

ORDINANCE NO. 2903

*Repealed by 3481*

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE LAND USE POLICIES PLAN (COMPREHENSIVE PLAN) ORDINANCE 2346 AS AMENDED (FILE IV-85-18) RELATIVE TO THE CENTRAL HOUGHTON NEIGHBORHOOD.

Whereas, the City Council has received from the Kirkland Planning Commission a recommendation to amend the Central Houghton Neighborhood Chapter of the Land Use Policies Plan (Comprehensive Plan) for the City, Ordinance 2346 as amended, all as set forth in that certain report and recommendation of the Planning Commission dated June 20, 1985 and bearing Kirkland Department of Planning and Community Development File No. IV-85-18; and

Whereas, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held on June 6 and June 20, 1985, public hearings on the amendment proposals and considered the comments received at said hearing (as well as the recommendations made by the Houghton Community Council); and

Whereas, pursuant to the State Environmental Policies Act there has accompanied the legislative proposal and recommendation through the entire consideration process, a final determination of non-significance (including supporting environmental documents) issued by the responsible official pursuant to WAC 197-11-340 and WAC 197-11-390; and

Whereas, in regular public meeting the City Council considered the environmental documents received from the responsible official, together with the report and recommendation of the Planning Commission, now, therefore,

Be it ordained by the City Council of the City of Kirkland as follows:

Section 1. Text amended: The following specific portions of the text of the Land Use Policies Plan, Ordinance 2346 as amended, be and they hereby are amended to read as follows:

INTRODUCTION - CENTRAL HOUGHTON NEIGHBORHOOD

Major policy direction in this ~~area~~ NEIGHBORHOOD is to maintain the predominantly low density residential character.

The Central Houghton ~~area~~ NEIGHBORHOOD, LYING between the BURLINGTON NORTHERN railroad TRACKS and I-405, is a predominantly new single family residential area. Other, more intensive activities in this area include the Northwest College, Lake Washington School District facilities, the Houghton Shopping Center and multifamily developments along NE 68th Street. The primary policy direction is to maintain the low density residential character and to buffer the single family areas from economic, institutional and multifamily uses. Emphasis is also placed on identifying lands for future parks.

Discussion of format for the analysis of the Central Houghton ~~area~~ NEIGHBORHOOD.

Specific land use designations for ~~the~~ Central Houghton ~~area~~ are illustrated in Figure 17. These designations are based on several factors including THE natural ~~elements~~ ENVIRONMENT, adjacent uses, traffic patterns, land use inventories and other relevant concerns. For convenience, the following analysis of ~~the~~ Central Houghton ~~area~~ has been divided according to functional headings. The use of a particular piece of property is influenced by all applicable functional considerations (namely, natural ~~elements~~ ENVIRONMENT, living environment, economic activities, open space/PARKS, ~~and~~ public services AND URBAN DESIGN).

NATURAL ENVIRONMENT

ENVIRONMENTALLY SENSITIVE SLOPES ARE IDENTIFIED. Slope stability ~~analysis~~ ~~the~~ analysis ~~is~~ SHOULD BE required ~~of~~ ~~potential~~ ~~analysis~~

ENVIRONMENTALLY SENSITIVE AND Ppotentially unstable slopes are present in ~~the~~ Central Houghton ~~area~~ near the railroad tracks AND IN THE CITY'S OLD WATERSHED ~~(see/figure 18)~~. The slopes ~~is~~ ARE expected to



The natural configuration and functional integrity of watercourses ~~are/should~~ SHOULD be maintained or improved.

The open watercourses in this area should be ~~preserved/and~~ maintained in, OR RESTORED TO, their natural condition ~~and/should/allow/for~~ ~~natural/drainage~~, NOT ONLY TO PROVIDE STORAGE AND FLOW FOR NATURAL RUNOFF BUT TO PROVIDE NATURAL AMENITIES FOR THE COMMUNITY (see Natural ~~Elements~~ ENVIRONMENT Policy 4). Structures ~~are~~ SHOULD not to be located near these streams (see Natural ~~Elements~~ ENVIRONMENT ~~Policy/Act~~ CHAPTER).

Low density residences ~~are~~ SHOULD to be maintained in most of ~~the~~ Central Houghton ~~area~~. Medium densities SHOULD BE permitted around Houghton Shopping Center.

~~The~~ Central Houghton ~~area~~ is composed primarily of detached single family residences. The primary policy thrust for this area is to maintain residential use at present densities (4 to 5 dwelling units per acre). Medium density uses (~~10/12/14~~ 12 dwelling units per acre) ~~would~~ SHOULD continue along NE 68th Street and adjacent to the Houghton Shopping area. The block east and west of 108th Avenue NE is better suited to densities up to nine dwelling units per acre.

View and noise impacts should be minimized. New housing types are considered.

Housing types ~~would~~ SHOULD generally conform to the present character. However, due to various factors, cluster or attached housing types should be con- sidered. Height and bulk limitations are of particular concern to those residents with a view of the Olympics and Lake Washington. This should not be construed to prohibit two story or common wall homes but rather calls for a sensitivity to the terrain and the neighboring structures in order to reasonably maintain existing views (~~see/Living/Environment/Policy~~ ~~Act~~). Bordering the Central ~~area~~ HOUGHTON NEIGHBORHOOD on the east,

I-405 creates noise impacts on adjacent land uses. Residential developments of two dwelling units or more ~~will~~ SHOULD be required to protect against noise through site and building design or construction techniques.

Residential development densities on ~~the~~ ~~potentially~~ ~~unstable~~ ENVIRONMENTALLY SENSITIVE slopes ~~are~~ ~~to~~ SHOULD be limited.

~~A~~ ~~potentially~~ ~~unstable~~ AN ENVIRONMENTALLY SENSITIVE slope has been identified east of the railroad tracks from NE 62nd Street to NE 47th Place ~~(see~~ ~~Figure~~ ~~18)~~. All permitted developments ~~will~~ SHOULD be preceded by adequate slope stability investigations. The presence of an open stream, limited access, and existing small lot sizes impose limits on the residential densities that are feasible. Densities of 4 to 5 dwelling units per acre should not be exceeded.

Residential development will be severely limited on the ~~unstable~~ ENVIRONMENTALLY SENSITIVE slope area.

The area east of the railroad tracks and south of NE 45th Street has been identified as ~~an~~ ~~unstable~~ ~~slope~~ ~~and~~ ~~is~~ part of the ENVIRONMENTALLY SENSITIVE Houghton slope. This slope area is heavily wooded and of significant aesthetic value. A large part of this slope is contained by the Kirkland Watershed and, as discussed in the Open Space/Parks section, this land ~~is~~ ~~to~~ SHOULD be devoted to limited passive recreation. ~~South~~ ~~of~~ ~~the~~ ~~Watershed~~ ~~is~~ ~~a~~ ~~parcel~~ ~~of~~ ~~undeveloped~~ ~~land~~ ~~with~~ ~~high~~ ~~the~~ ~~city~~ ~~limits~~ ~~and~~ ~~any~~ ~~development~~ ~~on~~ ~~an~~ ~~adequate~~ ~~slope~~ ~~stability~~ ~~analysis~~ ~~will~~ ~~be~~ ~~required~~ ~~to~~ ~~identify~~ ~~the~~ ~~major~~ ~~hazard~~ ~~and~~ ~~mitigation~~ ~~measures~~ ~~and~~ ~~development~~ ~~densities~~ ~~on~~ ~~this~~ ~~slope~~ ~~are~~ ~~to~~ ~~be~~ ~~at~~ ~~low~~ ~~levels~~ ~~and~~ ~~permitted~~ ~~high~~ ~~density~~ ~~development~~ ~~along~~ ~~the~~ ~~entire~~ ~~slope~~ ~~could~~ ~~compromise~~ ~~the~~ ~~adverse~~ ~~impacts~~ ~~of~~ ~~a~~ ~~single~~ ~~high~~ ~~density~~ ~~development~~ ~~it~~ ~~is~~ ~~the~~ ~~cumulative~~ ~~effects~~ ~~resulting~~ ~~from~~ ~~full~~ ~~development~~ ~~at~~

medium to high densities that are of greatest concern. The cumulative effects of full slope development could increase the hazards to life and property. Required storm water retention systems for higher density developments with large roof areas and parking lots, particularly at full slope development, may increase slope instability by increasing slope loading and introducing greater amounts of water into the hillside. A second cumulative effect includes the possible destruction of the wooded cover that has aesthetic and biological value as well as contribute to slope stability. Another cumulative effect is the increased traffic hazard on Lake Washington Boulevard and 108th Avenue NE.

