



CITY OF KIRKLAND

Planning and Building Department
123 5th Avenue, Kirkland, WA 98033
425-587-3600

MEMORANDUM

To: Planning Commission

From: Adam Weinstein, Director, Planning and Building
Jeremy McMahan, Deputy Director, Planning and Building
Janice Swenson, Senior Planner
David Barnes, Senior Planner

Date: September 16, 2021

Subject: Public Hearing for Moss Bay and Everest Neighborhood Plan Updates,
File: CAM21-00072 #4

Staff Recommendation

The Planning Commission should conduct a public hearing to receive public comments on the revised Moss Bay and Everest Neighborhood Plan chapters of the Comprehensive Plan, enclosed in Attachments 1-2. Following the public hearing, the Planning Commission should deliberate on a recommendation to forward to City Council for a briefing scheduled for November 3, 2021 and adoption in December.

Background

Neighborhood Plans are updated on a cyclical basis, with the goal of updating the plans approximately every 8 years. The City uses the [Neighborhood Plan Framework document](#) as a guide for the update process.

On August 26, 2021, the Planning Commission held a study session on the first drafts of each plan as developed by staff and the respective working groups, which incorporated comments received from the community outreach process (see outreach summary discussion below).. The study session [meeting packet](#) describes in more detail public outreach activities, the key issues of interest to each neighborhood, and the differences between the existing and proposed first drafts of the neighborhood plans.

At the study session, the Planning Commission reviewed the first drafts of each plan and provided comments for staff to incorporate into the revised drafts for consideration at a public hearing (enclosed and described below).

Differences Between Existing Adopted and Proposed Draft Plans

The staff report for the August study session provides more detail about the key issues that were brought up in each neighborhood for the development of the first draft plans. This section below provides a summary of the changes between the proposed first draft plans and comments received from the Planning Commission study session in August; **staff's response is reflected in the second draft plans included in Attachments 1-2.**

Moss Bay Neighborhood Draft Plan Changes (Attachment 1)

For Moss Bay, the draft plan is presented as a new plan due to the major reconstruction and the addition of many new policies. Therefore, the text in the Moss Bay Neighborhood Plan is not shown in tracked changes. All comments received from the Planning Commission from the August 26th meeting are identified below along with a staff response. Changes based on Planning Commission feedback are imbedded in the draft plan. In addition, staff met with the Moss Bay Working Group on September 9 for their comments on the draft plan. Their comments are also addressed below and in the draft plan.

Planning Commission comments on the first draft of the Moss Bay Neighborhood plan and staff response:

- Add some more detail in policy discussion regarding housing equity for senior housing.

Staff Response:

Staff added the contextual language to support policy MB-8 to include supporting affordable housing for all segments of the community (including seniors) as referenced in the Comprehensive Plan.

- CKC to Bellevue is a fast bike ride, so promoting connections from Moss Bay (and Everest) to the CKC is important as a means to access the regional light rail system in Bellevue.

Staff Response:

Staff added supporting language to Policy MB-28 to make it clearer that the CKC provides a convenient connection to regional light rail.

- Bike lanes in Moss Bay are not complete and peter out around intersections

Staff Response:

Staff added contextual language to Policy MB-26 to make it clear that bicycle lanes needs to be a priority to safely connect riders through intersections. However, Transportation staff notes that while the City strives to maintain continuous bicycle lanes at intersections, the lack of available space and purchasing additional right of way (or whole parcels) adds significant costs to projects and hinders this goal

- Revise MB-24 or MB-27 to include increasing width of sidewalks (especially along Lake Washington BLVD)

Staff Response:

Staff revised Policy MB-24 to add sidewalk widening language and supporting text.

- Add additional language about the potential for expanding home occupations in neighborhoods within the context of Citywide policies

Staff Response:

Staff added language to Policy MB-17 noting that this is also part of a larger city-wide effort consistent with Economic Development Policy ED-1.7.

- Park-to-park connections for pedestrians and bikes is an important concept

Staff Response:

This concept is addressed in the general elements of the Comprehensive Plan, including Goal T-5 of the **City's Transportation** Element, which states: Create a **transportation system that is united with Kirkland's land use plan. Greenways**, on-street bike lanes and sidewalks are options that can help make these connections between land uses which includes parks.

- Support shared ride services in downtown and other areas of need by creating staging areas for waiting and pick up of people.

Staff Response:

Staff added supporting language under Policy MB-15.

- For Policy MB-17, the plan should not include density minimums beyond what is economically feasible

Staff Response:

Staff added **the term "explore"** in Policy MB-17 to ensure that future code amendments consider issues such as economic feasibility.

In addition to the changes discussed above and those responding to Working Group discussions, Staff added four new draft policies and supportive text as described below:

1. MB-7 and descriptive text for to support the Greater Downtown Urban Center and the pending Regional Center designation.
2. MB-XX and descriptive text to support the inclusion of the Google Campus (6th Street) as part of this Plan and to connect it to the Regional Center.
3. MB-X and descriptive text to support Arts and Culture in the downtown area.
4. Policy MB-35 and descriptive text added to consider a plan to expand the Marina.

Everest Neighborhood Draft Plan Changes (Attachment 2)

For the Everest neighborhood plan, the changes in text are shown track changes in Attachment 2. The Planning Commission was supportive of the first draft of the Everest Neighborhood plan and had no edits. Staff has drafted and revised the following policies since the study session:

- Staff received a comment from Dave Aubry, Chair of the Everest Neighborhood Association and Working Group member, who suggested we use another term than **"white settlement" in the Plan** in the Historical Context section because there were likely people living in the early development of the neighborhood who were non-white. Staff appreciates this attention to the words used in the neighborhood plan to be written to be inclusive of all people. Staff revised Policy EV-2 to read *"people who lived in the area before the early pioneer settlers"*.
- Staff added a new draft Policy EV- 15 and descriptive text for areas of the Everest Neighborhood that are located in the Greater Downtown Urban Center and pending Regional Center designation. The intent is that the SRM/Google Campus can be recognized as a cohesive employment center in the Puget Sound Regional Center designation without necessitating a change to the neighborhood boundaries between Moss Bay and Everest.

Public Outreach Activities and Public Comments

Attachment 3 of the August 26 Planning Commission meeting packet includes a list of all the public outreach activities conducted since January 2021 including: creating project webpages, mailing postcards to all owners and tenants, emailing announcements to inform the public about the process, establishing two working groups, conducting two online workshops, conducting an online survey, conducting a second survey directed toward renters in the Moss Bay neighborhood, attending neighborhood association meetings, installing public notice boards in the neighborhoods, and attending the Kirkland Wednesday Market. The summary documents for the workshops and surveys are included on the [Moss Bay project webpage](#) and the [Everest project webpage](#). Public comments on the draft plans received prior to the public hearing are included in Attachment 4 of this packet. The majority of the comments reflect concerns about changing the Everest neighborhood boundaries. Staff will forward any additional comments received between packet distribution and the hearing.

Criteria for amending the Comprehensive Plan

KZC Section 140.30 lists the criteria that must be met to amend the Comprehensive Plan:

1. The amendment must be consistent with the Growth Management Act.
2. The amendment must be consistent with the countywide planning policies.
3. The amendment must not be in conflict with other goals, policies, and provisions of the Kirkland Comprehensive Plan.

4. The amendment will result in long-term benefits to the community as a whole and is in the best interest of the community.

