



CITY OF KIRKLAND
Planning and Community Development Department
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MEMORANDUM

Date: April 17, 2015

To: Kurt Triplett, City Manager

From: Janice Coogan, Senior Planner
Paul Stewart, AICP, Deputy Planning Director
Eric Shields, AICP, Director

Subject: COMPREHENSIVE PLAN UPDATE BRIEFING, CAM13-00465, SUB-FILE #9

I. RECOMMENDATION

Staff recommends that the City Council provides comments to staff on the Planning Commission's preliminary recommendations on the draft Everest Neighborhood Plan (Attachment 1 and 2).

II. BACKGROUND

This is the fifth briefing to the City Council on draft sections of the Comprehensive Plan Update. The goal of these briefings is to allow more time for Council revisions and for the Planning Commission to review the Council feedback. Ideally, it will speed up the adoption process this fall. Below is a summary of the revisions to the Everest Neighborhood Plan.

III. SUMMARY OF REVISIONS TO THE EVEREST NEIGHBORHOOD PLAN CHAPTER

Public Involvement Process

As part of the Comprehensive Plan update process, the City conducted a series of meetings with the neighborhoods to review their existing neighborhood plans and identify potential amendments that could be addressed within the scope of the overall Plan amendment process. All comments received at the neighborhood meetings are available on the City's K2035 website under the Learning Center webpage under [Neighborhood Plan Sessions](#).

The City is also taking the opportunity to clean up the text of all the Plans to better reflect current conditions and fix inconsistencies, update maps, and figures. Where the text references development standards for a site that is already developed and has no further developable options, it was deleted. Staff is working on updates to maps associated with all the Neighborhood Plans. These will be available prior to the public hearing.

Following the neighborhood plan update meetings, staff attended the Everest Neighborhood Association (ENA) general membership meeting on March 24, 2015 to review draft amendments, discuss the process and solicit feedback.

The attached draft plan is the result of the above process and shows the specific changes to the document with explanatory text boxes on the side. Those changes that were made as a result of public comment are highlighted in yellow.

After the Comprehensive Plan update process is complete at the end of 2015 a public process will be initiated to engage the community in a discussion regarding the future plan for the Everest/Houghton neighborhood commercial centers. In September 2014, City Council passed Resolution 5067 establishing a timeline to conduct this public involvement process and study. Council directed that a public process be developed that will involve the Houghton Community Council, property owners and residents of both neighborhoods with a final recommendation to the City Council by no later than October 31, 2016. There is great interest by both Everest and Houghton neighborhoods to begin this study (Lakeview and Moss Bay neighborhoods have expressed interest to be involved in the process - see Attachment 3).

On April 16, 2015 the Planning Commission conducted a study session on the draft Everest Neighborhood Plan and had no changes. The packet from that meeting is available on the [Planning Commission webpage](#). That packet goes into more detail regarding the comments received by the Neighborhood during the study session review process. Two additional public comments were received prior to the last Planning Commission meeting included in Attachments 3 and 4. The enclosed draft plan reflects Planning Commission direction. The draft may be modified based on additional public comment at the public hearing this summer.

Summary of Proposed Changes to Everest Neighborhood Plan (see Attachments 1 and 2)

Below is an overview of the proposed changes to this chapter.

- Cleaned up format; will insert updated maps and figures
- To avoid redundancy, descriptions of street classifications were deleted and referred to in the Transportation Element and water and sewer service and surface water goals and policies were deleted and referred to in the Utility Element.
- Changed the term environmentally sensitive areas to geologically hazardous, seismic hazards and streams, wetlands to be consistent with the defined terms in the rest of the Comprehensive Plan and Zoning Code.
- In the land use section where the text describes specific areas, small maps were added to be clear which area of the neighborhood is referred to. Where text references development standards for a site that is already developed and has no further developable options, standards were deleted.
- In the land use section under commercial uses new text was added to conduct a public process to study the future of the Everest/Houghton neighborhood commercial center.

IV. COMPREHENSIVE PLAN UPDATE SCHEDULE

The Planning Commission's goal is to complete the study sessions in time to hold public hearings on the Draft Plan, including the Citizen Amendment Requests and the neighborhood plan revisions, in June before the bulk of summer vacations begin for the public, complete its deliberations in July and have a Final Draft Plan transmitted to City Council in early September.

The State deadline for completion of the Comprehensive Plan Update is June 30, 2015, which may be extended provided that a jurisdiction has made progress on the Plan Update. Staff anticipates completion of many of the element by mid-summer with public hearings sequenced over June, July and August. The Council review would occur beginning in October.

The tentative schedule for **future Council briefings** on the element chapters, neighborhood plans and CAR's are:

June 2-	Park, Human Services, and Capital Facilities Elements, Implementation Strategies and Definitions, MRM CAR and Kingsgate Neighborhood Plan
June 16-	North Rose Hill Neighborhood Plan, Griffis, Basra and Walen CAR's, and Norkirk Neighborhood Plan and Norkirk Industrial CAR's
July 7-	Totem Lake Neighborhood Plan and CAR's
Sept 15-	Final briefing on Planning Commission recommendation

Attachments:

1. Draft Everest Plan with strikeouts and underlined text
2. Clean copy of Draft Everest Plan
3. Email from Chuck Pilcher 4-14-15
4. Email from Dan Ryan 4-16-15

ATTACHMENT 1

Note: The Everest Neighborhood Plan was updated in 2015 as part of the GMA update. *Highlighted text in yellow are suggested text to respond to Neighborhood Association comments.* –Draft 4/7/2015

Deleted: Therefore, references in this chapter to goals, policies, or specific pages in other chapters may be inaccurate if the other chapters have since been updated.

1. INTRODUCTION

The emphasis is on encouraging a range of residential uses and permitting limited economic activities.

The Everest Neighborhood is generally situated between the Cross Kirkland Corridor and I-405, and between NE 68th Street and NE 85th Street. The neighborhood contains a wide variety of land uses. Single-family development is located in the central and eastern portions of the Everest Neighborhood, whereas multifamily development is concentrated toward the south and northeast. Light industrial development is clustered in the western part of the neighborhood and extends northeast along the Cross Kirkland Corridor.

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The policy emphasis for the Everest Neighborhood is to maintain the character of the existing single-family areas in the central and east portions of the neighborhood to minimize the disruption of regulated slopes, and to allow for the infilling of multifamily and industrial areas consistent with their existing character.

Format of analysis for the Everest Neighborhood is discussed.

Specific land use designations for the Everest Neighborhood are illustrated in Figure E-3. These designations are based on several factors including the natural environment, existing uses, traffic patterns, land use inventories, and other relevant concerns. For convenience, the following analysis of the Everest Neighborhood has been divided according to functional headings.

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2. NATURAL ENVIRONMENT

Geologically Hazardous slopes are identified. Slope stability analyses should be required, and development should be regulated accordingly.

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Figure E-1 identifies Moderate and High Landslide slopes and Seismic Hazard areas within the Everest Neighborhood. Moderate and High Landslide slopes exist in the northern and eastern portions of the

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Everest Neighborhood. Due to the possibility of landslides, excessive erosion, or other problems associated with development on slopes, a slope stability analysis should be required prior to development on these environmentally sensitive slopes. If landslide or drainage problems are likely to occur as a result of the proposed development, then the type, design, and/or density of the land use should be restricted as necessary to avoid these problems. Existing vegetation in these areas should be preserved to the greatest extent feasible to help stabilize the slope and maintain drainage patterns. Seismic hazard soils are shown in wetland and stream areas (see Environment Element Chapter).

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Figure E-1: Everest Geologically Hazardous Areas

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The functional integrity of watercourses is to be maintained or improved.

Several streams exist in the Everest Neighborhood (see Figure E-2). These streams should be preserved and maintained in their natural state, or where necessary ~~restored~~ to a natural condition to provide not only for the storage and flow of the natural drainage system, but also to provide natural amenities in the area.

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Wetlands exist in the southeast portion of the Everest Neighborhood.

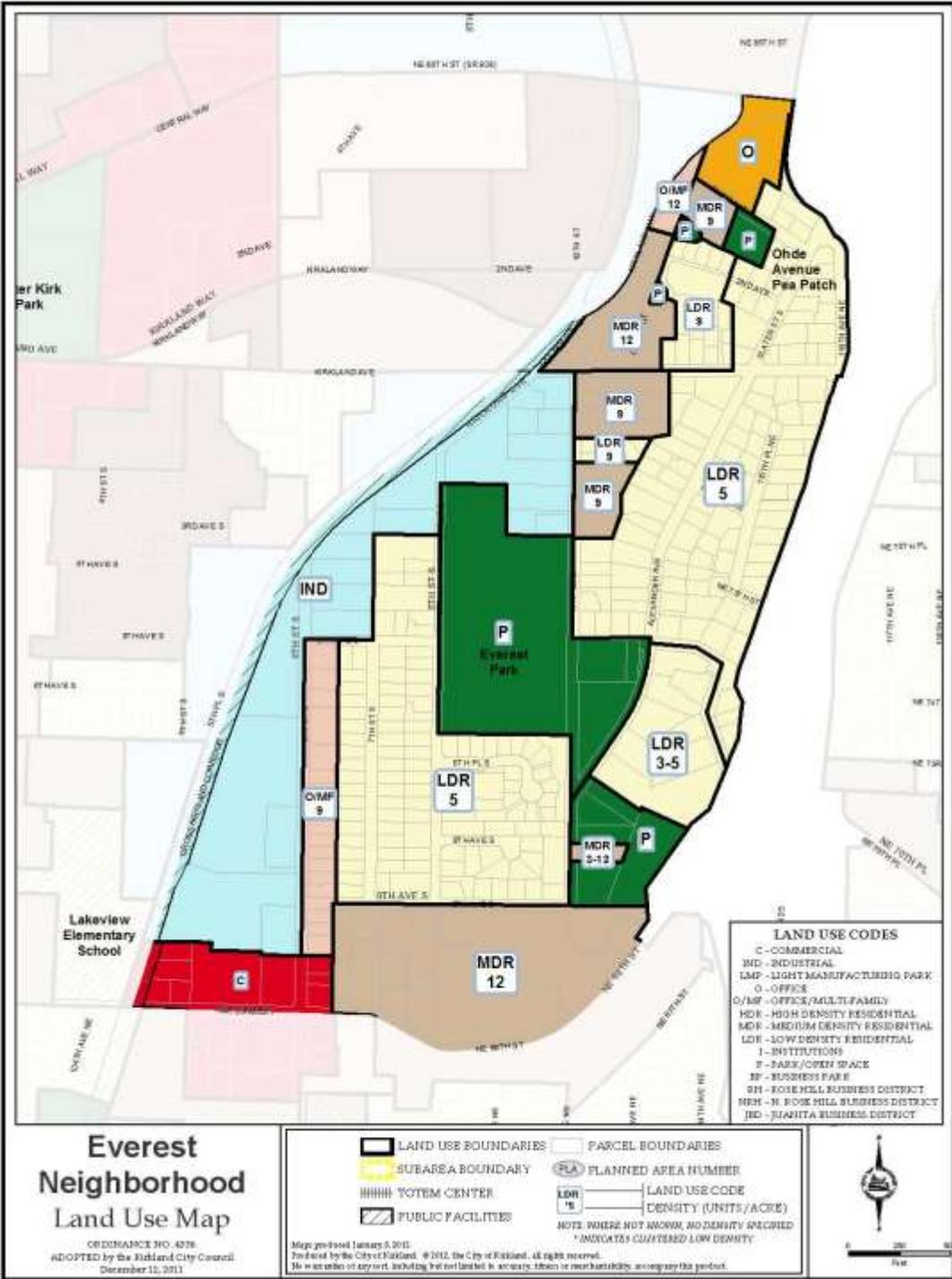
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In the southeast portion of the Everest Neighborhood, the water table is at, or very near, the surface (see Figure E-2). In this vicinity the surface is wet and soggy, ~~indicating~~ the presence of a wetland providing important water storage and water filtration functions as well as providing habitat for a number of wildlife species. ~~Many of the wetland areas are now in public ownership, however, future proposals for development in this area should take these hydrologic and biologic conditions into consideration. Specific methods for preserving the wetland areas should be part of future development proposals~~ (see Environment Element).

