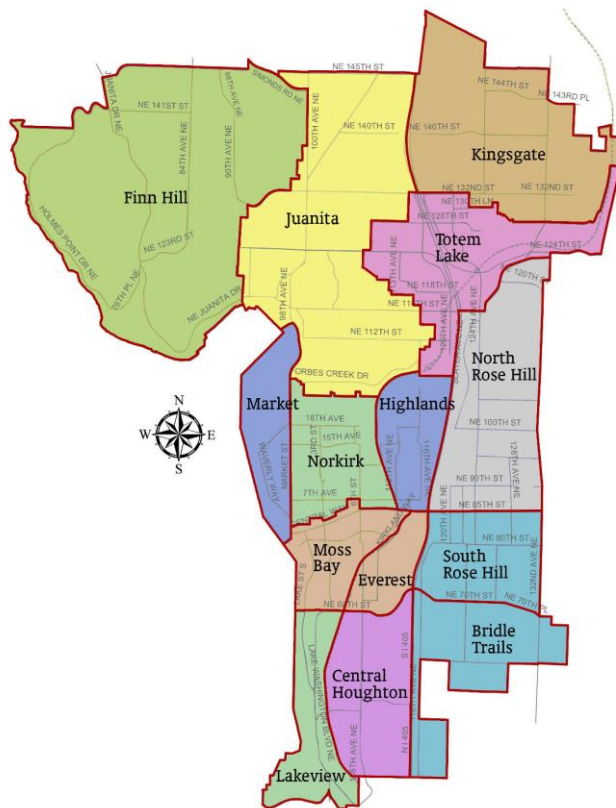


### XV.B. Central Houghton Neighborhood

## 1. Overview

The Central Houghton Neighborhood is bounded by the Cross Kirkland Corridor and the Lakeview Neighborhood on the west; Interstate 405 right-of-way on the east; and NE 68th Street on the north. The southern boundary is the Kirkland City limit (see Figure CH-1, Central Houghton Land Use Map); 108th Avenue NE provides the main north-south vehicular, bicycle and pedestrian connection through the neighborhood, while NE 68th Street provides an east-west connection.

Central Houghton is predominantly a ~~single-family residential~~ neighborhood. Other land uses within the neighborhood consist of ~~medium- and high-density residential~~, offices, neighborhood-oriented businesses and a variety of schools, including Northwest University.



The Neighborhood Center, located along [the south side of](#) NE 68th Street, is the neighborhood's only commercial area. The undeveloped 73-acre Watershed Park takes up a large area in the southeastern corner of the neighborhood. Carillon Woods Neighborhood Park is in the central part of the neighborhood and Phyllis A. Needy Neighborhood Park provides a smaller neighborhood park adjacent to 108th Avenue NE.

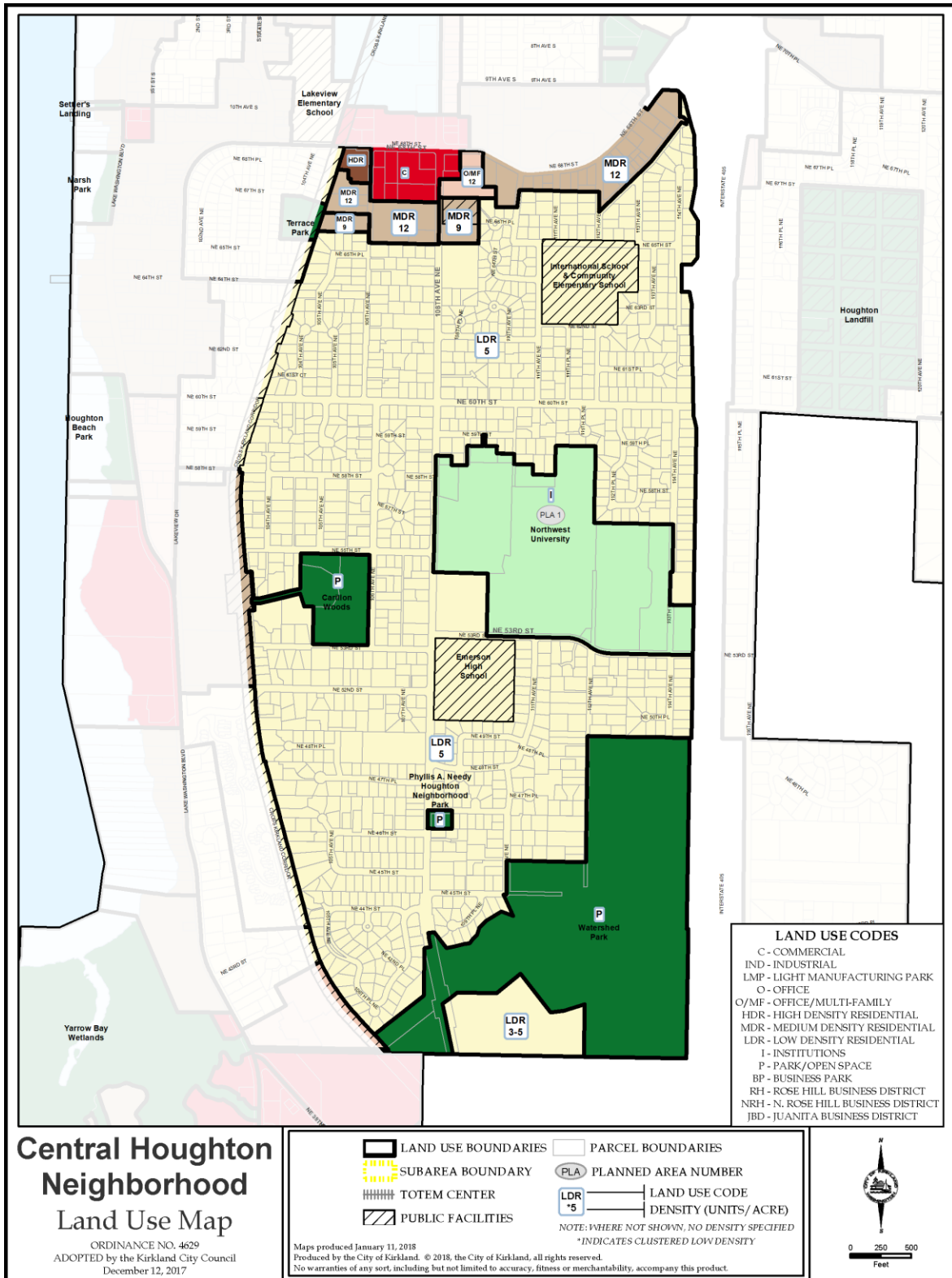
## 2. Vision Statement

*The ~~following vision~~ Vision statement ~~Statement~~ is a ~~verbal~~ description of the character and qualities of the Central Houghton Neighborhood at a future time when the goals and policy direction expressed in this neighborhood plan are realized.*

The Central Houghton Neighborhood has a rich and unique history. The area's political history as part of a separate city until 1968 fostered a deep sense of community ~~identity~~, establishing a tradition in which ~~residents~~ community members seek opportunities for involvement and stewardship in the neighborhood's future.

The neighborhood's ~~predominantly low density quality of life~~ residential character ~~has~~ benefits ~~hasve~~ been maintained, while the changing and varied needs of the population are accommodated through a diverse housing stock. Greater housing choices, as well as efforts to preserve affordability in housing, help to expand housing opportunities for all ~~residents within the neighborhood~~.

Central Houghton is a friendly welcoming, accessible neighborhood, with safe and inviting pedestrian and bicycle routes. Healthy and active living is promoted through attractive streets and trails. Traffic on the neighborhood's major streets, 108th Avenue NE and NE 68th Street, is managed well, with improvements designed to be compatible with surrounding development. The Cross Kirkland Corridor provides pedestrian and bicycle connections linking the corridor to parks and other neighborhood gathering places.



The Kirkland Comprehensive Plan is current through Ordinance 4828, passed December 13, 2022.

**Figure CH-1: Central Houghton Land Use Map** [Staff note: Neighborhood land use map will be updated to reflect the citywide Land Use map being amended in the Land Use Element.]

~~Local citizens~~ People value the variety of opportunities to meet in shops and restaurants within the Houghton/Everest Neighborhood Center, as well as in casual locations in the neighborhood's parks and natural areas. The Houghton/Everest Neighborhood Center has evolved into a thriving, pedestrian-oriented mixed-use center, with businesses available to meet the retail and service needs of the community. Appropriate Engaging streetscapes, site layouts and building designs provide an ~~attractive-inviting~~ and coordinated appearance within the Center. Careful attention to the placement and design of vehicle and pedestrian access from commercial areas to surrounding streets contributes to an efficient street network, and ensures harmony ~~avoids conflicts~~ with nearby ~~low-density-residential~~ areas.