Staff Conclusions

The proposed amendments to the Comprehensive Plan for the revised Moss Bay and Everest Neighborhood Plans are consistent with the above criteria, the Growth Management Act and Countywide Planning Policies. The proposed neighborhood plan policies are consistent with the general elements of the Comprehensive Plan, and would foster diverse housing, a complete transportation network, and vibrant commercial corridors. The proposed amendments bear a substantial relation to the public health, safety, and welfare to the residents of Kirkland and are in the interest of the specific neighborhoods as well as the broader Kirkland community.

Compliance with State Environmental Policy Act- Environmental Review
A SEPA addendum to the City of Kirkland 2015 Comprehensive Plan Update Draft and Final Environmental Impact Statement will be issued on the draft Everest Neighborhood Plan prior to the public hearing and will be available in the official file in the Planning and Building Department. The SEPA Addendum compares the difference in impacts between the existing and revised Neighborhood Plan policies and concludes that the updated plan would not result in new impacts beyond those identified in the Comprehensive Plan Environmental Impact Statement.

A SEPA Determination will be issued on the draft Moss Bay Neighborhood Plan prior to the public hearing and will be contained in the official file in the Planning and Building Department. The SEPA Determination compares the impacts between the existing and revised Neighborhood Plan policies and analyzes whether not the updated plan would result in any new impacts beyond those identified in the Comprehensive Plan Environmental Impact Statement.

Submittal of draft plans to the Department of Commerce
Under RCW 36.70A.106, the City is required to submit a Notice of Intent to Adopt along with the Draft Plans and any amendments to development regulations to the Washington Department of Commerce (DOC) at least sixty days prior to final adoption. DOC reviews the draft plans to confirm that they are consistent with the GMA, and with multi-regional and region planning policies. The City will submit the Intent to Adopt form and the Draft Plans to meet the 60-day DOC deadline.

Equity Impact Review

An equity assessment typically considers how projects or plans relate to equity and inclusion along the following markers of differences:

- Race or ethnicity
- Gender and gender identity
- Disability
- Age

- Sexual orientation
- Religion, faith or belief
- Socio-economic factors

An assessment considers whether any groups might be negatively impacted by a project, whether there are issues of access for some groups, and how a project might positively impact equity and inclusion. Consideration is given both to the process and outcomes associated with the project.

Relative to the City's effort to conduct and equitable and inclusive process, staff has sought to include as many people as possible in the neighborhood planning process. The City mailed postcards to all residents, tenants and property owners in each neighborhood (7,400 addresses, including apartment residents). To solicit input from people who are not able to attend night meetings, staff used a variety of public outreach techniques such as an online survey, and a workshop on a Saturday so people who work during the weekday or evenings could participate in the process. The process was adjusted following the initial survey to conduct a second survey directed to Moss Bay renters as there was less participation than anticipated. Staff placed public notice boards at publicly-visible places within each neighborhood and attended neighborhood association meetings. Neighborhood leaders and Working Group members also assisted by reaching out to their constituents, residents and businesses to encourage participation in the process.

In terms of ensuring that the project results in equitable and inclusive outcomes, text in both plans was reviewed through an equity and inclusion lens and revised to eliminate terms that could be considered offensive or non-inclusive of all people regarding race, ethnicity, income status, household or socio-economic situations and other markers of differences. Both plans include new policies that support affordable and missing middle housing, access to transit and other equitable outcomes described below.

In the draft Moss Bay Neighborhood Plan:

- The vision statement communicates that the community welcomes all who wish to live in the Moss Bay Neighborhood and that it is a priority that housing is affordable to them.
- Policy MB-1 in the Historic Section talks about placing historical markers that exhibit the indigenous settlers as well as the non-indigenous which demonstrates a commitment to celebrating all that have lived in or along the shores of Lake Washington.
- Policy MB-7 supports the Greater Downtown urban center and future Regional center by including a host of amenities such as childcare, affordable housing and transit and business supportive densities.
- Promoting equity in housing is supported by Policy MB-8 and recommends inclusionary zoning in downtown that will create more affordable housing stock.
- Missing middle housing is supported by (MB-17) in the residential perimeter areas which can result in more housing choice is more attainable to purchase or

rent.

- Several policies (MB-19, MB-27) in the Transportation Section discuss transit, pedestrians and bicycles use, access and connections to the CKC and the planned BRT/Stride Station.

In the draft Everest Neighborhood Plan:

- The vision statement states that the community values the diverse population who live in the neighborhood; new residents are welcomed; non-motorized connections (see also EV-17 and EV-18) to the CKC, BRT Station, transit centers, Downtown; affordable housing options
- The Historic Section describes the Duwamish People and others who lived in the area prior to pioneer settlers; the old train station depot's role in transporting people of Japanese ancestry during World War II
- Policy EV-5 supporting smaller compact housing options including accessory dwelling units, duplexes, triplexes and cottages allowed in all low density areas by the Zoning Code
- Policy EV-14 supporting transit-oriented development around the NE 85th Street BRT Station
- Policy EV-15 supporting affordable housing, multi-modal connections, open space amenities, and employment opportunities that support the vision and policies of the Greater Downtown Urban Center/Regional Center

Next steps

Following the public hearing, the Planning Commission may direct staff to make any additional changes to the draft plans based on the public testimony and discuss a recommendation to City Council. Below are the public meeting dates:

- November 3, 2021 City Council briefing on draft plans
- December 14, 2021 final adoption by City Council

Between now and final adoption, the draft plans will include Planning Commission and City Council recommendations and updated photos and maps may be added.

Attachments:

1. Draft Moss Bay Neighborhood Plan
2. Draft Everest Neighborhood Plan
3. Public Outreach efforts
4. Public comments received prior to meeting packet distribution date

cc: File Number CAM21-00072 #4

NEW Moss Bay Neighborhood Plan Draft #2 – for Public Hearing 09.16.2021

Notes: *Previously, the Moss Bay Neighborhood Plan contained the downtown as a subarea of the overall neighborhood. A key goal of the current plan update is to integrate the downtown plan into the overall plan by retaining and enhancing still-relevant policy provisions. As part of this update, there is one unifying vision statement, and the Land Use section is organized into two subsections: Downtown and Perimeter areas. The Urban Design section was part of the old Downtown Plan and has been eliminated, but some of the language has been repurposed where needed to support policies (and where not redundant with existing Design Guidelines). To ease readability, the text shown in this document is not shown in track changes due to the substantial modifications*

A [link](#) to the existing Plan is included for reference.

1. Overview

In terms of land use, the **Moss Bay Neighborhood is Kirkland's most** complex area. Situated on the shores of Lake Washington, the area contains a wide variety of land uses, including Downtown retail businesses, industrial activities, offices, well established single-family areas, large-scale multifamily development, a marina, a baseball facility, a post office, and the Cross Kirkland Corridor.

While the neighborhood is often characterized by the commercial activities associated with **Kirkland's downtown, there are considerable opportunities for residential** and mixed use development. A major policy emphasis for the **Moss Bay Neighborhood** is to encourage commercial activities in the Downtown, **and to expand "close-in" housing opportunities by** encouraging dense residential and mixed uses in the perimeter of the Downtown (Figure MB-2).