On the unstable slope, residential densities of 1 to 3 dwelling units per acre permitted according to standards.

The base density for residential development on the unstable slope is 1 to 3 dwelling units per acre subject to the following standards:

(1) Soil analysis is required.

(2) Clustering of structures is encouraged.

(3) Water courses are to be retained in a natural state.

(5) Surface runoff is to be controlled at predevelopment levels.

(6) Points of access are to be minimized.

(7) There is to be a special review of all development plans.









(7) Parking areas should be visually screened from adjacent uses.

(8) Any development at a density of greater than 9 units per acre should be processed as a Planned Unit Development.

Small professional offices/medium density residential uses SHOULD BE permitted at the southeast quadrant of NE 68th Street/108th Avenue NE.

Land~~s~~ in the southeast quadrant of the intersection of NE 68th Street and 108th Avenue NE is designated for professional offices or multiple residential use (see Figure 17). Small professional offices that are in scale with the present building pattern (east of 108th Avenue NE) are permitted ~~//subject to standards discussed on pages 272 to 273 of the State Street Area.~~ No restaurants or commercial use ~~would~~ SHOULD be allowed. Medium density multifamily uses (10 to 14 12 dwelling units per acre) ~~would~~ also SHOULD be permitted.

#### PLANNED AREA 1: Northwest College

Discussion of "planned area" concept.

Within ~~the~~ Central Houghton ~~area~~, one tract of land has been designated as a "planned area". This designation is based on unique conditions including interface conflicts, large parcel ownerships, traffic patterns, topographic conditions, and other factors which may influence future development of the land. The complex problems unique to this Planned Area can be overcome best through coordinated development of the whole area.

Northwest College is designated as a Planned Area because of its broad impacts on adjacent areas.

Northwest College provides a unique educational environment within the City. The College has been designated as a Planned Area due to the size of the facility and the magnitude of potential impacts on the surrounding residential areas. Facilities associated with the College include dormitories, offices and classroom buildings. The Planned Area designation will permit the application of special development procedures and

- (1) *ZB/foot/height/limitations/for all/structures/ 30 foot structures SHOULD BE may/be permitted. STRUCTURES OVER 30 FEET IN HEIGHT MAY BE PRMITTED IF PROCESSED AS A PLANNED UNIT DEVELOPMENT AND THE FOLLOWING CRITERIA ARE MET: TOPOGRAPHY AND/OR SETBACKS MINIMIZE IMPACTS ON ADJACENT SINGLE-FAMILY AREAS; BUILDING MASS IS TERRACED OR MODULATED TO REDUCE VISUAL IMPACT OFF-SITE AND ALL OTHER P.U.D. CRITERIA ARE SATISFIED. when/the first/level/is/located/to/parking and/when/the/structure/is adjacent/to/the/commercial activities/setback/from/adjacent single-family/homes,/and/or topography/permits,/structures higher/than/30/feet/may/be proposed/subject/to/planned/unit development/procedures/*
- (2) *visually/screening* Vegetative buffering SHOULD BE USED *both* towards the low density uses and the commercial activities.
- (3) Access *must* SHOULD be arranged so that it will not adversely impact adjacent residential uses.
- (4) TRAFFIC ANALYSIS SHOULD BE DONE TO IDENTIFY MITIGATING MEASURES
- (5) *reasonable/maintenance/of* Views and vistas OF *for* existing residential uses SHOULD BE MAINTAINED.
- (6) BUILDINGS SHOULD BE SETBACK AND PLACED TO *adequate/setbacks/and building/placement/that* takes advantage of topographic variation *to* minimize *the* visual impacts. *of/the/structures/*

standards to minimize adverse impacts resulting from the natural growth and operation of the facility.

An updated Master Plan showing the future development of Northwest College was approved by the City Council on April 2, 1979 under Ordinances 2452, 2453, and 2454. FURTHER REVISIONS, INCLUDING ADDITION OF A HEADQUARTERS AND PRACTICE FACILITY FOR THE SEATTLE SEAHAWKS, WERE APPROVED ON AUGUST 5, 1985. Future development on the campus is to be reviewed by the City to insure consistency with the approved Master Plan and the adopting resolution.

ΑΝΩ/ΔΕΥΕΙΟΡΩΜΕΝΗ/ΠΥΡΡΟΣΑΛ/ΦΟΡ/ΠΛΑΝΗΘ  
ΑΥΡΕΑ/Τ/ΩΝΑΙΕΝ/ΙΣ/ΙΝΕΟΝΣΙΣΤΕΝΗ/ΩΙΣΗ/ΣΗΕ  
ΜΑΣΣΕΥ/ΠΙΔΗ/ΣΗΑΙΙ/ΒΕ/ΠΥΡΕΣΣΕΘ/ΑΝΔΕΥ  
Α/ΩΡΡ/ΠΩΡΡ/ΦΥ/ΩΣΗΕΥ/ΦΑΒΙΙΕ/ΝΕΑΥΙΝΘ  
ΠΥΡΕΣΣΕ

Should Northwest College seek either expansion of the Master Plan boundaries, *or* development in addition to that which is indicated on the approved Master Plan, OR DEVELOPMENT THAT IS INCONSISTENT WITH THE MASTER PLAN, such proposal will be reviewed by the City through the public hearing process. Such review *will* SHOULD ensure conformance with the following development standards:

- (1) No College expansion *shall* SHOULD occur beyond 108th Avenue NE and NE 53rd Street, on the west and south respectively.
- (2) Anticipated growth of the College on the existing land will necessitate construction of student housing of more than one story. Large structures on campus should be located far enough from single-family residential uses and separated by dense vegetative buffer so as not to create visual or noise impacts or reduce the privacy of those living within the single family homes.

(3) As the student body grows, more traffic is likely to be generated from this complex both in terms of students and faculty and staff. The major entry to the campus should be from 108th Avenue NE and not be routed through local residential streets. There should be an internal access system off 108th Avenue NE which should serve the access needs of the College to the greatest extent possible. Adequate parking ~~is/it~~ SHOULD be provided on campus in order that on-street parking in these adjacent residential areas will not occur. Additionally, students, faculty and staff commuting to these facilities should be encouraged to car pool and use public transit as much as possible.

(4) The College should buffer its activities adequately with vegetated buffer strips on all sides with special emphasis on adjacent single family residential developments.

ECONOMIC ACTIVITIES

The Houghton Shopping area ~~is/it~~ SHOULD be contained to its present boundaries. Facilities ~~are/it~~ SHOULD serve the needs of the neighborhood.

