



City of Kirkland

EVEREST NEIGHBORHOOD PLAN



December 14, 2021

Ordinance O-4774

Acknowledgments

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The City of Kirkland Planning staff would also like to recognize the efforts of community groups and community members who gave their time and energy to bringing this neighborhood plan to life.



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CITY OF KIRKLAND LOCAL LAND ACKNOWLEDGEMENT

We acknowledge that the Southern Salish Sea region lies on the unceded and ancestral land of the Coast Salish peoples, the Duwamish, Muckleshoot, Puyallup, Skykomish, Snoqualmie, Snohomish, Suquamish and Tulalip tribes and other tribes of the Puget Sound Salish people, and that the present-day City of Kirkland is in the traditional heartland of the Lake People and the River People. We honor with gratitude the land itself, the First People – who have reserved treaty rights and continue to live here since time immemorial – and their ancestral heritage.

1. OVERVIEW

The Everest Neighborhood is bounded by the I-405 freeway on the east, the Cross Kirkland Corridor (CKC) on the west, Central Way on the north and the Houghton Everest Neighborhood Center commercial district to the south along NE 68th Street. Westerly views of the mountains and Lake Washington are visible from the eastern hillside. The neighborhood is geographically compact, centrally located and has a bit of everything from parks, residential, retail shopping and industrial uses.

2. VISION STATEMENT

The following vision statement reflects how community members envision the Everest Neighborhood in the future and will work to achieve this vision using this document as a guide.

The community values the diverse population of people who live in the neighborhood and the sense of belonging. There is a sense of community and cohesiveness. Children know each other. People who are new to the community are welcomed at neighborhood gatherings. The neighborhood is maturing gracefully and is adapting to change in an inclusive way.

Everest is unique in that it is a short walk or bike ride to Downtown, the Houghton Everest Neighborhood shopping area, the Cross Kirkland Corridor (CKC), Lake Washington, and over the freeway pedestrian bridge to the Rose Hill neighborhood and Bus Rapid Transit/Stride (BRT) transit station at NE 85th Street/I-405. The CKC provides gathering places for the neighborhood as well as pedestrian and bicycle connections to other areas of the City and regional destinations via the Eastrail Corridor. Pedestrian and bicycle mobility to these destinations has improved with the addition of missing sidewalks, bike lanes and safety improvements. Mobility within the neighborhood and connectivity to other neighborhoods is improved as redevelopment of commercial and mixed-use parcels has created more through-block connections, consolidation of driveways, and intersection and pedestrian frontage improvements.

The 6th Street South corridor is one of Kirkland's major high technology employment hubs yet continues to support diverse small businesses. This economic environment and

community partnerships have led to many community amenities that provide opportunities to play and socialize along the CKC. These public/private partnerships were instrumental in implementing the CKC Master Plan and have served as a template for trail-oriented development in other neighborhoods.

The Houghton/Everest Neighborhood Center has evolved into a thriving, pedestrian-oriented mixed-use center, with businesses that meet the retail and service needs of the community, housing that supports these businesses and residents of the neighborhood. Attractive streetscapes, vehicular and pedestrian through-block connections, landscaping, pedestrian amenities and building design create a true neighborhood center for Everest and other adjoining neighborhoods. In the northwest corner along Kirkland Way, professional offices provide a gateway to the neighborhood and jobs within close proximity of the bus rapid transit BRT/Stride station. In light industrial areas, manufacturing and high technology jobs exist, along with new creative businesses like breweries and wineries that have created neighborhood gathering places with accessory uses such as tasting rooms, small restaurants and retail.

New affordable housing in the neighborhood has been created through thoughtful infill options in lower-density parts of the neighborhood, and redevelopment of multifamily and mixed-use projects. The lower-density residential areas now provide more housing choices for various income levels with a variety of detached houses, duplexes, triplexes, cottages, and accessory dwelling units. Increasingly, new development is utilizing sustainable green building practices.

The mature, wooded hillside located in the southeast corner of the neighborhood that connects to Everest Park is preserved as park open space and provides a natural system of protected wetlands, streams, steep slopes and wildlife corridors, which lessens the visual and noise impacts of the freeway.

3. HISTORICAL CONTEXT

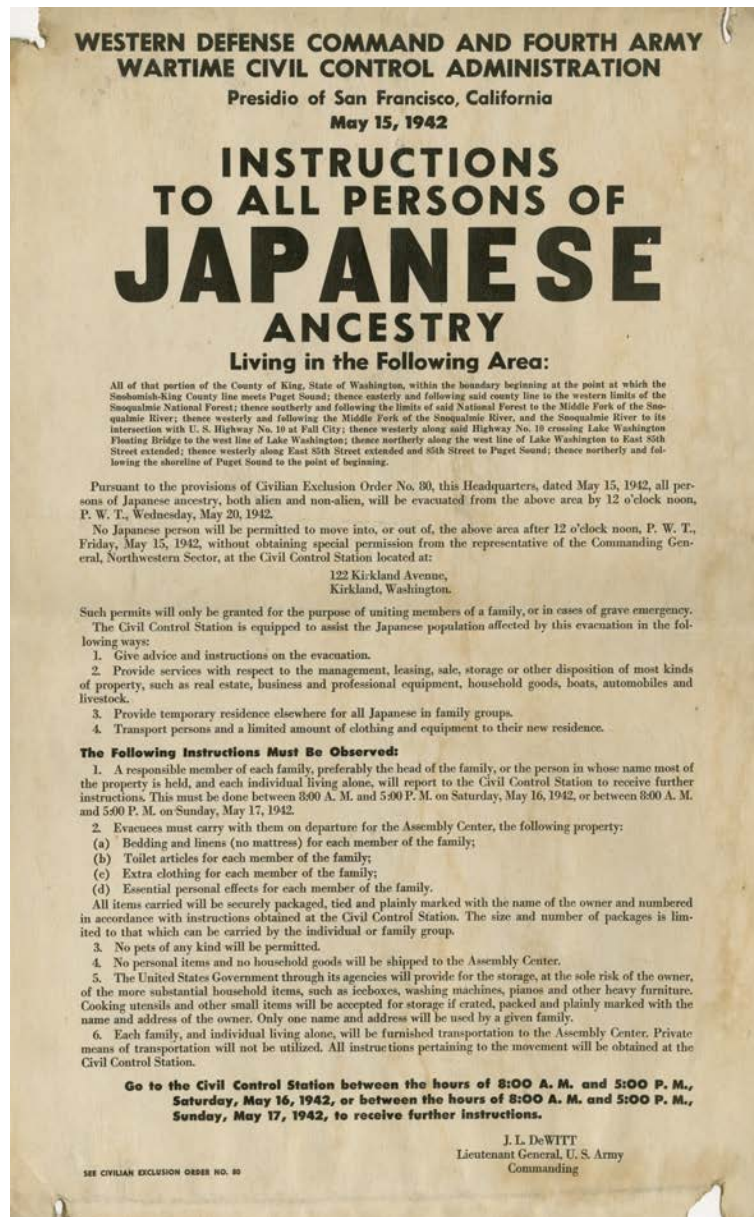
Kirkland and the Everest Neighborhood are located on the traditional land of the First Peoples of Seattle, the Duwamish People. The Duwamish Tahb-tah-byook tribe once inhabited the Lake Washington shoreline from Juanita Bay to Yarrow Bay, as described in more detail in the Community Character Chapter of the Comprehensive Plan. Lake Washington offered an abundance of riches, including wapatoes (a wetland tuber), tules, cedar roots, salmon, waterfowl, berries, deer, muskrat, beaver and otter. The 1855 Treaty of Point Elliott guaranteed hunting and fishing rights and reservations to all Tribes represented by the Native signers, including the Duwamish People. In return for the reservation and other benefits promised in the treaty by the United States government, the Duwamish People exchanged over 54,000 acres of its homeland. Today those 54,000 acres encompass much of present-day King County, including Kirkland. Unfortunately, the opening of the Lake Washington Ship Canal in the early 1900s had a detrimental effect on the Duwamish People, lowering the level of the lake, affecting wetlands, and diminishing traditional food sources.