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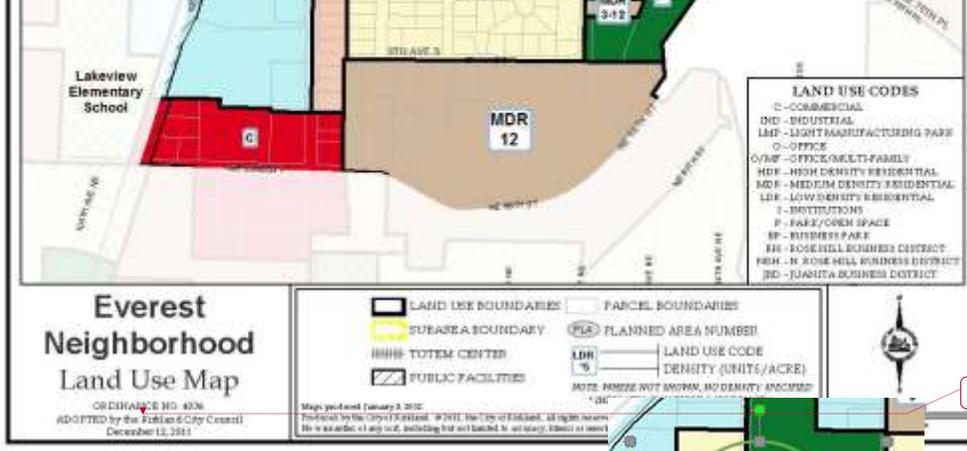


Figure E-3 shows the land use designations in the Everest Neighborhood.

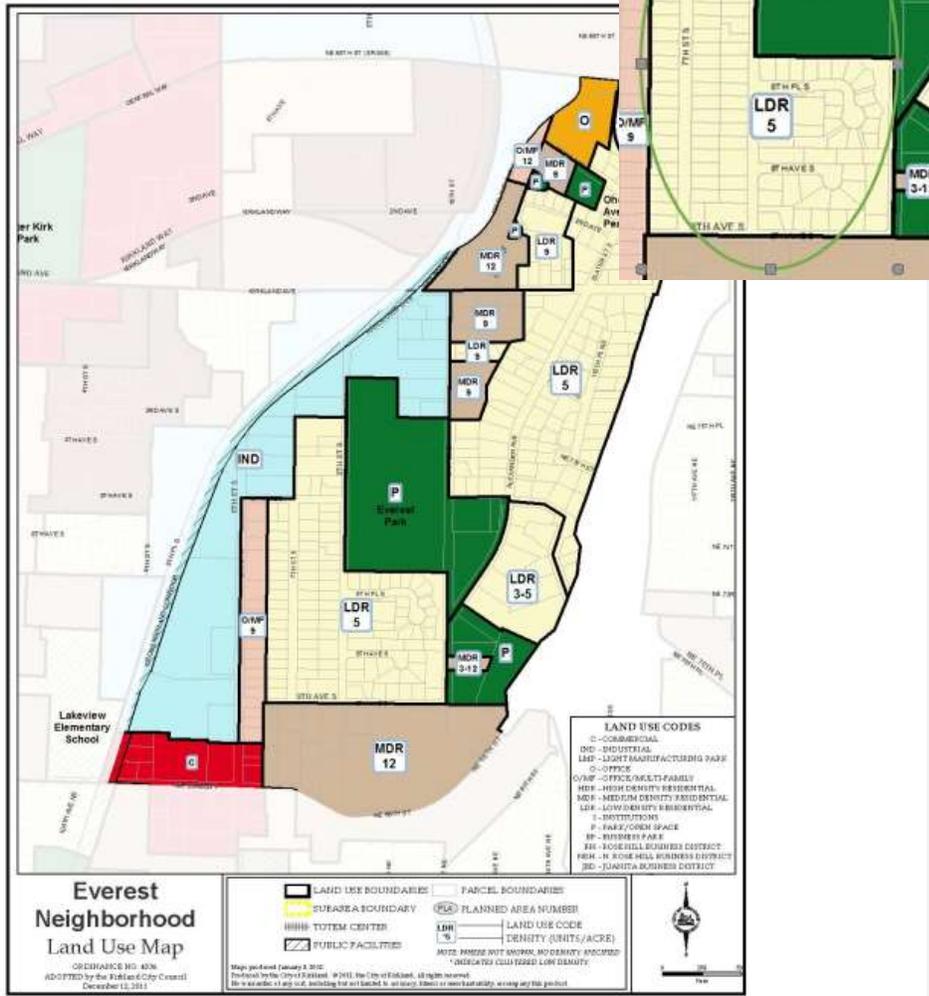


Figure E-3 Everest Land Use

Residential

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Single-family densities are to be maintained west and south of Everest Park.

Most of the Everest Neighborhood is residential in character, including older single-family homes, which add variety to Kirkland's housing supply and provide alternatives to multifamily units and newer single-family homes (see Land Use, Chapter). The residential land immediately west and south of Everest Park should be maintained at low residential densities (up to five dwelling units per acre). New single-family development could help stabilize and prolong single-family use in this area.

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Single-family designation on the hillside east of Everest Park is to be maintained.

The hillside in the eastern portion of the Everest Neighborhood contains single-family homes and undeveloped land. Vehicular access is limited, and perhaps for this reason, there is a quiet and secluded character to this residential area. Due to the existing commitments to single-family use, and because of geologically hazardous slope conditions and drainage hazards associated with intense development on these slopes, the eastern portion of the Everest Neighborhood should generally retain its low-density residential classification (up to five dwelling units per acre).

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Residential development south of Alexander Avenue should have a base density of three dwelling units per acre, according to standards.

On the hillside south of Alexander Avenue, single-family residential densities should be limited due to geologically hazardous slope conditions. The base density for residential development on these slopes should be three dwelling units per acre, subject to the following standards:

- (1) Preparation of a slope stability analysis;
- (2) Maintenance of maximum vegetative cover;
- (3) Retention of watercourses and wetlands in a natural state;
- (4) Control of surface runoff at predevelopment levels;
- (5) Recording of a covenant which indemnifies and holds harmless the City for any damages resulting from slope instability.



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North of Alexander Avenue, residential densities should be allowed at up to five dwelling units per acre, depending on the degree to which the development proposal conforms to the following standards, in addition to the standards listed above:

- (1) Preparation of a slope stability analysis which addresses the site to be developed, as well as adjacent sites and the immediate drainage area;
- (2) Limitation of lot coverage;
- (3) Attaching or clustering of structures;
- (4) Ability of the City to provide necessary emergency services;
- (5) Aggregation of at least one acre of land.

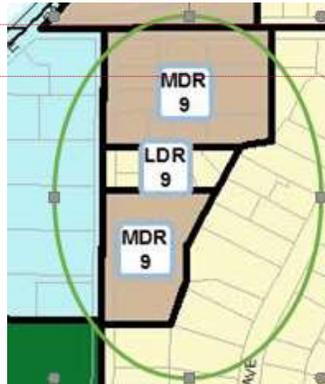
Slightly higher residential densities to be permitted in certain lands in the east Everest area.

There are several places in the Everest area where a slightly higher residential density is appropriate as described below (see Figure E-3). This is due to special conditions such as traffic circulation, natural features, preexisting development, and the shape and location of the land.

Higher density up to nine dwelling units per acre in southeast corner of Kirkland Avenue/10th Street South inter-section.

The land in the southeast corner of the Kirkland Avenue/10th Street South intersection may be developed at up to nine dwelling units per acre. Clustering and common-wall development, and retention of existing vegetation are encouraged as a way to lessen the visual impacts on the residential area to the east from the industrial area and Cross Kirkland Corridor, to the west.

Conditions in the area north of Kirkland Avenue between Cedar Street and Kirkland Way are described.



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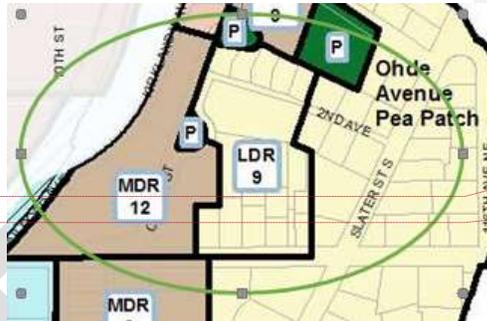
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Several of the parcels east of Cedar Street and north of Kirkland Avenue have development constraints such as topography and irregular shaped lots. Internal access from Kirkland Avenue does not follow the dedicated Cedar Street right-of-way, and circulation is awkward and limited. Also, single-family units are located to the east up the slope and along Kirkland Avenue.

Future multifamily is not to spread further east. Medium densities (9 and 12 dwelling units per acre) are permitted where indicated.



Future multifamily in this area shall not extend further to the east than existing multifamily development (see Figure E-3). Medium density (nine dwelling units per acre) is appropriate for the majority of the land east of Cedar Street. The existing apartment site located at the northeast corner of the intersection of Cedar Street and Kirkland Avenue is appropriate for slightly higher residential density (up to 12 dwelling units per acre), due to lack of environmental constraints, direct access onto Kirkland Avenue, proximity to other lands of similar density (across Cedar Street), and the ability to physically accommodate additional development with a minimum of impacts to surrounding uses.

The land north of Kirkland Avenue and east of the multifamily development adjoining Cedar Street can develop at densities up to nine dwelling units per acre if the following standards are met:

- (1) Detached units rather than attached or stacked units should be developed.
- (2) If aggregation occurs, primary vehicular and pedestrian access should be taken from Kirkland Avenue.
- (3) Development should prevent impacts to the ravine.
- (4) Development should follow the recommendations of a geotechnical engineer approved by the City with regard to building setbacks from the ravine on the north side of these lots.
- (5) Reduced building setbacks from access roads should be considered in order to keep building footprints away from the ravine.
- (6) The ravine should be protected in perpetuity with greenbelt easements.
- (7) As each existing parcel is further subdivided, the layout of lots should allow for an efficient and coordinated layout of lots on adjacent parcels. Access roads should be located to be shared by adjacent parcels, if it doesn't result in a reduction in the number of lots.

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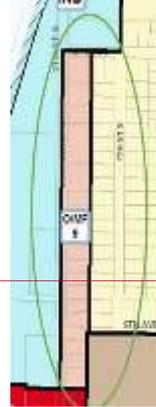
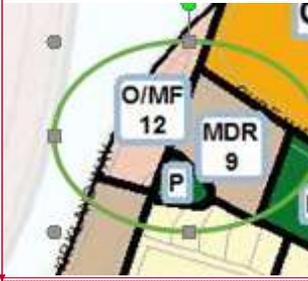
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- (1) The development pattern should be consistent with the existing subdivision along Second Avenue. Detached units rather than attached or stacked units should be developed.¶
- (2) . Vehicular and pedestrian access should be taken from an extension of Second Avenue connecting through to Cedar Street.¶
- (3) Development should follow the recommendations of a geotechnical engineer approved by the City with regard to building setbacks from the ravines on the north and south sides of these two lots.¶
- (4) . The ravines should be protected in perpetuity with greenbelt easements.¶
- (5) Reduced building setbacks from Second Avenue, as extended, should be considered in order to keep building footprints away from the ravines.

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Deleted: The land west of Cedar Street and the single parcel to the east of Cedar Street on the south side of Ohde Avenue, are appropriate for multifamily development at up to 12 dwelling units per acre, because this land is more removed from the single-family areas to the east and south by a City park and a large ravine, and these parcels have direct access onto Kirkland Way or Cedar Street.¶

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Midblock split of professional office/multifamily uses between 6th Street South and 7th Street South are discussed.

