ORDINANCE NO. _ 2903 __ Repealed by 348/

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COM-PREHENSIVE PLANNING AND LAND USE AND AMENDING THE LAND USE POLICIES PLAN (COMPREHENSIVE PLAN) ORDINANCE 2346 AS AMENDED (FILE IV-85-18) RELATIVE TO THE <u>CENTRAL HOUGHTON</u> 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:

<u>Section 1.</u> 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 dred NEIGHBORHOOD is to maintain the predominantly low density residential character.	The Central Houghton dred 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 <i>the</i> Central Houghton <i>area</i> illustrated in Figure 17. These designations are based on several factors including THE natural <i>elements</i> ENVIRONMENT, adjacent uses, traffic patterns, land use inventories and other relevant concerns. For convenience, the following analysis of <i>the</i> Central Houghton <i>area</i> has been divided according to functional headings. The use of a particular piece of property is influenced by all applicable functional considerations (namely, natural <i>elements</i> ENVIRONMENT, living environment, economic activities, open space/PARKS, <i>And</i> public services AND URBAN DESIGN).
NATURAL ENVIRONMENT	
ENVIRONMENTALLY SENSITIVE SLOPES ARE IDENTIFIED. Slope stability árálýsés áré analysies is SHOULD BE required ør øbténtially/úrstablé	ENVIRONMENTALLY SENSITIVE AND PFotentially unstable slopes are present in the Central Houghton Area near the railroad tracks AND IN THE CITY'S OLD WATERSHED [see/Fighre IB]. The slopes is ARE expected to

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remain stable if left in a natural condition. However, construction on or adjacent to these slopes may cause ør/øe/subjett/tø landsliding, excessive erosion and drainage or other problems associated/with development/on/a/slope. Therefore, a slope analysis 1\$ SHOULD BE required prior to development in order to minimize the problems [see/MAtural Rlenents/Policy/3). If landslide or drainage problems are likely to occur as a result of the proposed development, then the type, design or density of land use should be restricted as necessary to avoid the problems. Existing vegetation 1\$/1\$ SHOULD be retained to the greatest extent possible to help stabilize the slope [see/Wathral/Elements/Policy 5161X.

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CH-2

The natural configuration and functional integrity of watercourses #/#/#ø 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 matural/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/lick/ 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.

View and noise impacts should be minimized. New housing types are considered. 7Mé Central Houghton 4/4 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 (10/10/14 12 dwelling units per acre) 40414SHOULD 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.

Housing types ###### 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 LSEE/KIXINA/RNXIVONMENT/POIICY 3/c/). 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 **WIII** SHOULD be required to protect against noise through site and building design or construction techniques.

Residential development densities on *thé/øøténf tiállý/øøstáblé* ENVIRONMENTALLY SENSITIVE slopeS *áréá/tó* SHOULD be limited.

Residential development will be severely limited on the distable ENVIRONMENTALLY SENSITIVE slope area. 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/Is). All permitted developments vill SHOULD be preceeded 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.

The area east of the railroad tracks and south of NE 45th Street has been identified as \$M/MM\$XA\$J\$/\$J\$\$\$\$#/AMA 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 $\frac{1}{2}$ $\frac{1}{2}$ SHOULD be devoted to limited passive recreation. Sødth/øf the/Watershed/Is/a/barcel/of undedeloded/land/within/the/Rity JIMILEL//PYIOY/LO/ANN/DENEJODNENLL/AN ADEAUALE/SIODE/SLADIIILY/ANAINSIS WIII/BE/YEADIYEA/LO/IDENLITY/LNE dagnitude/of/ddssibie/hazards/and nitiaating/neasyres///Develobnent densities/on/this/sidde/are/to/be/at Jou/Jeveis///Permitting/Nign/density develoonent/along/the/entire/slope COUID/CONDOUND/LNE/LOVEYSE/INDACLS/OF a/singie/high/density/development/ It/Is/the/dunulative/effects resulting/from/full/development/at

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6/20/85

CH-6

The rehabilitation and maintenance of older housing units 1≴/tø SHOULD be encouraged.

