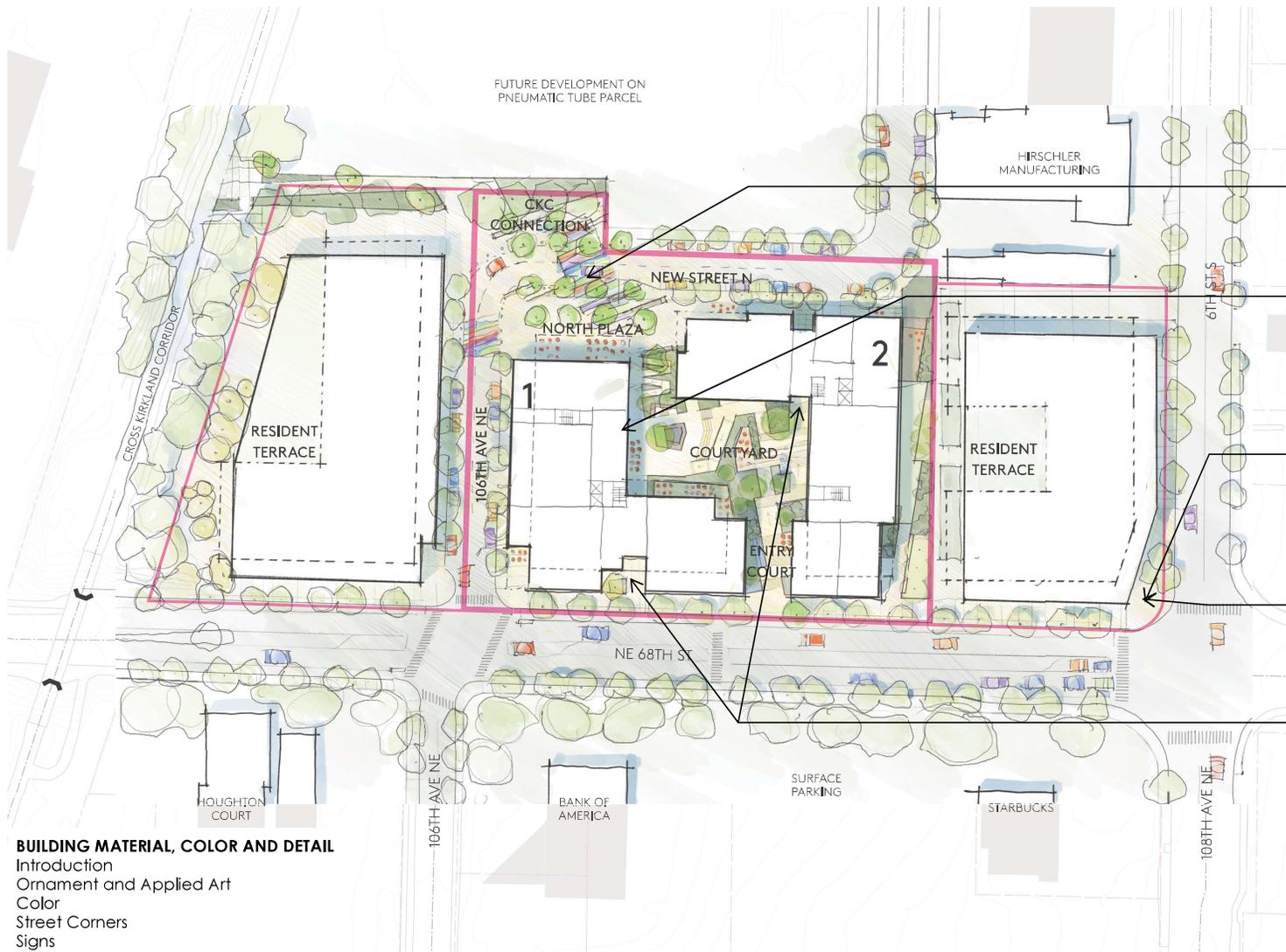
Open Space at Street Level
Courtyard space should be open to the sky, except where canopies awnings or canopies are provided and perceived as public space.