The block fronting on 6th Street South (see Figure E-3) may develop as either office or multifamily. Multifamily should be medium density (up to nine dwelling units per acre). The easterly extension of such future development should be strictly limited to the midblock line between 6th and 7th Streets South, and access should be restricted to 6th Street South only.

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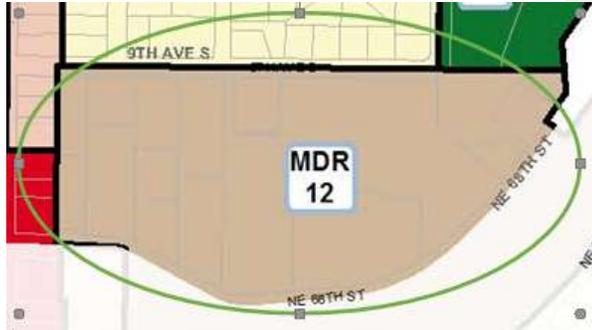
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Multifamily development along NE 68th Street and east of 6th Street South (up to 12 dwelling units per acre) is to be continued.

The southern portion of the Everest Neighborhood is impacted by the existence of a freeway interchange and by heavy traffic volumes along NE 68th Street. South of 9th Avenue South most land has been committed for multifamily use, although a few older single-family homes and some undeveloped land still exists. Future multifamily development in this area should be limited to a maximum of 12 dwelling units per acre.



Commercial

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The Houghton/Everest Neighborhood Center to be contained within its present boundaries. A plan for future development of the commercial area should be coordinated with the Central Houghton Neighborhood.

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The Houghton/Everest Neighborhood Center is a commercial area that spans the north and south side of NE 68th ST. Commercial uses in this area should satisfy neighborhood needs rather than include intensive uses which would be located more appropriately in the Downtown or other major commercial centers (see the Land Use Chapter). Within the Everest Neighborhood, the height of structures in this area should not exceed 35 feet. The Everest and Central Houghton Neighborhoods should coordinate a plan for the Houghton/Everest Neighborhood Center along both the north and south sides of the NE 68th Street. The plan should promote a coordinated strategy for future redevelopment of the Neighborhood Center which minimize adverse impacts on surrounding residential areas.



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The existing land available for commercial use is sufficient to meet the needs of the neighborhood. Property along 6th Street South is impacted by heavy traffic volumes and by the existence of industrial and office activities located primarily to the west. These influences detract from the desirability of this

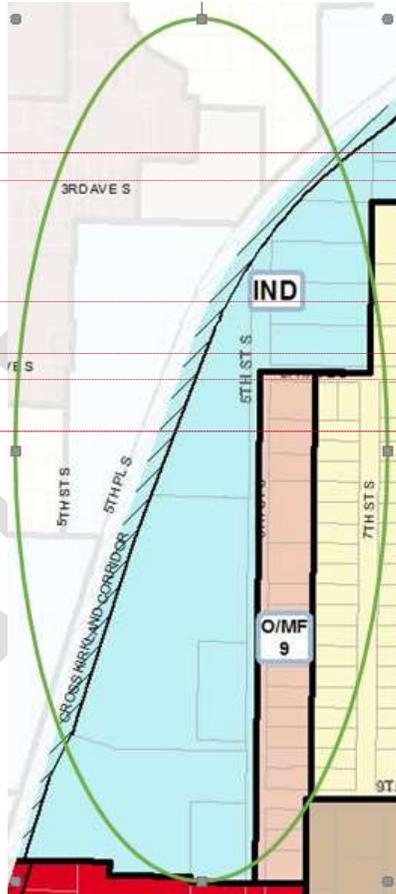
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area for residential use. Convenient access, however, makes this area suitable for a variety of economic activities.

Light industrial and office uses are permitted west of 6th Street South and along the Cross Kirkland Corridor subject to standards.

Light industrial and office uses exist and should continue to be permitted on the west side of 6th Street South and to the northeast along the Cross Kirkland Corridor to Kirkland Avenue (see Figure E-3). In this area there is a trend away from light industrial uses to office and other uses. Further development in the industrial zones, however, should be subject to the following standards in order to maintain a relatively small scale of development in keeping with the existing character of the area:

- (1) Industrial activities should not generate heavy volumes of truck traffic along residential streets. Truck frequency, noise, and hazard can constitute a serious nuisance for residential areas. Therefore, the expansion of existing industrial uses should be permitted only if traffic impacts on residential areas are mitigated.
- (2) The visibility of industrial operations (including manufacturing, processing, storage, and shipping/receiving) from nearby residential development should be limited. Such industrial operations must be oriented away from residential uses and must be visually screened or completely enclosed within structures.
- (3) The height of structures should not exceed 35 feet.
- (4) Hours of operation should be considered on a case-by-case basis depending on the potential impact on the neighborhood. Industrial activities during evening or weekend hours may be permitted if they are not disruptive to nearby residential areas.



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- (5) Industrial uses should not create excessive noise, glare, light, dust, fumes, and other adverse conditions which disrupt the residential character of the surrounding area.
- (6) Adequate fencing, landscaping, and/or other visual screening should be provided between residential uses and adjacent industrial developments and their related parking.

Professional office uses permitted east of 6th Street South.

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Land along the east side of 6th Street South is suitable for professional office use as a transition to the residential area to the east. Such development should be oriented toward and take access only from 6th Street South. The easterly extension of such development also should be strictly limited to the midblock line between 6th and 7th Streets South.

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There should be an effective transition between single family neighborhoods and higher density residential and commercial uses to minimize impacts between uses.

Along transition areas between uses, higher density and commercial development should minimize impacts on adjacent low density single family neighborhoods with techniques such as landscape buffers, tree retention, the size, width and height of structures, compatible uses, adequate parking on site, and low lighting and noise levels.

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Deleted: may also create conflicts with residential uses near the NE 70th Street interchange. For these reasons, commercial uses should not be allowed in these western quadrants of the NE 70th Street interchange.

Professional office and limited commercial activities are appropriate in the NE 85th Street freeway interchange. Expansion of these activities is to be limited.

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- (1) Office structures should be designed to be compatible with adjacent developments.
- (2) . Parking for office activities is to be visually screened from adjacent residential uses. Underground parking is desirable. Driveways are not to be located adjacent to residential uses.
- (3) Appropriate landscaping should be required to visually integrate office uses with the residential character of the surrounding area.
- (4) . Vehicular access is to be limited to Kirkland Way and Cedar Street.
- (5) The site design must incorporate substantial open space on the slope of the ravine in order to preserve the existing vegetation and provide a buffer area for the single-family areas to the south. Supplemental plantings may be required to ensure adequate buffers.

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Conditions in the vicinity of the NE 85th Street freeway interchange are somewhat different. Although much of the surrounding land to the south is developed for single-family use, convenient access to NE 85th and Interstate 405 makes this area attractive for limited commercial activity. The existing office building north of Ohde Avenue takes advantage of this location while limiting impacts to the nearby single-family area.

5. OPEN SPACE/PARKS

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Sensitive areas and forested areas of Everest Park should be preserved, protected and enhanced.

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Everest Park is a 23 acre community park featuring community youth playfields, playground, picnicking areas, and trails. The playfields are used predominately by Kirkland American Little League. Special emphasis should be placed on preserving, protecting, and enhancing the park's extensive forested areas and accompanying pocket wetlands. Kirkland's Green Partnership program should be expanded to the park to provide upland and riparian plant restoration. The park features a section of Everest Creek. Stream restoration activities should continue in the park, and opportunities to provide storm water educational/interpretive information signage should be pursued. See PROS Plan for further details. Access to Everest Park could be enhanced further by providing pedestrian/bicycle pathways as illustrated in Figure E--.

Open space value of streets is to be recognized.

Deleted: Everest Park is currently developed with ballfields which serve the entire community. The demand for use of these facilities is exceeding the capacity of the present facilities. Therefore, future consideration should be given to reconfiguration of existing fields to accommodate an additional ballfield, or construction of new ballfields on existing undeveloped property in the northeast section of Everest Park. Since Everest Park serves a very limited communitywide use, any redevelopment or expansion of the park should be reviewed through a Master Plan process to encourage public participation in the review of the proposed facilities, as well as ways to ensure the compatibility of the park with the surrounding single-family residences.¶ The addition of a playground to existing Everest Park property would be a benefit to both the young children whose families attend sports activities at the park and the children who live in the residential areas surrounding the park.¶ If additional undeveloped land east of 10th Street South becomes available, the City should consider acquisition to allow for preservation of the existing wetlands which feed Everest Creek and development of passive recreational opportunities.¶ The park itself has posed some problems for nearby residents in terms of vehicular access and parking. Access to Everest Park could be improved by providing a paved connection between 8th Street South and 10th Street South in the vicinity of the parking area in the northern portion of the Park (see also pages E-9 and E-10, subparagraph (67)). Additional parking facilities should also be provided to reduce the amount of on-street parking on residential streets. Access to Everest Park could be enhanced further by providing pedestrian/bicycle pathways as illustrated in Figure E--.¶

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 territorial views. Such "view corridors" lie within the public domain and are valuable for the beauty, sense of orientation, and identity they impart (see Community Character, and Open Space/Parks Chapter). 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 Chapter).

Access to Everest Park should be provided, particularly from the east and southeast.

Residents in the eastern portion of the Everest area rely on Everest Park for a variety of recreational needs. Therefore, it is essential to ensure that pedestrian access to the park will be available, particularly from the east and southeast. New developments in these areas should incorporate such access into their design.

Public land along Ohde Avenue should be preserved as open space.

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The publicly-owned property along Ohde Avenue serves as a small community garden or pea patch for residents in the northern portion of the Everest Neighborhood.

6. PUBLIC SERVICES/FACILITIES

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Utilities

Water, sewer, and drainage facility deficiencies should be corrected or upgraded prior to occupancy of new development. Runoff is to be controlled.

In parts of the Everest Neighborhood, water and sewer service is not adequate to support full development according to the land use designations in Figure E-3. Isolated problems may also arise with regard to storm drainage as natural areas become developed. Deficiencies in water, sewer, or drainage facilities should not necessarily prohibit development; however, prior to occupancy of new development, the water, sewer, or drainage facilities should be extended and/or upgraded to meet the requirements of designated land use for the area (see Public Services/Facilities Chapter). Furthermore, methods must be implemented to maintain surface runoff at predevelopment levels.

Undergrounding of utilities is to be encouraged.

In order to contribute to a more amenable living environment as well as to enhance views and a sense of community identity, the undergrounding of utilities is to be encouraged (see Public Services/Facilities Chapter, Community Character Chapter, and Open Space/Parks Chapter).

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Transportation

Streets, Bicycle and Pedestrian Circulation

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Circulation patterns and improvements are recommended.

The circulation pattern in the Everest Neighborhood is fairly well established and allows for convenient travel through the neighborhood with minimal impacts on the majority of residential uses (see Figure E-4). Kirkland Way and NE 68th Street serve as major east/west corridors for through traffic. Sixth Street South is, and should remain, the major north/south corridor for through traffic. Interstate 405 is located along the eastern boundary of the Everest Neighborhood. Future modifications to circulation patterns in the Everest Neighborhood should conform to the following provisions. See also the Transportation Chapter:

(1) Industrial traffic in residential areas should be discouraged.

Industrial access should be directed towards the nearest arterial street capable of handling the traffic (see Figure E-4).

(2) Kirkland Way and Cross Kirkland Corridor trestle.

Although Kirkland Way presently accommodates a significant amount of traffic, this route poses several problems. Numerous accidents have occurred in the vicinity of the Cross Kirkland Corridor bridge (old railroad trestle crossing). The City should continue to find ways to solve these traffic problems.