Land south of NE 68th Street, and east, and west of the Houghton Shopping Center is suitable for medium residential densities.

Land IMMEDIATELY south of the Houghton Shopping Center is suitable for Jøwer medium There are some pockets of housing deterioration within *this/dred* THE CENTRAL HOUGHTON NEIGHBORHOOD. To maintain the residential character, rehabilitation and continued maintenance of the older housing units should be encouraged. Coordination with possible public improvements *of the/neighborhood/woold* SHOULD be considered *[see/Kiting/Entironment Policy/2]*. *It/should/be/noted/that Housing* deterioration *is* SHOULD not always BE CONSIDERED justification for a change to higher density uses.

The area east, and west AMØ/SØØ7M of the Houghton Shopping Center and fronting on NE 68th and between the railroad tracks and I-405 should be considered for medium density residential development (10/10/14 12 dwelling units per acre). The lower residential densities to the south and direct traffic access problem to NE 68th Street restrict the residential densitites in this area to medium levels. Topographic features, land holding patterns and unique neighborhood conditions also reinforce this determination. Higher densities would tend to have an adverse impact on nearby single family uses. althouan/there/wah/be/offsetting ødøøytunities///Føy/examdie//neavness Xø/XNe/IYeevay/vay/vake/nigher densities/addyddyiate/at/the/east/end of/the/we/bbth/btyeet/corridor///bach HIGHEY/DENSILIES/EDSL/Df/JJ2LN/R#ENDE NE/could/only/be/considered/l1/future enaineering/lraffie/anaiyses/and indrovenents/support/such/a øesignatiønl

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residential densities, SUBJECT TO SPECIAL DEVELOPMENT STANDARDS.

BOUNDED ON THE EAST AND WEST BY 108th AVENUE N.E. AND 106th AVENUE N.E., IS APPROPRIATE FOR MEDIUM RESIDENTIAL DENSITIES (12 UNITS PER ACRE) ØN/ # MA east/and/west/sides/of/i08th/Avenue NEL/18/AN/Area/of/lataely undeveloped/landl//In/order/to bredent/the/further/sbredd/of abartments/in/this/area/and/due/to the/odddtudities/of/the/undefeidded nature/of/the/sitel/residentiai densities/ub/to/nine/duellind/units per/acre/are/abordoriatel//Lixing RNXXYONMENX/POXICY/3/STALES/TNAL Iransitionai/residentiai/areas/shouid be/slabililed/where/wheerlainlies øder/Aedelødnent/Kade/existed/in/the ØASTA//INESE/DENSITIES/VØUID THIS PARCEL SHOULD provide a transition from the commercial area TO THE LOW DENSITY USES TO inthe south. Recess/WIII/Be/bying/II//fyon/IO8th Avenue/NE/Dnd/Nence/Should/not COMPOUND/INAYESS/AND/EAYESS/BUYDENS øn/tø/NE/B8th/Styeet/

Standards are listed which create a compatible interface between low and medium density residential uses and commercial activity.

Interface of these medium densities with the single-family areas to the south creates some limitations on possible development around the shopping area. VANA/ØWNEYSNADS WITNIN/TNIS/AFEA/WNICN/ARE/ØF/EØNEEYN AFE/ØENEYAJJY/JAYØE/ANA/EXTENA/THE FAJJ/WIDTN/BETWEEN/THE/EØNMEYEJAJ WSES/ANA/JØW/BENSITY/FESJAENTIAJ VSES/ The permitted densities, Thereføre, can be concentrated on the side of the parcels closest to the commercial activity to provide a lower density perimeter on the side of the residential uses.

The standards listed below are intended to encourage this density concentration and create a compatible interface with low density uses and with commercial uses.

- (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.

Land\$ 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{/\$dVjfett/t0/\$tAndafds distdssed/0n/pages/272/t0/273/0f/tNe \$tAte/\$treet/Area. No restaurants or commercial use \$d011d SHOULD be allowed. Medium density multifamily uses (10/t0/14 12 dwelling units per acre) \$d014d also SHOULD be permitted.