In support of the Neighborhood's land use intensities, the Moss Bay Neighborhood is within the Greater Downtown Urban Center as designated in the King County Countywide Planning Policies (See Figure MB-X). The City also submitted an application to designate the Moss Bay Neighborhood and the NE 85th Station Area **as the City's second Regional Growth Center within** the Puget Sound Regional Council policy framework. Both the King County Countywide Planning Policies and the PSRC's VISION 2050 envision cities with designated regional centers as playing an important role in shaping future growth patterns through accommodating a significant **portion of the region's housing and employment growth.**

Create and insert Figure MB-X Map of Urban Center and Regional Growth Center

Throughout the region, Centers designations are part of a growth management and transportation planning strategy to provide for greater intensity and density in areas of compact development where housing, employment, shopping and other activities are close together in proximity to transit. These centers form the backbone of the transportation network, linking communities to reduce the rate of growth in vehicle miles travelled and greenhouse gas emissions by expanding innovative transportation options.

Properties within the shoreline jurisdiction, are also subject to the policies in the Shoreline Area chapter and the shoreline management regulations in the Kirkland Zoning Code.

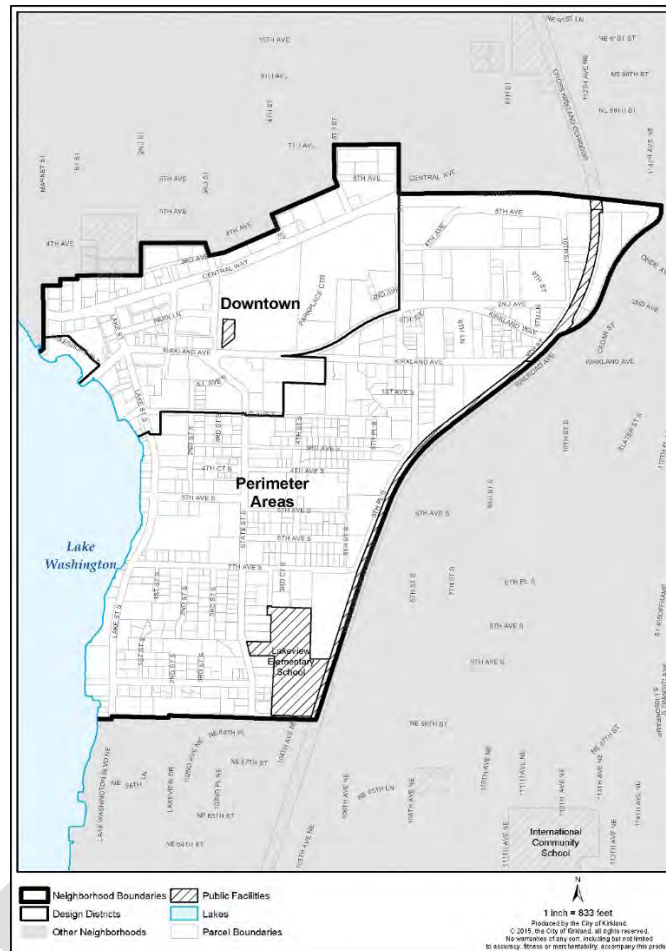


Figure MB-1: Moss Bay Area Boundaries

2. Vision Statement

The Moss Bay neighborhood contains a diverse mixture of jobs, housing, and parks, and is the cultural heart of Kirkland. Downtown Kirkland provides a strong sense of community identity for **all of Kirkland. This identity comes from Downtown's physical setting** along the lakefront, its distinctive topography, the human scale of existing development, and, most importantly, the community that lives and works in Moss Bay. This identity is reinforced in the minds of Kirkland **residents by Downtown's historic role as** the cultural and civic center of the community. The Moss Bay neighborhood is a key part of the Greater Downtown urban center and is a vibrant, walkable community where many choose to live, work, play, learn and worship.

Environmental protection and equity are fundamental characteristics of neighborhood life. Amenities such as parks, green space, community gardens, and shorelines have been preserved and refreshed, with new public access points. Additional recreational facilities have been created to serve community members of all ages and abilities, including a new major regional recreation center in Peter Kirk Park. This has increased awareness of equity and inclusion so that parks, trails and other amenities serve the entire community, including people who have not been able to enjoy them historically. The community has embraced sustainability and more energy-efficient buildings and clean renewable energy infrastructure such as solar arrays, geothermal systems, and wind turbines. In addition, the prevalence of rain gardens and green

roofs keep stormwater quality and quantity manageable and enhances the ecological integrity of streams and wetlands, Lake Washington, and aquatic life. These inclusive priorities have led to a healthier natural environment and overall community.

The community has made it a priority to ensure that people who wish to live in this desirable neighborhood, including people of all incomes who work in or near Downtown, can afford to do so. Creating new housing options in Moss Bay resulted from an imaginative look at new ways of housing people, and housing choices in Downtown now include co-housing, residential suites, and family-sized apartments and condominiums. Success was achieved and embraced by residents as this welcome change **to the area's housing stock still allowed for views to be enjoyed**, did not add to congestion or parking issues, made more effective use of existing parking, and located new homes near multi-modal transportation corridors and hubs, such as the NE 85th Street **Bus Rapid Transit station and the Cross Kirkland Corridor**. **The community's** design and its dedication to equity and inclusion has transformed the Moss Bay neighborhood into a national model for sustainable urban living.

At the same time, small businesses in Downtown are thriving. Ground-floor spaces are occupied by a mix of businesses that generate pedestrian activity and benefit from a compact, walkable street network. The small scale of commercial spaces in much of Downtown ensures that bricks-and-mortar locations are unique and accessible to new business owners. New shops and restaurants serve the burgeoning residential and employment population of Moss Bay, and neighborhood-serving home-based businesses help support the local economy outside.

Moss Bay is a safe, clean and diverse neighborhood where you don't need a car to get around quickly and efficiently. If you do drive, there is enough parking to meet demand for businesses, residents and visitors alike. It is the most walkable neighborhood in Kirkland. The pedestrian connections and protected bike lanes link seamlessly to a transit network that is aligned in moving many people and has worked as planned. The Cross Kirkland Corridor and numerous connections to NE 85th Street (Central Way) support multi-modal travel to destinations throughout the Greater Downtown urban center and the region. In addition, the first ever urban gondola system in the Puget Sound Region shuttles passengers from the downtown Transit Center to the Bus Rapid Transit station, which connects to the regional light rail network. Investments in regional facilities and transportation and mobility infrastructure for the neighborhood has ensured that Moss Bay feels like a small-town while growing gracefully to welcome more people to enjoy this place that community members love.

3. Historical Context

The original inhabitants of the eastern shore of Lake Washington were the Duwamish Indians. Native Americans, called Tahb-tah-byook, lived in as many as seven permanent longhouses between Yarrow Bay and Juanita Bay and at a village near Juanita Creek. Lake Washington and its environment provided a bounty of fish, mammals, waterfowl and plants. Smallpox, brought by fur traders in the 1830s, eliminated much of the Native American population. However, survivors and their descendants continued to return to Lake Washington until 1916 when the lake was lowered for building the Ship Canal which destroyed many of their food sources. The salmon spawning beds in the marshes dried out and the mammal population, dependent on

salmon for food, also diminished. With most of their food sources gone, the Native American population in Kirkland declined dramatically.