Before the Everest neighborhood became part of Kirkland in 1949, it served as a largely agricultural area providing fresh produce, dairy products, and eggs to Seattle residents.

The Everest neighborhood was the railroad gateway to Kirkland. In the early part of the 20th century, goods and people primarily traveled over long distances either by ferry across the lake or by rail on the Lake Washington Belt Line, later the Northern Pacific rail line, along what is now the Cross Kirkland Corridor (CKC). Kirkland's rail station was in the Everest Neighborhood, on Railroad Avenue, just south of the Rotary

Central Station picnic pavilion. Vestiges of an older railroad right-of-way can be seen in the embankment in the woods directly to the east of Everest Park. This was the railroad built to serve Peter Kirk's steel mill in the late 1880s. The embankment connects to the north with what is now Slater Street, which follows the route of this first railroad. The station was torn down in the late 1960s and was replaced by a metal building that remained into the mid-1970s before being demolished. The concrete slab for the metal building now serves as the concrete foundation for the Rotary Central Station picnic pavilion.

The train station's history is also a painful reminder of the forced relocation of people of Japanese heritage living along the west coast to internment camps during World War II. According to the U.S. Government War Department, Civilian Exclusion Order No. 80 dated May 15, 1942, on May 20-21, 1942, persons of Japanese ancestry living in Kirkland and other parts of the region were required to leave all their personal property and evacuate the area via boarding the train in Kirkland to relocate to inland detention camps located elsewhere in the United States (see photo of the poster documenting the government order below).



The existing Rotary Central Station building was completed in 2020 with private and public contributions and volunteers as a tribute to the City's railroad heritage and historic station location. The Rotary Central Station pavilion contains picnic tables, illustrative signage about history in Kirkland, a train signal, old rail tracks and native vegetation along the CKC. The railroad history theme continues at the Feriton Spur Park, located a short walk

south of the Station building along the CKC, where an old train caboose has been repurposed for other uses.

Everest Park and the neighborhood are named after Harold P. Everest (1893-1967), former Chairman of the Journalism Department at the University of Washington, owner and publisher of the East Side Journal, and civic leader in Kirkland. In the 1940s,

Everest Park was the site of a housing project, called 'Project A', built to house U.S. Government wartime emergency workers at the Lake Washington Shipyards, where Carillon Point is today. Following World War II, workers left the area as shipyard work disappeared and the housing project was torn down when the residents left. The Federal government sold the land to the City for a park for fifty percent of its true value. It is believed that a few of the houses were moved to various nearby locations. The original baseball field was completed in June of 1963. Everest Park has existed for close to 65 years undergoing several changes and continuing to evolve today.

The industrial area between the CKC and 6th Street South evolved from a heavy manufacturing area to high technology and

other office uses. During World War II, a warehouse complex was built for the U.S. Navy and the shipyard adjacent to the railroad tracks in the industrial area between 6th St South and the tracks. After the war, these buildings became headquarters for a number of manufacturing companies including the Seattle Door company. Into the 1970s, Seattle Door was Kirkland's largest employer, with several hundred workers at the site. In 2006, the old buildings were torn down and the site redeveloped into the Google office complex. Through a private/public partnership with the City and a developer, Feriton Spur Park was constructed along the CKC providing amenities for the community such as public open spaces, basketball courts, tennis courts, other recreational facilities, restroom, and a community garden.



Old train station and new Rotary Central Station picnic pavilion

Policy EV-1: Preserve features and locations that reflect the neighborhood's history and heritage.

As described above, Everest has a rich history. The Rotary pavilion, which conveys the story about the old railroad depot located along the CKC, and the sign at the railroad trestle, are great examples of what can be done to provide an amenity for the community and at the same time tell the history of an area. At this time, there are no buildings, structures, sites or objects in the Everest neighborhood listed on the National and State Registers of Historic Places or designated by the City of Kirkland. The City should continue to periodically survey buildings in the neighborhood to identify and designate those of historic significance.

Policy EV-2: Provide markers and interpretive information at historic sites.

Providing markers and interpretive boards enables the community to have a link with the history of the area. Attention should be given to celebrating the neighborhood's history in an inclusive way, including helping residents and visitors understand the history of the people who lived in the area before the early pioneer settlers.

4. NATURAL ENVIRONMENT

Policy EV-3: Protect and enhance the natural environment in the Everest Neighborhood.

Environmental policies for the Everest Neighborhood Plan strive to protect and enhance the quality and function of the natural environment and protect life and property from environmental hazards. The Everest neighborhood is located within the Moss Bay drainage basin and contains multiple wetlands and streams (see Figures EV-1a-3). These natural features help maintain water quality, recharge groundwater, provide wildlife and fish habitat, and provide open space and aesthetic enjoyment. Figures EV-1a and EV-1b identify geologically hazardous areas within the Neighborhood, including slopes with moderate to high landslide susceptibility and land with potential for medium to high liquefaction during a seismic event. City regulations ensure that activity in these areas address risks and impacts associated with development.

The Neighborhood also contains several wetland areas (see Figure EV-2) that provide important water storage and surface water filtration functions, as well as providing habitat for wildlife. Many of the wetland areas are now in public ownership. City regulations ensure that activity in or near these critical areas mitigates environmental impacts associated with development.

Policy EV-4: Maintain and restore the functional integrity of streams and wetlands. Improve segments adjacent to the Cross Kirkland Corridor with native vegetation during implementation of the CKC Master Plan.

Several open streams exist in the Everest Neighborhood and continue west through the Moss Bay Neighborhood (see Figure EV-2), including Everest Creek. These streams should be preserved and maintained in their natural state or restored to a natural condition for water quality in the Moss Bay drainage basin and to provide wildlife habitat and natural open space amenities in the area.