PLANNED AREA 1: Northwest College

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 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

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

Discussion of "planned area" concept.

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

CH-10

- (1) 28/føøt/height/linitatiøns/før \$77/\$typetoyes/ 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/LHE Jirst/IedeI/Is/Aedotea/Lo/Darking AND/WHEN/INE/SIYDELDYE/IS adjacent/to/the/commercial ACKINIKIES/SETBACK/PROM/ADDACENT SINGLEFFANILY/NØMESS/AND/OR TOPOBRAPHY/PERMITS//STRUCTURES HIGHER/THAN/30/PEET/MAX/BE PROPOSED/SUBJECT/TO/PLANNED/UNIT Development/procedures/
- (2) Yiskally/screening Vegetative buffering SHOULD BE USED both towards the low density uses and the commercial activities.
- (3) Access MAST SHOULD be arranged so that it will not adversely impact adjacent residential uses.
- (4) TRAFFIC ANALYSIS SHOULD BE DONE TO IDENTIFY MITIGATING MEASURES
- (5) Rédsøndøle/ddintendnte/øf Views and vistas OF før existing residential uses SHOULD BE MAINTAINED.
- (6) BUILDINGS SHOULD BE SETBACK AND PLACED TO Adeddate/setbacks/and building/placeddent/that takes advantage of topographic variation to minimize the visual impacts. of/the/structures/

6/20/85

CH-9

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.

Any/dexelopment/orodosal/for/Planned Rrea/I/Which/is/Inconsistent/Aith/the Master/Plan/Shall/be/processed/under a/COPL/PDDL/or/otner/bublic/hearing process/

Should Northwest College seek either expansion of the Master Plan boundaries, ør 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:

- No College expansion \$#477 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 singlefamily 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 #\$/#\$ 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 1\$/tø SHOULD be contained to its present boundaries. Facilities \$*#/tø 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 ONIX/seven/of/the/ten/conner/ store. ¢IAII#/zonea/actes/Waxe/been/uliiizea før/cømmerciai/øurøøsesi/inciuding the/area/north/of/AR/b8th/Btreet/ SINCE/LNEYE/IS/COMMEYCIAI/IANA expansion/ang/to/prevent/strip of land for commercial use is not

necessary [\$##/EtoModit/Attifites Policy/1]. Most of the existing businesses in this shopping center serve primarily neighborhood needs (namely, supermarket and drug store). Future development or redevelopment of this comomercial 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 $\psi \phi \lambda A$ 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 2Ne/Jana West/of/the/Boeeiai/Laucation/Centers the Administration BUILDING School Qomplex/south/of/northaest/Colleded 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).

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Neighborhood recreational

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CH-14

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

- [3](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] 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.
- (A)(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.

CH-15

6/20/85

Yarrow Point Watershed can serve neighborhood needs.

The Kirkland Watershed may be developed for passive recreational uses.

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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 pathways 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:

- 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 R/Bitytle/pedestrian centers. øderbass/1s/currentla/blanned/at/ME BOLH/BLYEEL/ANA/I/40B/LO/DYD#IDE/A ¥XXAX/XXMX/XM/XME/QOUMX#/XYAXX system/from/Seattle/Lo/Marymoor/Park 1n/Rednond/

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 DEVEL-OPMENT. 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 NEIGH-BORHOOD NEEDS OF LOCAL RESIDENTS.

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

- (1) 108th Avenue NE, designated as a secondary arterial, passes through a predominantly single family MAN& SEVERAL schools area. 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 [\$##/P#B/1# Setylees/Vacilities///itanspotta/ $ti \phi n/P \phi li t / l / l / l$. 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/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 AIØNG/NE/ØSTN/Street/Øften require/NØTØTISTS/TØ/NAKE/IEFT NAND/TWYNS/ACrOSS/TNE/ØNCØNING FIDØ/ØF/LYAFFICL//PYDØISIØNS/TØ inprøse/IEFT/LWYN/NØØENENT/SNDØID ØE/ESTADIISNED/IN/TNE/NE/ØSTN Street/right/ØffWag/tØ/NE/D allediate/tnis/bydbIen/

 Through traffic on 108th Avenue NE tø/ SHOULD be limited.

