

XV.E. EVEREST NEIGHBORHOOD

The Everest Neighborhood Plan was updated in 2015 as part of the GMA update.

1. INTRODUCTION

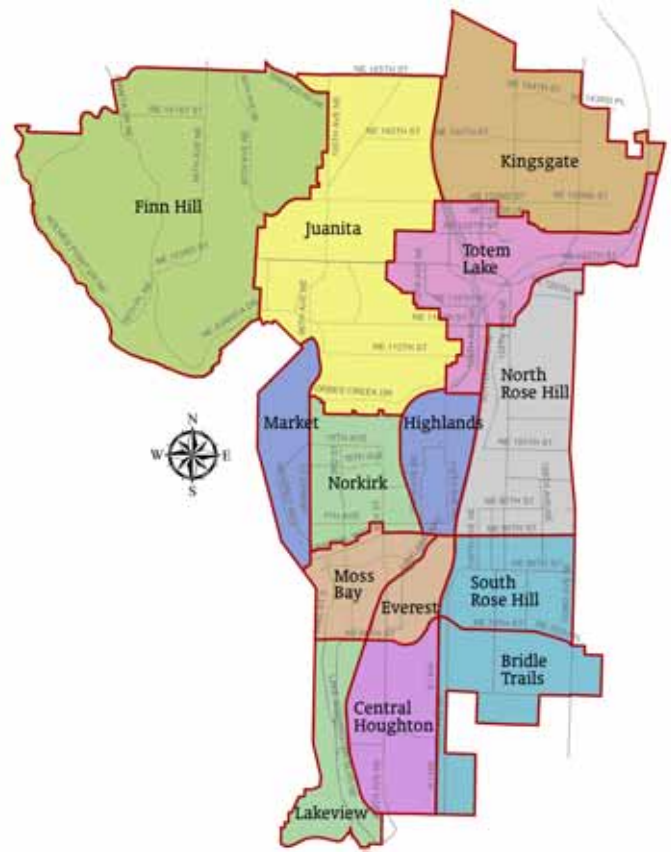
The emphasis is on encouraging a range of residential uses and permitting limited economic activities.

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

XV.E. EVEREST NEIGHBORHOOD

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).

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).

3. LAND USE

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).