A s-tsah-PAHBSH family.
Source: Museum of History and Industry



Several tribes gathered in 1933 for a reenactment of the 1855 Treaty of Point Elliott, at Juanita Beach, once the location of a Duwamish village.²²

When the Moss Bay area was offered to homesteaders, it was Edwin M. and Phoebe Church who filed the first claim. The bay was then called Nelson Bay after another settler. In 1888, after forming the Kirkland Land and Improvement Company, Peter Kirk and his business partners purchased much of the land owned by the Churches. Nelson Bay was renamed Moss Bay after Moss Bay in Workington, England where Peter Kirk had lived before coming to America. His intent was to build a steel mill in Moss Bay, but he was not successful due to a number of issues including the 1893 nationwide financial panic.

The 1888 founders were elderly, the long-awaited ship canal was being built and it was time to **turn Kirkland's future over to a younger team. In 1910 Burke & Farrar, two real estate** partners, purchased the holdings of the Kirkland Land and Improvement Company which included much of the Moss Bay Neighborhood. Moss Bay was sparsely developed, and the time was right for change.

It was during the Burke & Farrar era that Kirkland experienced its first boom. With the **Lake Washington Ship Canal and the lowering of Lake Washington in sight, Kirkland's earliest** businessmen set up shop on the lake shore with their buildings balanced on pilings over the lake. Burke & Farrar had their office just north of the ferry landing so that it was the first business commuters and visitors saw coming into Kirkland.



The Yellowstone Trail, our nation's first transcontinental automobile highway was established in 1912. The road's slogan was "A Good Road from Plymouth Rock to Puget Sound". It just so happened that the Yellowstone Trail ended at the ferry dock in Kirkland. From there the cars would board an auto ferry and travel to Seattle where they continued on gravel roads. The first oiled road in King County was the 13 miles of blacktop that was the Kirkland/Redmond road and **ended at Kirkland's ferry slip.** Kirkland took advantage of the press reports about the Macadam Road and the Yellowstone Trail and changed the name of Redmond Road to Kirkland Avenue. **In 1916, with Lake Washington 9 feet lower and stabilized, Kirkland's town center moved from 7th Avenue and Market to Moss Bay.** Several buildings still stand from the early development of Moss Bay. Todd Feed was built in 1925 and is still standing on Park Lane. **Rosin's Kirkland Paint Factory at 219 Lake Street South still stands.**

Peter Kirk Park was once Bonnell Nursery. French Horticulturist Julius J. Bonnell purchased 14 acres in 1910 and operated the gardens until 1926. Bonnell sold the land to Kirkland with the understanding that it be developed as a park.

BONNELL'S NURSERIES
Phone East 7231

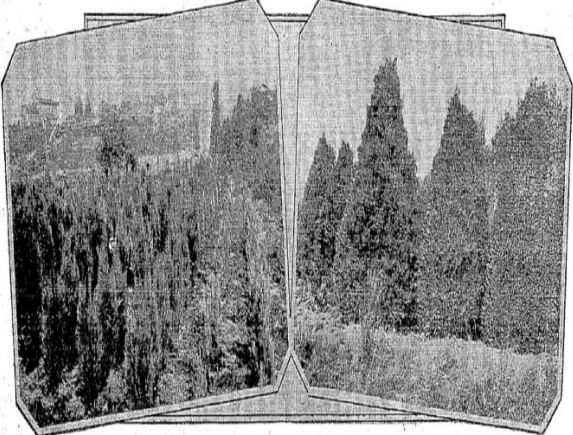
Sales Grounds
18 Acres of Home Grown
Nursery Stock

Interlaken Boulevard

Growing Department
Kirkland, Washington
Special Attention Given to
Suburban Planting

BONNELL'S NURSERIES

*Announcing the CLOSING OUT
of J.J. Bonnell's Kirkland Nursery*



During WWII, the Kirkland Marine Construction Company, also known as the Wooden Boat Factory, had the largest government contract to build Picket Boats for the U.S. Coast Guard. The boatyard is now the David Brink Park.



In 1972 Kirkland celebrated its first Centennial honoring the original pioneers. The 1972 Moss Bay Founders Day was such a success that Moss Bay Celebration started in 1973 and continued until 1985





Clark Nettleton, a newspaper publisher, built his home on State Street in 1929. His stately home is now the centerpiece of Nettleton Commons.



One of Kirkland's largest events was in 1985 when the Shumway Mansion was moved from Moss Bay to the Juanita Neighborhood.

Policy MB-1: Provide markers and interpretive information at historic sites/places that are inclusive of all previous inhabitants of the Moss Bay Neighborhood (pre-and post-white/European settlement) and especially along the culturally-rich Lake Washington shoreline.

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 by helping residents and visitors understand the history of the area prior to non-indigenous settlement.

Policy MB-2: Incentivize retention of structures of historical significance and ensure educational opportunities are provided to increase awareness of historical preservation opportunities.

A significant number of the historic resources in Kirkland already have been identified and mapped in Moss Bay and Citywide efforts to retain these resources are guided by the Community Character Element. Education of the community of these historical resources is essential to preserving them for future generations to enjoy.

4. Natural Environment

Policy MB-3: Protect and enhance the natural environment in the Moss Bay Neighborhood.

Environmental policies for the Moss Bay Neighborhood Plan strive to protect and enhance the quality and function of the natural environment and protect life and property from environmental hazards. The Moss Bay neighborhood is located within the Moss Bay drainage basin and contains a few streams and a shoreline of Statewide significance (see Figure MB-3). Natural features help maintain water quality, recharge groundwater, provide wildlife and fish habitat, and provide open space and aesthetic enjoyment. Figures MB-4a and MB-4b 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 addresses risks and impacts associated with development.

Policy MB-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.

Opportunities may come to enhance the water quality of waterways and streams that connect to them along the Cross Kirkland Corridor and public and private efforts to increase natural vegetation provide multiple benefits to human and aquatic life.

Policy MB-5: Promote and incentivize green infrastructure such as green roofs, raingardens, trees and landscaping that cleans the water that enters Lake Washington.

Development regulations require stormwater to stay onsite when new development occurs. However, redevelopment projects or minor landscaping projects that may not require stormwater management could make a significant difference in water quality and quantity. In addition, efforts to increase the cleaning of garbage and litter on streets and in and around storm drains can also decrease pollutants that move towards the shoreline and into Lake Washington.

Policy MB-6: Open streams within the eastern portion of the Moss Bay neighborhood (Figure MB-3) should be maintained or restored, when feasible, in a natural condition and should allow for natural drainage.

In the eastern portion of the **Moss Bay Neighborhood**, the water table is at, or very near, the surface. In this area, the topsoil is wet and soggy and there could be drainage problems associated with development. It is essential that the open streams in this area are free of obstructions including vegetation and eroding soil so that they do not contribute to existing drainage issues.