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

CH-18

- (3) SIGNALIZATION OF THE INTERSECTION OF 108TH AVENUE NE AND NE 68TH STREET TO BE CONSIDERED.
- (4) Improvements to NE 52nd Street to be limited.

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

- (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) 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) IN ADDITION TO ITS ROLE AS AN ARTERIAL, 108TH AVENUE SERVES AS A MAJOR PEDESTRIAN ROUTE. SIDE-WALKS, 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)/BIX/YEAY/UYBAN/ RYTEYIAI/DESIGNATION MODIFICATION MODIFICATION (A)/MODIFICATION MODIFICATION (A)/MODIFICATION/ MODIFICATION/WODIA/INCLUDE (A)/MODIFICATION/UPI/BIX/YEAY/ UYBAN/RYTEYIAISI//FON/WE/BIX/STYEET AND/IIZTN/RYENDE/WE/INCLUDE (A)/MODIFICATION/WE/BIX/YEAY/ UYBAN/RYENDE/INCLUDE AND/IIZTN/RYENDE/BIX/STYEET AND/IIZTN/RYENDE/BIX/STYEET

ørøxisiøns/før/a/separatea pedestrian/bicycie/øatn/skouia/be considereal

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

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

Natural drainage systems #/#/#ø SHOULD be maintained and runoff from new developments #ø #ø/#ø limited.

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-ofway purchase. Second, the State should attempt to mitigate the severe noise impacts through a program of berm construction or other means [see FUBIIC/Bervices/Facilities/ Iransdortation/Policy/31011.

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 *[\$##* PMBJIt/BETYICES/PACIJITIES//WATET/ BEWAGE/BYSTEMS/PAJICY/JJ.

Developments adjacent to existing watercourses $\not a \not t \not e / \not t \not \phi$ SHOULD maintain or improve the watercourse to a natural, stable condition. Structures, obstructions and impervious surfaces $\not a \not t \not e$ SHOULD not $\not t \not \phi$ 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).

CH-20

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) t/estream/through/the/office/complex WHICH COCHRAN CREEK WHICH RUNS FROM WATERSHED PARK TO YARROW BAY AND may be capable of supporting anadromous fish runs (see/Public/Services/ FACIIILIESI//DYAINAAE/POIIC//B). Storm runoff from developments should not be greater than Predevelopment levels. This *j\$/tø* SHOULD be accomplished by maintaining vegetation, limiting impervious surfaces and providing retention/ treatment systems if necessary [\$## Public/Bervice/Facilities//brainage P611¢#/21.

A/NEA/FIYE/SZAZIØN/MAS BE/IØEAZEA/IN/NØYZN HØUANZØN/ In/ørder/tø/¢øntinue/indiænentation øf/the/existing/fire/Station/Løcatiøn Planl/lhe/eadlonenl/and/facilities presently/located/within/the/lity NAXX/&&MØX&X/Are/XØ/V&/MØX&d somewhere/In/the/YSouth/Kirkiand/f Nøtth/Høuantøry/Atea/Lsee/Public Settiees/Patillies///Pite/Ptatection PØXICH/XXL//ONE/SILE/UNDEF CONSIDEY BLIDH/INCIUDES/LNE/IDINL development/of/surplus/School District/oroderty/between/IO8th Ryenne/NE/And/IIIth/Ryenne/NEL/Nøyth of/NE/B3ra/Streetl//Inis/Site/would be/defeloped/jointly/ds/d/fite station/ana/an/active/yecyeation/area [see/Open/Sødce/Patks/section]/ PIANNINA/904/2418/24211124/4111/402 ØNJ#/INCIUDE/IDCLØYS/YEIEXANL/LØ/FIYE ødetaliønsi/bul/viii/catefuiin CONSIDEY/LNE/NOISE/AND/SAFELY/INDACLS of/such/operations/on/the/surrounding IANA/USES/