Several schools and the Northwest University campus add to the Central Houghton community by providing the neighborhood ~~residents~~ with a connection to the schools' students, parents, and facilities, as well as with residents of other Kirkland neighborhoods and the larger community. These campuses are valued and supported, not only for their role in providing educational opportunities and fostering community relationships, but for the additional open space they provide and share with the ~~neighborhood~~ public.

The Central Houghton Neighborhood provides many beautiful open space experiences, including the views, tree canopy and neighborhood parks. The ~~residents-community of Central Houghton~~ cherishes ~~es and preserve the territorial views, including~~ the expansive views of Lake Washington, Seattle and the Olympic Mountains, the slopes, and the natural watershed areas that contribute to the neighborhood's distinctive ~~eharacter~~ charm. The tree canopy in the neighborhood has been managed and enhanced, and adds to the neighborhood's peaceful setting. The neighborhood's parks meet the needs of the neighborhood's ~~residents~~. Phyllis A. Needy Park provides a place for active play for the neighborhood's ~~youngest~~ youth ~~residents~~, while Carillon Woods meets the neighborhood's recreational needs with a play area and both paved and natural trails. Opportunities for ~~residents-people~~ to ~~quietly~~ observe and enjoy wildlife habitat and open space exist at Carillon Woods and at the south end of the neighborhood, in the Watershed Natural Area.

The Central Houghton ~~residents-community~~ ~~take-takes~~ great pleasure and pride in ~~calling~~ this beautiful neighborhood's ~~features~~ their home.

### 3. Historical Context

See the Kirkland Historic Narrative included in Appendix # for a discussion of citywide historic context, inclusive of all previous inhabitants of the area (pre-and post-white/European settlement) especially along the culturally rich Lake Washington shoreline.

The following history includes the Central Houghton and Lakeview Neighborhoods, as well as a portion of the Bridle Trails Neighborhood, since together they made up the City of Houghton until its consolidation with the City of Kirkland on April 30, 1968.

**Naming and Early Settlement of Houghton:** Samuel and Caroline French along with their adult son, Harry French, settled on the east side of Lake Washington in 1872. The French family was from Maine and had been corresponding with a friend who had settled in Seattle and praised the potential of the Eastside. Mrs. French named their new home Pleasant Bay.

The French family is considered Houghton's first white settlers. Little has been learned about the earliest Native American inhabitants of the area, but Mrs. French reported seeing them as they rowed their canoes along the shore. The French house was built in 1874 at 10120 NE 63rd Street and was home to the French family for four generations. The house was moved to 4130 Lake Washington Boulevard in 1978.

In 1880, all communities were required by the U.S. Post Office to have a one-word name. The Pleasant Bay community submitted the name Edison, after Thomas Edison, but Edison was already being used in the Washington Territory. The Pleasant Bay church had been given a 600-pound Meneely & Company church bell by Mr. and Mrs. William Houghton of Boston and so the community of Houghton was named in their honor. When the congregational churches merged in 1894, the bell was relocated to the Kirkland Congregational Church on 5th Avenue in the Norkirk Neighborhood. The church has been rebuilt, but the bell remains there and rings every Sunday.

The Suffhoff home was built in 1903 by Kirkland realtor Charles Parrish for the Morris Orton family. The young widow Mrs. May Orton rented the home to Dr. George Hudson Davis in about 1910 and it was then used as a hospital and dental office. The home served as Houghton's and Kirkland's first hospital for 10 years.

**Industry of Pleasant Bay/Houghton:** The French family soon had industrious neighbors. The Jay O'Connors, who purchased the Popham/McGregor land, built the Steamer Squak and the large Lake House which was used as a hotel. The John and Abigail Fish family purchased the Lake House and continued the hotel business. The Lake House was in the family for generations and was torn down in 1984. The Curtis family built and operated ferries on Lake Washington for over 50 years. George Bartsch and his brother-in-law, Harrie Tompkins, started the Bartsch-Tompkins Transportation Company in 1904. Mr. Bartsch bought out Mr. Tompkins and then partnered with John Anderson to create the Anderson Steamboat Company in 1907. The Anderson Steamboat Company became the Anderson Shipyard which then became the Lake Washington Shipyard.

The Lake Washington Shipyard was at the site of the present Carillon Point development. One of the original buildings built in 1907 was used as a pattern shop for the wooden ships built during WWI, then as a mold shop for the steel ships built during WWII. The building was still standing until the development of Carillon Point.

The early shipyards were limited to building lake ferries or smaller oceangoing boats that could be navigated down the Black River at the southern tip of Lake Washington. In 1916, the opening of the ship canal lowered Lake Washington by almost nine feet and dried up the Black River. With the opening of the Montlake Ship Canal, the shipyard could build large oceangoing ships.

**Houghton and the Wars:** During WWI, shipbuilding boomed in Houghton, and many wooden war ships were constructed there. Workers commuted from Seattle for the work, which ended in 1918. The Second World War again brought tremendous growth for Houghton. The Lake Washington Shipyard built steel hulled ships and they were all in service at the end of the war. The U.S. Government built the Steward Heights housing project on 108th Avenue NE for the shipyard workers. This area is now the Northwest University campus.

**Terrace Park – Site of the Houghton City Hall:** Terrace Park was originally the site for a community center for the Lakeview Neighborhood during WWII. It was built to service the needs of the Lake Washington Shipyard workers. In about 1955, the buildings were converted to house the Houghton City Hall, library, fire station and police station. The existing cement pads were used as the floor of the Houghton Police Station.

**Livelihood of Houghton Residents:** From the early 1870s, Houghton was settled by educated and hardworking families spreading out across the country. They purchased their homesteads and, because of their isolation, they lived off their land. Their close proximity to Seattle also allowed them access to jobs, services and goods. For example, Harry French commuted to Seattle to work in Yesler's Mill. At first workers rowed weekly, returning home for the weekend, and in later years they took a steamer daily. There were jobs in the forest, the coal mines, and the lumber mills, but all required a commute by rowboat, horse or on foot. As more settlers arrived, there was a need for scheduled ferry service, a school, and a place to worship.

**School and Worship:** Harry French built a frame cabin, which was used by the family until their family home was ready. This cabin later became Pleasant Bay's first classroom and its first Sunday school. A church was then built and the minister, Reverend Greene, began coming from Seattle to make the rounds to the small local churches in the area.

**Houghton Resident, John Cort:** John Cort had the first legitimate theater circuit and owned 117 theaters on the west coast. Mr. Cort was also an early founder of the FOE Eagles and was their first President. He was the first in the world to use the new Edison lights in his Seattle Standard Theatre which burned in the great fire of 1889. Cort's last remaining Seattle theatre is the Moore. Cort traveled a great deal to manage his theatres, but his family lived full time on Whisker Farms, his Houghton home until 1918. Around this time he moved his empire to New York City where he later retired and then died in 1929. Whisker Farms was on Cort Road, now 108th Avenue NE. The Collins School was built on the burned out ruins of Whisker Farms, but has since been torn down and replaced by homes.

**City of Houghton:** Until 1968, Houghton was a separate city with a Houghton address and residents that were called "Houghtonites." When Houghton merged with Kirkland, there was a strong emphasis on retaining some authority on land use and zoning issues. State law [at the time](#) allowed Houghton citizens to maintain control of their zoning and continued enforcement of their land use plan, [and the Houghton Community Council was formed.](#) The [Houghton community continues to have a](#) Houghton Community Council [actively functioned as part of the City of Kirkland land use processes until it was sunset in 2022 as a result of adopted Washington state law. with veto power over land use actions of the Kirkland City Council relating to the area of the old City of Houghton. The Houghton-Community Council is one of only two such community councils remaining in the State of Washington.](#)

Although the City of Houghton and the City of Kirkland merged [almost 60over 40](#) years ago, there is still a strong feeling of community among the residents of the Central Houghton neighborhood because of their unique history as a separate town.