Figure MB-3: Moss Bay Wetlands, Streams, and Lakes



Figure MB-4a: Moss Bay Landslide Susceptibility

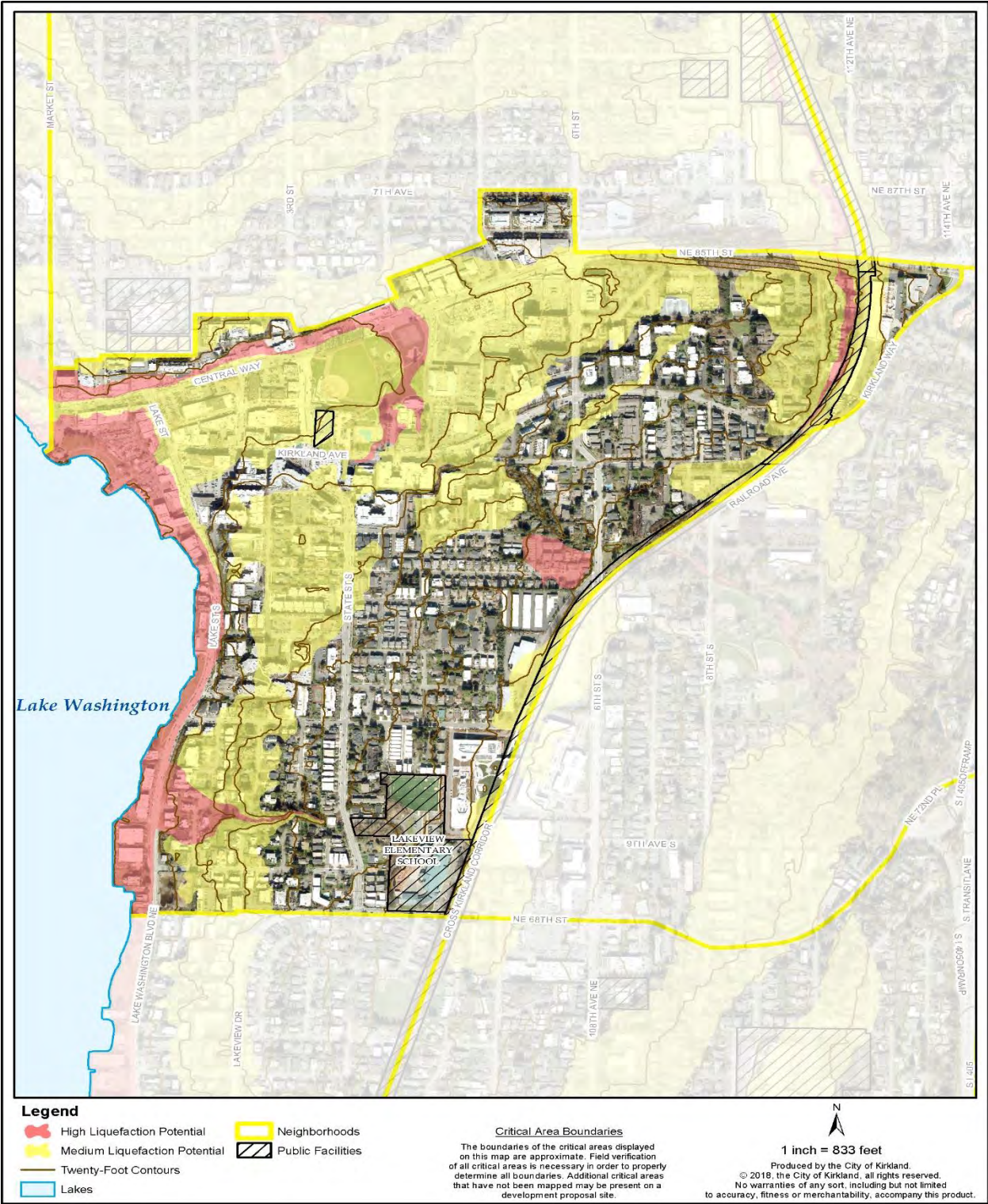


Figure MB-4b: Moss Bay Liquefaction Potential

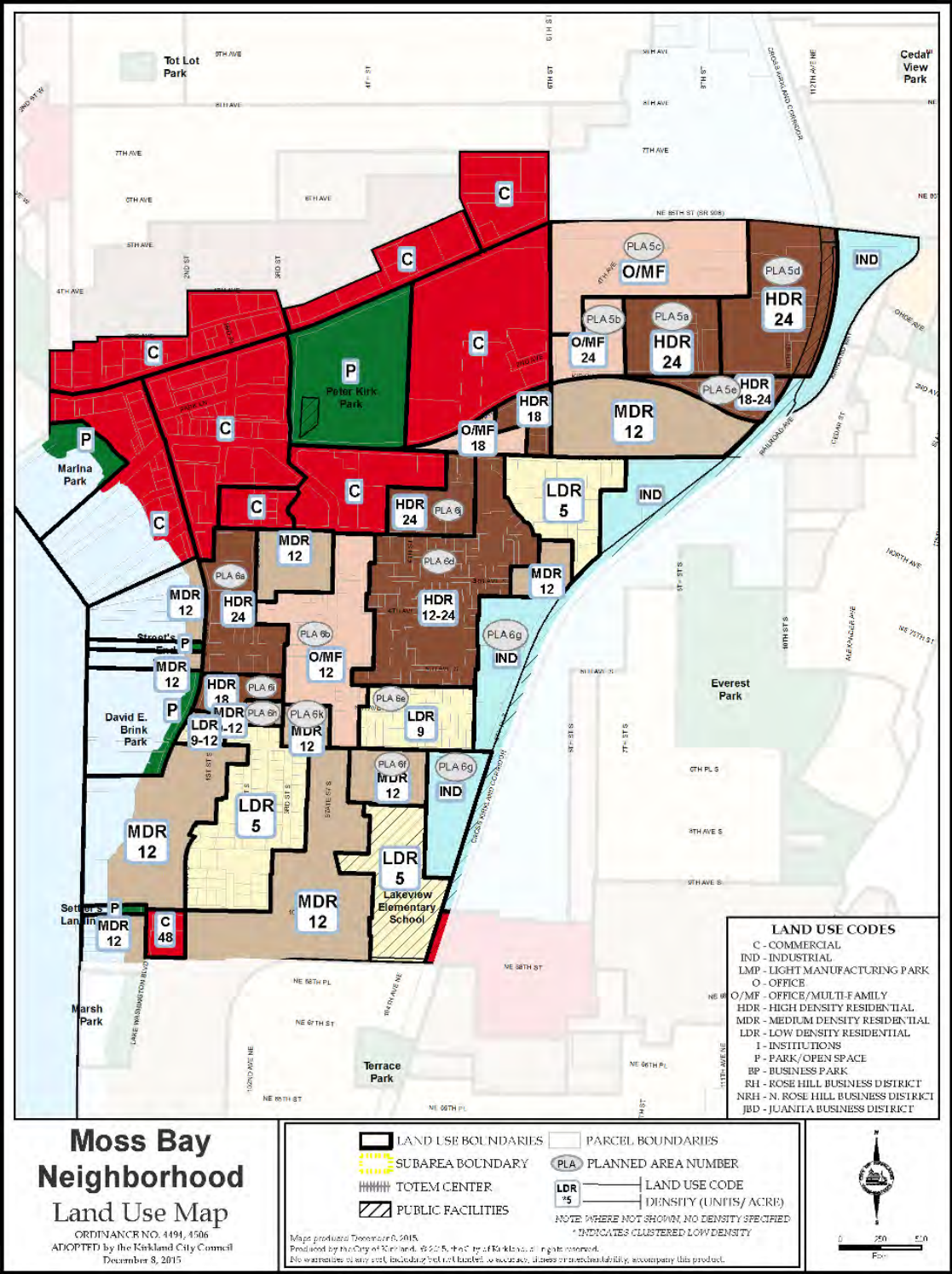


Figure MB-2: Moss Bay Area Land Use

5. Land Use

The Land Use discussion of the Neighborhood is considered in terms of the downtown area and perimeter areas around the downtown.