Øpen/søace/faive/of slyeels/is/lo/be/yecog/ nized/

One/Inddytant/dden/sdace/df/gteat conduntly/yalue/is/often/overlooked/ The/street/system/oroyides/kirkiand/s neighborhoods/with/a/number/of/exceif Ient/IdeaI/and/YeaidnaI/Yiens///Such YYIEW/EDVYIDOVSY/JIE/WITHIN/THE BUBIIC/DOMAIN/AND/AYE/YAIUABIE/FOY the/beauty//sense/of/orientation//and Identity/they/Iddayt/lsee/Qodddity BOAIS/AND/POIICIES/211//SUCK/VIEW coyyidoys/ave/to/be/identified//ove/ served/and/enhanced///One/neans/to this/eng/max/be/the/undergrounding/of utilities/{see/Public/Services/ Pacilities1/Quasi+Public/Utilities POI104/211

URBAN DESIGN

URBAN DESIGN ASSETS ARE	THE CENTRAL HOUGHTON NEIGHBORHOOD HAS
IDENTIFIED. 'EDGES' ARE	A VERY CLEAR VISUAL IMAGE (SEE FIGURE
DISCUSSED.	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.

CH-23

6/20/85

9009&9017B/172A

<u>Section 2.</u> 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 provided further that in so doing no substantive 4, changes from the amended policies herein adopted shall thereby result.

<u>Section 3.</u> 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 unconsitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

<u>Section 4.</u> 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.

<u>Section 5.</u> 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.

one Cooper

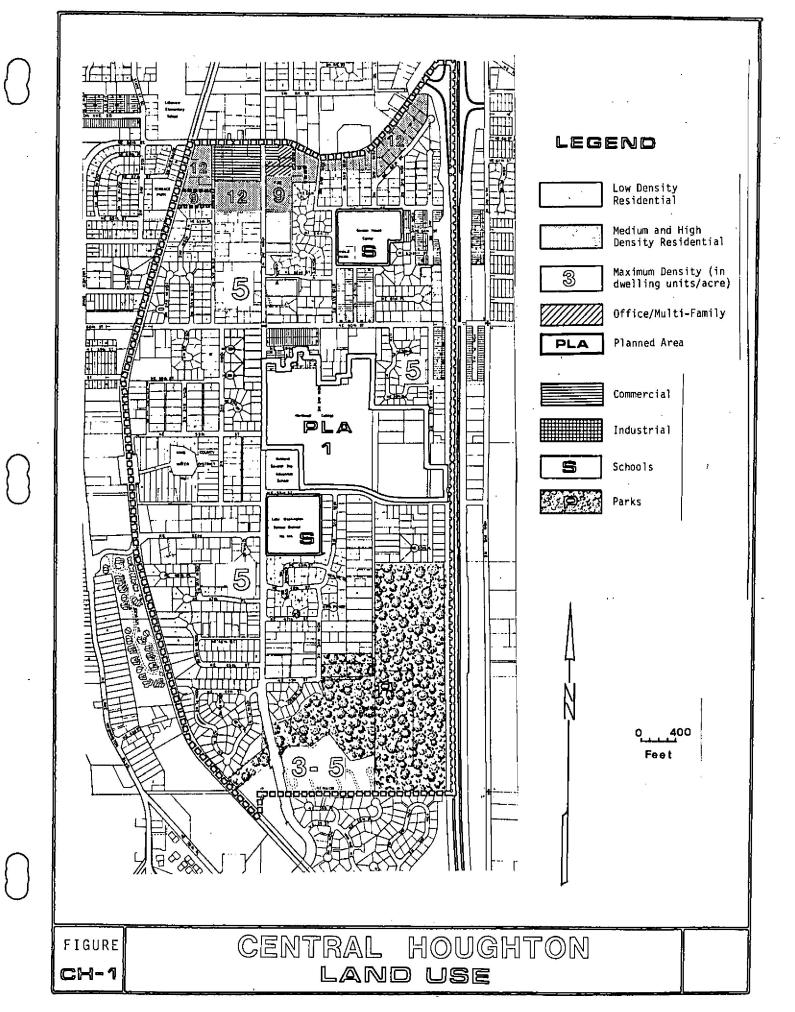
Director of Administration & Finance (ex officio City Clerk)