(3) Portions of 10th Street South to remain unopened

Wetlands are present southeast of Everest Park and therefore, 10th Street South, south of Slater Avenue South should not become a through traffic route.

(4) Improve the pedestrian/bicycle circulation system in the neighborhood by providing improvements for pedestrians and bicycles according to Figure E-5.

Major pedestrian and bicycle pathways should be built through the area according to the designations shown in Figure E-5. Unopened segments of 10th Street South, Alexander Avenue, and Slater Avenue South contain unimproved pathways which provide a pedestrian link to Everest Park for the areas to the east. Because of presence of wetlands vehicular and pedestrian access may be limited however, these pathways should remain. If the rights-of-way are developed, the improvements should be designed to accommodate pedestrian and bicycle traffic in order to maintain the existing access to Everest Park. An additional east/west pedestrian corridor is needed between 10th Street South and 8th Street South. Portions of Kirkland Way between Kirkland Avenue and NE 85th ST lacks sidewalks. The City should pursue funding to make sidewalk connections along the street. Furthermore, public pedestrian access should be developed from the east end of 9th Avenue South to NE 70th Street to provide convenient access to public transit facilities near Interstate 405.

- Deleted:** with
- Deleted:** Industrial traffic in residential areas should be discouraged. Consequently,
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- Deleted:** (2) Kirkland Avenue should be classified as a collector arterial
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¶ Since Kirkland Avenue is an east-west connector which serves the single-family residential areas of the Everest Neighborhood, it should be classified and developed as a collector arterial.¶
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- Deleted:** (45) Portions of Alexander Avenue to be widened.¶
¶ The Alexander Avenue right-of-way, between Slater Avenue South and 10th Street South, should be widened and developed as a neighborhood access street in order to provide access to Everest Park for the eastern portions of the neighborhood and to improve vehicular circulation in the area.¶
¶ In addition, the 10th Street South right-of-way between the south boundary of Everest Park and 9th Avenue South may be located within a wetland area and consequently may remain unopened.¶
- Deleted:** 6
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ATTACHMENT 1

(5) Methods to alleviate traffic and parking problems on 8th Street South should be studied.

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The residential portion of 8th Street South between Railroad Avenue and 9th Avenue South has been impacted by traffic and parking associated with industrial uses to the north and users of Everest Park. Consequently, the City should undertake measures to reduce these impacts. Traffic control measures also should be required of future industrial and/or park development.

(6) Support development of the Cross Kirkland Corridor as a multipurpose trail for pedestrians and bicycles with access points along the corridor.

The Cross Kirkland Corridor provides an opportunity for a bicycle, pedestrian and rail transportation corridor. With development, redevelopment or platting, public pedestrian and bicycle access easements should be provided for properties adjacent to the Cross Kirkland Corridor consistent with the CKC Master Plan and the PROS Plan.

(7) Support transportation measures that will reduce commuter or pass through traffic through the neighborhood.

Commented [JC9]: Not sure how this can be addressed through the Neighborhood Plan. Any suggestions?

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ATTACHMENT 1



Figure E-5: Everest Street Pedestrian System

ATTACHMENT 1

7. Urban Design

Urban design assets are identified

The Everest Neighborhood presents a diverse visual image. The southern border presents the image of a multifamily neighborhood, while the western boundary presents the image of commercial/industrial development. However, the one image that is not clearly visible from the major pathways in the neighborhood is that of the most prominent land use, the single-family residences in the central and eastern portions of the neighborhood (see Figure E-3). [Everest's urban design assets are shown on Figure E-6.](#)

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ATTACHMENT 1

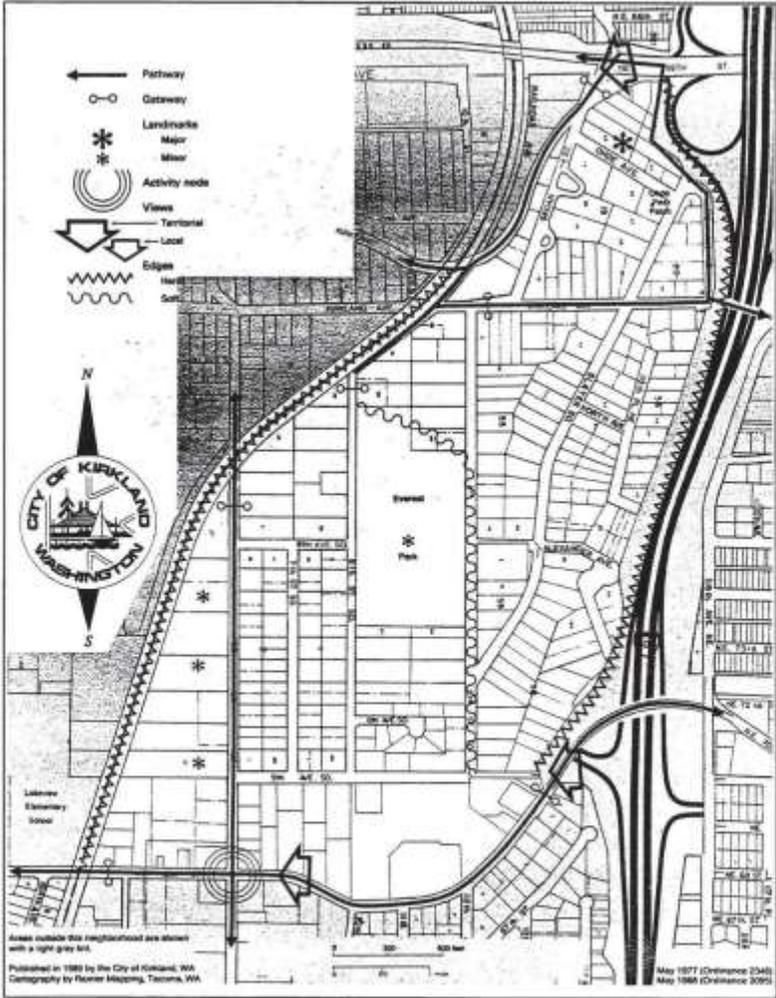


Figure E-3: Everest - The Image of the City

Insert new updated Figure E-6 Urban Design Assets

ATTACHMENT 1

'Edges' are discussed.

The 'edges' of the neighborhood are sharply defined by the Cross Kirkland Corridor, on the west and I-405 to the east.

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'Visual landmarks' are discussed.

Two prominent visual landmarks are the Sierra Building at the north end of the neighborhood and Google Building located in the industrial/office area west of 6th Street South. The neighborhood commercial area along NE 68th Street is a major gathering place for the neighborhood. These landmarks represent the mixed-use character of the neighborhood's edges. The Everest Park near the center of the neighborhood is an important landmark which serve as a community open space and also provide a peaceful view for the uphill residential properties to the east.

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'Pathways' are discussed and identified in Figure E-5.

The major pathways by which the majority of residents enter and traverse this neighborhood are Kirkland Way, 6th Street South, and the Cross Kirkland Corridor. It is along these routes that the majority of the neighborhood's commercial developments are located, and it is along these routes that impressions of the neighborhood character are formed. Therefore, development along these pathways should be of limited size and scale to reflect and emphasize the neighborhood's predominantly single-family character.

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In addition to the primarily vehicular pathways which serve the Everest Neighborhood, the I-405 pedestrian overpass at the east end of Kirkland Avenue and connecting pathways through the north part of the neighborhood serve as important pedestrian links between the Moss Bay Neighborhood and South Rose Hill on the east side of I-405 (see Figure E-4). Connections to the Cross Kirkland Corridor provide a major pedestrian and bicycle route connecting the neighborhood with the north and south sections of the City.

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'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. Gateways to the neighborhood are identified in Figure E-5.

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Commented [JC10]: Need to verify that there is no longer a sweeping territorial view at NE 70th ST and I-405 because the trees have grown taller.

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'Major views' are discussed.

A major view of the Olympics and Lake Washington is at NE 68th Street at the intersection of 6th Street South (see Figure E-6). The NE 68th Street/6th Street view can be significantly improved by removing pole signs, lowering signs, or placing signs on the face of buildings in the area, and either undergrounding or relocating overhead utility lines.

Deleted: Both present sweeping territorial views of Lake Washington, Seattle, and the Olympic Mountain range (see Figure E-64). The NE 70th Street view can be protected by limiting building heights of future structures north of NE 68th Street.

ATTACHMENT 1

The other major view in the Everest Neighborhood is located at the intersection of NE 85th Street and Kirkland Way. This location presents a sweeping territorial view of Lake Washington, Seattle, the Olympic Mountains, and Downtown Kirkland (see Figure E-3).

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XV.E. EVEREST NEIGHBORHOOD

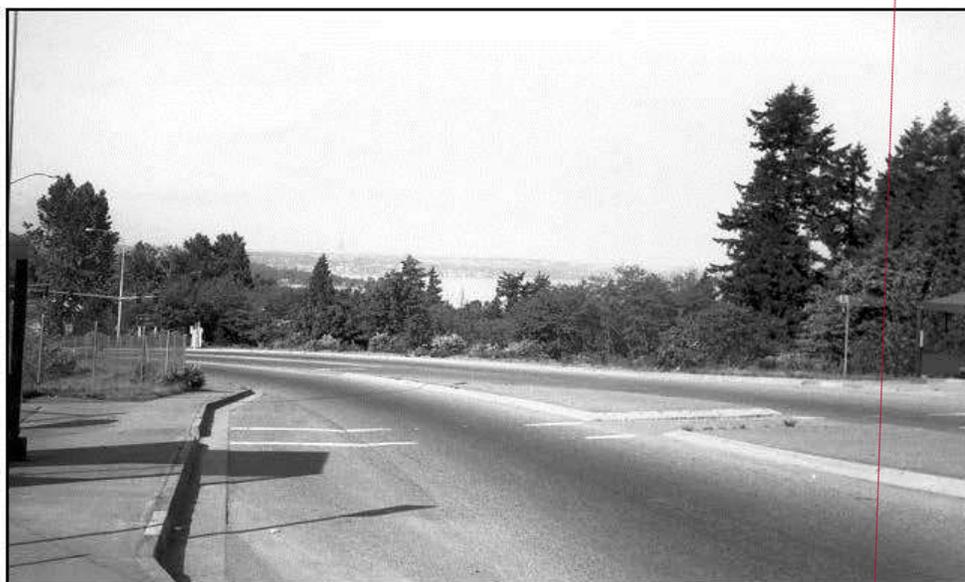


Figure E-4: Everest Gateway

The NE 70th Street overpass of I-405 is a PATHWAY connecting the Everest 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 Central Business District, and even the Space Needle. This VIEW is priceless in conveying a 'sense of place' and should be protected by limiting or prohibiting obstructions.

ATTACHMENT 1

Figure E-7: Everest Gateway

The NE 70th Street overpass of I-405 is a pedestrian pathway, connecting the Everest 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 Central Business District, and even the Space Needle. This view is priceless in conveying a 'sense of place' and should be protected by limiting or prohibiting obstructions.

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Note: The Everest Neighborhood Plan was updated in 2015 as part of the GMA update. Draft 4/7/2015

1. INTRODUCTION

The emphasis is on encouraging a range of residential uses and permitting limited economic activities.

The Everest Neighborhood is generally situated between the Cross Kirkland Corridor and I-405, and between NE 68th Street and NE 85th Street. The neighborhood contains a wide variety of land uses. Single-family development is located in the central and eastern portions of the Everest Neighborhood, whereas multifamily development is concentrated toward the south and northeast. Light industrial development is clustered in the western part of the neighborhood and extends northeast along the Cross Kirkland Corridor.

The policy emphasis for the Everest Neighborhood is to maintain the character of the existing single-family areas in the central and east portions of the neighborhood to minimize the disruption of regulated slopes, and to allow for the infilling of multifamily and industrial areas consistent with their existing character.