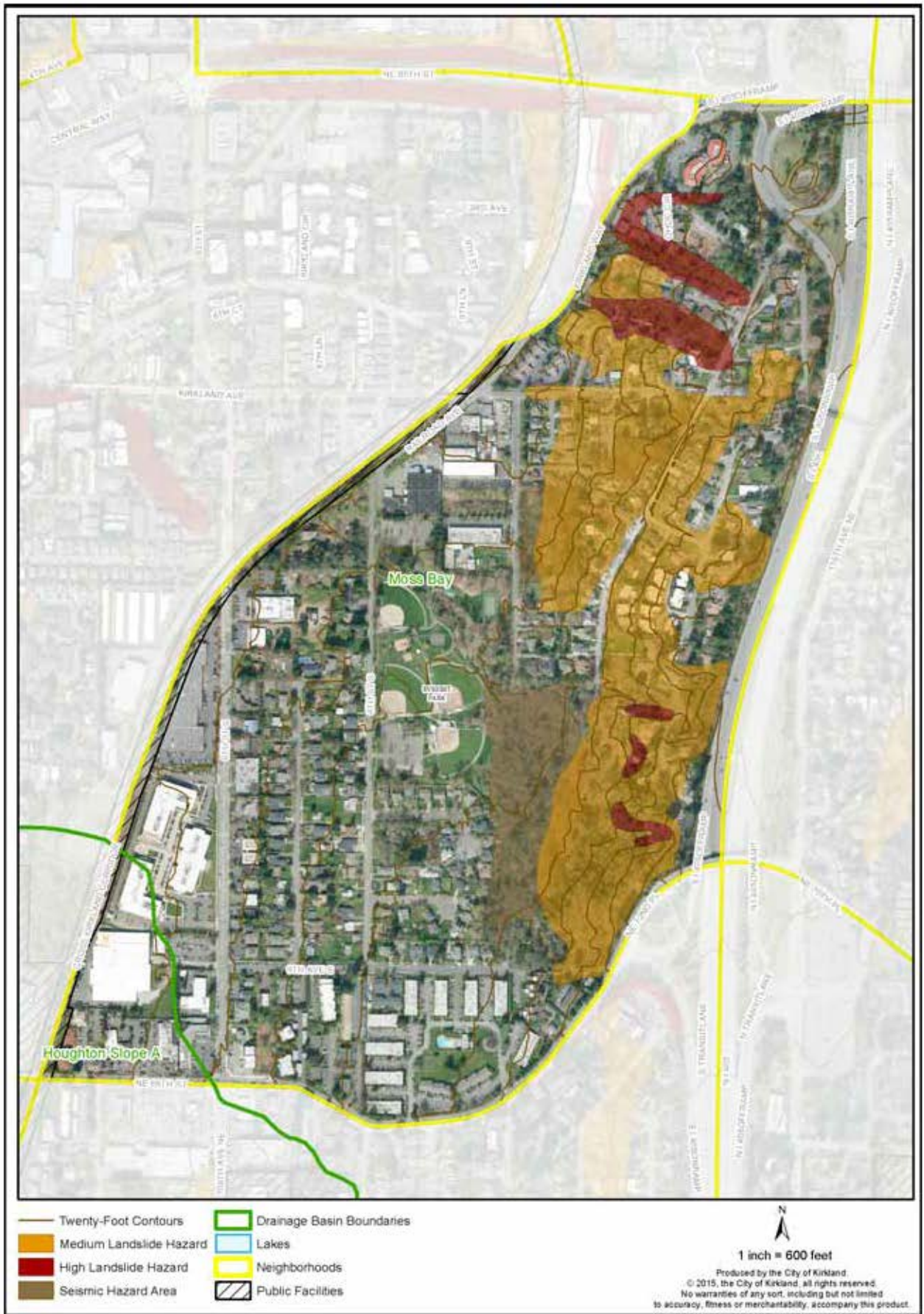


Figure E-1: Everest Geologically Hazardous Areas

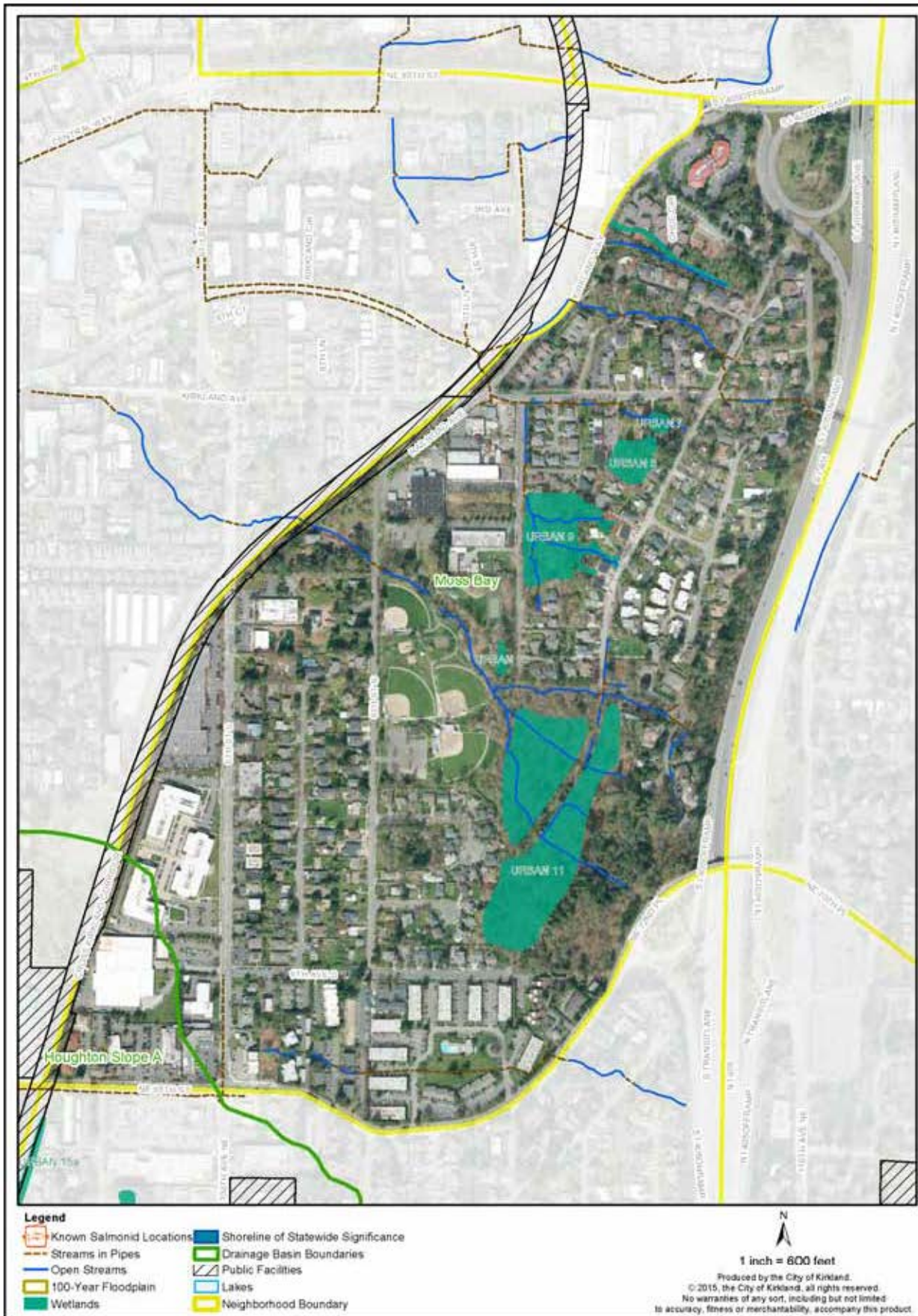


Figure E-2: Everest Wetlands, Streams, and Lakes

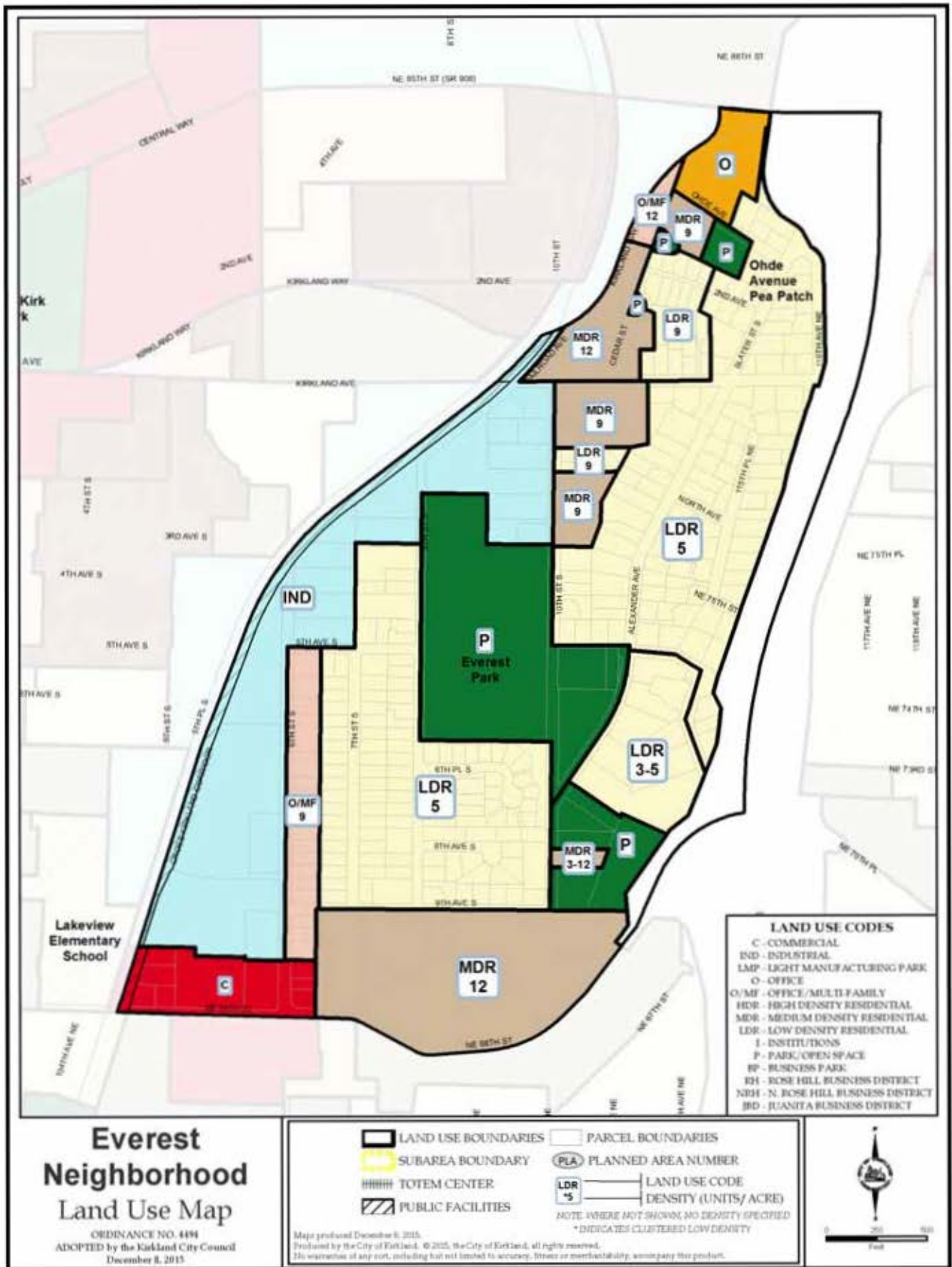


Figure E-3: Everest Land Use

XV.E. EVEREST NEIGHBORHOOD



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.

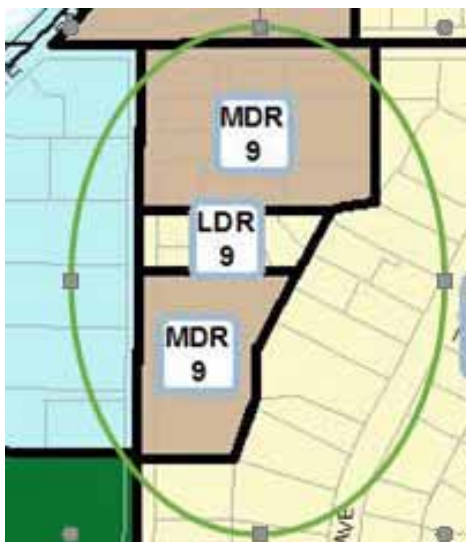
XV.E. EVEREST NEIGHBORHOOD