APPROVED AS TO FORM:

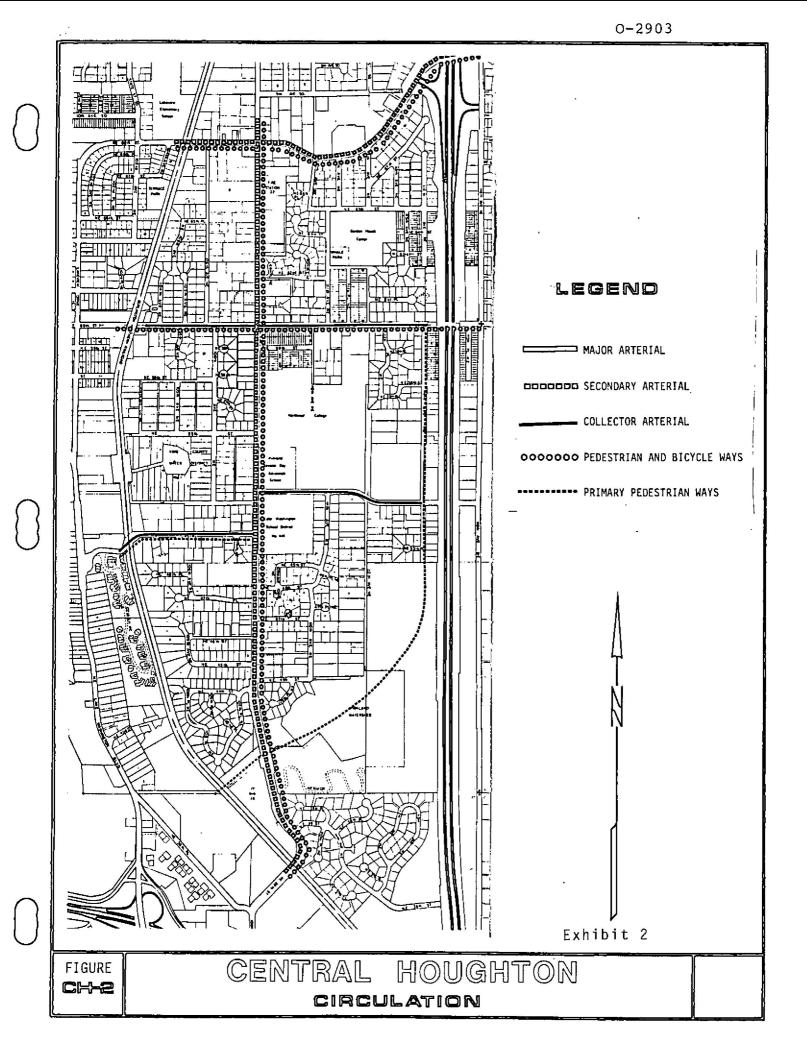
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Aching City Attorney 529C/275A(9017&9009B/172A) JWT:br

