

ORDINANCE NO. 2014

AN ORDINANCE OF THE CITY OF KIRKLAND, WASHINGTON, AMENDING THE COMPREHENSIVE PLAN AND PLAN MAP ADOPTED IN ORDINANCE NO. 930 AS TO TERRITORY DESCRIBED IN PLANNING COMMISSION FILE NO. CP-7/68-22 WHICH WAS ANNEXED TO THE CITY OF KIRKLAND SUBSEQUENT TO THE ADOPTION OF SAID PLAN AND MAP.

WHEREAS, the Kirkland Planning Commission, following annexation of the territory described in Planning Commission file number CP-7/68-22, conducted studies as to said area and following hearings held thereon, including a final hearing held September 12, 1968, approved plans for the comprehensive development of said area and recommended the same to the Kirkland City Council;

AND WHEREAS, the City Council of the City of Kirkland did hold on the 21st day of October, 1968 a public hearing to consider said recommendation of the Planning Commission and following said hearing did concur in the recommendations of the Kirkland Planning Commission:

NOW THEREFORE be it ordained by the City Council of the City of Kirkland as follows:

Section 1. The comprehensive plan together with the comprehensive plan map of the City of Kirkland, adopted by Ordinance No. 930, is hereby amended to include the areas described in Planning Commission file no. CP-7/68-22 and encircled on the map attached to this Ordinance and by this reference incorporated herein, which said areas were heretofore annexed to the City of Kirkland subsequent to the adoption of Ordinance No. 930.

Section 2. The recommended land use for each said encircled area in accordance with the principals embodied in the comprehensive plan of the City of Kirkland shall be as indicated on the attached map, subject to the additional principals set forth in Section 3 of this Ordinance.

Section 3. To the extent the principals set forth herein amend or supplement the principals for development adopted in the narrative text of the Kirkland comprehensive plan for Kirkland Washington (Ordinance No. 930) said plan is hereby supplemented;

a. Consideration - Physical considerations in evaluating this area with respect to ultimate land use included topographic features and limitations, arterial and rail configurations, existing use of

the land, and relationship of the southern portion of the parcel to the proposed highway interchange at I-405 and N. E. 85th Street.

The 1963 Comprehensive Plan study included in its land use evaluations and recommendations this general area; however, at that time this area was not within the corporate limits of Kirkland and similar to the previous Comprehensive Plan Map Amendment study in the "Hopkins Area" a state enabling legislation to adopt comprehensive plan studies outside the corporate limits of a community was not adopted until 1966. Hence, such recommendations which are contained in the 1963 plan are not considered valid and, in any event, a re-evaluation of the recommended land uses is in order due to current conditions which were not necessarily present during the 1959-63' study period.

b. Conclusions and Recommendations - The land use classification of low density (the existing plan designation for this classification is Single-Family) is recommended for the general area bounded by N. E. 100th Street on the north, the Northern Pacific Railroad on the west, Interstate 405 on the east, and a line approximately equidistant between N. E. 87th Street and N. E. 88th Street. The present trend of Single-Family development in this area was a primary consideration for recommending the continuation of this use. The terrain features on the westerly portion of this parcel abutting the Northern Pacific Railway also physically limit the realistic use of this property in a commercial or manufacturing manner. The more intense Single-Family residential development contiguous to the study area to the north was also a prime consideration in recommending this use.

The land use classification of medium density (the existing plan designation for this classification is Multi-Housing) is recommended for the remainder of the area as shown on the attached map. This area is essentially bounded on the north by the recommended low density use north of N. E. 87th Street; on the west by the Northern Pacific Railroad, on the east by the proposed interchange configuration, and on the south by N. E. 85th Street. The land use studies conducted during the 701 Program of 1967-'68 recognized a need for a more intense residential development in this area to properly buffer the low density area to the north from the proposed full interchange and the traffic which is to be generated off of N.E. 85th Street. It may become apparent in the near future, however, that even a more intense use of the land will be requested in the form of a professional residential use which might include motor inns, or motor hotels for the transient dweller due to the proximity of this parcel with the interstate highway and N. E. 85th Street. If this becomes apparent, special study should be given prior to permitting this more intense use.

c. General Policy Statement

1. The uses as recommended in this report and as shown on the

attached map to this report are ultimate land uses and the recommended medium density use is not necessarily compatible with existing development and use of the land. The terminology used on the attached map in designating use recommendations is in duplicate, e g; " low density" (existing plan designation for this classification is single family)" solely to reflect a change in terminology to be more compatible with the terminology in general use and has no other significance.

2. The specific point of the change between low density and medium density between N. E. 87th Street and N.E. 88th Street is a recommended design configuration only and at such time as higher density zoning is requested in the area special study should be made by the staff and Planning Commission in establishing a precise line of zoning. All reasonable and appropriate planning tools and concepts should be used by the staff and Planning Commission in establishing this precise line.
3. Planned residential developments east of 116th Avenue N. E. in the area of the large acreage holdings should be encouraged with the provision of permitting appropriate higher density uses bordering on Interstate 405 to provide a reasonable buffer between this high intensity thoroughfare and the residential uses to the west.
4. Traffic patterns and access will require additional study in the future as demands for more intense development occur.

Section 4. A certified copy of this Ordinance and the map hereto attached shall be filed with the Clerk for the City of Kirkland as required by law.

Section 5. This Ordinance shall take effect (5) five days from and after it's passage by the Council and publication as required.

PASSED by the City Council at regular meeting on the 21st day of October, 1968.

SIGNED in authentication thereof on the 21st day of October, 1968.

William C. Woods
MAYOR

Attest By:

Tom A. Dison
Director of Administration and Finance
(ex officio) City Clerk

Ordinance No. 2014

Approved as to Form:

City Attorney