**1968 Road Map of the Houghton Area**

*History taken from Primary Sources: Family and State records, the Boston Newspaper, 1889 Kirkland Press and the French Diaries. For more information on the history of the City of Houghton please contact the Kirkland Heritage Society and see the Lakeview Neighborhood Plan.*

*Goal CH-1: Encourage preservation of structures, sites and objects of historical significance in the Central Houghton Neighborhood.*

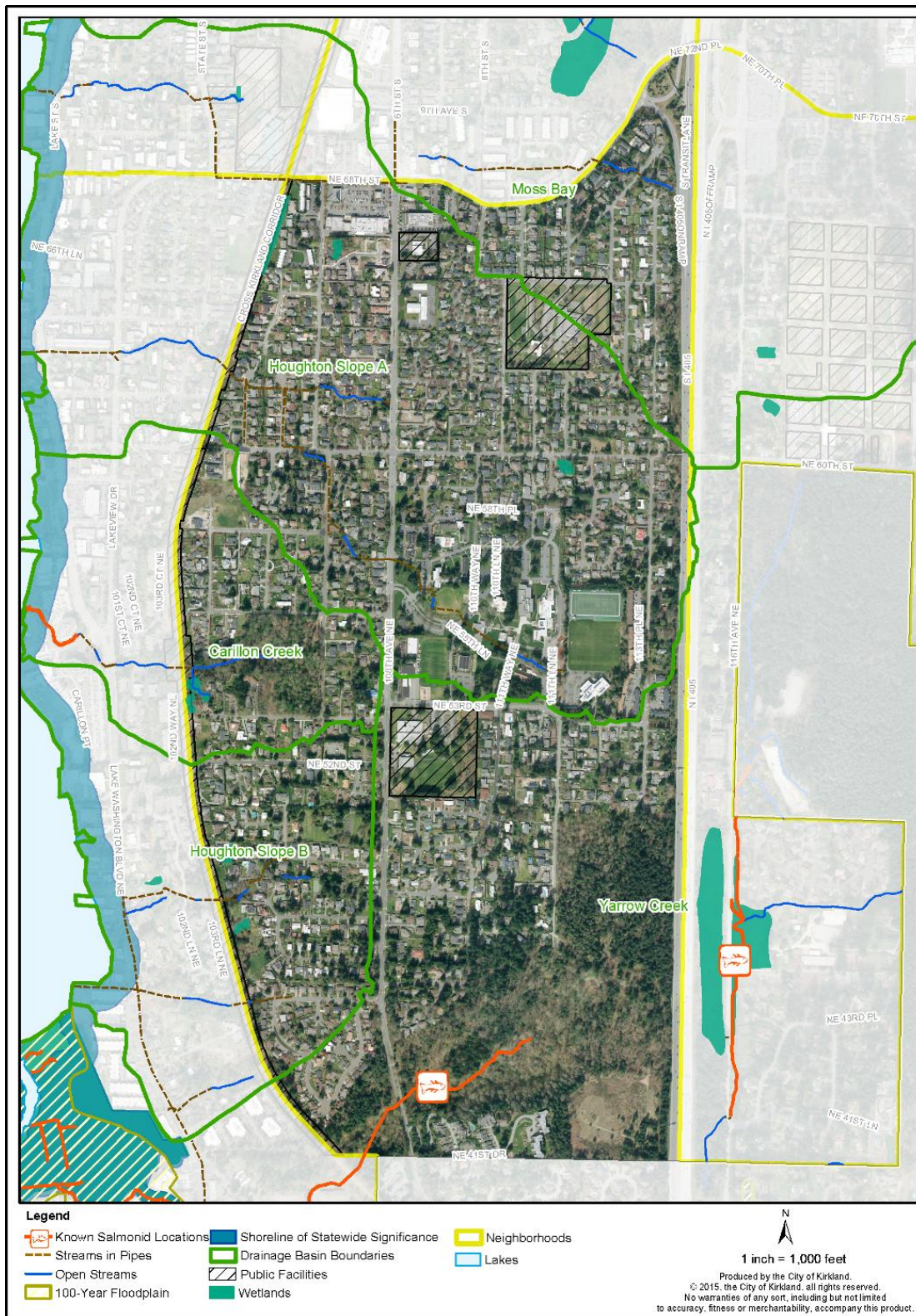
*Policy CH-1.1: Encourage property owners in Central Houghton to preserve buildings, structures, sites and objects of historical significance.*

The Community Character Land Use Element establishes the hierarchy for designating historic buildings, structures, sites and objects in the City. Although age is an important factor in determining historical significance, other factors, such as the integrity of the building, architecture, location and relationship to notable persons or events of the past, are also important.

*Policy CH-1.2: Provide directional signs, markers and interpretive information at structures, buildings, sites or objects of historical significance.*

Individual historic properties are encouraged to add historic plaques and interpretive signs. Additional directional signs and interpretive centers at or near structures, buildings, sites or objects of historical significance around the neighborhood will help bridge Houghton's rich history with future generations. Most of the original historic street names have been changed over the years. As street signs are replaced, the original street names could be added to recognize the neighborhood's history. The Community Character Land Use Element of this Comprehensive Plan also lists other techniques to preserve the neighborhood's history.

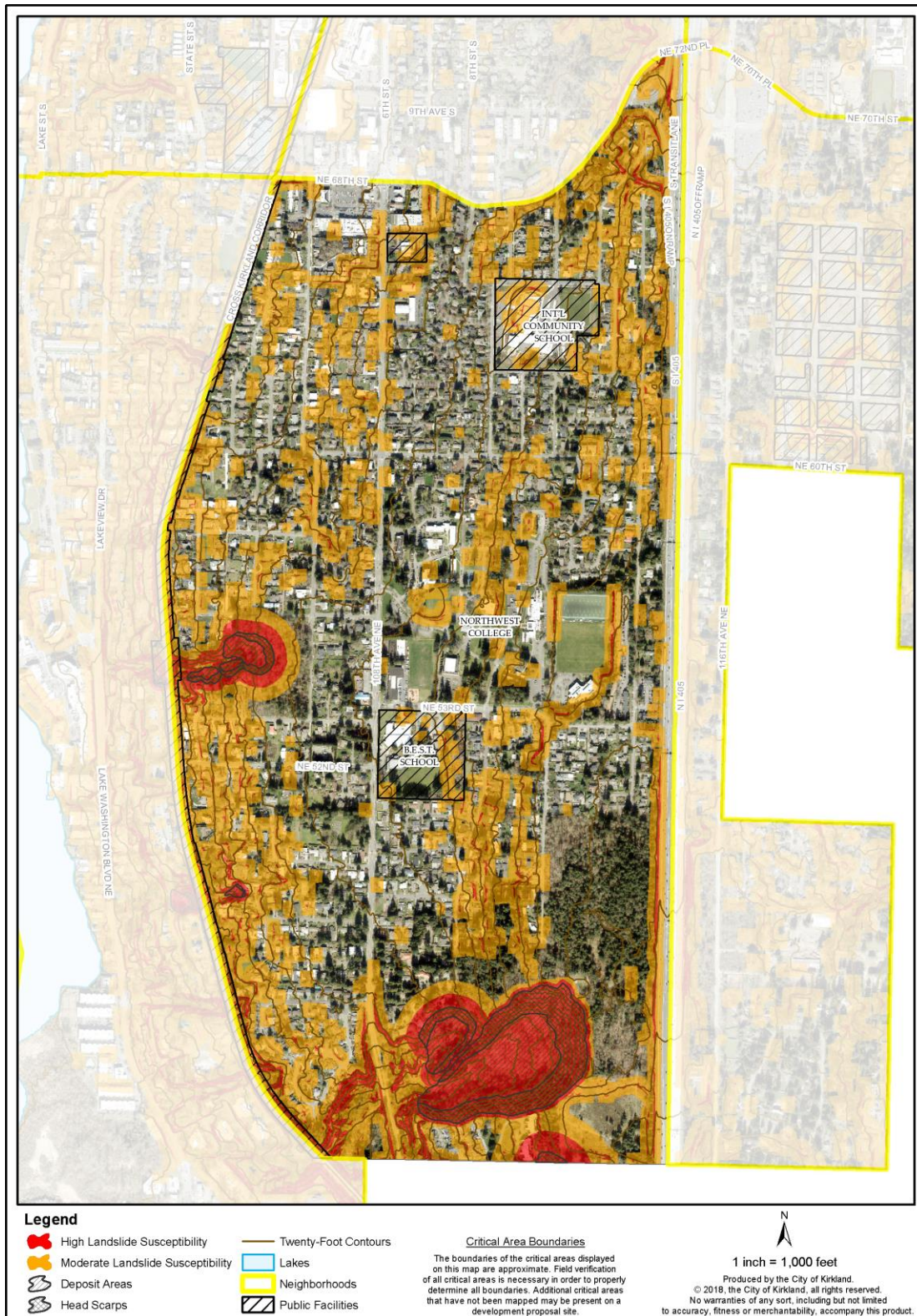




The Kirkland Comprehensive Plan is current through Ordinance 4828, passed December 13, 2022.