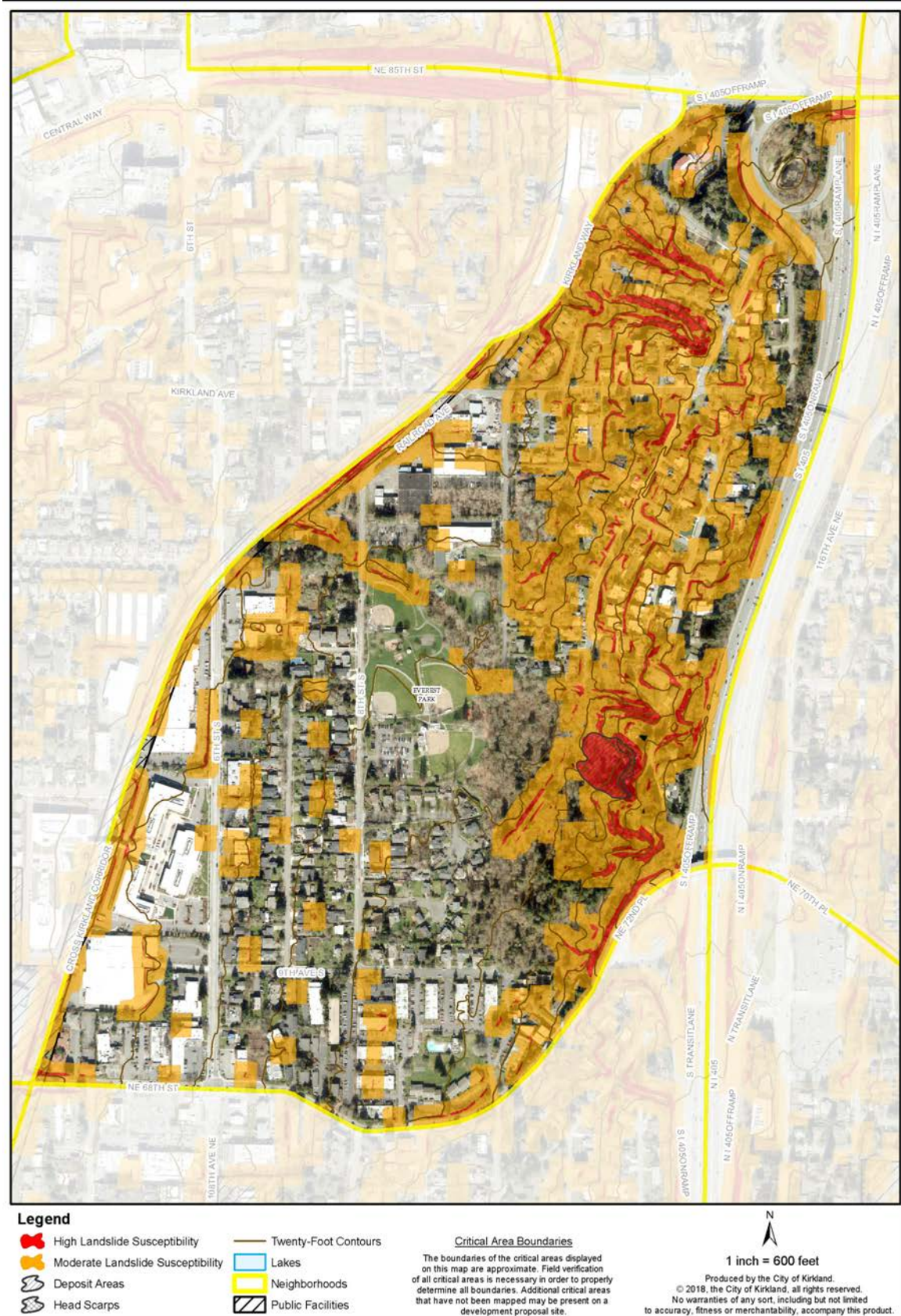


Figure EV-1a: Everest Landslide Susceptibility

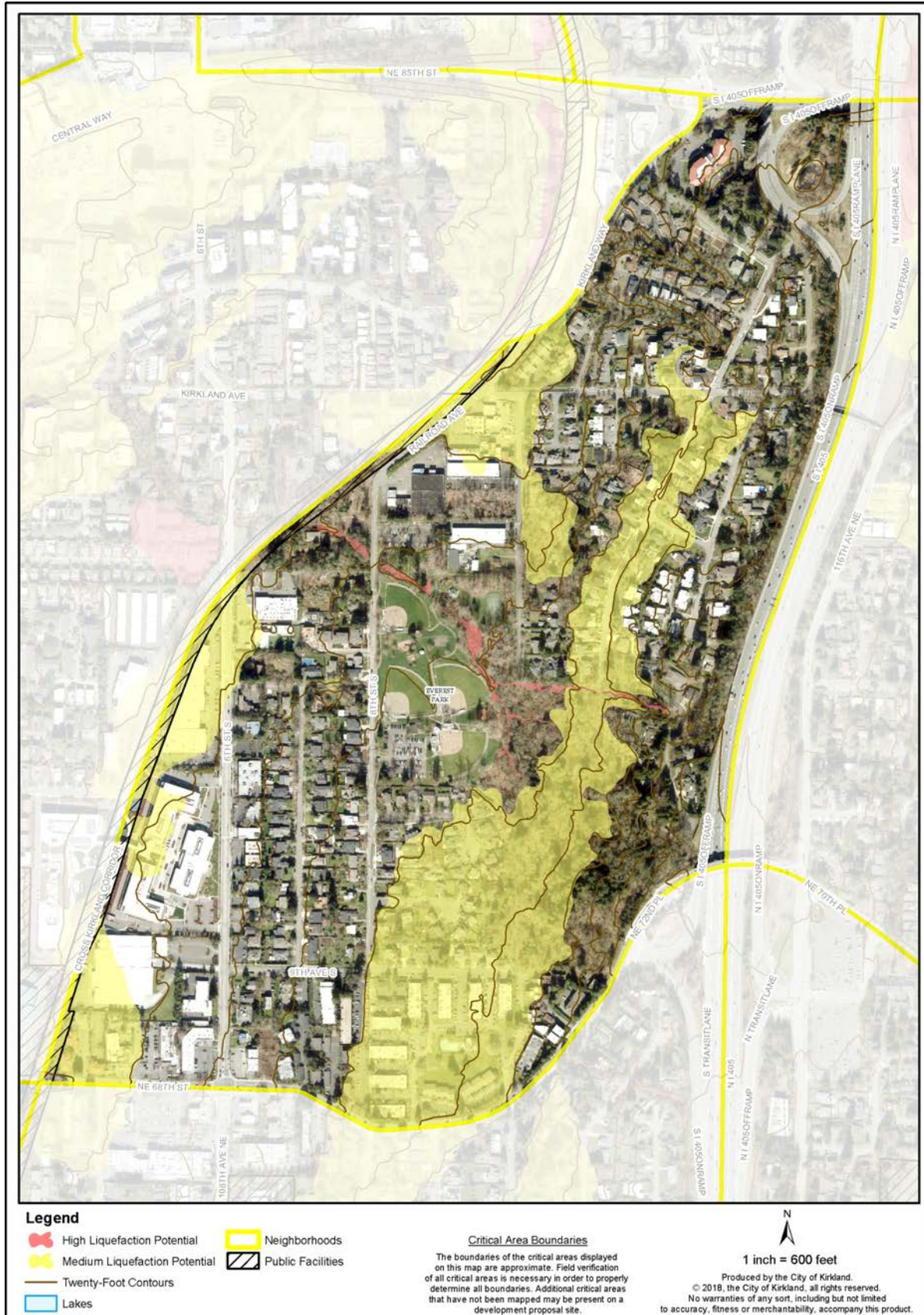


Figure EV-1b: Everest Liquefaction Potential

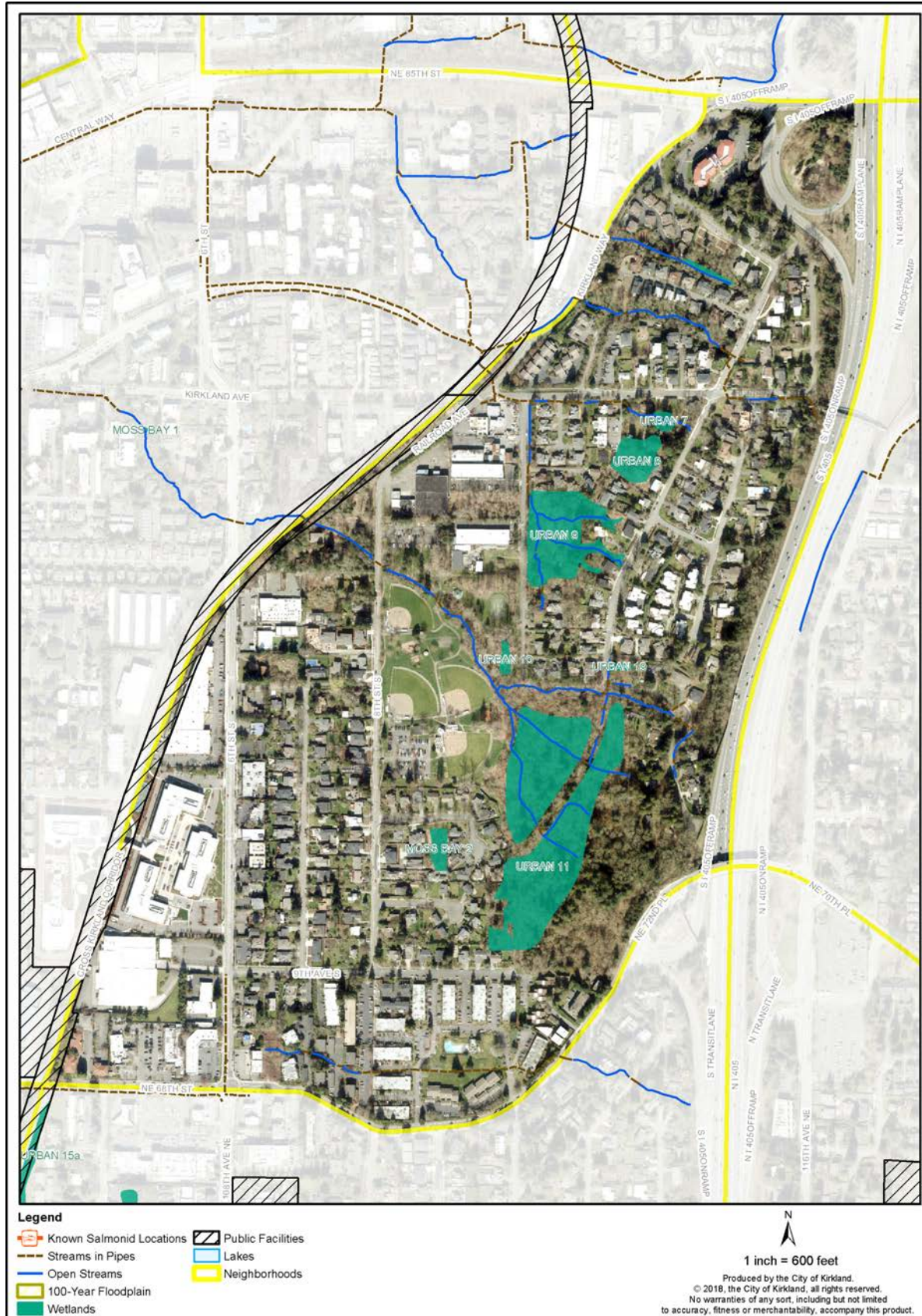


Figure EV-2: Everest Wetlands, Streams, and Lakes

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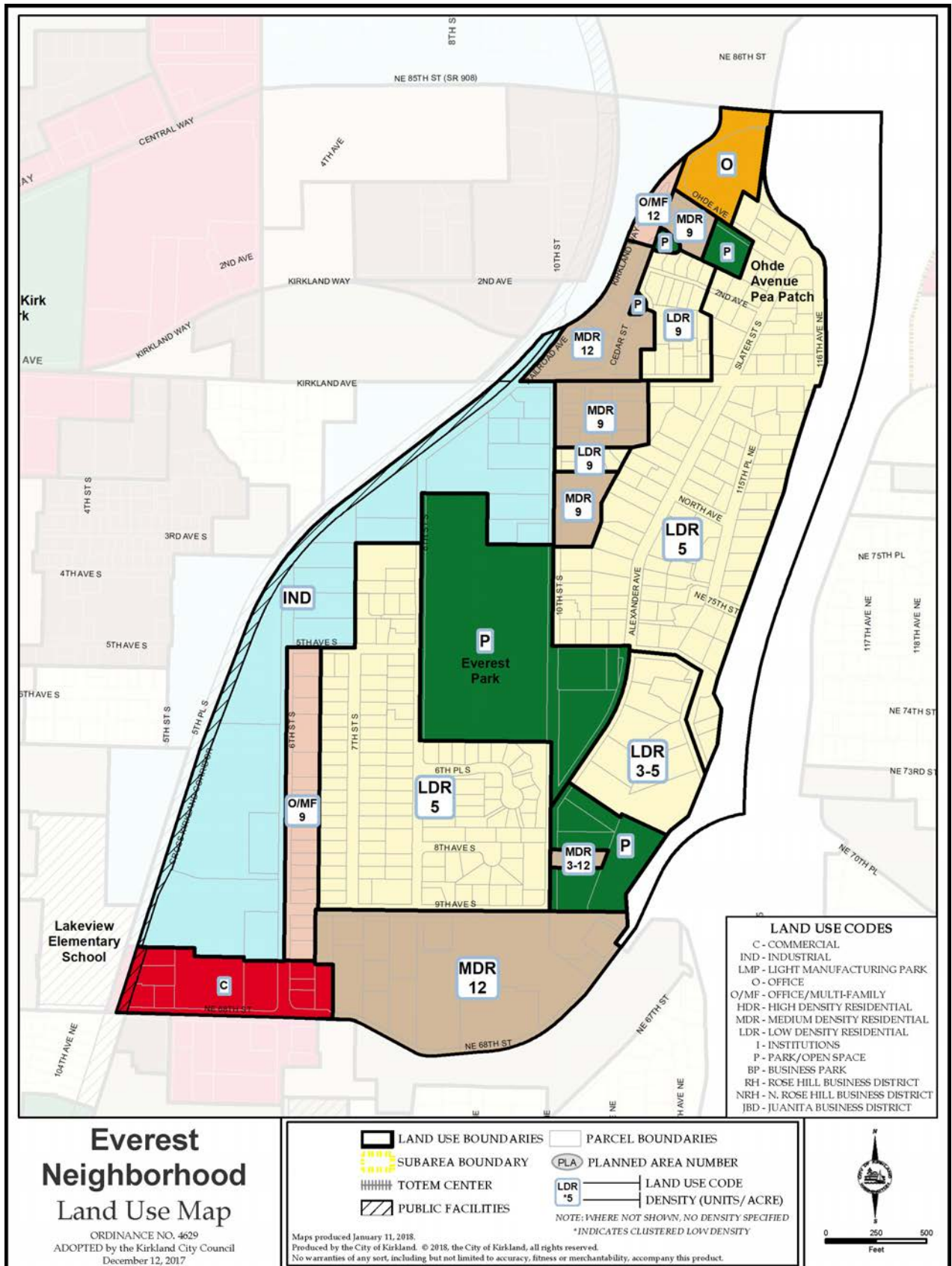


Figure EV-3: Everest Land Use

5. LAND USE

The Everest Neighborhood contains a mix of low to medium-density residential neighborhoods, light industrial technology, retail and office land uses. Portions of the Everest light industrial technology and office areas are located within the boundaries of the Greater Downtown Urban Center (see Land Use Element Figure LU-2).