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

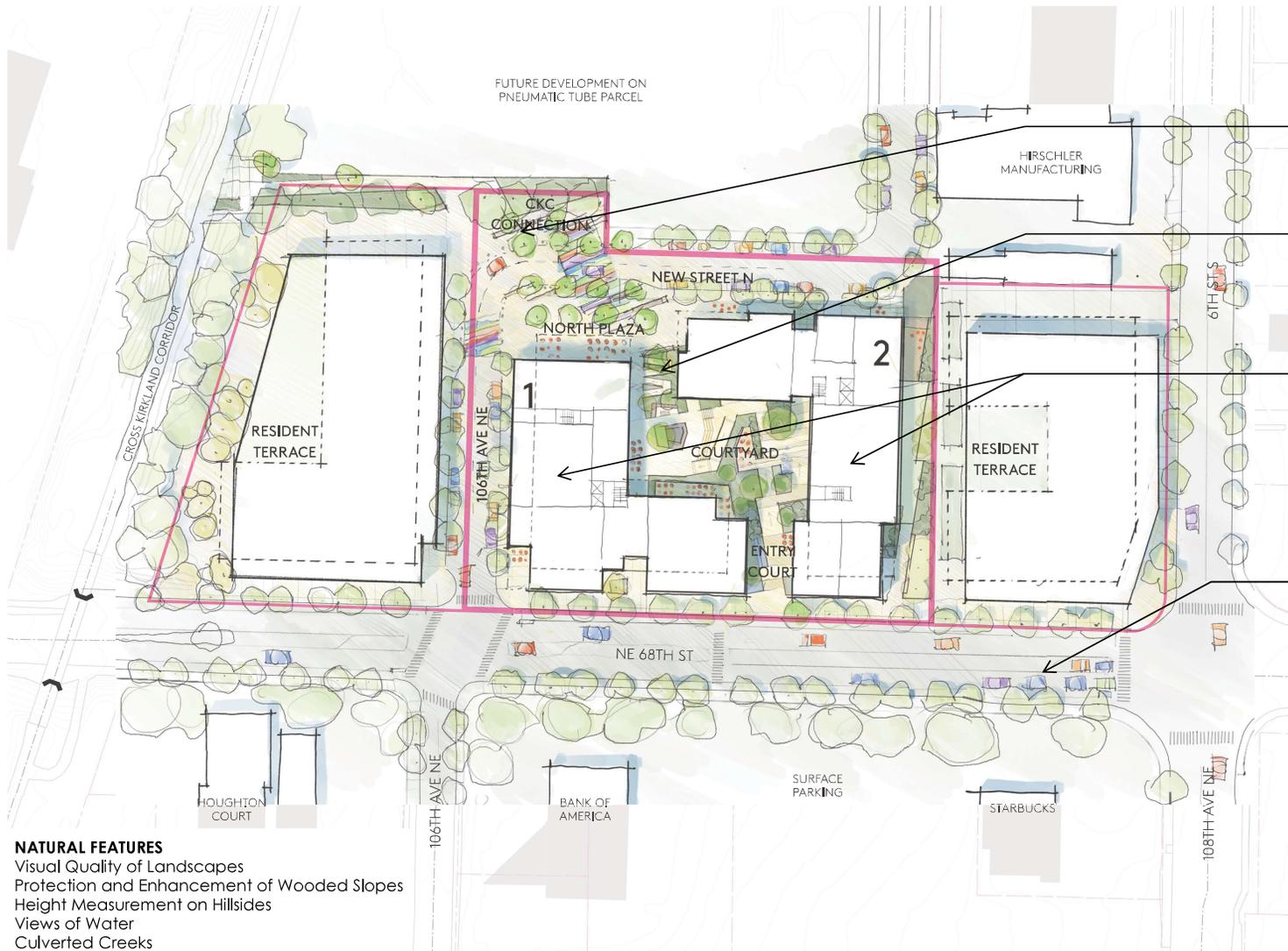
Special Considerations for Street Corners [HENC]
The corner of NE 68th Street and 108th Avenue NE provides a gateway to the Neighborhood Center. Buildings at this corner should be designed to enhance this gateway with elements such as building setbacks and step backs, architectural features, public open 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

BUILDING MATERIAL, COLOR AND DETAIL
Introduction
Ornament and Applied Art
Color
Street Corners
Signs

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 Hillside
 - 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)

- 3 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' 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
 - 146 du affordable housing
 - 10,340 sf restaurant
 - 4,770 sf retail
 - 5,084 sf office
 - 5,636 sf community center
- Lakeview Center Parcel
 - 95 du apartments
 - 14,800 sf restaurant
 - 14,800 sf retail
- Houghton Plaza Parcel
 - 85 du apartments
 - 12,400 sf restaurant
 - 12,400 sf retail

Existing to be removed

- Houghton Village Parcel
 - 12,264 sf grocery store
 - 17,353 sf commercial
- Lakeview Center Parcel
 - 23,111 sf office
- Houghton Plaza Parcel
 - 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	62	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	104	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	136	46	182

Market Analysis—

Summary of Recommendations

Houghton Village Development Plan
Kirkland, WA

November 2024



Feasibility Analysis Key Takeaways

ATTACHMENT 2
DRAFT DEVELOPMENT PLAN

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.

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 will 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.

- **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.

WHAT ARE PUBLIC BENEFITS?

Public benefits are amenities, facilities, services, or other features incorporated into development projects that create lasting value for the surrounding community. These investments help address community needs and enhance quality of life. Examples include:

- ❖ Affordable housing
- ❖ Public open spaces and parks
- ❖ Community gathering spaces
- ❖ Infrastructure improvements
- ❖ Business incubator spaces
- ❖ Cultural facilities

Site & Programming Recommendations

ATTACHMENT 2
DRAFT DEVELOPMENT PLAN

- **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

ATTACHMENT 2
DRAFT DEVELOPMENT PLAN

- **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.

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.