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 intersection.

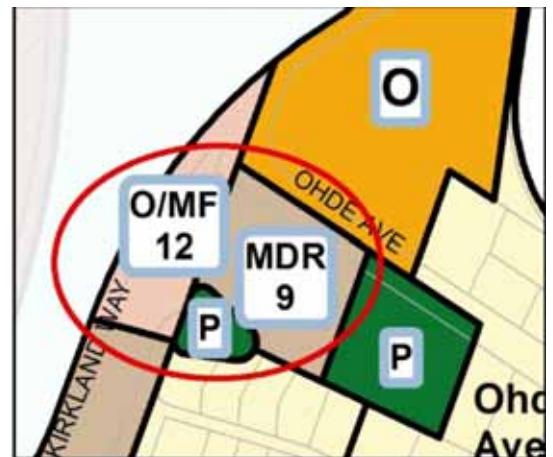


The land in the southeast corner of the Kirkland Avenue/10th Street South intersection may be developed at up to nine dwelling units per acre. Clustering and common-wall development, and retention of existing vegetation are encouraged as a way to lessen the visual impacts on the residential area to the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



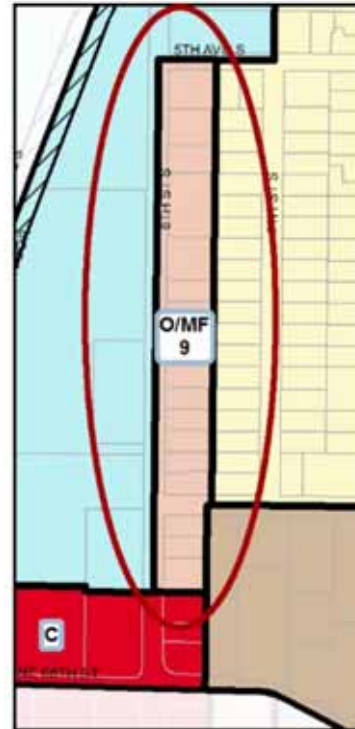
Future multifamily in this area shall not extend further to the east than existing multifamily development (see Figure E-3). Medium density (nine dwelling units per acre) is appropriate for the

XV.E. EVEREST NEIGHBORHOOD

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.