**Figure CH-2: Central Houghton Wetlands, Streams, and Lakes**



The Kirkland Comprehensive Plan is current through Ordinance 4828, passed December 13, 2022.

**Figure CH-3a: Central Houghton Landslide Susceptibility**





The Kirkland Comprehensive Plan is current through Ordinance 4828, passed December 13, 2022.



**Figure CH-3b: Central Houghton Liquefaction Potential**

## 4. Natural Environment

*Goal CH-2: Protect and enhance the natural environment in the Central Houghton Neighborhood.*

*Policy CH-2.1: Undertake measures to protect and improve water quality and promote fish passage in Lake Washington and neighborhood wetlands, streams and wildlife corridors.*

The Central Houghton Neighborhood is located within the Yarrow Creek, Carillon Creek, Houghton Slope A and B, and Moss Bay drainage basins (see Figure CH-2). These drainage systems connect to Lake Washington and provide important ecological functions such as flood and storm water conveyance, water quality, fish habitat, wildlife and riparian corridors, and open space benefits.

Water quality is an important issue in the Central Houghton Neighborhood. Daylighted streams in the neighborhood should be kept clean and maintained in their natural state. Even in areas without significant streams, water from the neighborhood drains to Lake Washington and so pesticide and fertilizer use should be discouraged.

*Policy CH-2.2: Ensure that development is designed to avoid damage to life and property on properties containing high or moderate landslide or erosion hazards areas.*

The Central Houghton Neighborhood contains medium and high landslide ~~and/or~~ erosion hazard areas (see Figure CH-3a and CH 3b). These areas are prone to landslides that may be triggered by natural events or by manmade activities including grading operations, land clearing, irrigation, or the load characteristics of buildings on hillsides. Limitations on development in geologically hazardous areas are regulated within the Kirkland Zoning Code and in the Sustainability, Climate and Environment Element.

*Policy CH-2.3: Protect wildlife throughout the neighborhood and encourage the creation of backyard sanctuaries for wildlife habitat.*

The National Wildlife Federation has designated the City of Kirkland as a certified Community Wildlife Habitat. The Community Wildlife Habitat Program for the City began in the Central Houghton Neighborhood. Central Houghton contains many wildlife corridors connecting parks and along stream channels to Lake Washington and Yarrow Bay Wetlands. ~~Residents~~ Residents Home and business owners are encouraged to continue to improve wildlife habitat on their ~~private~~ property by planting native vegetation, and providing food, water, shelter and space for wildlife.

## 5. Land Use

Residential land uses occupy the majority of the Central Houghton Neighborhood. Schools, including the expansive campus of Northwest University, are dispersed throughout the ~~low-density~~ residential core, while two large park and open space areas, Carillon Woods and the Watershed Natural Area, are located in the central and southern portions of the neighborhood. ~~Multifamily apartments~~ Apartments and condominiums are clustered along the northern edge of Central Houghton, where they adjoin the neighborhood's only commercial area, the Houghton/Everest Neighborhood Center.

### *Residential*

~~*Goal CH-3: Promote and retain the residential character of the neighborhood while accommodating compatible infill development and redevelopment.*~~

*~~Policy CH-3.1: Retain the predominantly detached single-family housing style in the Central Houghton Neighborhood.~~*

~~Central Houghton is a well-established neighborhood that has predominantly low-density (five to six dwelling units per acre) traditional single-family residential development. The land use transitions from lower-density residential to medium- and high-density multifamily and commercial development in the northern portion of the neighborhood near NE 68th Street. A mix of housing styles and sizes is important to the neighborhood's character.~~

=



*Goal CH-4: ~~Allow~~Encourage alternative residential development options that ~~are compatible with surrounding development~~improve housing diversity in the neighborhood through compatible infill development and ~~redevelopment~~.*

*Policy CH-4.1: Allow a variety of development styles and housing types that provide housing choice in ~~low-density~~all residential areas.*

~~Central Houghton is a well-established neighborhood that has predominantly low-density (five to six dwelling units per acre) traditional single-family residential development. The land use transitions from lower-density residential to medium- and high-density multifamily and commercial development in the northern portion of the neighborhood near NE 68th Street. A mix of housing styles and sizes is important to the neighborhood's character.~~  
Central Houghton is a well-established neighborhood that has predominantly low-densityintensity (five to six dwelling units per acre) traditional single-family residential development. The land use transitions from lower-density residential to medium- and high-density multifamilymore intense residential and commercial development in the northern portion of the neighborhood near NE 68th Street. A mix of housing stylestypes and sizes is important to the neighborhood's character.

Providing housing options for a wide spectrum of households is an important value to support and encourage. Alternative housing provides more housing choice to meet changing housing demographics such as smaller households and an aging population. Allowing design innovations can help lower land and development costs and improve affordability. ~~Compatibility with the predominant traditional detached single-family housing style in the neighborhood will determine the acceptance of housing alternatives.~~ Alternative housing types such as cottage, compact single-family, accessory dwelling units, and clustered dwellings are ~~appropriate~~viable options to serve a diverse population and changing household size and composition.

*Policy CH-4.2: Encourage diversity in size of dwelling units by preserving and/or promoting smaller homes on smaller lots.*

Diversity can be achieved by allowing properties to subdivide into lots that are smaller than the normal minimum lot size allowed in the zone if the size of houses on the small lots is limited. This encourages diversity, ~~maintains neighborhood character, affordability~~, and provides more housing choice. ~~Up to 50 percent of the single-family lots in a subdivision should be allowed to be smaller than the zoning designation allows if a small house is retained or~~

built on the small lots. The lots containing the small houses should be no less than 5,000 square feet in the RS 7.2 zones and no less than 6,000 square feet in the RS 8.5 zones. The size of the houses on the small lots would be limited by a maximum floor area ratio and all other zoning regulations would apply.

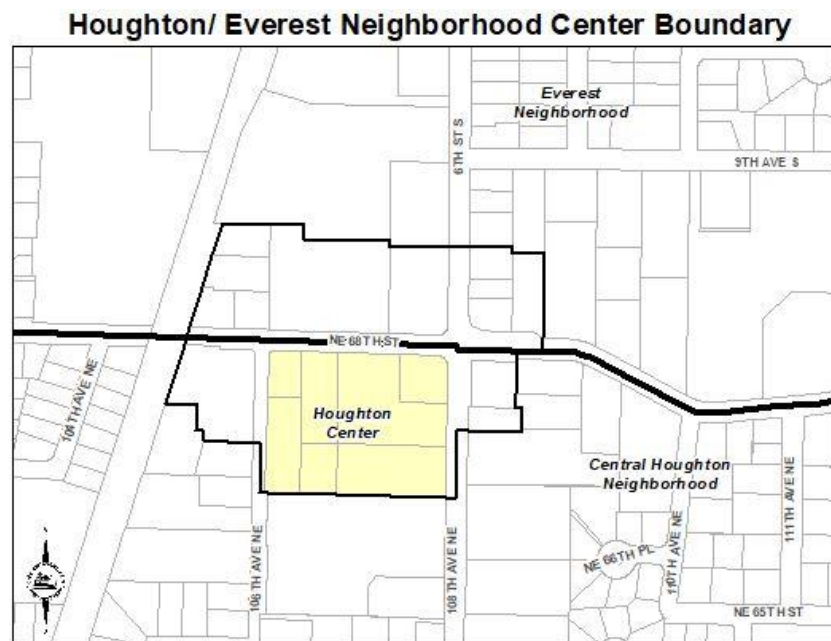
**Policy CH-4.3:** The residential ~~land areas~~ south of NE 68th Street and surrounding the Houghton/Everest Neighborhood Center area ~~is are~~ suitable for medium to high residential ~~densities intensities~~ (see ~~MDR, HDR and O/MF land use designations on Figure CH-1~~).

The area south of NE 68th Street and surrounding the Houghton/Everest Center is appropriate for ~~medium to high densities increased residential intensity~~ because of topographic features and surrounding neighborhood conditions. This area ~~provides a good transition between~~ provides additional housing opportunities and helps to support the ~~low density residential uses to the south and the~~ commercial shopping area to the north.

### Commercial

#### Houghton/Everest Neighborhood Center

The Houghton/Everest Neighborhood Center is defined as a “Neighborhood Center” commercial area in the Land Use Element of the Comprehensive Plan. It includes properties on the north and south sides of NE 68th Street in both the Central Houghton and Everest Neighborhoods.



**Goal CH-5:** Promote a strong and vibrant Neighborhood Center with a mix of commercial, public, and residential uses that primarily serve the adjacent neighborhoods.