The Houghton Shopping area is the primary retail commercial center for the neighborhood (see Figure 17). It contains several convenience stores along both sides of NE 68th Street as well as a bank and a state liquor store. ~~Only/Several/of/These/are/committed~~  
~~to/this/zone/areas/within/boundaries/within/this~~  
~~of/committed/land/properties/within/this~~  
~~zone/area/only/of/NE/68th/Street.~~  
~~Since/there/is/committed/land~~  
~~available/of/zone/committed~~  
~~expansion/and/it/should/serve/strip~~  
~~development./Additional commitments~~  
 of land for commercial use is not

necessary (see *Economic Activities Policy*). Most of the existing businesses in this shopping center serve primarily neighborhood needs (namely, supermarket and drug store). Future development or redevelopment of this commercial land should continue to meet these localized needs. Large office structures or new commercial facilities serving more than neighborhood needs should not be permitted in this area. The intensity of present community commercial zoning should be reduced to encourage continuation of the neighborhood type business.

SMALL PROFESSIONAL OFFICES AND MEDIUM DENSITY RESIDENTIAL USES ARE PERMITTED IN THE SOUTHEAST QUADRANT OF N.E. 68TH STREET AND 108TH AVENUE N.E. RETAIL OR RESTAURANT USES SHOULD NOT BE PERMITTED.

No other economic activities ~~would~~ SHOULD be permitted in the Central Houghton area.

#### OPEN SPACE/PARKS

Existing park facilities are inventoried and acquisition priorities are cited.

Within the Central Houghton area, there are few facilities developed as parks. These are mostly small facilities in the form of open spaces in subdivisions. Some park and open space needs are met informally on undeveloped lands. As development occurs much of the undeveloped land will be used for residential purposes. More residential development will generate additional demands for additional parks and open space. Opportunities exist to meet the additional needs for this area and the community.

Some public lands should be acquired to meet open space/park needs.

Several undeveloped lands are presently in public ownership and are considered for acquisition and/or

development as parks. THREE TWO areas are deemed as high priority sites: LAND SOUTH OF THE LAKE WASHINGTON SCHOOL DISTRICT THE/LAND WEST/OF/THE/SPECIAL/EDUCATION/CENTER/ THE Administration BUILDING SCHOOL COMPLEX/SOUTH/OF/NORTHWEST/COLLINGS and the area surrounding the Yarrow Point Watershed (Water District Number 1). These areas should be acquired before they are committed to uses that would preempt recreational activity. Also, the Kirkland Watershed presents opportunities for meeting park and open space needs. These FOUR areas are discussed in turn below (see Figure 20).

ΠΛΑΥΦΙΕΛΔ/ΘΗ/ΤΗΕ/ΛΑΝΟΣ  
WEST/OF/THE/SPECIAL/EDUCATION/CENTER/

(1) Λ/Α/ΛΑΥΘΕ/ΥΕCΥΕΑCΙΟΝ/ΑΥΕΑ/ΓΟΡ/ΟΥΘΑ/ ΗΛΙΕΔ/ΣΠΟΡΥC/ΑCΙΛΛΙCΙΕC/ΕΧΙCΤΕ/ΘΝ  
ΛΑΚΕ/ΝΑCΗΛΗΘΙΟΝ/CΗΘΟΛ/ΔΙCΤΡΙCΤ  
ΠΡΟΡΕΥC/WEST/OF/THE/SPECIAL  
EDUCATION/CENTER//ΠΑCΙΛΛΙCΙΕC  
ΙΝΕΛΥΘΕ/Α/ΒΑCΕΒΑΛΛ/ΑΝΑ/CΟCΕΥ  
ΦΙΕΛΔ/ΑΝΑ/ΝΗΑΛΕ/ΠΑΥΚΛ//ΤΗΕ/ΕΘΗ  
CΙΝΥΘΕ/ΑΥΑΙΛΑΒΙΛΙCΥ/ΟΤ/ΤΗΕ/ΠΛΑΥ  
ΑΥΕΑC/CΗΘΥΛΔ/ΒΕ/ΑCCΥΥΕΘ/ΠΡΕΤΕΥ  
ΑΒΛΥ/ΥΗΥΟΥΘΗ/Α/ΙΟΙΝΕ/ΑΓΡΕΕΜΕΝΤ  
ΒΕΥΘΕΗ/ΤΗΕ/CΗΘΟΛ/ΔΙCΤΡΙCΤ/ΑΝΑ  
CΙCΥ//ΤΗCΕ/ΠΑCΙΛΛΙCΙΕC/ΝΑΥΕ/ΒΕΕΗ  
ΙΘΕΝΤΙΦΙΕΔ/ΑC/Α/ΠΟCCΙΒΛΕ/ΤΟCΑCΙΟΝ  
ΓΟΡ/CΙCΥ/ΠΟΥCΗCΕ/ΑΝΑ/ΙΟΙΝΕ  
ΑΕΥΕΛΟΡΡΗΜΕΝΤ/ΑC/Α/ΦΙΥΕ/CΤΑCΙΟΝ/ΑΝΑ  
ΠΑΥΚ/ΩΙCΗ/ΠΛΑΥΦΙΕΛΔC/ΙCΕΕ/ΠΑΥΒΛΙC  
CΕΥΝΙCΕC/ΠΑCΙΛΛΙCΙΕC/CΕCΙΟΝ/

Neighborhood recreational uses ΘΗ SOUTH OF the LWSO Administrative Center site.

(2) (1) CΗΘΟΛ/ΔΙCΤΡΙCΤ/ΠΛΑΝC/ΕΑΛΛ/ ΓΟΡ/ΤΗΕ/ΕΥΕΝΤΥΑΛ/ΥΕΛΟCΑCΙΟΝ/ΟΤ  
ΤΗΕ/ΑΘΗΝΙCΤΡΑCΙΟΝ/ΕΝΤΕΥC  
ΕΥΥΥΕΝΤΥ/ΛΟCΑCΕΔ/ΘΗ/ΤΟCΗ/ΑΥΕΝΥΕ  
ΝΕ//ΤΗC/CΙCΕ/ΠΑΥ/ΕΥΕΝΤΥΑΛΥ/ΒΕ  
ΥCΕΔ/ΓΟΡ/ΑΗ/ΕΛΕΜΕΝΤΑΥ/CΗΘΟΛ/  
ΤΗC/CΙCΕ/ΝΑC/ΑΙCΘ/ΒΕΕΗ  
ΑΕCΙΘΝΑCΕΔ/ΑC/Α/ΠΟCΕΝΤΙΑΛ  
ΝΕΙΘΗΘΟΥCΗΘΟΔ/ΠΑΥΚ//ΔΕΡΕΝΔΙΗΘ/ΘΗ  
ΤΗΕ/CΗΘΟΛ/ΔΙCΤΡΙCΤ/C/ΦΙΝΑΛ/ΥCΕ  
ΟΤ/ΤΗΕ/ΠΡΟΡΕΥC/ THE SCHOOL  
DISTRICT OFFICES AT 108TH

N.E./N.E. 53RD STREET ADJOIN AN UNDEVELOPED FIVE ACRE TRACT TO THE SOUTH. The City should jointly develop or acquire, if necessary, the property for park use.

Yarrow Point Watershed can serve neighborhood needs.

(2) To serve the residential area between the railroad and 108th Avenue NE, the City should seek an agreement with Water District Number 1 for use of the 6.4 acre area surrounding the Yarrow Point Watershed. Much of the heavy tree cover should be retained. Precautions would be necessary not to impair either the integrity of the slope above the well field or the water quality within the watershed. If Water District Number 1 should ever abandon the watershed as a water source, the City should seek to acquire the entire ownership including the well field and the upland area.

The Kirkland Watershed may be developed for passive recreational uses.