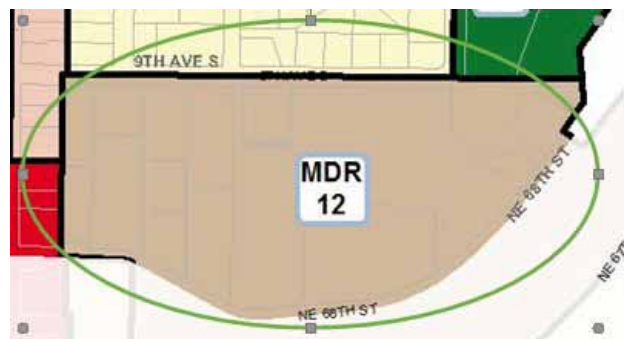
The land north of Kirkland Avenue and east of the multifamily development adjoining Cedar Street can develop at densities up to nine dwelling units per acre if the following standards are met:

- (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.



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

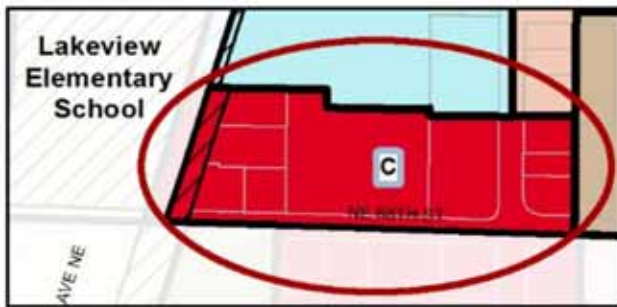
The block fronting on 6th Street South (see Figure E-3) may develop as either office or multifamily. Multifamily should be medium density (up to nine dwelling units per acre). The easterly extension of such future development should be strictly limited to the midblock line between 6th and 7th Streets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



XV.E. EVEREST NEIGHBORHOOD

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

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 Street. 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 NE 68th Street and involve the surrounding

neighborhoods in the process. The plan should promote a coordinated strategy for future redevelopment of the Neighborhood Center which minimizes adverse impacts on surrounding residential areas. The plan should include a transportation corridor study for 6th Street South.

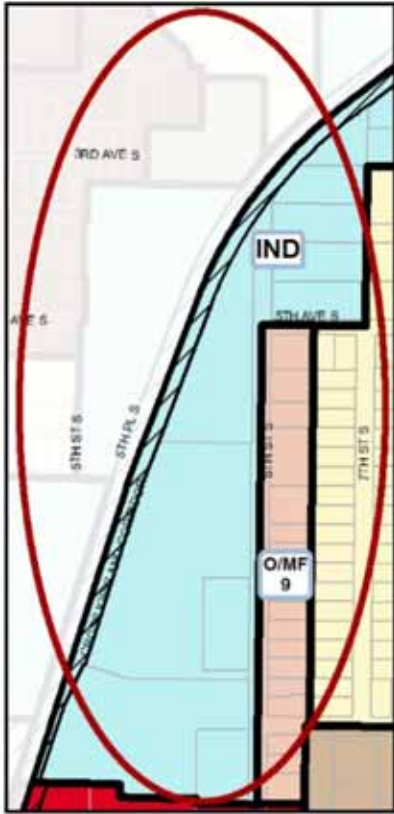
The existing land available for commercial use is sufficient to meet the needs of the neighborhood. Property along 6th Street South is impacted by heavy traffic volumes and by the existence of industrial and office activities located primarily to the west. These influences detract from the desirability 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. As redevelopment opportunities adjoining the Corridor arise, connections to the trail and innovative uses that may benefit from pedestrian and bicycle trail users should be encouraged. See Land Use Element for Cross Kirkland Corridor Policies. 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.

XV.E. EVEREST NEIGHBORHOOD



- (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. Expansion of existing storage facilities along the Cross Kirkland Corridor is discouraged. As redevelopment occurs along the

XV.E. EVEREST NEIGHBORHOOD

Corridor, uses should be encouraged that will complement the use of the CKC, and provide connections to the trail that will benefit the pedestrian and bicycle users of the trail. See Land Use Element policies from the Cross Kirkland Corridor Overlay.