**Policy CH-5.1:** Coordinate with the Everest Neighborhood to develop a plan for the Houghton/Everest Neighborhood Center, which overlies properties along the NE 68th Street corridor in both the Everest and Central Houghton Neighborhoods (see inset).



This plan should promote a coordinated strategy for the Neighborhood Center while minimizing adverse impacts on surrounding residential areas.

*Policy CH-5.2: Encourage a mix of uses within the Houghton/Everest Neighborhood Center that includes commercial development such as neighborhood-oriented shops, services, and offices, as well as ~~multifamily~~ residential use.*

A variety of uses, including retail, office and residential, should be combined in order to contribute to a vibrant mixed-use Neighborhood Center.



*Policy CH-5.3: Implement transportation improvements, including those in the 6th Street Corridor Transportation Study, that support the existing and planned land uses in the Neighborhood Center and adjoining neighborhoods.*

A review of transportation impacts should be done for all new development in the Neighborhood Center. This review should also include determination of the best location for a new east/west connection between 106th Avenue NE and 108th Avenue NE. Transportation system improvements should be designed to encourage traffic to use existing arterials and to include traffic-calming devices on neighborhood streets. Alternate modes of transportation should also be ~~encouraged~~included in new development.

*Policy CH-5.4: ~~Allow~~Encourage higher residential ~~density~~intensity on properties on the west side of 106th Avenue NE and south of NE 68th Street.*

Land located west of the Houghton Center shopping area, directly east of the Cross Kirkland Corridor, has the potential to provide higher ~~density-intensity~~ residential use within walking distance of retail and business services. ~~The Cross Kirkland Corridor provides a wide buffer between this area and the low-density residential area to the west.~~ A connection to the Cross Kirkland Corridor should be provided from 106th Street through this area.

*Goal CH-6: Promote high quality design by establishing building, site, and pedestrian design standards that apply to commercial, residential and ~~multifamily-mixed use~~ development in the Houghton/Everest Neighborhood Center.*

*Policy CH-6.1: Establish design guidelines and regulations that apply to all new, expanded or remodeled commercial, multifamily residential or mixed-use buildings in the Houghton/Everest Neighborhood Center.*

These design guidelines and regulations should support appropriate building scale and massing, produce buildings that exhibit high quality design with a sense of permanence, and incorporate site design which includes pedestrian features and amenities that contribute to the livability of the surrounding area. They should also strengthen the ~~visual identity-aesthetic appeal~~ of the Neighborhood Center by addressing streetscape improvements and public views to the lake along NE 68th Street.

**Houghton Center:** The shopping center development located at the southwest corner of NE 68th Street and 108th Avenue NE (shown in yellow on the map) is known as the “Houghton Center.” This large strip retail development sits on several parcels occupying approximately five acres. Redevelopment to a more cohesive, pedestrian-oriented concept may be feasible since a single owner controls the bulk of the site. In addition to its potential to serve the community through expanded neighborhood commercial uses, Houghton Center can contribute to the livability and vitality of the neighborhood by providing ~~residents and visitors~~ the community with a welcoming place to shop, congregate and relax.



### **Houghton Center**

*Goal CH-7: Support the transition of the Houghton Center into a pedestrian-oriented mixed-use development with access to transit, that includes retail, with office or residential and other compatible uses that primarily serve the adjacent neighborhoods.*

*Policy CH-7.1: Promote a pedestrian-oriented development concept through standards for a coordinated ~~master-development~~ plan for Houghton Center including retail, with office and/or residential and other compatible uses.*

A development plan (formerly referenced as a master plan) for the Houghton Center should provide for a complementary arrangement of facilities, pedestrian amenities, open spaces, and linkages, as well as shared parking that meets the needs of Houghton Center and a coordinated sign system.

*Policy CH-7.2: Reduce ingress and egress conflicts within and around Houghton Center through creation of a circulation system for vehicles and pedestrians as part of a ~~master-development~~ plan for development of the property.*

The circulation system for both pedestrians and vehicles should provide the minimum amount of ingress and egress locations necessary for an effective circulation system into and through Houghton Center.

*Policy CH-7.3: Allow building heights up to three stories if certain retail uses that primarily serve the neighborhood are provided. Careful attention should be given through the design review process to pedestrian orientation, building modulation, upper-story stepbacks, and use of materials to reduce the appearance of bulk and mass.*

Specific design guidelines should be developed to ensure that modulation is used to break down scale and massing of buildings into smaller and varied volumes, and to provide upper-story stepbacks from the sidewalks to improve the pedestrian experience and maintain human scale.

*Policy CH-7.4: Provide gathering spaces and relaxation areas within Houghton Center.*

Houghton Center is an important community meeting place within the Central Houghton Neighborhood. Gathering spaces should be provided when Houghton Center redevelops as a way to provide places to meet neighbors and enjoy the facilities.

### ***Schools and Places of Worship***

A strong relationship between schools, all places of worship, and the surrounding community is a key factor to ensuring compatibility and minimizing conflicts.

*Goal CH-8: Acknowledge the value to the community of schools and places of worship. Encourage interaction between these institutions and the ~~residents-community~~ of the Central Houghton Neighborhood.*

*Policy CH-8.1: Provide opportunities for early community involvement in any expansion plans for, modifications to, or changes in uses within schools and places of worship.*

Early community involvement is important in addressing issues that may affect the surrounding area and the neighborhood as a whole. Issues such as parking and public safety should be taken into account when considering additional ancillary uses, expansion of facilities, or the addition of new facilities. Required buffering should be designed to minimize impacts to and be compatible with neighboring uses.

### ***Northwest University (Planned Area 1)***

Northwest University is designated as a Planned Area because of its unique conditions including large parcel ownership, interface with the surrounding community, traffic patterns, and topographic conditions. The complex issues related to this planned area can best be dealt with through the development plan (formerly referenced as a master plan) for the university.



The planned area designation permits the application of special development procedures and standards to minimize adverse impacts resulting from the natural growth and operation of the facility.

*Goal CH-9: Ensure that the growth and development planned for Northwest University is reviewed and approved by the City.*

*Policy CH-9.1: Limit Planned Area 1 to the boundaries designated in Figure CH-1.*

The boundaries shown in Figure CH-1 are consistent with the 1999 Northwest University Master Plan as shown below.





*Policy CH-9.2: Require all development in PLA 1 to conform to an approved ~~master~~ development plan.*

The ~~master development~~ plan approved in 1999 and later revised is the guiding document for Northwest University in PLA 1. Any variations from this ~~master development~~ plan must be reviewed and approved by the City.

*Policy CH-9.3: Structures on campus should be located to minimize impacts on ~~single family~~ residential areas adjacent to the University.*

It is important to consider the location of new buildings on campus in relationship to the surrounding ~~single family~~ residential areas. New structures should be placed far enough away from ~~single family~~ residential uses to minimize impacts.

*Policy CH-9.4: Traffic should be routed away from local residential streets to the extent possible.*