(3) The City-owned Kirkland Watershed is a 77 acre wooded parcel of land with varying terrain and potential for limited recreation uses. The north and west portion with heavy woods, ravines and slopes could provide excellent nature trail areas. Other limited forms of recreation such as exercise tracks could be accommodated in the central and southeast portions. Access and parking for future park activities may be a problem. If possible, access and parking should not be located within or adjacent to existing residential uses. At present, minimum impacts on residential uses would occur with access on NE 45th Street.



Α/Υφείλιη+λιεύ/φορ/άλλ  
ρες/άειχιά/άειλόρμέντες  
έχερπ/ιη/οηέ/άειηχιφίεθ  
άρεά/

Βέλωεη/χέ/γάλλυόαθ/εράκς/άηθ  
Ι/ΑΘβ/χέ/οηί/έχιστιηθ/ρέερεάχίθ  
άρεάς/άρε/σθαλλ/ορεη/σράεες/ρέεηχίθ  
άειλάεάεθ/χθρούθη/σάβδλνίσθ  
πρόνίσθθς/λθαηέχ/ιη/χέ/λάκεχίεθ  
άηθ/βάιγλόεη/σάβδλνίσθθς//Αλλ/ηέθ  
σάβδλνίσθθς/άηθ/άλλχιφάηίθ  
άειλόρμέντες/ιη/χέ/βεντραλ/ηούθθθ  
άρεά/σθούλα/βέ/ρέαύιρέθ/έθ/έθχιβύε  
χέ/Υφείλιη+λιεύ/φορ/χέ/πύρεηάε  
άηθ/άειλόρμένχ/έθ/έχέθ/ράγς/άιχίη  
χέ/ηούθθθ/άρεά//Α/πόςσιβέ  
έχερπχίθ/άούλα/βέ/έθ/ρέαύιρέ/άηθ  
άειλάεάχίθ/έθ/άύθθέχ/έχιστιηθ/σθαλλ  
ορεη/σράεες/ιη/όγέθ/έθ/πρόνίε  
λάγέθ/θόρε/άσάβέ/άηθ/

Major pedestrian and  
bicycle system IS  
discussed.

Pedestrian and bicycle pathways are  
also part of the park and open space  
system, in addition to providing a  
transportation function. Major path-  
ways in the Central Houghton area  
should be established according to the  
designations in Figure 20. TWO OF  
THESE PATHWAYS WHICH TRAVERSE THE  
CENTRAL HOUGHTON NEIGHBORHOOD SHOULD  
RECEIVE TOP PRIORITY FOR  
IMPLEMENTATION:

- (1) THE NE 60TH STREET TRAIL FROM  
HOUGHTON BEACH PARK TO MARYMOOR  
PARK;
- (2) THE YARROW WETLANDS TO WATERSHED  
PARK TRAIL.

THESE TRAILS WILL CROSS A COMBINATION  
OF CITY PARKLANDS, CITY RIGHTS-OF-WAY  
AND PUBLIC ACCESS EASEMENTS. THEIR  
FUNDING SHOULD BE A PART OF THE CITY'S  
CAPITAL PROGRAM AND THEIR DESIGN  
SHOULD IMPROVE NEIGHBORHOOD ACCESS AS  
WELL AS ENHANCE THE UNIQUE AREAS THEY  
TRAVERSE.

The railroad pathway and I-405 overpass are two important elements in the path system.

Within the Central Houghton area, the path system shown in Figure 20 does not include all existing and future sidewalks, but rather shows only the major elements of the path system. The spine of the system is formed by a proposed path/trail within the railroad right-of-way that winds its way through town, on grade and near most major and many secondary activity centers. Α/ΒΙΕΥΕΙΕ/ΡΕΘΕΣΣΥΙΑΝ  
ΦΝΕΥΦΑΣΣ/ΙΣ/ΕΝΥΡΕΗΚΛΥ/ΠΛΑΗΗΘ/ΔΧ/ΜΕ  
ΘΟΧΗ/ΣΕΥΕΕΥ/ΑΗΑ/Ι-405/ΕΦ/ΡΥΘΗΙΔΕ/Δ  
ΥΙΕΔΛ/ΙΙΗΚ/ΙΗ/ΕΗΕ/ΕΘΑΗΚΥ/ΥΡΔΙΙ  
ΣΥΣΣΕΗ/ΡΥΦΗ/ΣΕΔΕΚΕ/ΕΦ/ΜΑΡΥΗΘΟΥ/ΡΑΥΚ  
ΙΗ/ΡΕΘΗΘΗΑ/

PUBLIC SERVICES/FACILITIES

Vehicular circulation patterns are described and the following provisions are recommended.

Vehicular circulation patterns in the Central Houghton area are fairly well established. North-south access and some through flows are accommodated on 108th Avenue NE. NE 68th Street provides through access from the Lakeshore east to Redmond. Other streets provide primarily local access for residents.

IN RECENT YEARS, 108TH AVENUE NE AND NE 68TH STREET HAVE BEEN INCREASINGLY USED AS COMMUTER ROUTES BY PEOPLE LIVING AND WORKING OUTSIDE OF CENTRAL HOUGHTON. THIS TREND IS SYMPTOMATIC OF A CITY-WIDE AND REGION-WIDE TREND RESULTING FROM RAPID URBAN DEVELOPMENT. TO ALLEVIATE THIS PROBLEM, THE CITY SHOULD UNDERTAKE A CITY-WIDE EVALUATION OF THE EXISTING STREET SYSTEM, PROJECTED FUTURE GROWTH AND THE RELATIONSHIP OF REGIONAL TRAFFIC FACTORS. A CAPITAL PROGRAM SHOULD BE DEVELOPED WHICH IDENTIFIES IMPROVEMENT PROJECTS AND METHODS OF IMPLEMENTING THEM. THIS PROGRAM SHOULD RECOGNIZE THE REGIONAL CONTEXT OF THE CITY'S

STREET SYSTEM AS WELL AS THE NEIGHBORHOOD NEEDS OF LOCAL RESIDENTS.

Future modifications to circulation patterns in the Central Houghton area should include the following provisions (see Figure 21).

- (1) Through traffic on 108th Avenue NE ~~to~~/ SHOULD be limited.

- (1) 108th Avenue NE, designated as a secondary arterial, passes through a predominantly single family area. ~~MANY~~ SEVERAL schools front on this arterial. Heavy through traffic on this street could produce several adverse impacts and should be avoided if possible. Improvements to this right-of-way or any expansion of the 108th Avenue NE/SR-520 interchange that would facilitate ~~through~~ traffic PASSING THROUGH THE CENTRAL HOUGHTON NEIGHBORHOOD FROM AND TO AREAS OUTSIDE OF THE NEIGHBORHOOD should not be permitted (~~see~~/PUBLIC SERVICES/FACILITIES//TRANSPORTATION/POLICY/BLA). This street should serve as a collector of primarily locally generated traffic ~~and~~/NOT/through traffic. Any improvements to this right-of-way should include provisions for a bicycle path separated from traffic flows.

- (2) NE 68th Street east is a secondary arterial.

- (2) NE 68th/70th Street, designated as a secondary arterial, is the only east-west through corridor. Uses along this route are primarily commercial and multifamily. ~~Existing~~/and/~~anticipated~~/uses along/NE/68th/Street/of/then ~~residential~~/commercial/uses/~~to~~/make/level ~~hand~~/work/~~development~~/~~the~~/~~development~~/~~flow~~/~~of~~/~~traffic~~//~~provision~~/~~to~~/~~improve~~/~~level~~/~~work~~/~~development~~/~~should~~/~~be~~/~~established~~/~~in~~/~~the~~/~~NE/68th~~/~~Street~~/~~along~~/~~the~~/~~way~~/~~to~~/~~help~~/~~align~~/~~the~~/~~development~~

(3) SIGNALIZATION OF THE INTERSECTION OF 108TH AVENUE NE AND NE 68TH STREET TO BE CONSIDERED.