Format of analysis for the Everest Neighborhood is discussed.

Specific land use designations for the Everest Neighborhood are illustrated in Figure E-3. These designations are based on several factors including the natural environment, existing uses, traffic patterns, land use inventories, and other relevant concerns. For convenience, the following analysis of the Everest Neighborhood has been divided according to functional headings.

2. NATURAL ENVIRONMENT

Geologically Hazardous slopes are identified. Slope stability analyses should be required, and development should be regulated accordingly.

Figure E-1 identifies Moderate and High Landslide slopes and Seismic Hazard areas within the Everest Neighborhood. Moderate and High Landslide slopes exist in the northern and eastern portions of the Everest Neighborhood. Due to the possibility of landslides, excessive erosion, or other problems associated with development on slopes, a slope stability analysis should be required prior to development on these environmentally sensitive slopes. If landslide or drainage problems are likely to occur as a result of the proposed development, then the type, design, and/or density of the land use should be restricted as necessary to avoid these problems. Existing vegetation in these areas should be preserved to the greatest extent feasible to help stabilize the slope and maintain drainage patterns. Seismic hazard soils are shown in wetland and stream areas (see Environment Element Chapter).



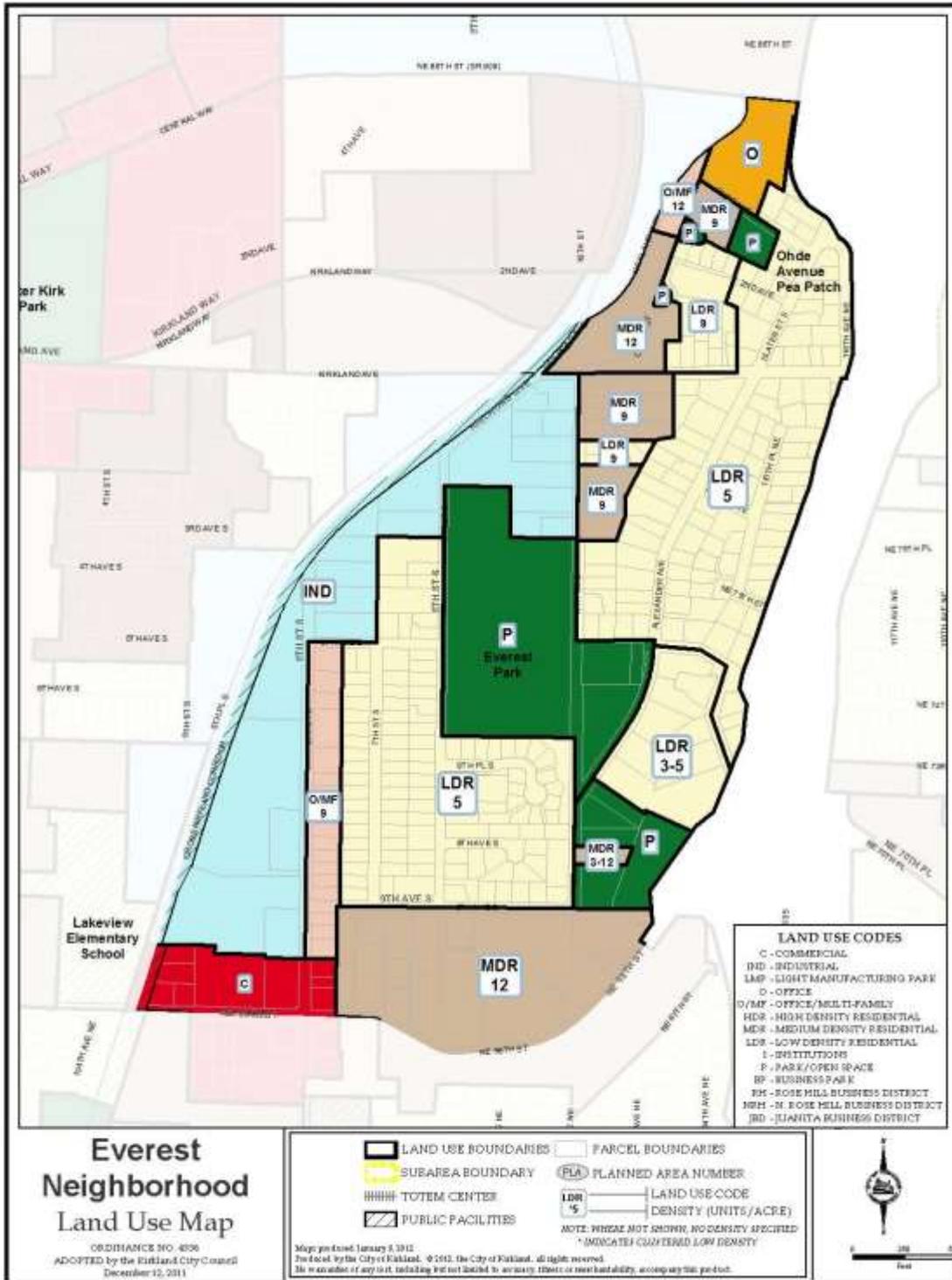
Figure E-1: Everest Geologically Hazardous Areas

The functional integrity of watercourses is to be maintained or improved.

Several streams exist in the Everest Neighborhood (see Figure E-2). These streams should be preserved and maintained in their natural state, or where necessary restored to a natural condition to provide not only for the storage and flow of the natural drainage system, but also to provide natural amenities in the area.

Wetlands exist in the southeast portion of the Everest Neighborhood.

In the southeast portion of the Everest Neighborhood, the water table is at, or very near, the surface (see Figure E-2). In this vicinity the surface is wet and soggy, indicating the presence of a wetland providing important water storage and water filtration functions as well as providing habitat for a number of wildlife species. Many of the wetland areas are now in public ownership, however, future proposals for development in this area should take these hydrologic and biologic conditions into consideration. Specific methods for preserving the wetland areas should be part of future development proposals (see Environment Element).



LAND USE CODES	
C	COMMERCIAL
IND	INDUSTRIAL
LMP	LIGHT MANUFACTURING PARK
O	OFFICE
O/MF	OFFICE/MULTI-FAMILY
HDR	HIGH DENSITY RESIDENTIAL
MDR	MEDIUM DENSITY RESIDENTIAL
LDR	LOW DENSITY RESIDENTIAL
I	INSTITUTIONS
P	PARK/OPEN SPACE
BP	BUSINESS PARK
RH	ROSE HILL BUSINESS DISTRICT
RH	ROSE HILL BUSINESS DISTRICT
JD	JUANITA BUSINESS DISTRICT

Everest Neighborhood Land Use Map

ORDINANCE NO. 4036
 ADOPTED by the Kirkland City Council
 December 12, 2011

LAND USE BOUNDARIES	PARCEL BOUNDARIES
SUBAREA BOUNDARY	PLANNED AREA NUMBER
TOTEM CENTERS	LAND USE CODE DENSITY (UNITS/ACRE)
PUBLIC FACILITIES	<small>NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED * INDICATES COUNTRIED LOW DENSITY</small>



Map prepared January 8, 2012
 The Council of the City of Kirkland, © 2012, the City of Kirkland, all rights reserved.
 It is a condition of any use of this map that it not be used to advertise, promote or sell real estate, except as may be permitted.

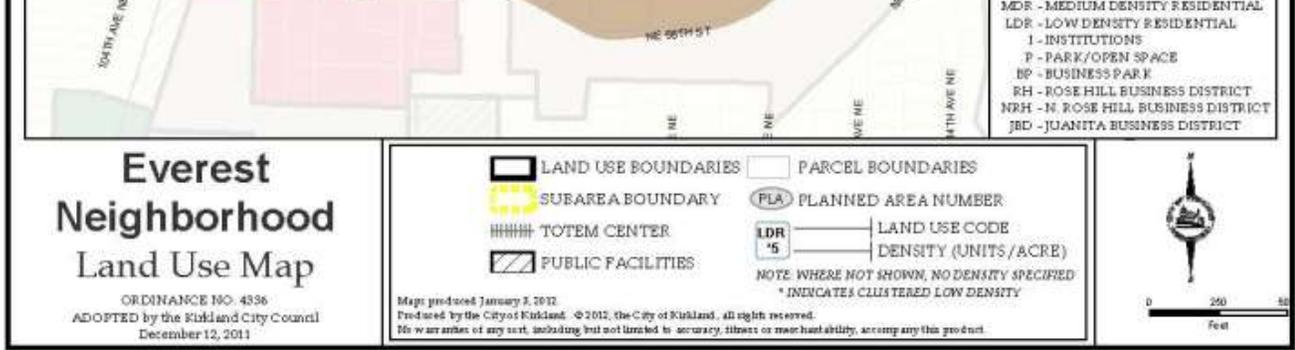
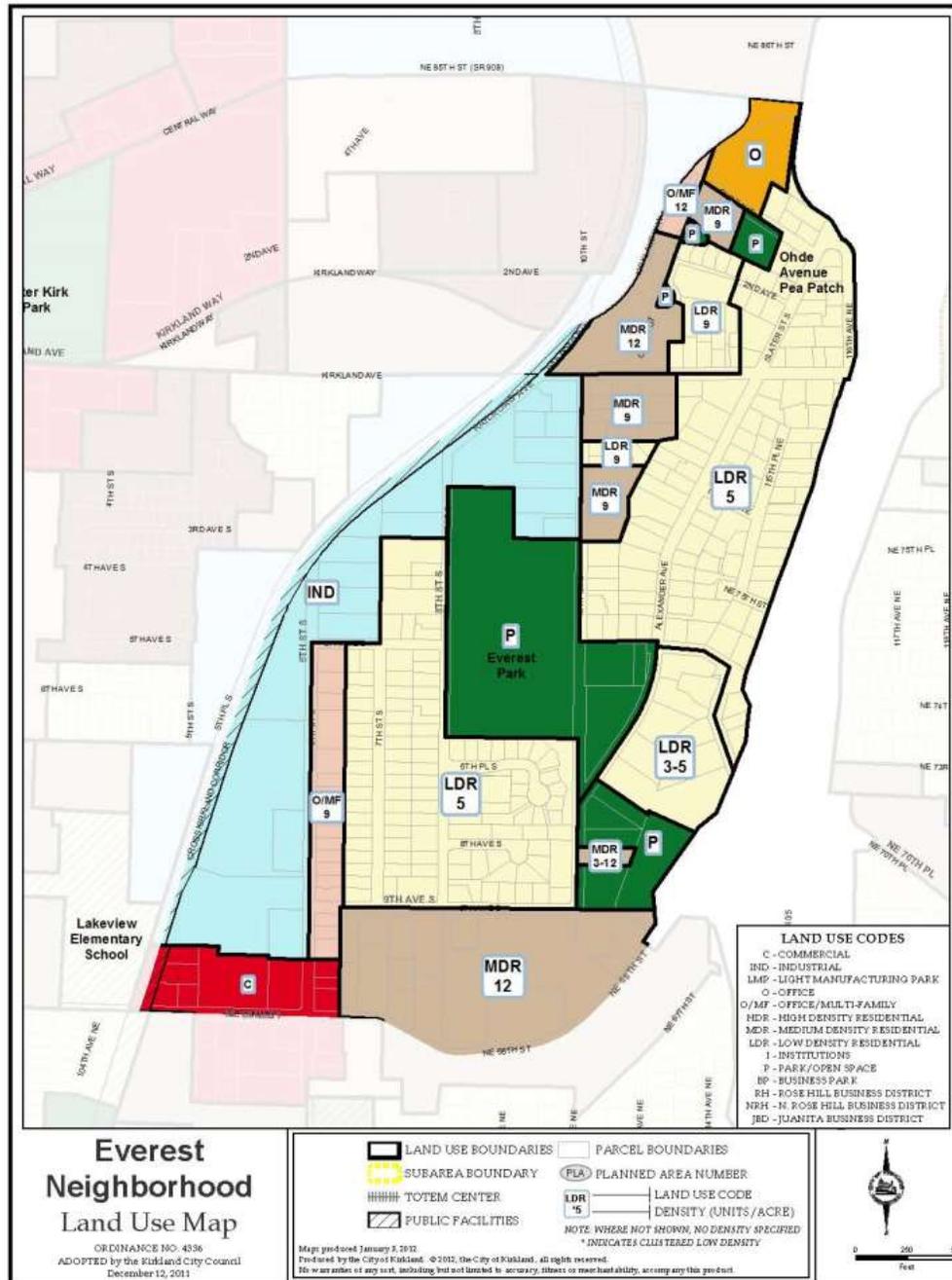


Figure E-3 shows the land use designations in the Everest Neighborhood.