A. Downtown

The Downtown area is the historic commercial center of the City with many of the **City's** most intensive land uses. The Downtown area is appropriate for a wide variety of uses. **The area's economic vitality and identity as a commercial center will depend** upon its ability to establish and retain a critical mass of retail uses and services, primarily located west of 3rd Street, along pedestrian-oriented streets, and within Kirkland Urban. If this objective is not reached, it relegates the Downtown to a weaker and narrower commercial focus (i.e., restaurants and offices only) and lessens the opportunities and reasons for Kirkland residents and employees, and tourists, to frequent the Downtown.

The enhancement of the area for retail and service businesses will best be served by concentrating such uses in the pedestrian core and shoreline districts and by encouraging a substantial increase in the amount of housing and office floor area either within and adjacent to the core.

Policy MB-7: Foster new development that is supportive of the Greater Downtown Urban Center and pending Regional Center designation in terms of: transit-supportive and business-supportive densities; provision of open space, childcare, public art, and other public amenities; provision of housing that is affordable to a range of income groups; and inclusion of environmental sustainability measures.

As described in Land Use Element Policy LU-5.5, the Moss Bay neighborhood is part of the Greater Downtown Urban Center as designated in the King County Countywide Planning Policies (see Land Use Element figure LU-2 for Urban Center boundaries). The neighborhood, in conjunction with the NE 85th Station Area subarea plan and the corporate technology campus shared between the Moss Bay and Everest neighborhoods, is also part of the pending Regional Center designation by Puget Sound Regional Council. These center designations are a way to recognize the history of great urban planning in the Moss Bay neighborhood that has created a compact, walkable, transit-supportive community that has embraced growth in housing and employment. These smart growth principles continue to guide the long-term vision for the neighborhood and the King County and PSRC designations will continue to help the City address the infrastructure needs that accompany that growth.

MB-Policy XX: Promote seamless transportation connections between the campuses of major employers for enhanced mobility between campuses, to the downtown area and to the 85th Street BRT/Stride Station.

For purposes of the pending Regional Center designation by Puget Sound Regional Council, the large corporate technology campus that spans both the Moss Bay and Everest neighborhoods is proposed for inclusion in the Regional Center as a way to recognize the significance of the employment and transportation needs of the campus. This designation also acknowledges the important transportation relationship of this campus located on the CKC to the Kirkland Urban campus of this major employer.

Policy MB-8: Implement inclusionary zoning and other affordable housing requirements in Downtown to promote inclusion and equity.

Inclusionary zoning for affordable housing is not required as properties redevelop in the much of the downtown area, largely due to reticence over providing building height incentives necessary to offset the cost of the mandate.

The addition of an inclusionary housing requirement with a companion increase in development capacity would help the City achieve the goals identified in the Housing Element. Mixed land use, nearby goods and services and the downtown transit center provides an optimal environment for affordable housing because there is less reliance on personal automobiles. Reducing or eliminating the cost of vehicle ownership and parking can enable residents to use that income for other higher priority expenses. Innovative public/private partnerships should be utilized while exploring methods to yield the greatest number of affordable units to the community.

Policy MB-9: Expand green building incentives and requirements to ensure that new projects are high performance buildings.

Additional codes or incentives that make buildings more energy and resource efficient can be considered for Citywide adoption as part of implementing the Sustainability Master Plan. Larger buildings in the downtown area consume more energy, but if they are designed to use less energy then it will reduce operating costs for those who live and run businesses in these buildings and will help the City reduce its carbon emissions as it continues to grow.

Policy MB-10: Explore the creation of an energy district that might include concepts like capture and use water and effluent to produce renewable energy and/or the use of geothermal methods to provide heating/cooling of local buildings.

The downtown area provides an opportunity to consider the sharing of energy to be more efficient and cost-effective. These methods can increase the creation of renewable energy generation that helps reduce greenhouse gas emissions in the City.

Policy MB-11: Ensure that Downtown has a critical mass of retail uses and services and regularly review and recruit businesses that enhance the vibrancy of the business district.

The City should help to foster economic vitality in the Downtown by working with the private sector and by encouraging independent efforts toward economic development. Such assistance to the business community might include supporting efforts to establish local improvement or business improvement districts and working with regional economic development partners on collaborative efforts.

Other public efforts to strengthen the Downtown business climate should include the continued promotion of public projects such as the tour boat dock, in addition to

continued support for public and/or private projects such as Lakeshore Plaza at Marina Park, which would help to implement **the City's economic development** goals.

Policy MB-X: Explore opportunities to support formal and informal cultural institutions and artists in downtown, such as pop-up galleries, street music and festivals.

Supporting arts and culture is an important **part of Kirkland's identity**. It is critical to encourage up and coming artists as well as established artists to continue to grow this movement. Consideration should be given to continue using public space for artists and allowing flexible land use which permits installations that further enhance the vibrancy of the downtown area.

Policy MB-12: Promote partnerships and increase two-way communication efforts between the business community and City government.

Initiatives like the Shop Local Kirkland initiative represent important efforts that bring businesses and City government closer together on a common purpose. Opportunities to enhance communication also include ensuring that business and property owners are made aware of pertinent issues in a timely manner.

Policy MB-13: Encourage ground-floor uses that promote an active pedestrian environment.

Downtown Kirkland has been the historic heart of Kirkland's pedestrian orientation because it has traditionally provided great destinations for pedestrians in terms of shops, services, and amenities as well as the supporting pedestrian infrastructure to make the walk pleasant and safe. Future evaluation of appropriate ground floor uses will need to consider the types of pedestrian destinations being created and will require collaboration with the business community, commercial property owners, and other stakeholders to understand the right balance of uses.

Policy MB-14: Explore redevelopment of the Lake/Central surface parking lot with public and private amenities that enhance the 10-minute neighborhood concept. The exploration should include inclusive community engagement and participation from businesses, property owners, residents and the broader community.

This surface parking lot, situated at a prime corner in the Downtown core, was acquired by the City when the neighboring property owners participated in a Local Improvement District (LID) to generate the funds for the City to acquire the property for the purpose of providing public parking for patrons and visitors to the Downtown. A more current look at the community needs and vision, inclusive of the stakeholders noted here, would help determine if this is the time to reimagine the site as a focal point for the Downtown.

Parking

MB-15: Encourage efficient utilization of existing parking to its full potential and development of new shared parking around the perimeter of downtown to increase parking supply while preserving and enhancing the walkable nature of Downtown.

Due to the significant cost and sustainability issues associated with building a new public parking garage, making better use of existing parking should be a priority. There is a significant supply of public and private parking in and around downtown that could be used more efficiently through wayfinding signage, joint use agreements, technology applications, public education campaigns, and innovative and visible shuttle services.

Policy MB-16: Increase the prevalence of electric vehicle (EV) charging stations and bicycle facilities by partnering with owners of new and existing parking facilities to promote clean transportation options.

Promoting clean transportation options and related programs and initiatives can reduce pollution and, in the case of bicycles, can reduce congestion and foster a healthier community. Ensuring that buildings and parking facilities cater to these needs will facilitate the transition to a cleaner transportation future.

B. Perimeter Areas

The Perimeter Area is the area to the south and east of **Downtown's Central Business District**. This area contains a wide variety of housing types, representing a broad range of densities. The Comprehensive Plan supports providing a range of housing opportunities, and the Moss Bay Neighborhood is representative of how that diversity can build a stronger community (Figure MB-2). Included in the mix of land uses are a variety of commercial areas that provide employment opportunities close to shops, services, and housing options. The following section discusses these diverse land use districts.