(3) INCREASING TRAFFIC ON 108TH AVENUE NE AND NE 68TH STREET HAS CREATED CONGESTION AND SAFETY PROBLEMS AT THE INTERSECTION OF THESE ARTERIALS. SIGNALIZATION WOULD HELP ALLEVIATE THESE PROBLEMS AND SHOULD BE CONSIDERED AT THE EARLIEST POSSIBLE OPPORTUNITY.

(4) Improvements to NE 52nd Street to be limited.

(4) NE 52nd Street is designated as a collector arterial. Improvements to this street should not facilitate its usage as a through route in conjunction with 108th Avenue NE. Any attempt to reduce the grade of this road would require expensive right-of-way expansion and a cutback configuration. However, safety improvements to the railroad grade crossing should be investigated.

(5) SIDEWALKS TO BE COMPLETED ALONG 108TH AVENUE NE.

(5) IN ADDITION TO ITS ROLE AS AN ARTERIAL, 108TH AVENUE SERVES AS A MAJOR PEDESTRIAN ROUTE. SIDEWALKS, HOWEVER, ARE MISSING AT ITS SOUTHERN END. SUCH SIDEWALKS SHOULD BE INSTALLED TO PROVIDE A COMPLETE PEDESTRIAN CONNECTION. IN THIS REGARD, THE CITY SHOULD WORK COOPRATIVELY WITH THE CITY OF BELLEVUE TO CONTINUE SIDEWALKS SOUTHWARD.

(A) / ΣΙΧ/ΥΕΑΥ/ΟΥΒΑΝ/  
ΑΥΧΕΥΙΑΔ/ΔΕΣΙΓΗΑΞΙΘΗ  
ΠΟΔΙΦΙΕΑΞΙΘΗΣ

(A) / ΜΟΔΙΦΙΕΑΞΙΘΗ/ΤΟ/ΥΗΕ/ΣΙΧ/ΥΕΑΥ/  
ΟΥΒΑΝ/ΑΥΧΕΥΙΑΔ/ΠΛΑΗ/ΩΦΟΛΑ/ΙΗΕΛΙΘΕ  
ΥΗΕ/ΔΕΛΕΞΙΘΗ/ΟΦ/ΝΕ/ΑΒΥΗ/ΣΥΡΕΞ  
ΑΗΑ/ΥΥΖΥΗ/ΑΥΕΗΘΕ/ΝΕ/ΦΥΘΗ/ΥΗΕ/ΥΙΣΞ  
ΟΦ/ΑΥΧΕΥΙΑΔΣ//ΥΗΕΣΕ/ΣΥΡΕΞΣ/ΕΥΥΤ  
ΥΕΗΥ/ΣΕΥΥΙΕ/ΣΩΑΥΥ//ΥΩ/ΔΕΗΣΙΥ  
ΥΕΣΙΔΕΗΥΙΑΔ/ΑΥΕΑΣ//ΝΕ/ΒΘΥΗ  
ΣΥΡΕΞ/ΑΗΑ/ΝΕ/ΒΥΥΑ/ΣΥΡΕΞ/ΑΥΕ  
ΔΕΣΙΓΗΑΞΕΘ/ΑΣ/ΕΦΥΛΕΞΟΥ  
ΑΥΧΕΥΙΑΔΣ//ΑΥΘΗΘ/ΝΕ/ΒΘΥΗ/ΣΥΡΕΞ/  
ΠΥΟΥΙΣΙΘΗΣ/ΦΟΥ/Α/ΣΕΡΑΥΑΞΕΘ  
ΡΕΦΕΣΥΥΙΑΗ/ΒΙΕΥΕΛΕ/ΡΑΥΗ/ΣΗΘΑΥΑ/ΒΕ  
ΕΘΗΣΙΔΕΥΕΘ

The State Highway Department should seek to mitigate existing and possible future impacts to I-405.

The freeway, bordering this area on the east, creates severe noise and land use impacts on the lands adjacent. If the State Highway Department makes further improvements to this facility, the City should INSIST ON CERTAIN MITIGATING EFFORTS BY THE STATE. WIDENING THE RIGHT-OF-WAY FOR INCREASED THROUGH LANES SHOULD be discouraged. First, the State should seek to purchase all vacant lots adjacent to the right-of-way that were rendered undevelopable due to small size and strange configurations that resulted from the original right-of-way purchase. Second, the State should attempt to mitigate the severe noise impacts through a program of berm construction or other means (SEE PUBLIC/SERVICES/FACILITIES/ TRAFFIC/NOISE/POLICY/3.6.6).

Water and sewer facilities ~~must~~ SHOULD be upgraded prior to the occupancy of new developments.

Most of the Central area is adequately served by water and sewer service. Some parcels are not serviced at all. Prior to occupancy of new developments in this area, the water and sewer facilities should be extended and/or upgraded to meet the requirements of designated land use for the area (SEE PUBLIC/SERVICES/FACILITIES//WATER/SEWAGE/SYSTEMS/POLICY/1).

Natural drainage systems ~~are~~ SHOULD be maintained and runoff from new developments ~~is~~ ~~to~~ be limited.

Developments adjacent to existing watercourses ~~are~~ SHOULD maintain or improve the watercourse to a natural, stable condition. Structures, obstructions and impervious surfaces ~~are~~ SHOULD not be placed in the proximity of watercourses and there should be regular removal of debris and restoration of banks when necessary (see Public/Services/Facilities: Drainage Policy 1).

No activities should degrade the quality of the water, particularly adjacent to (1) the Yarrow Point Watershed which is still used as a public water supply and (2) THE STYREAN/YHAROUH/THÉ/ÓFFILÉ/ÉΦΩΠΛΕΧ WHICH COCHRAN CREEK WHICH RUNS FROM WATERSHED PARK TO YARROW BAY AND may be capable of supporting anadromous fish runs (ΣΕΕ/ΡΥΒΛΙΕ/ΣΕΥΛΙΕΣ/ΦΑΕΙΛΙΕΣ//ΔΥΔΙΝΑΘΕ/ΡΟΛΙΕΥ/Β). Storm runoff from developments should not be greater than Predevelopment levels. This IS/ΧΘ SHOULD be accomplished by maintaining vegetation, limiting impervious surfaces and providing retention/treatment systems if necessary (ΣΕΕ ΡΥΒΛΙΕ/ΣΕΥΛΙΕ/ΦΑΕΙΛΙΕΣ//ΔΥΔΙΝΑΘΕ ΡΟΛΙΕΥ/Ζ).