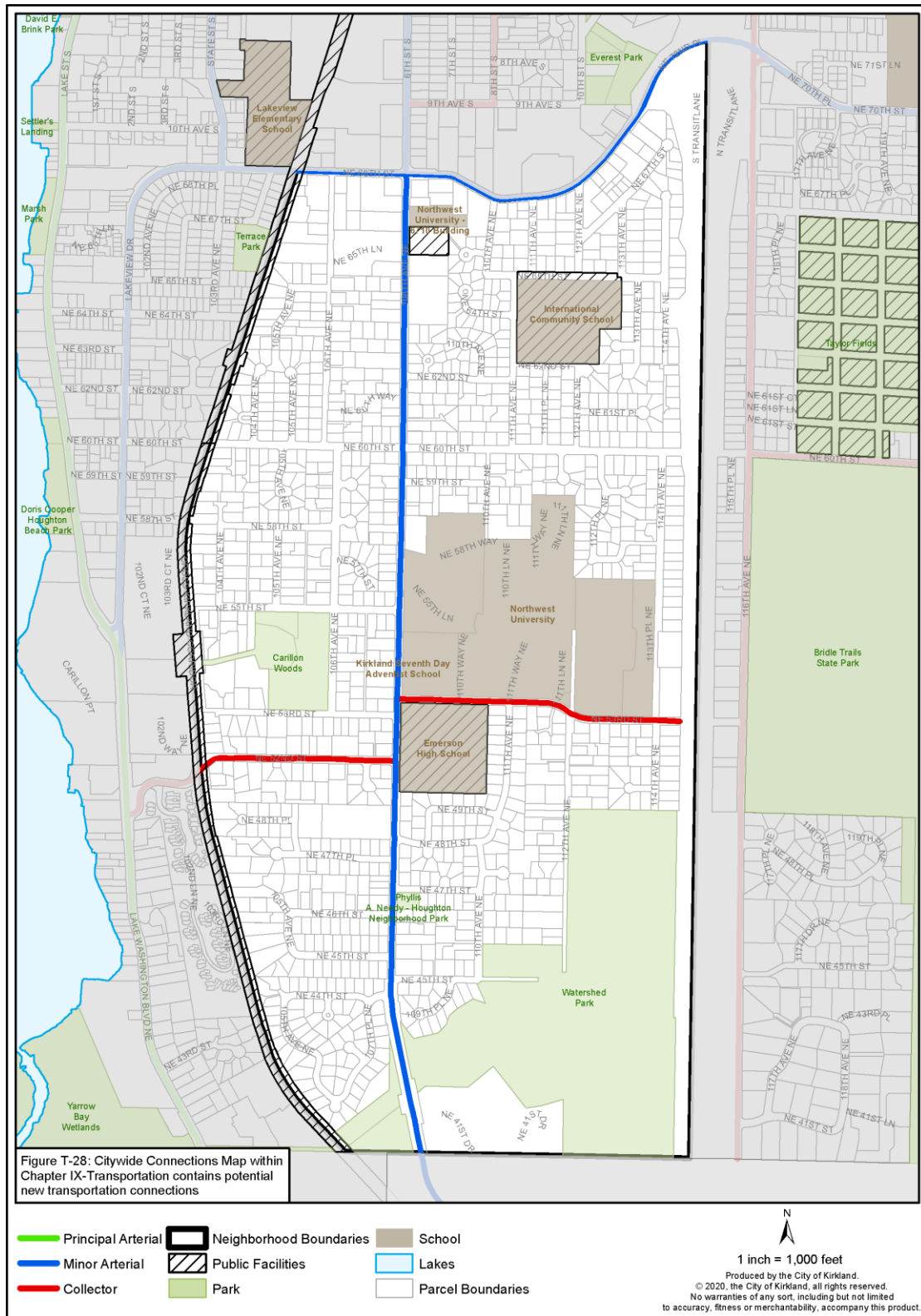
Traffic routing can have a great impact on the surrounding neighborhood. Primary access to the University should continue to be off of 108th Avenue NE.

*Policy CH-9.5: University activities should be buffered on all sides to support and complement ~~protect~~ adjacent ~~single family~~ residential development.*

The university should be buffered from surrounding areas to reduce visual and noise impacts and protect the privacy of those living within the surrounding ~~single family~~ neighborhood.

### *Transitional Areas*

When ~~locating-integrating~~ institutional and commercial uses adjacent to residential areas, ~~techniques-measures~~ should be ~~used-taken~~ to minimize ~~potential adverse~~ impacts on adjacent residential areas. ~~This includes such as~~ ensuring there is ~~adequate-sufficient transit and parking on neighborhood streets for residents and businesses options,~~ ~~minimizing-managing~~ noise ~~levels during~~ in evening hours, and ~~minimizing-mitigating~~ glare from commercial lighting.



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#### Figure CH-4: Central Houghton Street Classifications

Goal CH-10: ~~Minimize impacts~~ Ensure mutual support and functional compatibility between residential uses and adjoining institutional and commercial uses.

Policy CH-10.1: ~~Mitigate negative impacts~~ Identify strategies to bridge of commercial and institutional development ~~on with~~ residential areas ~~in the to protect~~ neighborhood ~~character seamlessly~~.

Regulating building height, building mass, building placement, vehicular access and traffic impacts and/or providing landscape buffers can be used to ~~reduce negative impacts of commercial and institutional~~ harmonize uses ~~on surrounding residential uses in close proximity to one another~~. ~~Mitigate adverse impacts~~ Development projects should employ these strategies through the environmental review process, development regulations, and with the appropriate conditions imposed through development review.

### 6. Transportation

The circulation patterns in the Central Houghton Neighborhood are well established. 108th Avenue NE, a designated minor arterial, provides the primary north-south route through the Central Houghton Neighborhood. It also provides local access for a substantial number of residences, schools and businesses (see Figures CH-5 and CH-6).



NE 68th Street which forms the northern boundary of the neighborhood is also a minor arterial. NE 52nd Street is designated a collector street providing an east-west connection between 108th Avenue NE and Lake Washington Boulevard. NE 53rd Street between 108th Avenue NE and 114th Avenue NE is also a collector street. All other streets within the neighborhood are classified as neighborhood access streets. They provide access to adjacent residences and connect to the collectors and minor arterials.

~~Nonmotorized~~ Active transportation modes such as walking, cycling, and rolling are ~~is~~ addressed in the City's Active Transportation Plan and implemented through the Capital Improvement Program or through private development. The design of these improvements should be safe and convenient, and should enhance neighborhood access ~~while fitting into the unique areas they traverse opportunities~~.

Goal CH-11: Maintain safe mobility along 108th Avenue NE as a ~~major~~ primary vehicle, transit, pedestrian and bicycle corridor through the neighborhood.



*Policy CH-11.1: The existing three-lane configuration for 108th Avenue NE should be monitored to determine appropriate measures to mitigate transportation impacts.*

~~Traffic on 108th Avenue NE is often heavy, particularly during morning and evening commute periods.~~ Congestion restricts local access to and from 108th Avenue NE and creates safety hazards and conflicts for bicyclists, transit riders, adjacent residents, and pedestrians, including children arriving at and leaving the schools. Future traffic levels should be monitored and appropriate measures should be considered to mitigate impacts.

*Policy CH-11.2: Enhance ~~attractiveness-usability, safety,~~ and accessibility of 108th Avenue NE for all modes of transportation.*

A master-development plan for 108th Avenue NE should be established through a public process. The plan should consider installation of streetscape amenities such as pedestrian lighting, street furniture, and low-level landscaping to enhance the pedestrian experience and the continuation, widening and signing of bicycle lanes.

*Policy CH-11.3: Implementation of street improvements should occur through both the City's Capital Improvement Program process and through site-specific private development.*



The means to implement improvements should be determined on a comprehensive areawide basis and, to the extent possible, on an incremental basis by encouraging or requiring the incorporation of improvements into private developments.

*Policy CH-11.4: Support transportation measures that will ~~reduce commuter or pass-through traffic~~ enhance circulation through the neighborhood.*

The City should support and encourage the following measures:

1. Alternatives to single-occupancy vehicles for commuting purposes, such as public transportation, bicycling and rolling, walking, high-capacity transit and high-occupancy vehicles (HOV).
2. Improvements to the I-405/SR 520 corridors.

Goal CH-12: Encourage ~~a variety of transportation modes~~ mobility and the use of nonmotorized transportation by providing improvements for pedestrians and bicyclists.