Planned Area 5

The northeastern portion of the **Moss Bay Neighborhood** is designated as Planned Area 5 (see Figure MB-2). Due to topographic conditions and circulation patterns, land in Planned Area 5 is relatively secluded. The area has been designated for high-density residential and office uses because of the ability to buffer such high-density development from other uses in the area. The area is developed primarily in high-density residential development while limited office uses exist in the northwestern portion of the area. This planned area is divided into five subareas. The Zoning Code details the applicable development standards such as allowed uses, height and density for each planned area and related subarea.

Planned Area 6

The bulk of the land south of Kirkland Avenue is contained in Planned Area 6 (Figure MB-2). Within this planned area, land is divided into a number of subareas, based on unique conditions including use conflicts, various parcel ownerships, traffic problems, lack of utilities, and other factors which may influence future development of the land. Due to its location, this planned area also has a special relationship with the

Downtown. This planned area is divided into ten subareas. The area has multiple designations including low, medium and high-density residential, office/multi-family and industrial along the eastern boundary line. The Zoning Code details the applicable development standards such as allowed uses, height and density for each planned area and related subarea.

Policy MB-17: Explore density minimums in low-density residential neighborhoods within Moss Bay to promote more affordable and compact housing options.

Allowed housing options like ADUs, cottages, and two and three units homes can help bridge the gap in missing middle housing needs in the perimeter residential areas and increase diversity in the community. Due to the scarcity and cost of land in the Moss Bay neighborhood, optimizing the use of the land should be a consideration to take advantage of all of the amenities that are available.

Policy MB-18: Explore expanding allowances for home-based businesses in residential districts.

Home occupations can reduce commuting for the business owner provide resident with nearby services. An appropriate range of uses and supporting regulations can result in home-based businesses that are a positive contribution to the vibrancy of the overall neighborhood. To support Economic Development Policy ED-1.7 in the Comprehensive plan, revising development standard should be carefully considered and crafted to minimize impacts on the neighborhood while increasing economic activity.

6. Transportation

The circulation routes in the Moss Bay neighborhood are well established (see Figure MB 9__). There is a relatively large flow of traffic through the area, in addition to traffic generated by activities within the Downtown. The major north/south traffic corridors include Lake Street, State Street, 3rd Street, and 6th Street South. The major east/west corridors include Central Way, Kirkland Avenue/Kirkland Way, and NE 68th Street.

The Moss **Bay neighborhood has some of the City's best** transit, walking, and bicycles routes that can move people efficiently and with less congestion than traditional modes of travel. However, it acknowledged that many vehicles need move through the neighborhood to connect to downtown from many other places.

It is important that people have acceptable options beside private vehicles, so that public transit, walking, cycling becomes more desirable. Equally important is the alignment and connections for public transit and innovative non-motorized mobility options to get to the CKC and regional transportation systems so that the entire transportation system is efficient.

A. Public Transit

Third Street has been designed for the pedestrian and public transit user, with the METRO transit center located on this street. The use of public transportation as an alternative for people who work or shop in the Downtown should be encouraged. Increased use of transit would help to reduce traffic congestion and parking problems in the downtown area. The NE 85th Street BRT/Stride station will be a major transportation hub with regional connections when it is complete. The Stride station will be a major asset to the Moss Bay neighborhood with supporting pedestrian, bike, and land use infrastructure in place to fully leverage this regional transit investment.

Policy MB-19: Ensure that transit service and all modes of transportation are aligned and efficient through the Greater Downtown Urban Center, including the NE 85th Street Station Area.

Implementation of the Transportation Master Plan will play an importation role in making seamless connections between the urban center and the NE 85th Street Station Area including the BRT/Stride station and the Cross Kirkland Corridor.

Policy MB-20: Utilize the most innovative and effective methods to move people through the neighborhood and to connect to the surrounding community and region.

As new technology emerges, so must the ways to enhance connections throughout the neighborhood, which could include pilot projects and initiatives connecting existing and future transportation infrastructure.

Policy MB-21: Partner with transit agencies and larger employers to foster enhanced and frequent transit service to and from Downtown and other regional connections.

The connections between modes of transit and major employers is integral to the entire system and partnerships can ensure that moving people remains a priority.

Policy MB-22: Explore new and innovative means of micro-mobility to allow people to easily make last-mile connections from transit.

Last mile connections are often the missing link to greater public use of the existing transit system. As part of the Transportation Master Plan, implementing new forms of micro mobility can help bridge this gap.

Policy MB-23: Explore establishing ferry service to and from downtown Kirkland as part of the Transportation Master Plan update process.

Ferry service to and from downtown Kirkland has long been part of the City's history. Consideration should be given for a pedestrian and bicycle ferry service as another tool to enhance current and future growth in the neighborhood.

B. Pedestrian and Bicycle Circulation

Pedestrian routes should have higher priority to vehicular routes in Downtown circulation. Pedestrian amenities and routes should continue to be improved and should be given higher priority than vehicular routes for circulation within the Downtown. Modifications to the street network and traffic patterns should not be allowed to disrupt Downtown pedestrian activity and circulation.

The establishment and improvement of pedestrian pathways between activity centers should be a high-priority policy objective. Major pedestrian routes within the Downtown area are identified in Figure MB-6. Major pathways include the extensive east-west **"spine" or "Park Walk Promenade,"** which links the Lake with points east of 6th Street and the shoreline public access trail.

Figure MB-6 also identifies other important pedestrian routes which provide north-south pedestrian access. Improvements to these pathways should be promoted, particularly at the intersection of 6th Street and Central Way.

Policy MB-24: Complete and enhance the existing sidewalk network and consider sidewalk widening pilot projects to ensure public safety and further promote a pedestrian oriented neighborhood.

There are numerous opportunities to add and improve sidewalks to promote connectivity within the neighborhood, to surrounding neighborhoods, and regionally via the CKC and Stride station. See Figure MB-10.

To be a truly successful walking environment, the core area of the Downtown must be safe, convenient, and pleasant for pedestrians of all ages. Pedestrian safety should continue to be a high priority in the placement and design of intersections, crosswalks, and sidewalks throughout the neighborhood.

Policy MB-25: Explore the construction of systems of overhead coverings to improve the quality of major pedestrian walkways year-round.

The continued creation of a system of overhead coverings such as awnings, arcades, and marquees provide protection to the pedestrian during inclement weather, allowing for pedestrian activity year-round. These features also add visual interest and vitality to the pedestrian environment.

Policy MB-26: Implement ongoing pilot projects to improve pedestrian and bicycle conditions along Lake Washington Boulevard, including conversion and reallocation of vehicle lanes and parking areas.

The sidewalks along Lake Washington Boulevard connect many parks and offer scenic view of Lake Washington that could be further enjoyed if there were more space available for pedestrians.

More community members would like to make more trips by bicycle; one reason they do not is because the current network of on-street bicycle lanes does not meet their needs for safety and convenience. In order to unlock the potential of bicycling, the existing network of on-street bicycle lanes should be improved with facilities that people of all ages and abilities find safe and welcoming.

Policy MB-27: Create new and enhance existing pedestrian, bicycle, and transit connections between the lake-front commercial district, Kirkland Urban, the NE 85th Street Station Area Plan, and the Cross Kirkland Corridor.