Α/ΝΕΩ/ΦΙΥΕ/ΣΤΑΞΙΘΗ/ΜΑΥ  
 ΒΕ/ΧΘΕΑΧΕΔ/ΙΗ/ΝΟΥΥΗ  
 ΗΘΟΥΗΧΘΗ/

ΙΗ/ΟΥΦΕΥ/ΧΘ/ΕΦΗΧΙΗΝΕ/ΙΠΡΛΕΜΕΝΤΑΞΙΘΗ  
 ΟΦ/ΥΗΕ/ΕΧΙΣΤΙΗΘ/ΦΙΥΕ/ΣΤΑΞΙΘΗ/ΧΘΕΑΧΙΘΗ  
 ΡΛΑΗ/ΥΗΕ/ΕΦΩΠΡΩΜΕΝΤ/ΑΗΘ/ΦΑΕΙΛΙΕΣ  
 ΡΥΕΣΕΝΤΛΥ/ΛΘΕΑΧΕΔ/ΩΙΥΗΙΗ/ΥΗΕ/ΩΙΥ  
 ΗΑΛΛ/ΕΦΩΠΛΕΧ/ΑΥΕ/ΧΘ/ΒΕ/ΜΩΝΕΔ  
 ΣΟΜΕΩΗΕΥΕ/ΙΗ/ΥΗΕ/ΥΘΩΥΗ/ΚΙΥΚΛΑΗΘ/Υ  
 ΝΟΥΥΗ/ΗΘΟΥΗΧΘΗ/ΑΥΕΔ/ΣΕΕ/ΡΥΒΛΙΕ  
 ΣΕΥΛΙΕΣ/ΦΑΕΙΛΙΕΣ//ΦΙΥΕ/ΡΥΟΛΕΞΙΘΗ  
 ΡΟΛΙΕΥ/ΛΛ//ΩΗΕ/ΣΙΥΕ/ΑΗΦΕΥ  
 ΕΘΗΣΙΔΕΥΑΧΙΘΗ/ΙΗΕΛΥΘΕΣ/ΥΗΕ/ΙΘΙΗΧ  
 ΦΕΥΕΛΟΡΩΜΕΝΤ/ΟΦ/ΣΥΡΠΛΥΣ/ΣΕΗΘΟΛ  
 ΔΙΣΤΥΙΕΥ/ΡΥΟΡΕΥΥ/ΒΕΥΩΕΗ/ΙΘΣΥΗ  
 ΑΥΕΗΝΕ/ΝΕ/ΑΗΘ/ΛΙΥΗ/ΑΥΕΗΝΕ/ΝΕ/ΝΟΥΥΗ  
 ΟΦ/ΝΕ/ΒΥΑ/ΣΤΥΕΥΛ//ΤΗΙΣ/ΣΙΥΕ/ΩΘΥΛΘ  
 ΒΕ/ΦΕΥΕΛΟΡΕΔ/ΙΘΙΗΧΛΥ/ΑΣ/Α/ΦΙΥΕ  
 ΣΤΑΞΙΘΗ/ΑΗΘ/ΑΗ/ΑΕΥΙΥΕ/ΥΕΥΕΑΧΙΘΗ/ΑΥΕΔ  
 (ΣΕΕ/ΩΡΕΗ/ΣΡΑΕΕ/ΡΑΥΚΣ/ΣΕΕΧΙΘΗ)/  
 ΡΛΑΗΙΗΘ/ΦΟΥ/ΥΗΙΣ/ΦΑΕΙΛΙΕΥ/ΩΙΛΛ/ΝΟΥ  
 ΘΗΛΥ/ΙΗΕΛΥΘΕ/ΦΑΕΥΟΥΣ/ΥΕΛΕΥΑΗΧ/ΧΘ/ΦΙΥΕ  
 ΟΡΕΥΑΧΙΘΗΣ/ΒΟΥ/ΩΙΛΛ/ΕΑΥΕΦΥΛΛΥ  
 ΕΘΗΣΙΔΕΥ/ΥΗΕ/ΝΟΙΣΕ/ΑΗΘ/ΣΑΥΕΥ/ΙΠΡΑΕΥΣ  
 ΟΦ/ΣΥΕΗ/ΟΡΕΥΑΧΙΘΗΣ/ΘΗ/ΥΗΕ/ΣΥΥΡΟΥΗΘΙΗΘ  
 ΙΑΗΘ/ΑΣΕΣ/

Open space value of streets is to be recognized.

One important open space of great community value is often overlooked. The street system provides Kirkland's neighborhoods with a number of excellent local and regional views. Such views corridors lie within the public domain and are valuable for the beauty, sense of orientation, and identity they impart. (see Community Goals and Policies 2). Such view corridors are to be identified, preserved and enhanced. One means to this end may be the undergrounding of utilities (see Public Services Facilities/Quasi-Public Utilities Policy 2).

URBAN DESIGN

URBAN DESIGN ASSETS ARE IDENTIFIED. 'EDGES' ARE DISCUSSED.

THE CENTRAL HOUGHTON NEIGHBORHOOD HAS A VERY CLEAR VISUAL IMAGE (SEE FIGURE 18). ITS 'EDGES' ARE SHARPLY DEFINED BY THE RAILROAD TRACKS, NE 68TH STREET, I-405 AND THE KIRKLAND WATERSHED.

'VISUAL LANDMARKS' ARE DISCUSSED.

MAJOR VISUAL LANDMARKS ARE THE WATERSHED, NORTHWEST COLLEGE AND THE HOUGHTON SHOPPING CENTER. THE FIRST TWO ARE OPEN GREEN AREAS WITHIN THE NEIGHBORHOOD WHICH REINFORCE A TRANQUIL, RESIDENTIAL IMAGE, WHILE THE SHOPPING AREA, ON THE EDGE OF THE NEIGHBORHOOD, PLAYS A DIFFERENT ROLE. AS AN ACTIVITY NODE, THE HOUGHTON CENTER AND ENVIRONS CONSTITUTES 'DOWNTOWN HOUGHTON' AS THE FOCUS OF DAILY LOCAL COMMERCIAL NEEDS.

'PATHWAYS' ARE DISCUSSED.

THE MAJOR PATHWAY BY WHICH THE MAJORITY OF RESIDENTS ENTER AND TRAVERSE THIS NEIGHBORHOOD IS 108TH AVENUE NE. IT IS ALONG THIS ROUTE THAT MOST OF THE NEIGHBORHOOD'S LANDMARKS AND GATEWAYS ARE LOCATED AND IS THE MEANS BY WHICH IMPRESSIONS OF NEIGHBORHOOD CHARACTER ARE FORMED. THIS PATHWAY HAS TWO WELL ARTICULATED GATEWAYS.

'GATEWAYS' ARE DISCUSSED.

GATEWAYS TO A NEIGHBORHOOD PROVIDE AN IMPORTANT FIRST IMPRESSION OF THE AREA'S CHARACTER AND QUALITY. CLEAR AND VIVID GATEWAYS ENHANCE IDENTITY BY CONVEYING A SENSE OF ENTRY INTO SOMETHING UNIQUE. THE CENTRAL HOUGHTON NEIGHBORHOOD HAS TWO VERY CLEAR GATEWAYS, BOTH OF WHICH MAKE USE OF A CHANGE IN TOPOGRAPHY TO CONVEY A VISUAL SENSE OF ENTRY.

AT THE CITY'S SOUTH BORDER, 108TH AVENUE NE DROPS DRAMATICALLY TO MEET COCHRANE SPRINGS CREEK WHERE IT FLOWS OUT OF WATERSHED PARK. THE OPEN GREEN BUFFER ASTRIDE THIS NATURAL RAVINE PROVIDES A VERY CLEAR GATEWAY. AT THE NORTH END OF THE NEIGHBORHOOD, 108TH NE RISES AS ONE LEAVES THE HOUGHTON CENTER SOUTHBOUND. THIS VERTICAL RISE AND THE INSTITUTIONAL USES (CHURCH, FIREHOUSE) ALONG THE ROAD HELP CONVEY A TRANSITION FROM THE ACTIVITY NODE INTO THE RESIDENTIAL AREA.

'MAJOR VIEWS' ARE DISCUSSED.