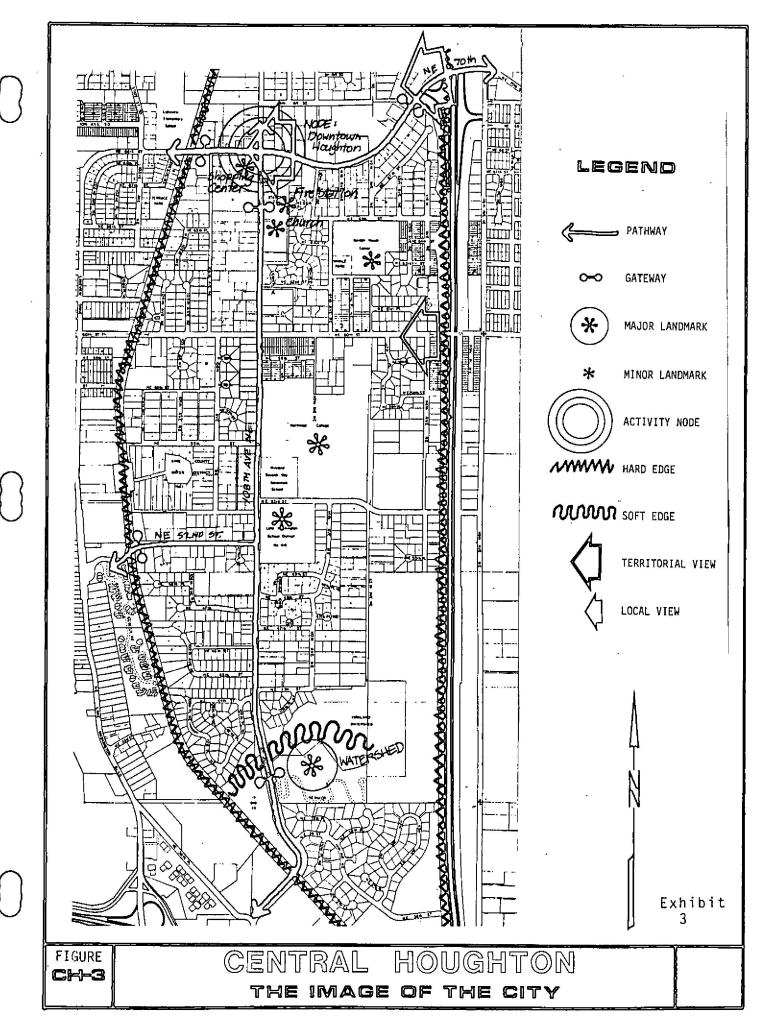
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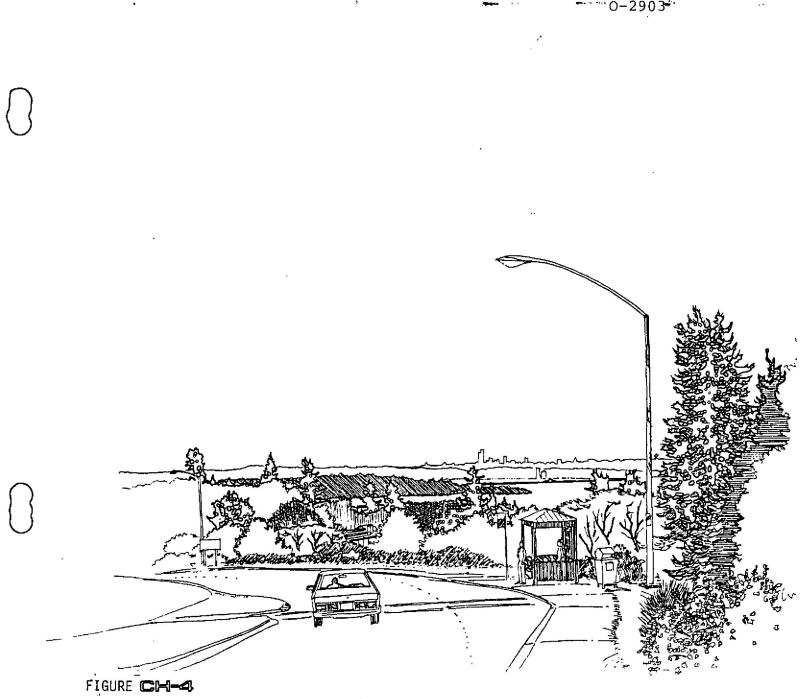


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The NE 70th St. overpass of I-405 is a PATHWAY connecting the Central Houghton and Bridle Trails Neighborhoods. It constitutes a GATEWAY to these Neighborhoods from the Interstate. It's most significant urban design asset is the TERRITORIAL VIEW it 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.