4. 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 Figures E-5 and E-6.

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.

5. 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.

XV.E. EVEREST NEIGHBORHOOD

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

STREETS, BICYCLE AND PEDESTRIAN CIRCULATION

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 Figures E-4, E-5 and E-6). 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 and consistent with the Transportation Master Plan.

Major pedestrian and bicycle pathways should be built through the area according to the designations shown in Figures E-5 and E-6. 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 Street lack 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.

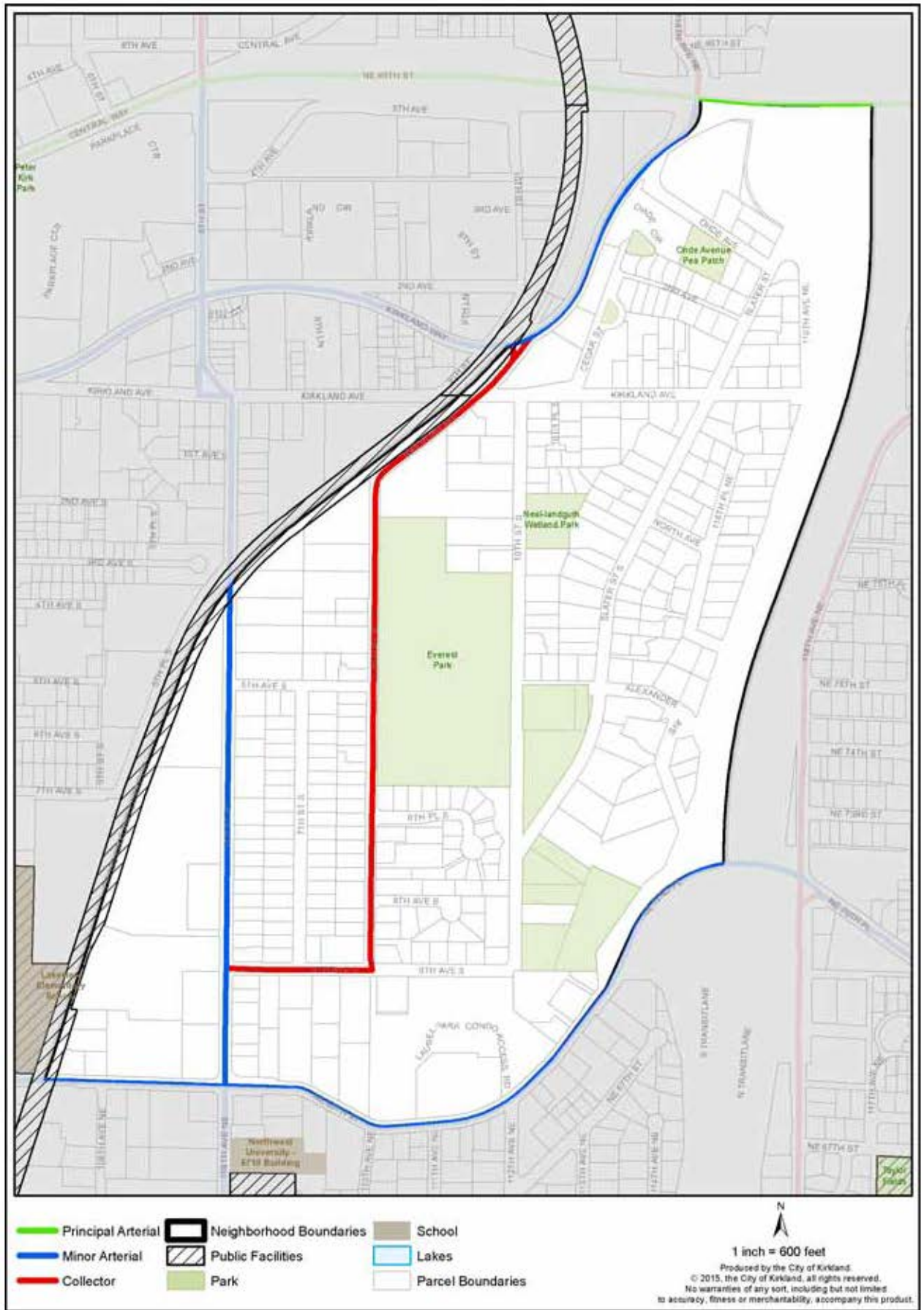


Figure E-4: Everest Street Classifications

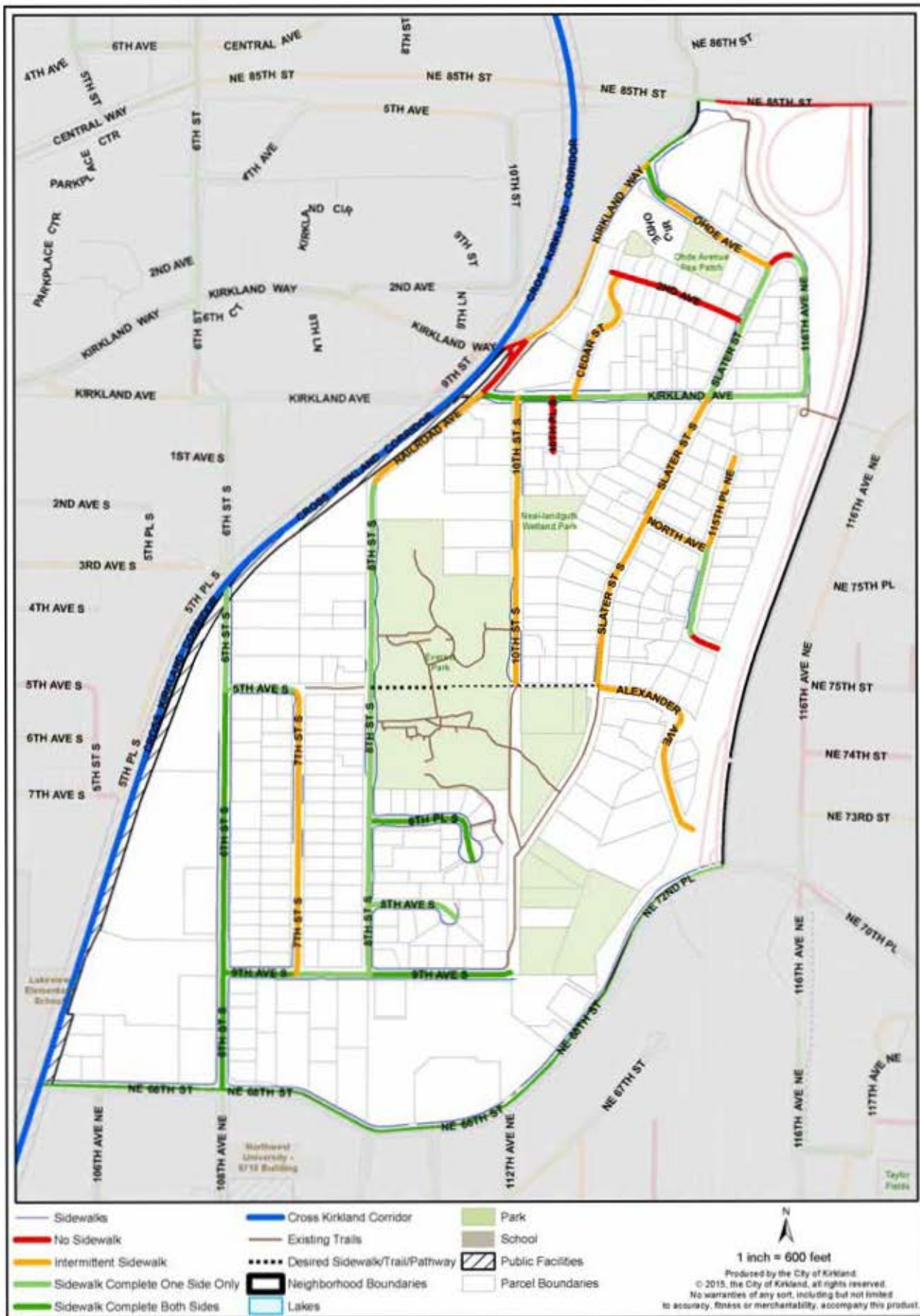


Figure E-5: Everest Street Pedestrian System



Figure E-6: Everest Bicycle System

XV.E. EVEREST NEIGHBORHOOD

- (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.