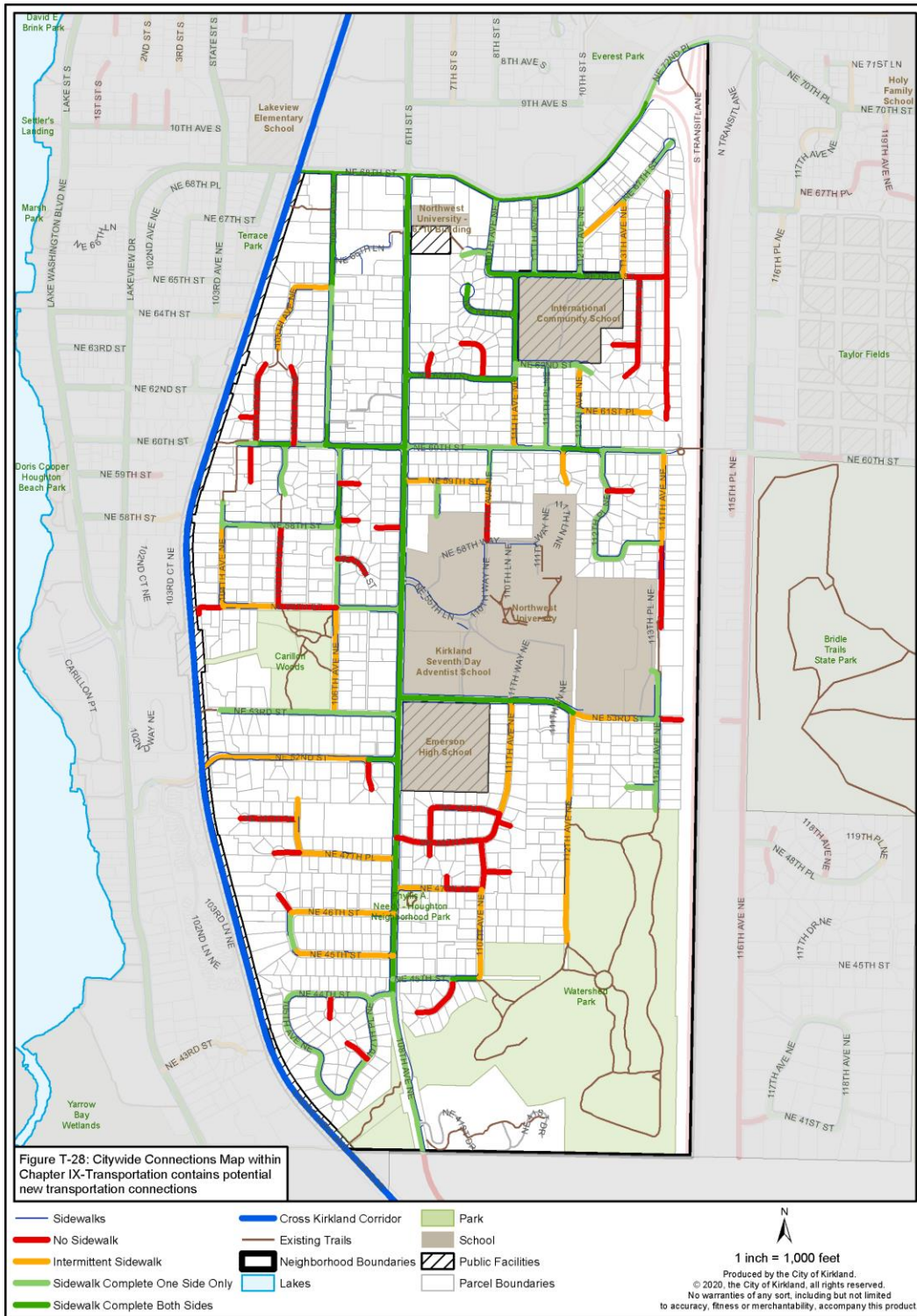
Policy CH-12.1: Improve the pedestrian and bicycle circulation systems both as a recreation amenity and alternative transportation option.

~~Pedestrian and bicycle~~ Active Transportation pathways are part of the transportation system but also provide recreational opportunities. Pathways and trails should be provided to activity nodes such as the Houghton/Everest Neighborhood Center, parks and transit facilities, and the Lakeview Neighborhood. Directional signs indicating path locations should also be provided.

Policy CH-12.2: Support future development of the Cross Kirkland Corridor as a ~~multipurpose trail~~ multi-use corridor for pedestrians and bicycles with access points along the corridor consistent with the CKC Master Plan and the Park Recreation and Open Space Plan.

The ~~unused BNSF railroad right of way, known as the~~ Cross Kirkland Corridor, provides an opportunity for a bicycle, pedestrian and high-capacity transit corridor. Pedestrian and bicycle transportation is a high priority, but regardless of the function of the corridor it should be designed so that it will:

- Serve as a gateway to the City.
- Provide neighborhood pedestrian and bicycle connections, with the highest priority access points at NE 52nd, NE 60th and NE 68th Streets.
- ~~Be compatible with~~ Support and activate adjacent neighborhoods.
- Ensure a high degree of safety.
- Show environmental stewardship.



**Figure CH-5: Central Houghton Pedestrian System**

The Kirkland Comprehensive Plan is current through Ordinance 4828, passed December 13, 2022.



## 7. Open Space and Parks

There are currently three publicly owned parks and two public school-based recreation sites within the Central Houghton Neighborhood: [Watershed, Phyllis A. Needy - Houghton Neighborhood, Carillon Woods Terrace Park, Houghton Beach Park, Marsh Park, and Everest Park](#). The neighborhood has been fortunate to have a high degree of community involvement in the development and maintenance of its park facilities. [Planned enhancements and recreational activities within the parks are contained in the citywide Parks, Recreation and Open Space \(PROS\) Element and \(PROS\) Plan.](#)



~~The City has a level of service (LOS) goal of locating a neighborhood park within a quarter-mile radius of each household in Kirkland. This desired LOS standard is being met for the Central Houghton Neighborhood. LOS within the neighborhood is also enhanced by the proximity of parks just outside the defined neighborhood boundaries, including Terrace Park, Houghton Beach Park, Marsh Park, and Everest Park.~~

**Watershed Park** is an undeveloped 73-acre park which takes up a large amount of the southeastern portion of the neighborhood. It is heavily wooded with varying terrain including steep slopes, and features soft-surface walking trails. This property has been identified as a high priority for removal of invasive plants and for revegetation activities for its urban reforestation program.

~~Any future development of the park should be undertaken following a community-based master planning process. Considerations for a park master plan should include protection and enhancement of natural resources and minimizing potential impacts to surrounding residential areas.~~

**Phyllis A. Needy Houghton Neighborhood Park** is a small 0.50-acre neighborhood park adjacent to 108th Avenue NE. It includes a small playground, a basketball hoop, and picnic tables. ~~No further development of this park is anticipated.~~



**Carillon Woods** is an 8.7-acre neighborhood park that features soft-surface and asphalt trails, interpretive signage, native plantings, and a children's playground. Carillon Woods was historically the water supply for Yarrow Bay and was designated Water District #1. It was later purchased from the Water District by the City through a park bond and its creation and use were determined through several public workshops. Approximately two acres of the property are fenced off to protect several deactivated artesian wells, steep slopes, wetlands, and emerging springs which serve as the headwaters for Carillon Creek. As with Watershed Park, reforestation efforts are a high priority for this property. ~~Although no further development is anticipated for this park, the removal of existing wells, pumping systems, and other facilities related to former use of the site by a local water district should occur in the future.~~

**B.E.S.T. High School** is on a 10-acre site and is part of the Lake Washington School District (LWSD). The City has constructed and maintains a multipurpose playfield at B.E.S.T. High School through an interlocal agreement with LWSD. The playfield is available for both organized and informal sports activities such as baseball/softball, soccer, and football. A small gymnasium at the school is also available on a limited basis for community recreation programming, with scheduling and use dictated by LWSD.

**International Community School (ICS)** is located at the north end of the neighborhood. This approximately 11-acre site provides both indoor and outdoor recreation space for the neighborhood. All facilities on the property are maintained by LWSD.

*Goal CH-13: Ensure adequate park and recreation facilities in the Central Houghton Neighborhood.*

*Policy CH-13.1: Pursue acquisition of property and partnerships with schools and other institutions in Central Houghton.*

The City should seek opportunities to acquire land to expand parks as properties adjacent to existing parks become available. It is also important to provide and maintain a diversity of park recreation types for the neighborhood. The City should pursue cooperative agreements for joint use of the facilities at schools and other institutions. In addition, street ends should be developed and expanded into park and open space areas for public enjoyment.

## **~~8. Public Services and Facilities~~**

~~Water, sewer, and drainage services and facilities are adequate for existing and foreseeable future developments in the Central Houghton Neighborhood. The goals and policies contained in the Utilities, Capital Facilities and Public Services Chapters of the Comprehensive Plan provide the general framework for these services and facilities.~~

~~*Goal CH-14: Provide adequate public and private utility services for the Central Houghton Neighborhood.*~~

~~*Policy CH-14.1: Undergrounding of overhead utilities should be actively encouraged.*~~

~~In order to contribute to a more attractive and safe living environment, to improve views and enhance a sense of community identity, the undergrounding of utilities should be actively encouraged.~~

## **9. Urban Design**

Central Houghton's unique urban design assets are identified in Figure CH-7 and play an important role in the visual image of the Central Houghton Neighborhood.

## Views

*Goal CH-15: Preserve public view corridors and natural features that contribute to the visual identity of the Central Houghton neighborhood.*

*Policy CH-15.1: Preserve public scenic views and view corridors of Lake Washington, Seattle and the Olympic Mountains from public rights-of-way and parks.*

Public view corridors are important assets and should continue to be enhanced as new development occurs. Wide, expansive views of Lake Washington looking west from public rights-of-way should be maintained. ~~Street trees along rights-of-way that offer local and territorial views should be of a variety that will not block views as trees mature.~~



## Gateways

*Goal CH-16: Enhance gateways to the neighborhood ~~to strengthen~~ that celebrate what makes the neighborhood identity unique features.*

*Policy CH-16.1: Use public and private efforts to establish gateway features at the locations identified in Figure CH-7.*

Gateways welcome residents, employees and visitors into the City and help ~~define~~ celebrate neighborhood identity ~~community features~~. Gateways can be in the form of natural features, such as landscaping, or structures, such as signs or buildings. The northern and southern gateways to the Central Houghton neighborhood both occur along 108th Avenue NE. The City should pursue opportunities to work with private property owners to install neighborhood gateway features as part of future development. Improvements such as signs, public art, structures, lighting and landscaping can be included.