Lower-density residential development is located in the central and eastern portions of the Everest Neighborhood, whereas higher-density residential development is concentrated toward the south and northeast. Light industrial and office development is clustered in the western part of the neighborhood and extends northeast along the Cross Kirkland Corridor.

Two prominent commercial landmarks are the Sierra Building at the north end of the neighborhood and the large high technology corporate campus located in the industrial/office area west of 6th Street South. The Houghton Everest Neighborhood Commercial area along NE 68th Street is a major gathering place for the neighborhood.

Specific land use designations for the Everest Neighborhood are illustrated in Figure EV-3. These designations are based on several factors including the natural environment, existing land uses, proximity to shops and services, access to transit, proximity to the freeway, traffic patterns, and other relevant concerns.

Residential

Policy EV-5: Lower-density residential areas may integrate a variety of smaller compact housing options over time.

Everest's lower-density residential areas contain many representatives of older housing stock from Kirkland's early years as a city. Increasingly these older, smaller homes are being replaced with newer, larger housing styles. As infill development continues throughout the neighborhood, incorporating smaller housing options for people at a more moderate cost is encouraged, such as accessory dwelling units, duplexes, triplexes, and cottages as allowed in all lower-density areas by the Zoning Code.

Policy EV-6: Lower-density residential designations on the hillside east of Everest Park, including missing middle housing types, should be maintained as shown on the Land Use and Zoning Maps.

The hillside in the eastern portion of the Everest Neighborhood contains a low-density residential land use designation. Vehicular access is limited, and perhaps for this reason, there is a quiet and secluded character to this residential area. Due to the constraints of limited access and critical areas of geologically hazardous slopes and water courses, the eastern portion of the Everest Neighborhood should retain its low-density residential classification south of Alexander Avenue and north of Alexander Avenue and south of Everest Park. Development should be subject to critical area and tree retention regulations contained in the Zoning Code.

Policy EV-7: Medium-density residential development is permitted where indicated and is not to spread further east.

Medium-density residential is appropriate as a transition and to lessen the visual impacts between lower-density residential to the east and industrial land use and CKC on the west. Other considerations for this medium-density designation are topography, irregular shaped lots, and circulation is challenging and limited.

Future multifamily development in this area should not extend further to the east than existing multifamily development (see Figure EV-3). Medium-density development 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, 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.

Policy EV-8: Land north of Kirkland Avenue and east of the multifamily development adjoining Cedar Street is appropriate for medium-density development if designed to minimize impacts to slopes.

This area contains steep sloped ravine with surface water and soils susceptible to high landslides. Development should mitigate potential impacts to the ravine with geotechnical recommendations and design approaches such as coordinated layout of parcels, aggregating parcels, clustering of structures, reduced building footprints,

maximizing tree and vegetation retention, and consolidation of shared vehicle and pedestrian access from Kirkland Avenue.

Policy EV-9: Medium-density development along NE 68th Street and east of 6th Street South 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 and 6th Street South. South of 9th Avenue South most land is developed with condominiums or apartments. This area is in close proximity to shops, services and transit. To encourage increasing affordable housing in this area, future redevelopment of multifamily uses in this area is encouraged to be built to maximum permitted densities.

Commercial

Policy EV-10: A plan for future development of the Houghton/Everest Neighborhood Center should help create a mixed-use neighborhood center that provides goods and services to the local community and should be coordinated with the Central Houghton Neighborhood.

The Land Use Element designates the Houghton/Everest Neighborhood Center as a commercial and mixed-use area. It spans the north and south sides of NE 68th Street and includes property on the east side of 6th Street and 108th Avenue NE. The Houghton/Everest Neighborhood Center located on the north side of NE 68th Street is located within the Everest Neighborhood. The Neighborhood Center should serve the needs for goods and services of the local community. Uses within

the Neighborhood Center may include retail, restaurants, office, service businesses and housing, with grocery and drug stores a high priority anchor to serve the everyday needs of the community. Housing provides the opportunity for people to live close to shops, services, employment, transit and the Cross Kirkland Corridor. Redevelopment plans for properties on the west side of 6th Street South/108th Avenue should promote a coordinated strategy for redevelopment of the Neighborhood Center on both sides of NE 68th Street.

The following principles should be incorporated into development plans and standards for the area:

- Preserve and enhance neighborhood-serving retail, especially grocery stores;
- Promote a mix of complementary uses;
- Promote high quality design by establishing building, site and pedestrian design standards and guidelines;
- Foster walkable neighborhoods and increased transit service;
- Integrate affordable housing where possible;
- Create gathering places and opportunities for social interaction.

Properties along 6th Street South, 108th Avenue NE and NE 68th Street are impacted by heavy traffic volumes. Future redevelopment and transportation improvements should incorporate the recommendations from the 6th Street Corridor Transportation Study. A new east/west connection from 106th Avenue NE through the Neighborhood Center should also be considered.

Properties to the east of 6th Street South should be encouraged to develop together with joint access off of 6th Street South.

Building heights should be allowed to step up to three stories if certain retail uses that primarily serve the neighborhood are provided. Careful attention should be given through the design review process to pedestrian orientation, building modulation, upper story setbacks, and use of materials to reduce the appearance of bulk and mass.

With regard to building height, an additional two stories (five stories maximum) may be authorized by a Master Plan, which is approved by the City Council after full legislative process with opportunities for public participation. The Master Plan should include the following:

- Provision for traffic mitigation as recommended in the 6th Street Corridor Transportation Study;
- Consolidation of the property on the northwest corner of NE 68th Street and 6th Street South and property or properties west of the corner property;
- Compliance with the principles outlined above for development in this commercial area; and
- A circulation plan and a driveway consolidation plan for the Everest portion of the Houghton/Everest Neighborhood Center north of NE 68th Street.

The Zoning Map designates this area on the north side of NE 68th Street as HENC 1 and HENC 3 zone. See the Zoning Code for allowed uses and development regulations, and the Design Guidelines for Pedestrian Oriented Development, which provide the design guidelines for future redevelopment of the HENC zones.

Policy EV-11: Promote land uses west of 6th Street South and along the Cross Kirkland Corridor that minimize neighborhood impacts and enhance the multi-use corridor.

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 (CKC) to Kirkland Avenue (see Figure EV-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 including small retail, eating, drinking establishments or recreational uses. See Land Use Element for Cross Kirkland Corridor Policies, and the CKC Master Plan and Zoning Code for development standards for uses adjoining the CKC.