6. URBAN DESIGN

Urban design features 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-7). Everest's urban design features are shown on Figure E-7.

"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 the 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 serves as a community open space and also provides 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-5). 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-7.

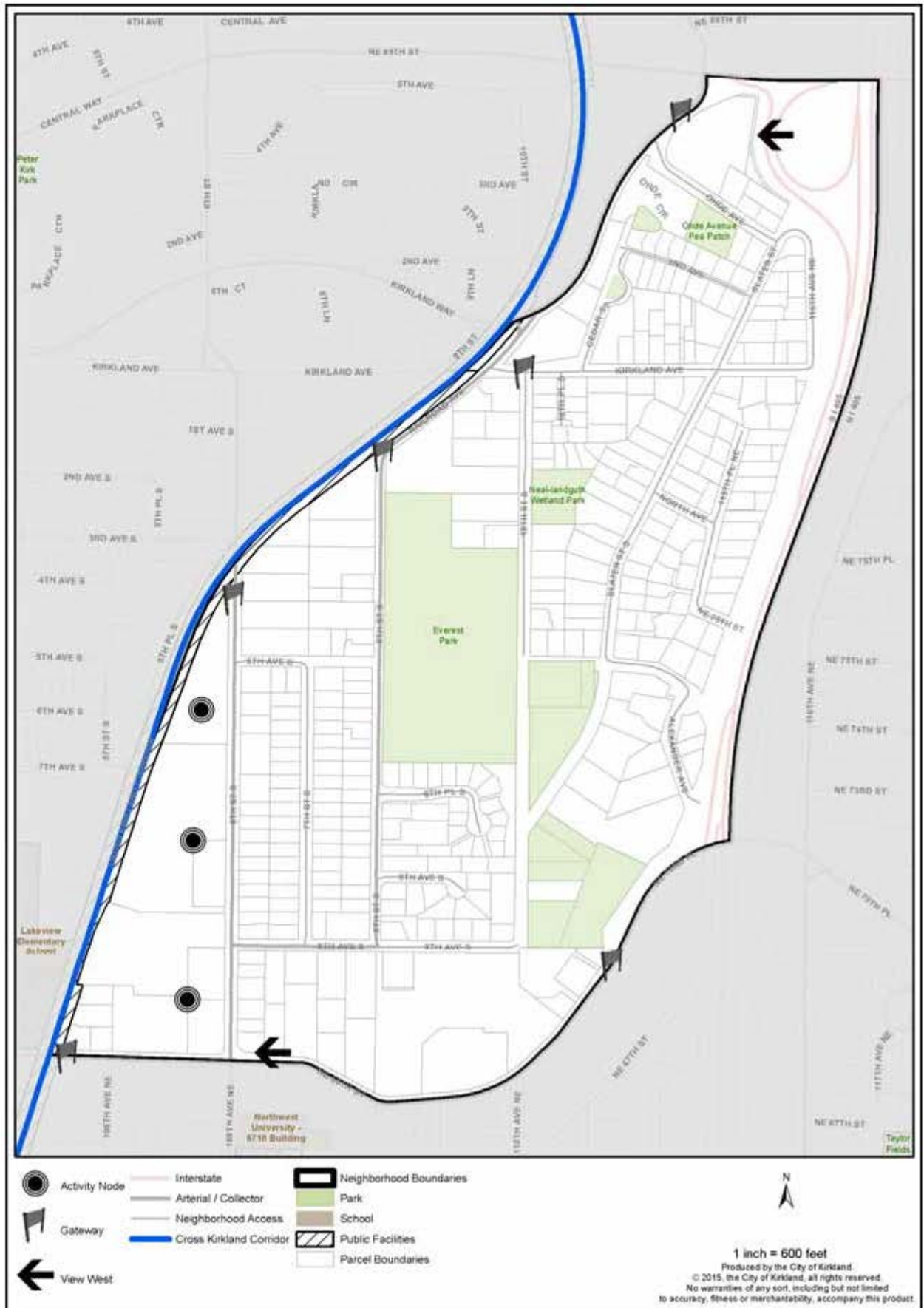


Figure E-7: Everest Urban Design Features

XV.E. EVEREST NEIGHBORHOOD

“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 photo below). 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-5).

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. Its 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.