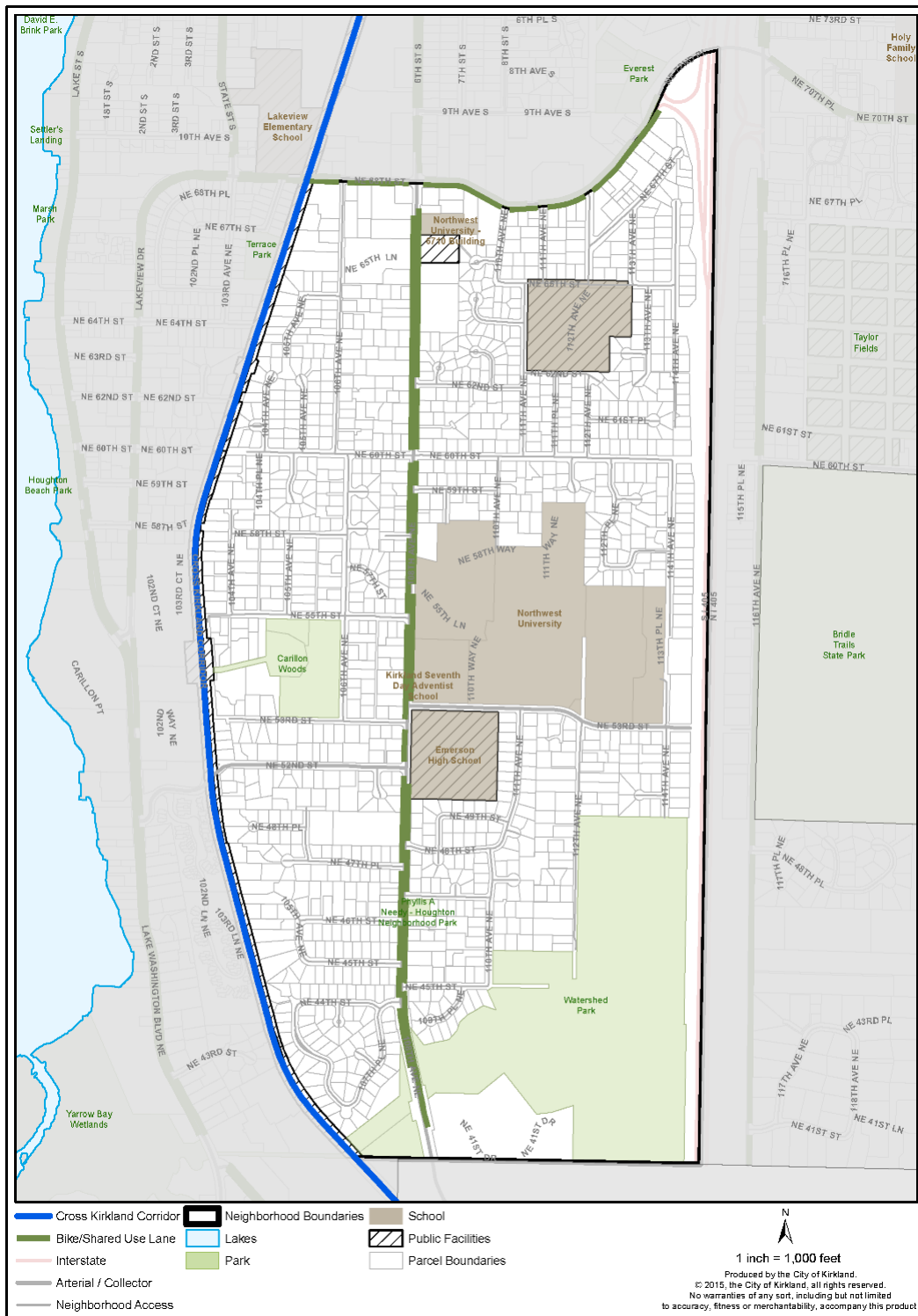
### ***Design Standards for 108th Avenue NE and Pedestrian Pathways***

*Goal CH-17: Provide public improvements that ~~contribute to a sense of neighborhood identity and enhanced~~ the neighborhood's visual quality and design.*

*Policy CH-17.1: Identify design standards for 108th Avenue right-of-way:*

These standards should include:

- Adequate sidewalk widths and bike lanes on both sides of the street.
- Appropriate Street-street trees that are ~~of a type that will not unlikely to~~ block views from the public rights-of-way as the trees mature.
- Public amenities such as benches, pedestrian lighting, public art, beautification of traffic medians and directional signs pointing to public facilities and points of interest.



**Figure CH-6: Central Houghton Bicycle System**

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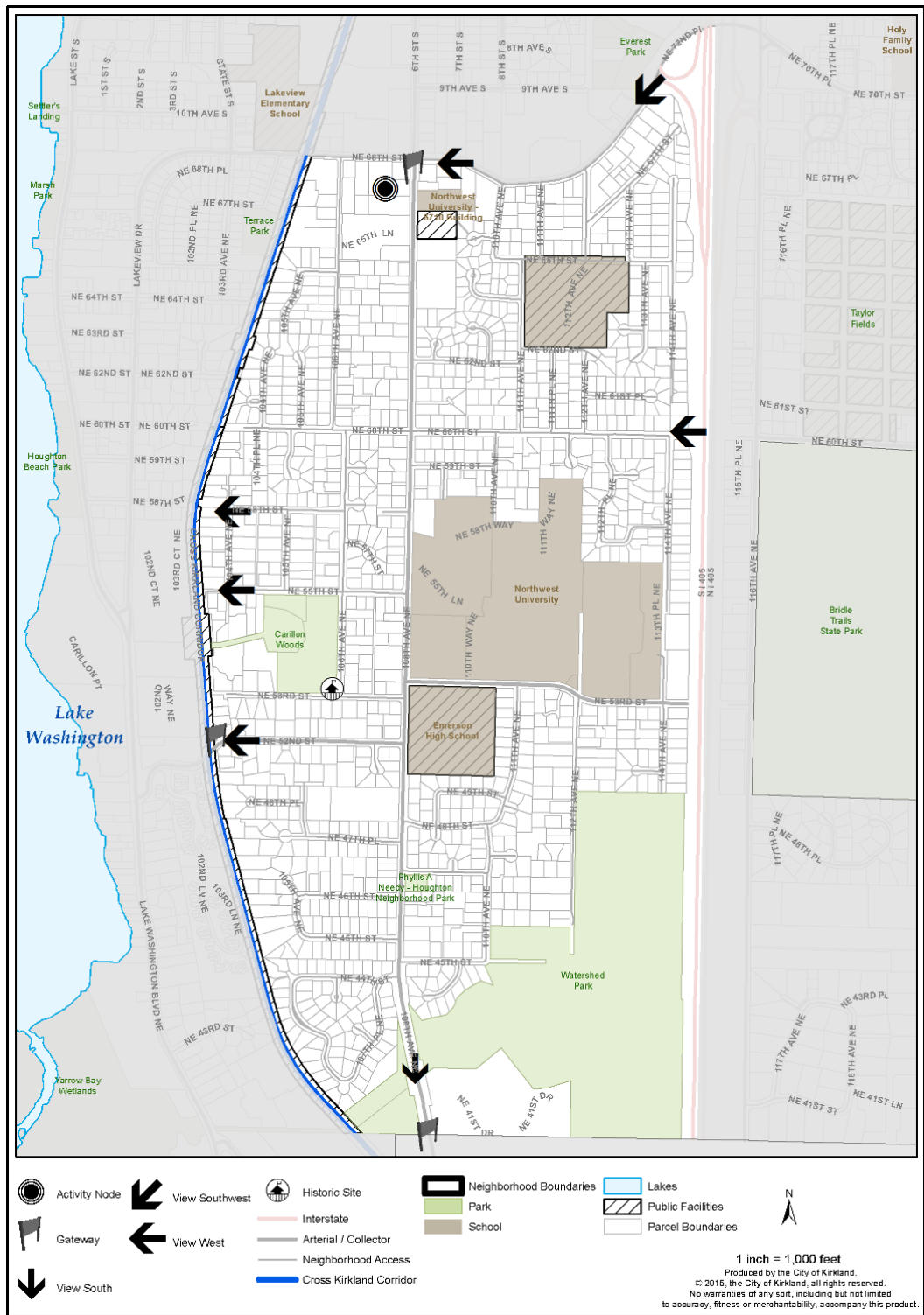


Figure CH-7: Central Houghton Urban Design Features

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