Further development in the industrial zones, however, should be subject to the following standards in order to minimize impacts on residential uses and 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 should be oriented away from residential uses

and should 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) Adequate fencing, landscaping, and/or other visual screening should be provided between residential uses and adjacent industrial developments and their related parking.

Policy EV-12: Professional office and medium-density residential uses permitted east of 6th Street South.

Land along the east side of 6th Street South north of the HENC area is suitable for a variety of professional office and medium-density residential uses as a transition to the low-density residential area to the east and industrial-high technology area on the west side of 6th Street South. 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.

Policy EV-13: Provide effective transitions between lower-density residential 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 lower-density residential neighborhoods using means such as landscape buffers, tree retention, high-quality design elements, adequate parking, and low lighting and noise levels.

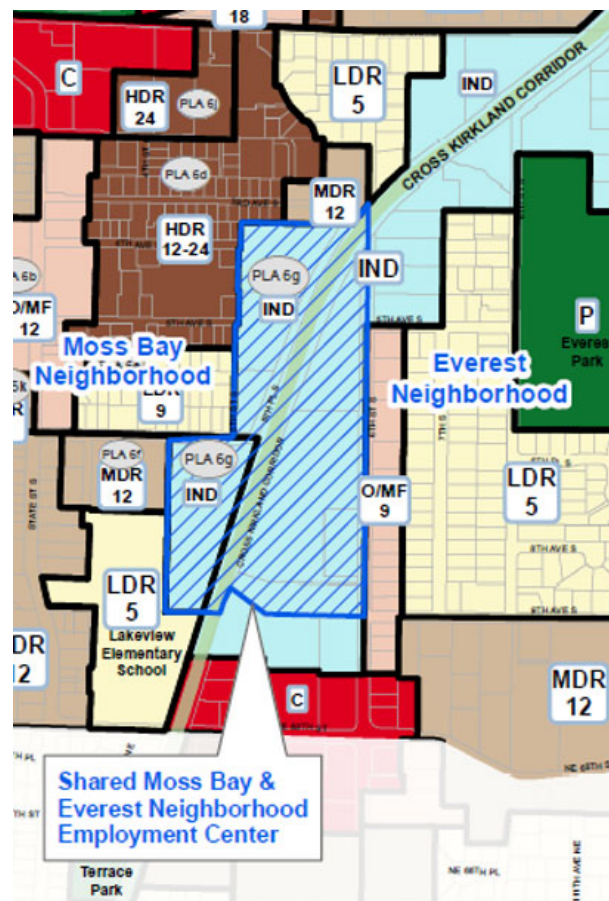
Policy EV-14: Support transit-oriented development around the I-405/NE 85th Street Bus Rapid Transit (BRT/Stride) Station.

Land use changes and supportive infrastructure improvements in the southwest quadrant of the interchange should be pursued to locate additional jobs near the BRT/Stride Station and achieve the transit-oriented development goals of the future Station Area Plan.

Policy EV-15: For portions of the Everest Neighborhood located within the Greater Downtown Urban Center and pending Regional Center, provide housing, employment, open space amenities, and multi-modal connections that support the vision and policies of the Greater Downtown Urban Center/Regional Center.

Portions of the Everest Neighborhood are included within boundaries of the Greater Downtown Urban Center designated by King County Countywide Planning Policies. For purposes of the pending Regional Center designation by Puget Sound Regional Council, the shared Moss Bay and Everest

Neighborhood employment center is a subarea that contains a large corporate technology campus that spans both the Moss Bay and Everest neighborhoods and is proposed for inclusion in the Regional Center as a way to recognize the significance of the employment and transportation needs of this subarea (see map below and Land Use Element Figure LU-2). Because of the close proximity to the Urban Center/Regional Center, the shared employment center within the Moss Bay and Everest neighborhoods can optimize employment and housing opportunities, open space and recreational amenities within walking distance, and provide multi-modal connections to and from the area via the CKC, transit, the NE 85th Street BRT/Stride Station.



6. TRANSPORTATION

The circulation pattern in the Everest Neighborhood is well established, but new pedestrian and bike connections to the BRT/Stride station and CKC are needed to more sustainably connect the neighborhood to regional destinations (see Figures EV-4, EV-5, and EV-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.

Streets

Policy EV-16: Improve vehicular circulation patterns and proportionately distribute traffic on surrounding streets.

Vehicle traffic from larger employers and pass through traffic during commute times can result in congested streets for residents wanting to travel within or to other parts of the city. Future modifications to circulation patterns in the Everest Neighborhood should conform to the following provisions. See also Figure T-28, Citywide Connections in the Transportation Chapter for potential vehicle and pedestrian connections:

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

Industrial access should be directed towards the nearest arterial street capable of handling the traffic regardless of which neighborhood it is in. (see Figure EV-4).

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

Although Kirkland Way presently accommodates a significant amount of traffic, this route poses several problems. The street is too narrow for pedestrians and bicyclists to pass safely under the bridge due to the abutments. Signs and other safety measures continue to be installed to warn trucks of the low clearance. Numerous truck accidents have occurred in the vicinity of the Cross Kirkland Corridor bridge (old railroad crossing) because of the low clearance height for trucks. The City should continue to find ways to solve these mobility problems.

- (3) Portions of 10th Street South are to remain unopened to vehicular traffic.

Critical areas are present southeast of Everest Park and therefore, 10th Street South, south of Slater Avenue South should be maintained and improved as a route for nonmotorized use.

- (4) Implement the recommendations of the 6th Street Corridor Study.
- (5) Add an east/west through block vehicle and pedestrian connection in HENC 1 when redevelopment of parcels occurs (see Land Use section above and Zoning Code) to better distribute increased traffic.
- (6) Support transportation measures that will reduce vehicle commuter or pass-through traffic through the neighborhood.

Pedestrian and Bicycle Circulation

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 and Rose Hill Neighborhoods (see Figure E-5). Connections to the Cross Kirkland Corridor provide a major pedestrian and bicycle route connecting the neighborhood to other City and regional destinations.

The major pedestrian routes by which the majority of residents enter and traverse this neighborhood are Kirkland Avenue, Kirkland Way, 116th Avenue NE, pedestrian freeway overpass, 6th Street South, and the Cross Kirkland Corridor. The majority of the neighborhood's commercial developments are located along these routes, and it is along these routes that impressions of neighborhood character are formed. These routes should continue to be maintained.

Policy EV-17: Maintain and enhance the pedestrian/bicycle circulation system in the neighborhood by providing improvements for pedestrians and bicycles according to Figure EV-5, the Transportation Element, and consistent with the Transportation Master Plan and future NE 85th Street/I-405 Station Area Plan.