Residential

Single-family densities are to be maintained west and south of Everest Park.

Most of the Everest Neighborhood is residential in character, including older single-family homes, which add variety to Kirkland's housing supply and provide alternatives to multifamily units and newer single-family homes (see Land Use Chapter). The residential land immediately west and south of Everest Park should be maintained at low residential densities (up to five dwelling units per acre). New single-family development could help stabilize and prolong single-family use in this area.



Single-family designation on the hillside east of Everest Park is to be maintained.

The hillside in the eastern portion of the Everest Neighborhood contains single-family homes and undeveloped land. Vehicular access is limited, and perhaps for this reason, there is a quiet and secluded character to this residential area. Due to the existing commitments to single-family use, and because of geologically hazardous slope conditions and drainage hazards associated with intense development on these slopes, the eastern portion of the Everest Neighborhood should generally retain its low-density residential classification (up to five dwelling units per acre).

Residential development south of Alexander Avenue should have a base density of three dwelling units per acre, according to standards.

On the hillside south of Alexander Avenue, single-family residential densities should be limited due to geologically hazardous slope conditions. The base density for residential development on these slopes should be three dwelling units per acre, subject to the following standards:

- (1) Preparation of a slope stability analysis;
- (2) Maintenance of maximum vegetative cover;
- (3) Retention of watercourses and wetlands in a natural state;
- (4) Control of surface runoff at predevelopment levels;



- (5) Recording of a covenant which indemnifies and holds harmless the City for any damages resulting from slope instability.

Up to five dwelling units per acre should be permitted according to additional standards.

North of Alexander Avenue, residential densities should be allowed at up to five dwelling units per acre depending on the degree to which the development proposal conforms to the following standards, in addition to the standards listed above:

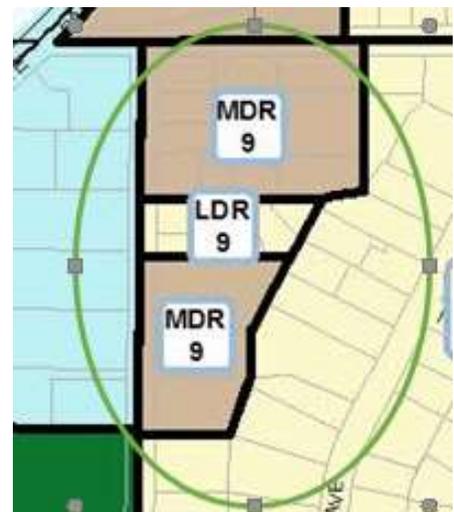
- (1) Preparation of a slope stability analysis which addresses the site to be developed, as well as adjacent sites and the immediate drainage area;
- (2) Limitation of lot coverage;
- (3) Attaching or clustering of structures;
- (4) Ability of the City to provide necessary emergency services;
- (5) Aggregation of at least one acre of land.

Slightly higher residential densities to be permitted in certain lands in the east Everest area.

There are several places in the Everest area where a slightly higher residential density is appropriate as described below (see Figure E-3). This is due to special conditions such as traffic circulation, natural features, preexisting development, and the shape and location of the land.

Higher density up to nine dwelling units per acre in southeast corner of Kirkland Avenue/10th Street South inter-section.

The land in the southeast corner of the Kirkland Avenue/10th Street South intersection may be developed at up to nine dwelling units per acre. Clustering and common-wall development, and retention of existing vegetation are encouraged as a way to lessen the visual impacts on the residential area to the east from the industrial area and Cross Kirkland Corridor to the west.



Conditions in the area north of Kirkland Avenue between Cedar Street and Kirkland Way are described.

Several of the parcels east of Cedar Street and north of Kirkland Avenue have development constraints such as topography and irregular shaped lots. Internal access from Kirkland Avenue does not follow the dedicated Cedar Street right-of-way, and circulation is awkward and limited. Also, single-family units are located to the east up the slope and along Kirkland Avenue.



Future multifamily is not to spread further east. Medium densities (9 and 12 dwelling units per acre) are permitted where indicated.

Future multifamily in this area shall not extend further to the east than existing multifamily development (see Figure E-3). Medium density (nine dwelling units per acre) is appropriate for the majority of the land east of Cedar Street. The existing apartment site located at the northeast corner of the intersection of Cedar Street and Kirkland Avenue is appropriate for slightly higher residential density (up to 12 dwelling units per acre), due to lack of environmental constraints, direct access onto Kirkland Avenue, proximity to other lands of similar density (across Cedar Street), and the ability to physically accommodate additional development with a minimum of impacts to surrounding uses.

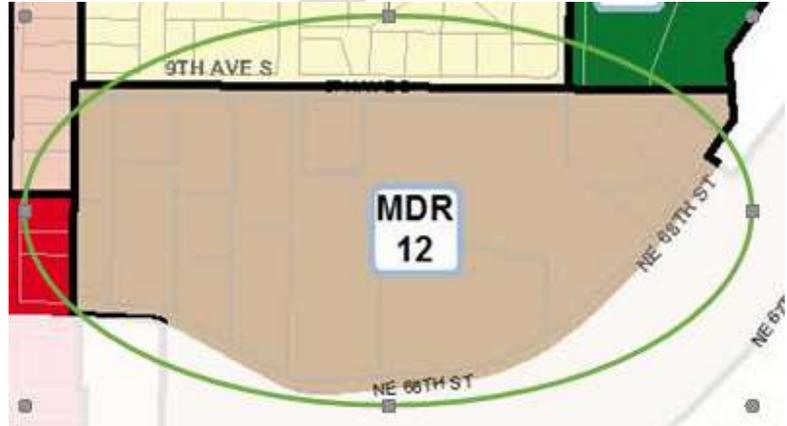
The land north of Kirkland Avenue and east of the multifamily development adjoining Cedar Street can develop at densities up to nine dwelling units per acre if the following standards are met:

- (1) Detached units rather than attached or stacked units should be developed.
- (2) If aggregation occurs, primary vehicular and pedestrian access should be taken from Kirkland Avenue.
- (3) Development should prevent impacts to the ravine.
- (4) Development should follow the recommendations of a geotechnical engineer approved by the City with regard to building setbacks from the ravine on the north side of these lots.
- (5) Reduced building setbacks from access roads should be considered in order to keep building footprints away from the ravine.
- (6) The ravine should be protected in perpetuity with greenbelt easements.

- (7) As each existing parcel is further subdivided, the layout of lots should allow for an efficient and coordinated layout of lots on adjacent parcels. Access roads should be located to be shared by adjacent parcels, if it doesn't result in a reduction in the number of lots.

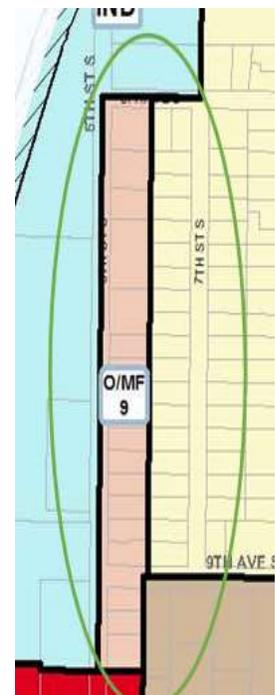
Multifamily development along NE 68th Street and east of 6th Street South (up to 12 dwelling units per acre) is to be continued.

The southern portion of the Everest Neighborhood is impacted by the existence of a freeway interchange and by heavy traffic volumes along NE 68th Street. South of 9th Avenue South most land has been committed for multifamily use, although a few older single-family homes and some undeveloped land still exists. Future multifamily development in this area should be limited to a maximum of 12 dwelling units per acre.



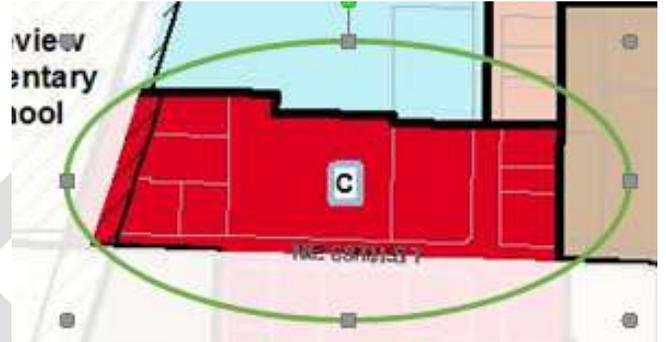
Midblock split of professional office/multifamily uses between 6th Street South and 7th Street South are discussed.

The block fronting on 6th Street South (see Figure E-3) may develop as either office or multifamily. Multifamily should be medium density (up to nine dwelling units per acre). The easterly extension of such future development should be strictly limited to the midblock line between 6th and 7th Streets South, and access should be restricted to 6th Street South only.



Commercial

The Houghton/Everest Neighborhood Center to be contained within its present boundaries. A plan for future development of the commercial area should be coordinated with the Central Houghton Neighborhood.



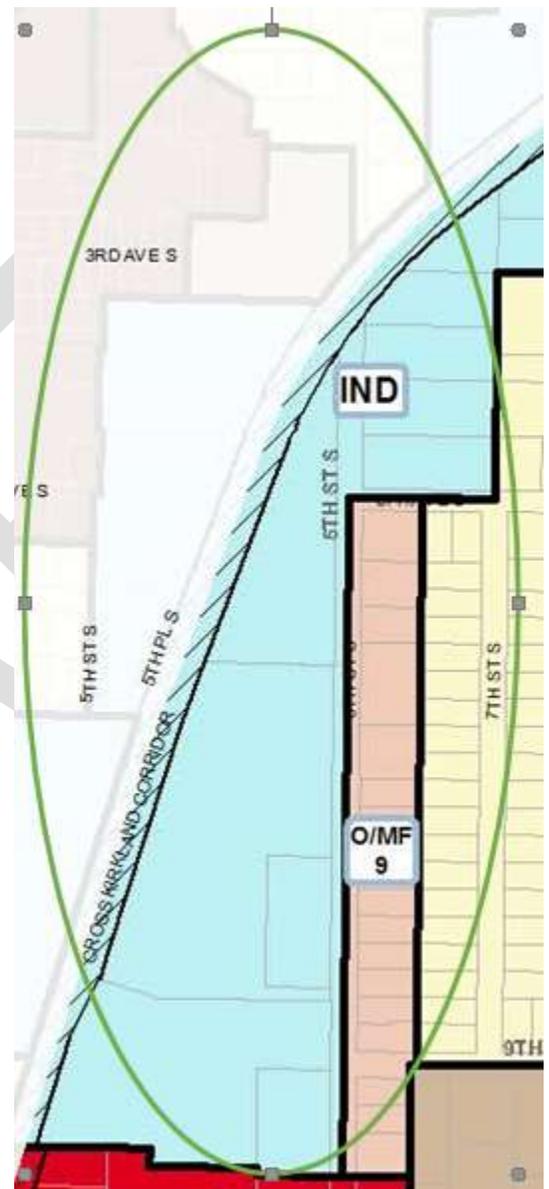
The Houghton/Everest Neighborhood Center is a commercial area that spans the north and south side of NE 68th ST. Commercial uses in this area should satisfy neighborhood needs rather than include intensive uses which would be located more appropriately in the Downtown or other major commercial centers (see the Land Use Chapter). Within the Everest Neighborhood, the height of structures in this area should not exceed 35 feet. The Everest and Central Houghton Neighborhoods should coordinate a plan for the Houghton/Everest Neighborhood Center along both the north and south sides of the NE 68th Street. The plan should promote a coordinated strategy for future redevelopment of the Neighborhood Center which minimize adverse impacts on surrounding residential areas.