TWO MAJOR VIEWS IN THIS NEIGHBORHOOD ARE IDENTIFIED ON FIGURE 18 - URBAN DESIGN, NE 70TH STREET, WHERE IT CROSSES I-405, AND NE 68TH STREET AT THE INTERSECTION OF 108TH AVENUE NE. BOTH PRESENT SWEEPING TERRITORIAL VIEWS OF LAKE WASHINGTON, SEATTLE AND THE OLYMPIC MOUNTAIN RANGE. THE NE 70TH VIEW CAN BE PROTECTED BY LIMITING BUILDING HEIGHTS OF FUTURE STRUCTURES NORTH OF NE 68TH STREET IN THE SOUTH PORTION OF THE EVEREST NEIGHBORHOOD. THE NE 68TH/108TH NE VIEW CAN BE SIGNIFICANTLY IMPROVED BY REMOVING POLE SIGNS IN THE AREA AND EITHER UNDERGROUNDING OR RELOCATING OVERHEAD POLES AND WIRES.



Section 2. Graphics amended: The graphics or figures appearing on pages 172 through 177 of the Land Use Policies Plan, Ordinance 2346 as amended are hereby amended only as they pertain to the Central Houghton neighborhood plan shown on Exhibit 1 to this amendatory ordinance, except for the land use designation for lands immediately south of the Houghton Shopping Center shall be medium density residential at a density up to 12 units per acre with no option for office use. Exhibits 1 through 4, inclusive, attached to this ordinance and by this reference incorporated herein are hereby added to the Central Houghton neighborhood plan of the Land Use Policies Plan, Ordinance 2346 as amended; provided, however, that the Director of Planning is hereby authorized to prepare reformatted and refined information on Exhibits 1 through 4, provided further that in so doing no substantive changes from the amended policies herein adopted shall thereby result.

Section 3. If any section, subsection, sentence, clause, phrase, part or portion of this ordinance, including those parts adopted by reference, is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

Section 4. To the extent that the subject matter of this ordinance is subject to the disapproval jurisdiction of the Houghton Community Council as created by Ordinance 2001, said plan shall become effective within the Houghton community either upon approval of the Houghton Community Council, or upon failure of said community council to disapprove this ordinance within 60 days of its passage.

Section 5. Except as provided in Section 4, this ordinance shall be in full force and effect five days from and after its passage by the City Council and publication or posting as required by law.

Passed by majority vote of the Kirkland City Council in regular, open meeting this 16th day of September 1985.

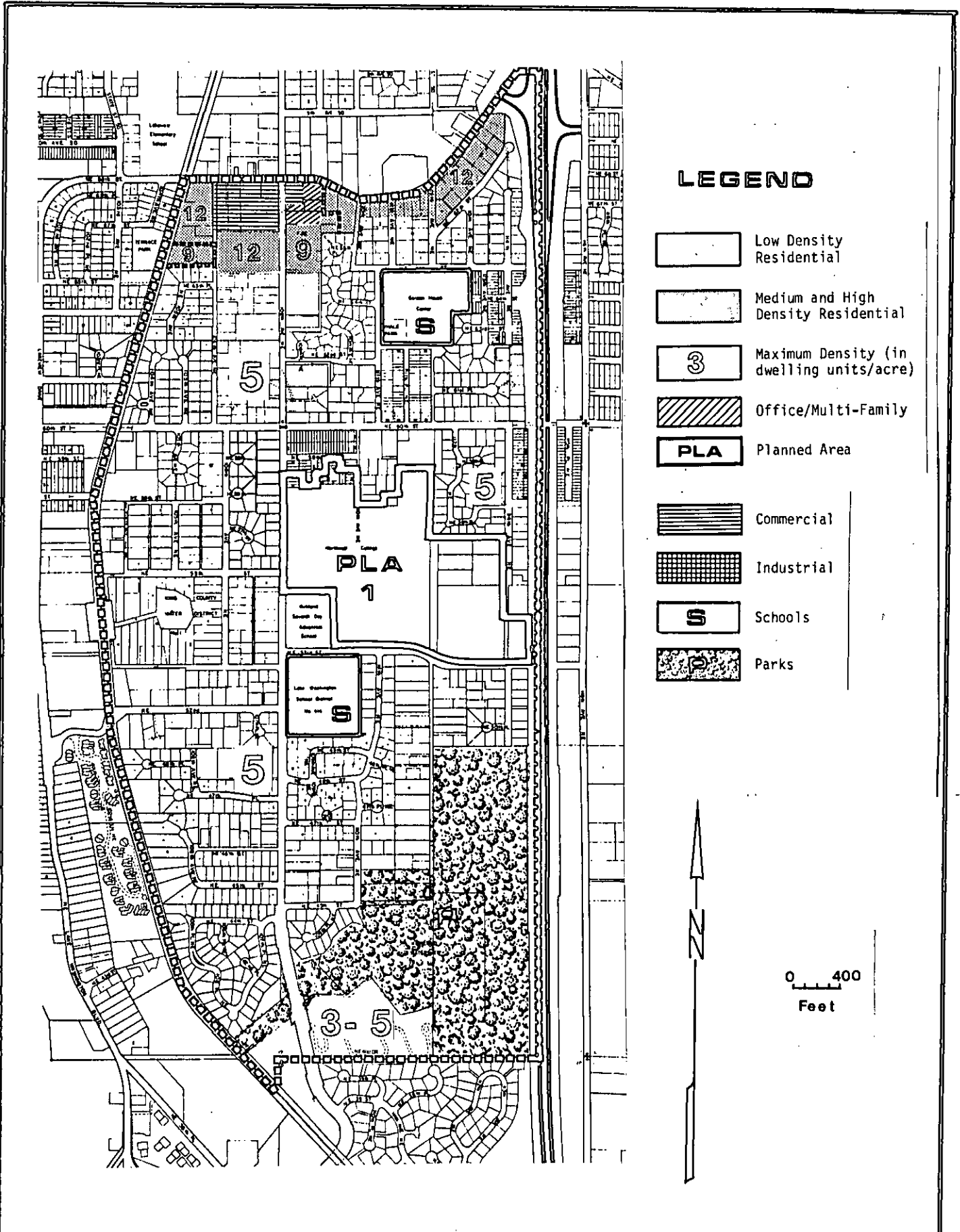
Signed in authentication thereof this 16th day of September, 1985.

*Lois Cooper*  
MAYOR










ATTEST:  
*Tammy Anderson*  
Director of Administration & Finance  
(ex officio City Clerk)