Major pedestrian and bicycle pathways should be built through the area according to the designations shown in Figures EV-5, EV-6, T-28 Citywide Connections Map, T-19 Bicycle Network Map, and Policy T-2.3, Greenways, in the Transportation Element. Priority pedestrian and bicycle connections include:

- From the north end of Slater Street to the BRT/Stride Station and pedestrian freeway bridge.
- Unopened segments of 10th Street South, Alexander Avenue, and Slater Avenue South contain unimproved pathways that provide important pedestrian connections through the neighborhood. These pathways should be improved in a manner sensitive to the surrounding critical areas while promoting access for additional users.
- Kirkland Way lacks sidewalks and bicycle lanes. The City should pursue funding for sidewalk and bicycle improvements along the street to improve nonmotorized access to Downtown, the BRT/Stride Station, and Rose Hill.
- Portions of Kirkland Avenue have missing sections of sidewalks that impairs access to the CKC, to Downtown, and Lake Washington. Kirkland Avenue is designated as a Greenway in Transportation Element Policy T-2.3. The City should pursue funding sections of missing sidewalks and bicycle infrastructure along the street to complete the pedestrian and bicycle network to these key activity areas of the city.
- Pedestrian and bicycle 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.

Policy EV-18: Support development of the Cross Kirkland Corridor as a multi-use corridor for pedestrians and bicycles and increase access points along the corridor.

The Cross Kirkland Corridor provides an opportunity for a bicycle, pedestrian and high-capacity transit corridor. With development, public access easements should be provided for properties adjacent to the Cross Kirkland Corridor consistent with City regulations, and the CKC Master Plan.