The existing land available for commercial use is sufficient to meet the needs of the neighborhood. Property along 6th Street South is impacted by heavy traffic volumes and by the existence of industrial and office activities located primarily to the west. These influences detract from the desirability of this area for residential use. Convenient access, however, makes this area suitable for a variety of economic activities.

Light industrial and office uses are permitted west of 6th Street South and along the Cross Kirkland Corridor subject to standards.

Light industrial and office uses exist and should continue to be permitted on the west side of 6th Street South and to the northeast along the Cross Kirkland Corridor to Kirkland Avenue (see Figure E-3). In this area there is a trend away from light industrial uses to office and other uses. Further development in the industrial zones, however, should be subject to the following standards in order to maintain a relatively small scale of development in keeping with the existing character of the area:

- (1) Industrial activities should not generate heavy volumes of truck traffic along residential streets. Truck frequency, noise, and hazard can constitute a serious nuisance for residential areas. Therefore, the expansion of existing industrial uses should be permitted only if traffic impacts on residential areas are mitigated.
- (2) The visibility of industrial operations (including manufacturing, processing, storage, and shipping/receiving) from nearby residential development should be limited. Such industrial operations must be oriented away from residential uses and must be visually screened or completely enclosed within structures.
- (3) The height of structures should not exceed 35 feet.
- (4) Hours of operation should be considered on a case-by-case basis depending on the potential impact on the neighborhood. Industrial activities during evening or weekend hours may be permitted if they are not disruptive to nearby residential areas.



- (5) Industrial uses should not create excessive noise, glare, light, dust, fumes, and other adverse conditions which disrupt the residential character of the surrounding area.
- (6) Adequate fencing, landscaping, and/or other visual screening should be provided between residential uses and adjacent industrial developments and their related parking.

Professional office uses permitted east of 6th Street South.

Land along the east side of 6th Street South is suitable for professional office use as a transition to the residential area to the east. Such development should be oriented toward and take access only from 6th Street South. The easterly extension of such development also should be strictly limited to the midblock line between 6th and 7th Streets South.

There should be an effective transition between single family neighborhoods and higher density residential and commercial uses to minimize impacts between uses.

Along transition areas between uses, higher density and commercial development should minimize impacts on adjacent low density single family neighborhoods with techniques such as landscape buffers, tree retention, the size, width and height of structures, compatible uses, adequate parking on site, and low lighting and noise levels.

Professional office and limited commercial activities are appropriate in the NE 85th Street freeway interchange. Expansion of these activities is to be limited.

Conditions in the vicinity of the NE 85th Street freeway interchange are somewhat different. Although much of the surrounding land to the south is developed for single-family use, convenient access to NE 85th and Interstate 405 makes this area attractive for limited commercial activity. The existing office building north of Ohde Avenue takes advantage of this location while limiting impacts to the nearby single-family area.

5. OPEN SPACE/PARKS

Sensitive areas and forested areas of Everest Park should be preserved, protected and enhanced.

Everest Park is a 23 acre community park featuring community youth playfields, playground, picnicking areas, and trails. The playfields are used predominately by Kirkland American Little League. Special emphasis should be placed on preserving, protecting, and enhancing the park's extensive forested areas and accompanying pocket wetlands. Kirkland's Green Partnership program should be expanded to the park to provide upland and riparian plant restoration. The park features a section of Everest Creek. Stream restoration activities should continue in the park, and opportunities to provide storm water educational/interpretive information signage should be pursued. See PROS Plan for further details. Access to Everest Park could be enhanced further by providing pedestrian/bicycle pathways as illustrated in Figure E--.

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 territorial views. Such "view corridors" lie within the public domain and are valuable for the beauty, sense of orientation, and identity they impart (see Community Character and Open Space/Parks Chapter). 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 Chapter).

Access to Everest Park should be provided, particularly from the east and southeast.

Residents in the eastern portion of the Everest area rely on Everest Park for a variety of recreational needs. Therefore, it is essential to ensure that pedestrian access to the park will be available, particularly from the east and southeast. New developments in these areas should incorporate such access into their design.

Public land along Ohde Avenue should be preserved as open space.

The publicly-owned property along Ohde Avenue serves as a small community garden or pea patch for residents in the northern portion of the Everest Neighborhood.

6. PUBLIC SERVICES/FACILITIES

Utilities

Water, sewer, and drainage facility deficiencies should be corrected or upgraded prior to occupancy of new development. Runoff is to be controlled.

In parts of the Everest Neighborhood, water and sewer service is not adequate to support full development according to the land use designations in Figure E-3. Isolated problems may also arise with regard to storm drainage as natural areas become developed. Deficiencies in water, sewer, or drainage facilities should not necessarily prohibit development; however, prior to occupancy of new development, the water, sewer, or drainage facilities should be extended and/or upgraded to meet the requirements of designated land use for the area (see Public Services/Facilities Chapter). Furthermore, methods must be implemented to maintain surface runoff at predevelopment levels.

Undergrounding of utilities is to be encouraged.

In order to contribute to a more amenable living environment as well as to enhance views and a sense of community identity, the undergrounding of utilities is to be encouraged (see Public Services/Facilities Chapter, Community Character Chapter, and Open Space/Parks Chapter).

Transportation



Figure E-4: Everest Street Classifications

Circulation patterns and improvements are recommended.

The circulation pattern in the Everest Neighborhood is fairly well established and allows for convenient travel through the neighborhood with minimal impacts on the majority of residential uses (see Figure E-4). Kirkland Way and NE 68th Street serve as major east/west corridors for through traffic. Sixth Street South is, and should remain, the major north/south corridor for through traffic. Interstate 405 is located along the eastern boundary of the Everest Neighborhood. Future modifications to circulation patterns in the Everest Neighborhood should conform to the following provisions. See also the Transportation Chapter:

- (1) Industrial traffic in residential areas should be discouraged.

Industrial access should be directed towards the nearest arterial street capable of handling the traffic (see Figure E-4).

- (2) Kirkland Way and Cross Kirkland Corridor trestle.

Although Kirkland Way presently accommodates a significant amount of traffic, this route poses several problems. Numerous accidents have occurred in the vicinity of the Cross Kirkland Corridor bridge (old railroad trestle crossing). The City should continue to find ways to solve these traffic problems.

- (3) Portions of 10th Street South to remain unopened

Wetlands are present southeast of Everest Park and therefore 10th Street South south of Slater Avenue South should not become a through traffic route.

- (4) Improve the pedestrian/bicycle circulation system in the neighborhood by providing improvements for pedestrians and bicycles according to Figure E-5.

Major pedestrian and bicycle pathways should be built through the area according to the designations shown in Figure E-5. Unopened segments of 10th Street South, Alexander Avenue, and Slater Avenue South contain unimproved pathways which provide a pedestrian link to Everest Park for the areas to the east. Because of presence of wetlands vehicular and pedestrian access may be limited however, these pathways should remain. If the rights-of-way are developed, the improvements should be designed to accommodate pedestrian and bicycle traffic in order to maintain the existing access to Everest Park. An additional east/west pedestrian corridor is needed between 10th Street South and 8th Street South. Portions of Kirkland Way between Kirkland Avenue and NE 85th ST lacks sidewalks. The City should pursue funding to make sidewalk connections along the street. Furthermore, public pedestrian access should be developed from the east end of 9th Avenue South to NE 70th Street to provide convenient access to public transit facilities near Interstate 405.

- (5) Methods to alleviate traffic and parking problems on 8th Street South should be studied.

The residential portion of 8th Street South between Railroad Avenue and 9th Avenue South has been impacted by traffic and parking associated with industrial uses to the north and users of Everest Park. Consequently, the City should undertake measures to reduce these impacts. Traffic control measures also should be required of future industrial and/or park development.

- (6) Support development of the Cross Kirkland Corridor as a multipurpose trail for pedestrians and bicycles with access points along the corridor.

The Cross Kirkland Corridor provides an opportunity for a bicycle, pedestrian and rail transportation corridor. With development, redevelopment or platting, public pedestrian and bicycle access easements should be provided for properties adjacent to the Cross Kirkland Corridor consistent with the CKC Master Plan and the PROS Plan.

- (7) Support transportation measures that will reduce commuter or pass through traffic through the neighborhood.

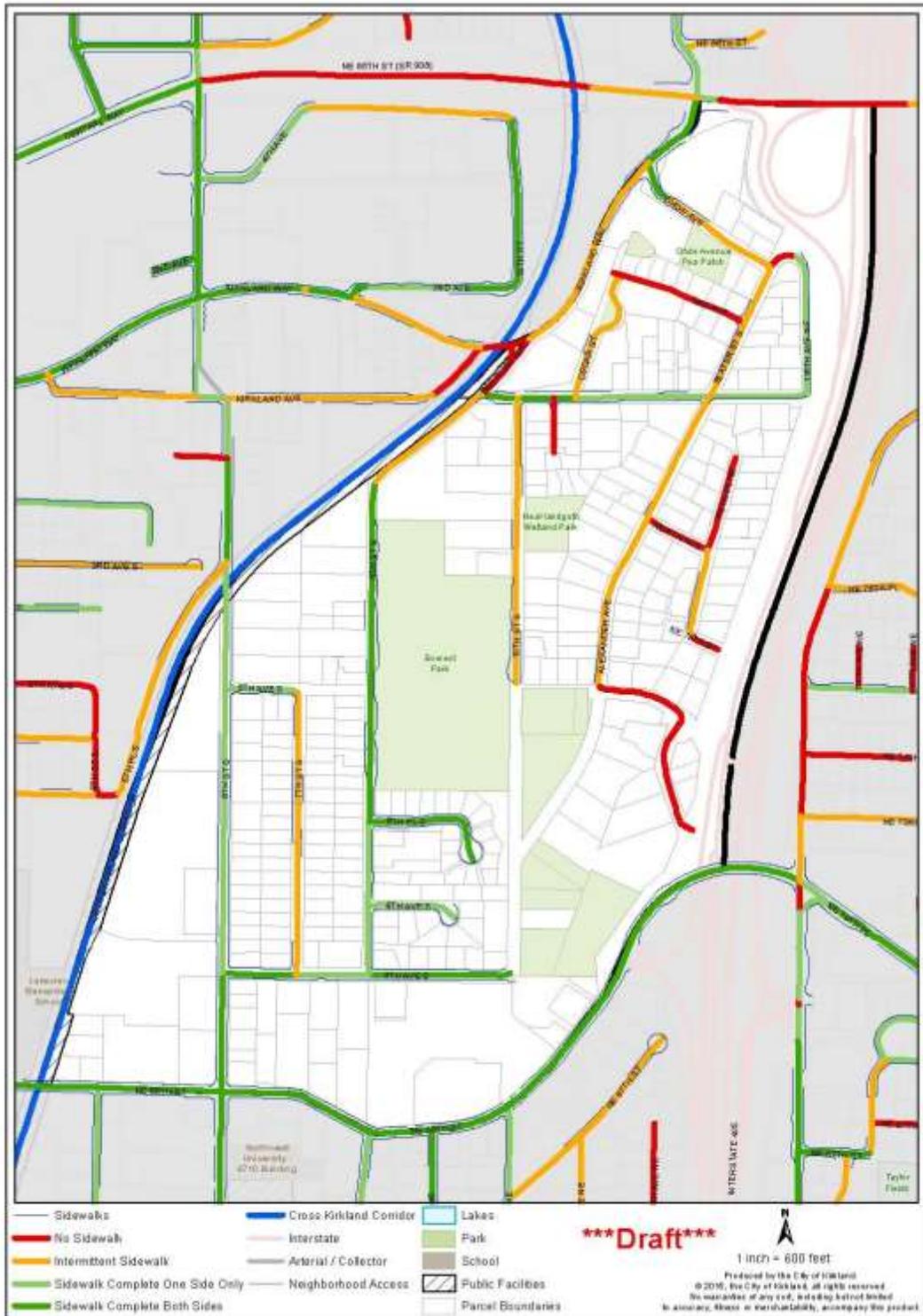


Figure E-5: Everest Street Pedestrian System

7. Urban Design

Urban design assets are identified

The Everest Neighborhood presents a diverse visual image. The southern border presents the image of a multifamily neighborhood, while the western boundary presents the image of commercial/industrial development. However, the one image that is not clearly visible from the major pathways in the neighborhood is that of the most prominent land use, the single-family residences in the central and eastern portions of the neighborhood (see Figure E-3). Everest’s urban design assets are shown on Figure E-6.