APPROVED AS TO FORM:  
*Gail Gourd*  
City Attorney

Acting



### LEGEND

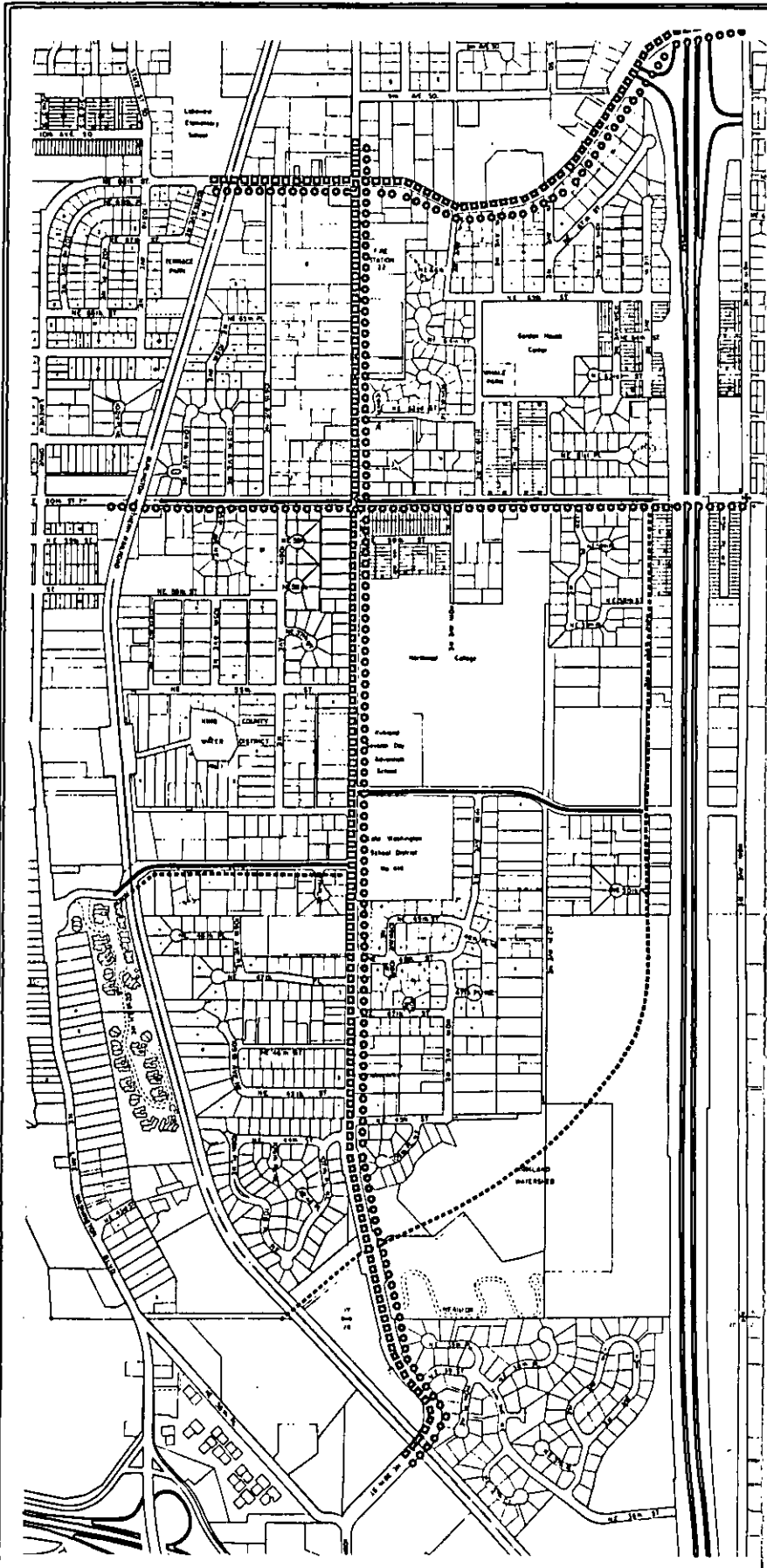
-  Low Density Residential
-  Medium and High Density Residential
-  Maximum Density (in dwelling units/acre)
-  Office/Multi-Family
-  Planned Area
-  Commercial
-  Industrial
-  Schools
-  Parks



0 400  
Feet

FIGURE  
CH-1

# CENTRAL HOUGHTON LAND USE



### LEGEND

- MAJOR ARTERIAL
- SECONDARY ARTERIAL
- COLLECTOR ARTERIAL
- PEDESTRIAN AND BICYCLE WAYS
- ..... PRIMARY PEDESTRIAN WAYS



Exhibit 2

FIGURE  
CH-2

# CENTRAL HOUGHTON CIRCULATION



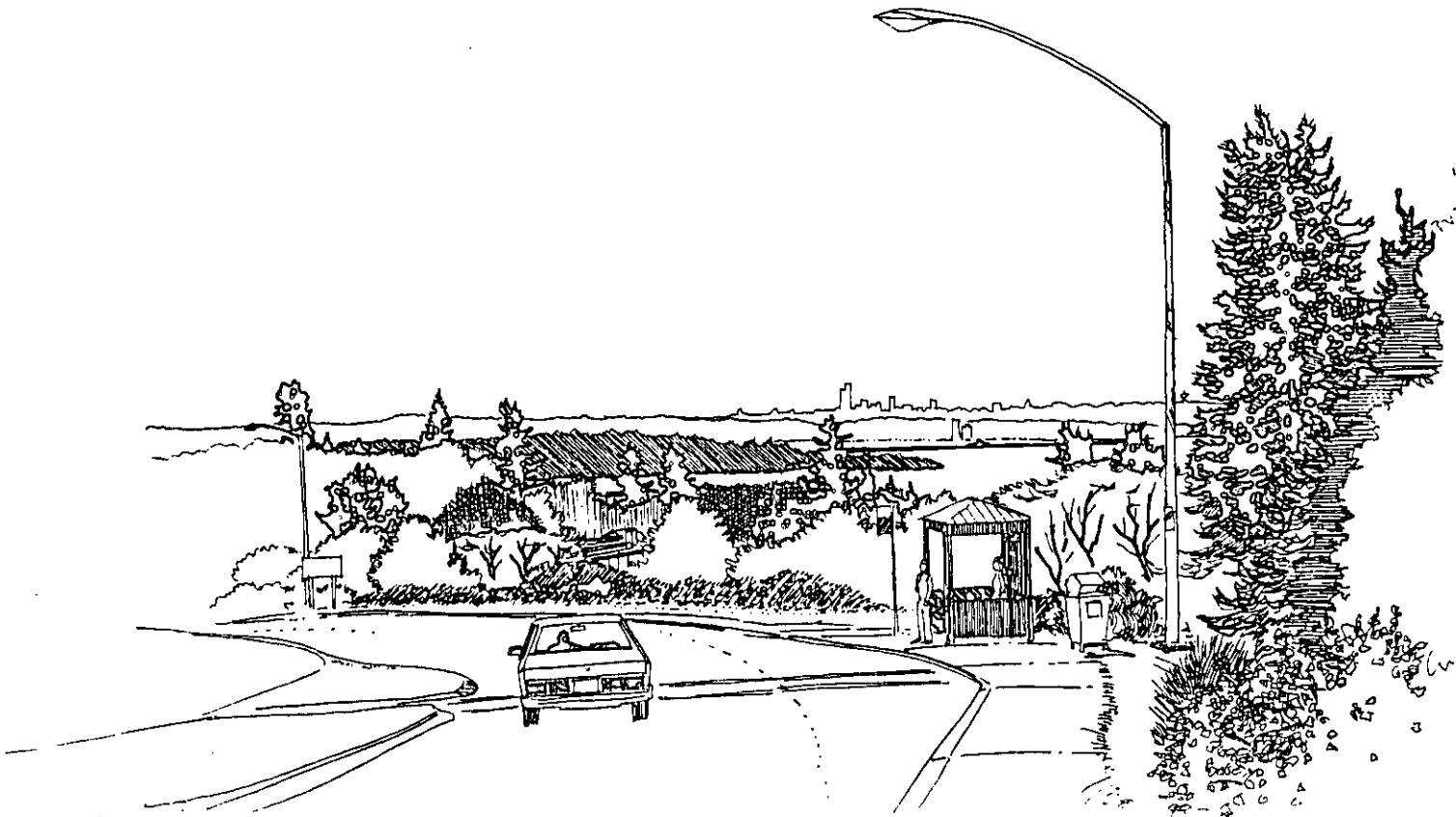


FIGURE CH-4

*The NE 70th St. overpass of I-405 is a PATHWAY connecting the Central Houghton and Bridle Trails Neighborhoods. It constitutes a GATEWAY to these Neighborhoods from the Interstate. It's most significant urban design asset is the TERRITORIAL VIEW it affords of Evergreen Point, the floating bridge, Madison Park, the Seattle CBD and even the Space Needle. This VIEW is priceless in conveying a 'sense of place' and should be protected by limiting or prohibiting obstructions.*