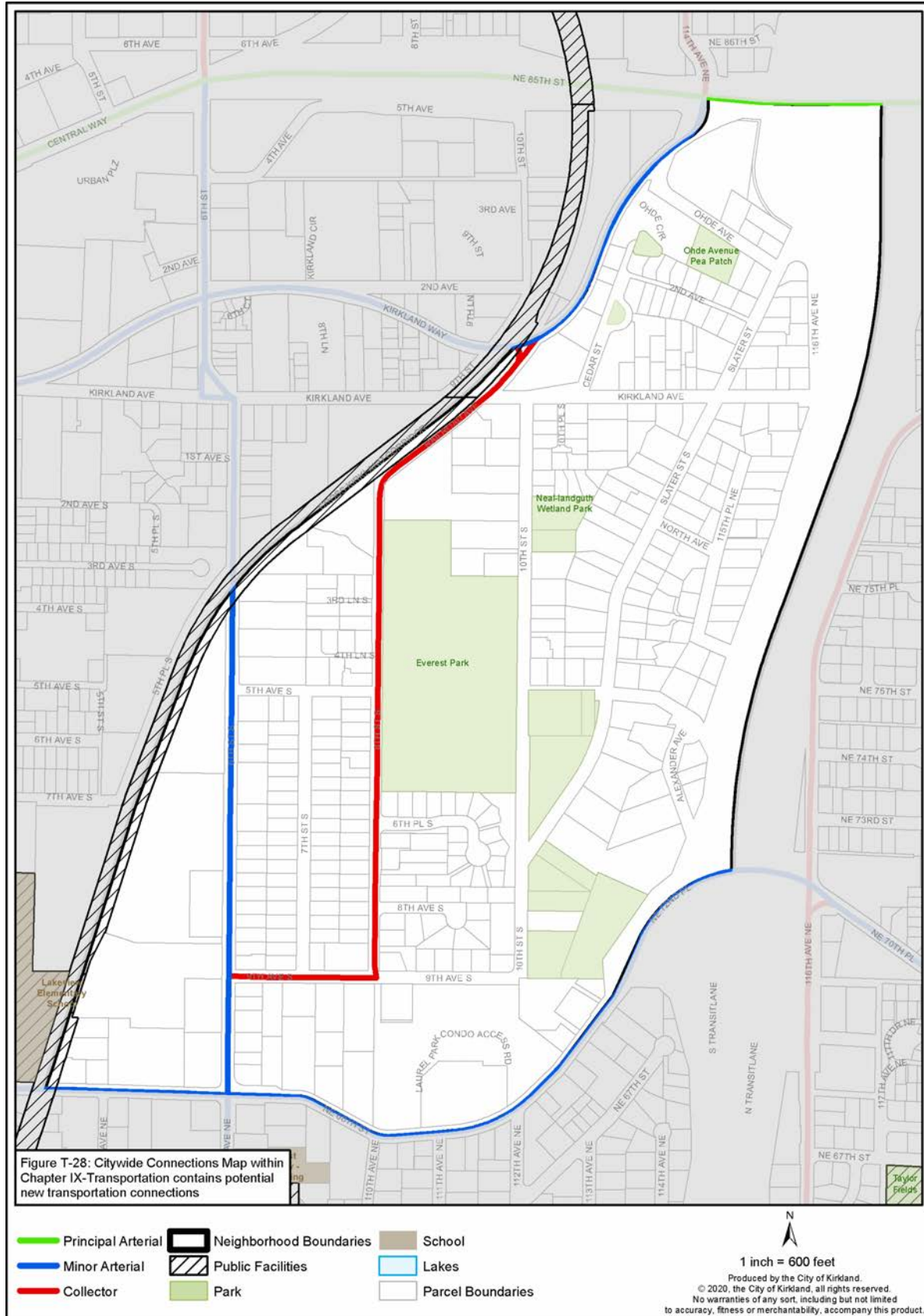


Figure EV-4: Everest Street Classifications

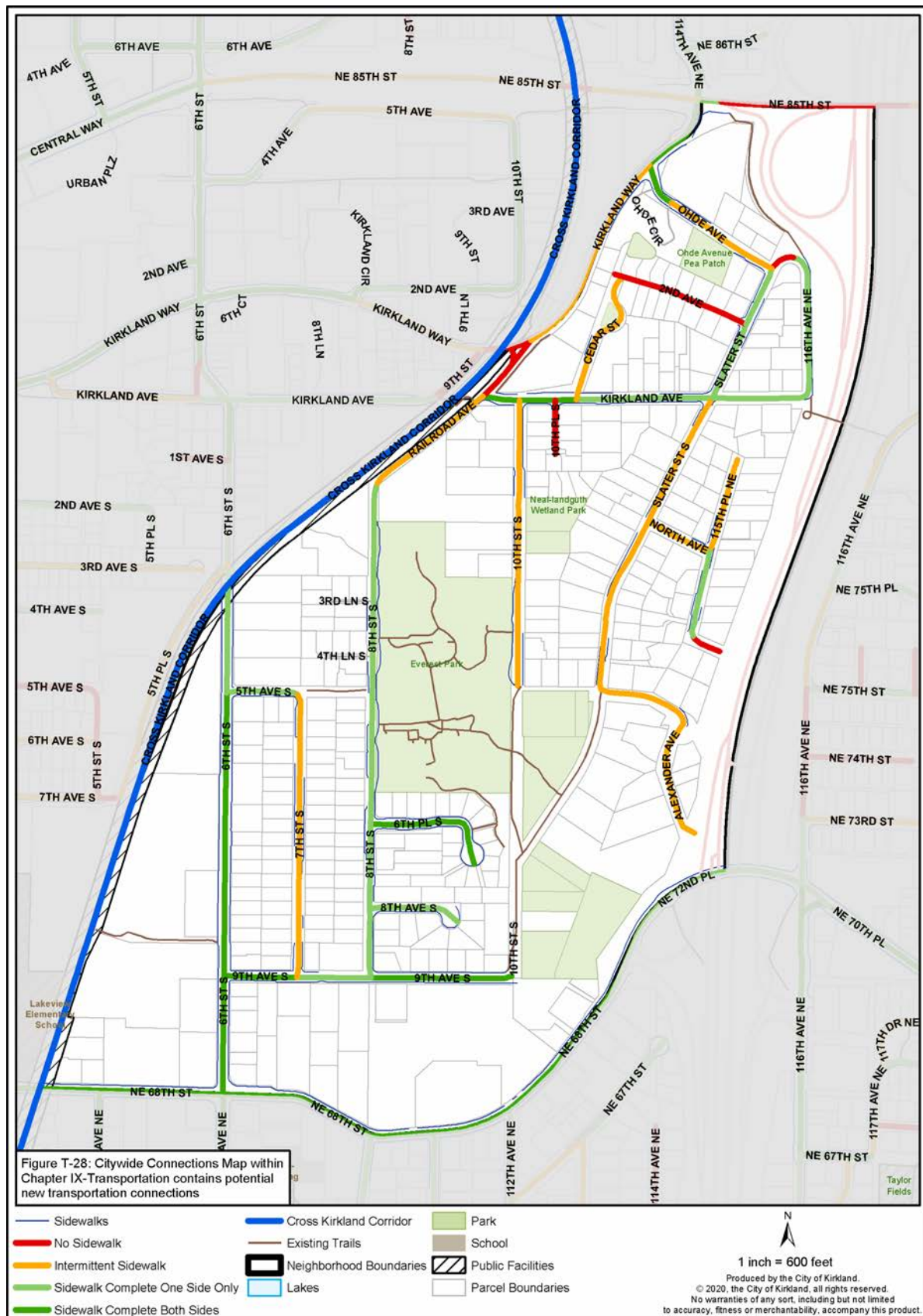


Figure EV-5: Everest Street Pedestrian System

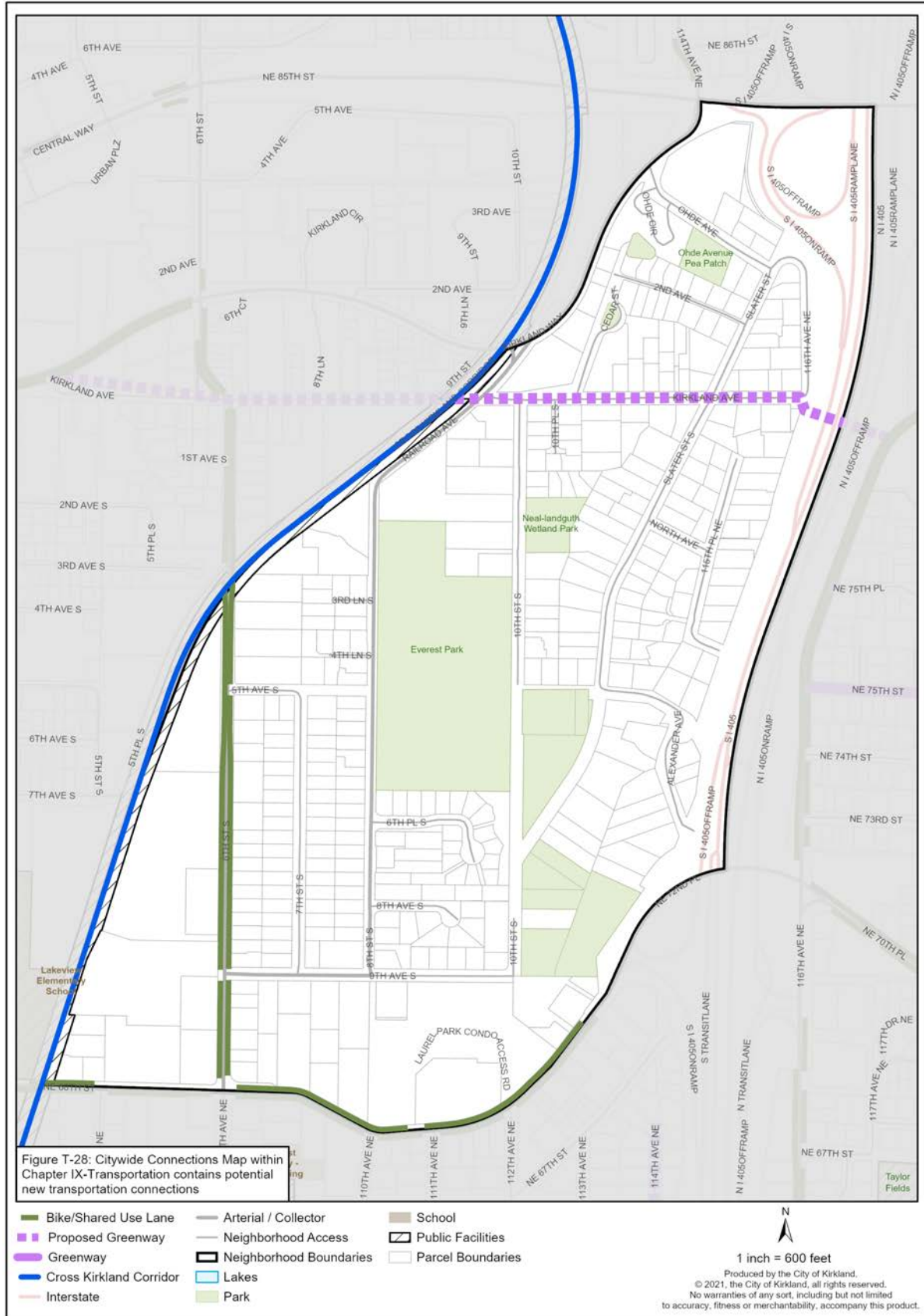


Figure EV-6: Everest Bicycle System

7. OPEN SPACE/PARKS

The Everest neighborhood contains several parks and open space offering opportunities for recreation, places to gather, and natural areas including Everest Park and its natural areas, Ohde Avenue Pea Patch Garden, the Rotary Central Station Pavilion and Feriton Spur Park located along the CKC. Planned enhancements and recreational activities within the parks are contained in the citywide Parks, Recreation and Open Space (PROS) Element and (PROS) Plan.

Policy EV-19: Enhance Everest Park facilities and open space.

Everest Park is a 23-acre community park featuring community youth playfields, playground, picnicking areas, natural 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. The natural area in Everest Park is over 13 acres and includes wetland, forest and stream habitat. Kirkland's Green Partnership program continues to provide upland and riparian plant restoration activities as part of the ongoing stewardship program under the City of Kirkland 20 Year Forest and Natural Area Restoration Plan. 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 EV-5 and EV-6.

Policy EV-20: Foster the public open space view corridors to Lake Washington, Seattle, and the Olympic Mountains from public rights-of-way and parks.

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).

Examples of where these visual amenities are located are described below:

- A view of the Olympics and Lake Washington is at NE 68th Street at the intersection of 6th Street South. 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 EV-5).

- The NE 70th Street overpass of I-405 serves as a pedestrian pathway connecting the Everest and Bridle Trails Neighborhoods. It constitutes a gateway to these neighborhoods from the Interstate. In addition to the pedestrian connection it provides to the east side of I-405, the overpass provides a territorial view of Evergreen Point, the floating bridge, Madison Park, the Seattle Central Business District, and even the Space Needle.

Policy EV-21: 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.