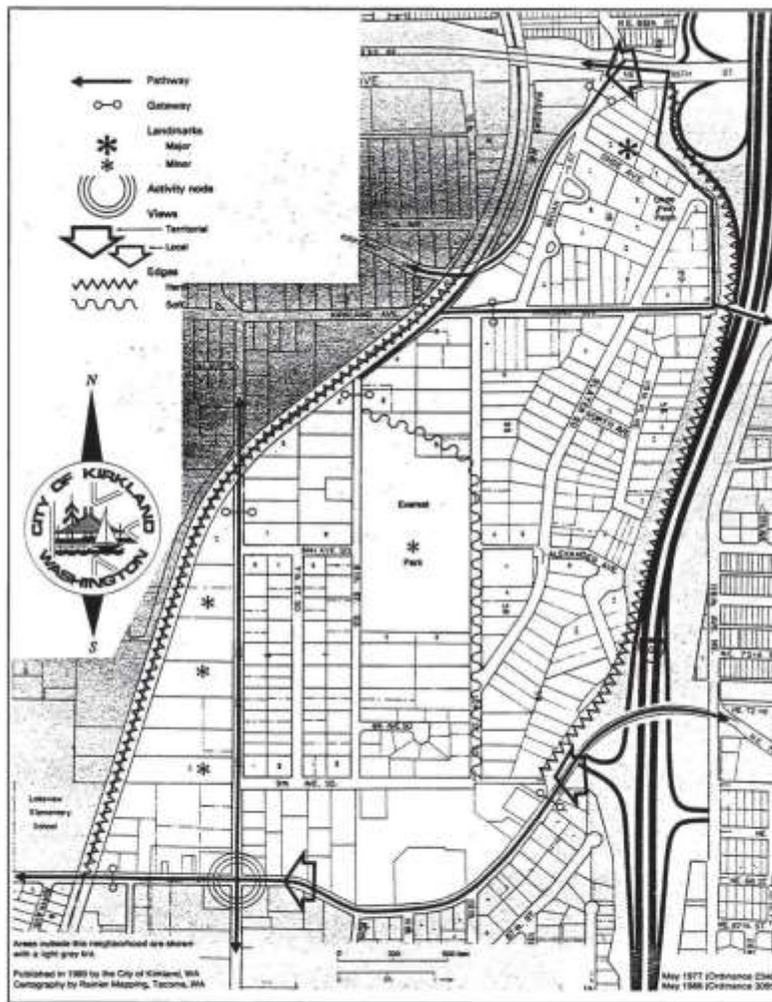


Figure E-3: Everest - The Image of the City

XV.E-12

City of Kirkland Comprehensive Plan

Insert new updated

Figure E-6 Urban Design Assets

'Edges' are discussed.

The 'edges' of the neighborhood are sharply defined by the Cross Kirkland Corridor on the west and I-405 to the east.

'Visual landmarks' are discussed.

Two prominent visual landmarks are the Sierra Building at the north end of the neighborhood and Google Building located in the industrial/office area west of 6th Street South. . The neighborhood commercial area along NE 68th Street is a major gathering place for the neighborhood. These landmarks represent the mixed-use character of the neighborhood's edges. The Everest Park near the center of the neighborhood is an important landmark which serve as a community open space and also provide a peaceful view for the uphill residential properties to the east.

'Pathways' are discussed and identified in Figure E-5.

The major pathways by which the majority of residents enter and traverse this neighborhood are Kirkland Way, 6th Street South, and the Cross Kirkland Corridor. It is along these routes that the majority of the neighborhood's commercial developments are located, and it is along these routes that impressions of the neighborhood character are formed. Therefore, development along these pathways should be of limited size and scale to reflect and emphasize the neighborhood's predominantly single-family character.

In addition to the primarily vehicular pathways which serve the Everest Neighborhood, the I-405 pedestrian overpass at the east end of Kirkland Avenue and connecting pathways through the north part of the neighborhood serve as important pedestrian links between the Moss Bay Neighborhood and South Rose Hill on the east side of I-405 (see Figure E-4). Connections to the Cross Kirkland Corridor provide a major pedestrian and bicycle route connecting the neighborhood with the north and south sections of the City.

'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. Gateways to the neighborhood are identified in Figure E-5.

'Major views' are discussed.

A major view of the Olympics and Lake Washington is at NE 68th Street at the intersection of 6th Street South (see Figure E-6). The NE 68th Street/6th Street view can be significantly improved by removing pole signs, lowering signs, or placing signs on the face of buildings in the area, and either undergrounding or relocating overhead utility lines.

The other major view in the Everest Neighborhood is located at the intersection of NE 85th Street and Kirkland Way. This location presents a sweeping territorial view of Lake Washington, Seattle, the Olympic Mountains, and Downtown Kirkland (see Figure E-3).

XV.E. EVEREST NEIGHBORHOOD

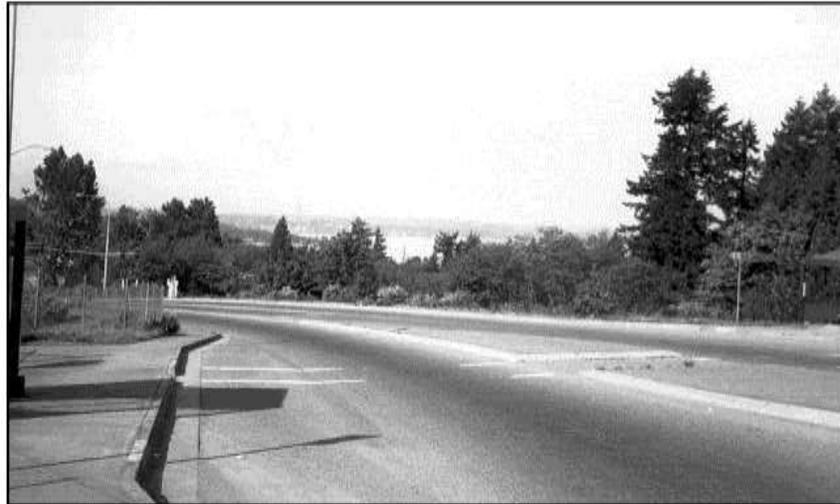


Figure E-4: Everest Gateway

The NE 70th Street overpass of I-405 is a **PATHWAY** connecting the Everest 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 Central Business District, and even the Space Needle. This **VIEW** is priceless in conveying a 'sense of place' and should be protected by limiting or prohibiting obstructions.

From: Chuck Pilcher [<mailto:chuck@bourlandweb.com>]

Sent: Tuesday, April 14, 2015 9:53 PM

To: Caryn Saban

Cc: Lori Isch

Subject: Re: Kirkland Planning Commission Special Meeting - Thursday, April 16, 2015

Regarding the Everest Neighborhood Comprehensive Plan, I have a couple of comments:

1. On p. 2 of 4 of the cover letter, where the **Houghton Center** is discussed, please assure that the **Lakeview** and **Moss Bay** neighborhoods are also included in outreach and planning, as Houghton Center is OUR neighborhood center as well as that of Everest and CHNA, and Lakeview is a part of Houghton, represented by the Houghton Community Council.
2. Section 4, p. 15: Economic Activities. Since the Commercial land use in the SW corner of the Everest Neighborhood abuts the Moss Bay and Lakeview Neighborhoods, changes in or planning for that area (as well as ALL of **Houghton Center**) that have any impact on the latter 2 neighborhoods should assure that the latter 2 neighborhoods are included in community outreach and planning.

Chuck Pilcher

Lakeview Neighborhood Co-Chair

chuck@bourlandweb.com

206-915-8593

From: Dan Ryan [<mailto:dan.ryan@gmail.com>]
Sent: Thursday, April 16, 2015 10:56 AM
To: Planning Commissioners
Subject: Everest Neighborhood Plan

I'd like to offer a few comments on the Everest plan (if nobody minds that a Moss Bay resident is interloping here ☺).

6TH ST

I'm bothered that the plan doesn't have much to say about 6th Street. By necessity, it is "the major north/south corridor for through traffic", but it's also the neighborhood's access to the business center and downtown. Further, it's a meaningful and growing employment center. Maybe if we thought of it as Everest's Main Street, it wouldn't be an afterthought. The neighborhood plan really needs a vision for this street as more than a connector between other places.

6th St has seen quite a bit of development in the last few years, not just Google, but several smaller offices too. It's almost an extension of downtown, but with far less care and oversight. It's engineered as a through street where one is not invited to linger at all. It doesn't even have consistent sidewalks today (I realize Google will fix some of that). Some of the sidewalks that are there, and not scheduled to be improved, are very narrow and in poor repair.

Bringing future buildings up to the street would make it a much more inviting place too. We wouldn't want surface parking in front of every building in downtown. After the Business Center is rezoned, I doubt we'll want a lot of surface parking there either. But almost every building on 6th St is set back behind lines of parking.

LIT AREA

The neighborhood commented on residential development in the LIT area. Too big a step for an interim update, but that area does deserve a more comprehensive look at some point. The area to the west of 6th and north of the business center has a lot of longer-term promise for denser residential and office. Until we're ready for that, it should stay zoned as present. The potential should not be frittered away on more low density residential.

EAST OF EVEREST

On the other hand, the general approach of minimal change to the neighborhood east of 6th (other than the street facing properties) seems about right.

TRANSIT

Practically, transit access in Everest mostly means 6th St (at least pending Sound Transit decisions about the corridor). Metro won't take buses through the neighborhoods east of 6th either. So improved transit means better facilities on 6th and better access from within the neighborhood to 6th.

Some ideas might include:

- Bus shelters on 6th (some of the bus stops on the east side of 6th are particularly desolate).
- Crosswalks to said bus shelters (why not a crosswalk to the bus stop at 5th Ave S.?)
- Better pedestrian connections from the neighborhood to 6th so that people could more easily get to a bus stop. There's nothing at all between 5th and 9th.
- Lots of bus stops on NE 68th, but the neighborhood access seems to run across private property. Can that be improved? Could those stops be safer/friendlier?

Finally, shouldn't the Bellevue buses be running on 6th rather than on State/Lakeview? The City of Bellevue's Transit Master Plan has improved Kirkland-Bellevue service running on 6th. (They have alternative service to Bel-Red running on State/Lakeview).

Moving the 234/235 to 6th would make it faster than today. State is too slow at peak to be an effective transit corridor. It would also get Bellevue service into the Houghton/Everest Business Center which needs Bellevue service more than anything on Lakeview Dr.

MAPS.

Nitpicking, but I noticed at least two of your maps are labelled 'Moss Bay'.

Thanks for your time.
Dan Ryan
493 2nd Ave S
Kirkland WA 98033