The Park Walk Promenade identified in Figure MB-6 should consist of a series of minor structures placed at prominent locations along the walkway in order to clearly identify the pathway throughout its length, as well as to provide some protection during wet weather. The walk serves the Peter Kirk Park civic and cultural center, as well as commercial areas to the east and west. The current promenade concept under consideration by the City now should be encouraged as it offers a unique way to move people from the Lakeshore marina area through the downtown area all the way to the CKC.

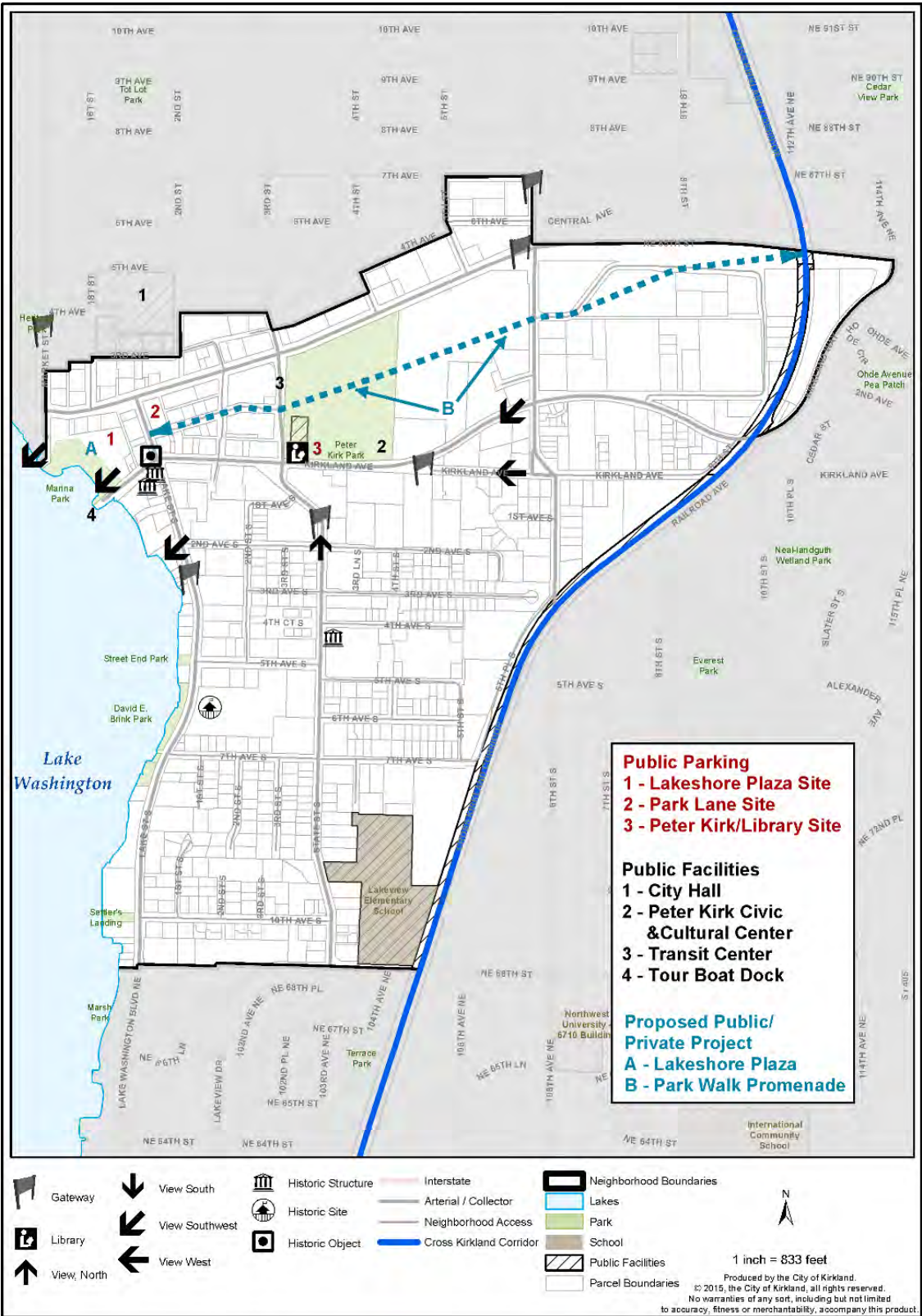


Figure MB-6 Moss Bay Urban Design Features

Policy MB-28: Ensure seamless bike and pedestrian connectivity with options for people of all ages and abilities and provide and/or improve non-motorized mobility connections to the Cross Kirkland Corridor.

Convenience to the pedestrian will be enhanced by improving the directness and ease of pedestrian routes. **"Shortcuts" between streets, or even between buildings, can** link pedestrian routes over large distances where vehicles cannot circulate. Bicycle routes including building proposed greenways can also be helpful in creating safe routes for cyclists and care should be taken so cyclists young and old can use these routes.

Access points to the CKC along the Convergence Zone and Everest Edge in the Moss Bay neighborhood can provide safe, logical, well-marked connections to the street network for pedestrians and cyclists. The CKC also provides an additional route to the regional light rail system in Bellevue. In addition, the proposed greenways increase points of access further enhancing the user experience.



Policy MB-29: Explore the possibility of an innovative off-surface transportation system such as a gondola to connect the BRT/Stride Station, Kirkland Urban, and potentially other nearby employment centers.

The construction of the NE 85th Street BRT/Stride station provides an excellent opportunity to consider how to efficiently move people using new ideas and technologies **that don't increase congestion and traffic**, mitigate the barrier formed by I-405, and improve accessibility.

Policy MB-30: Expand and iterate pilot programs to enhance pedestrian-only access along Park Lane.

Park Lane has been designed as a festival street that includes bollards that close it off to motorized use and would foster a more vibrant pedestrian-only atmosphere that is safe for all ages and abilities.



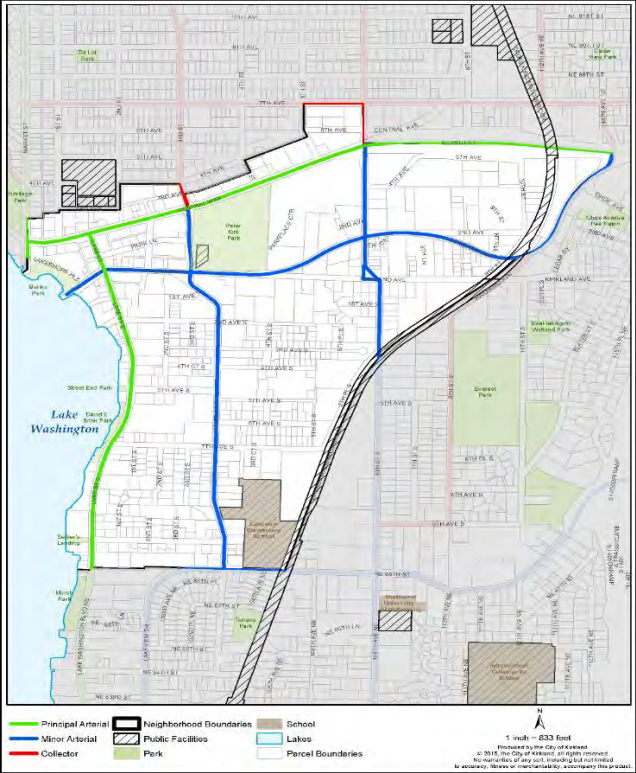


Figure MB-9: Moss Bay Street Classifications

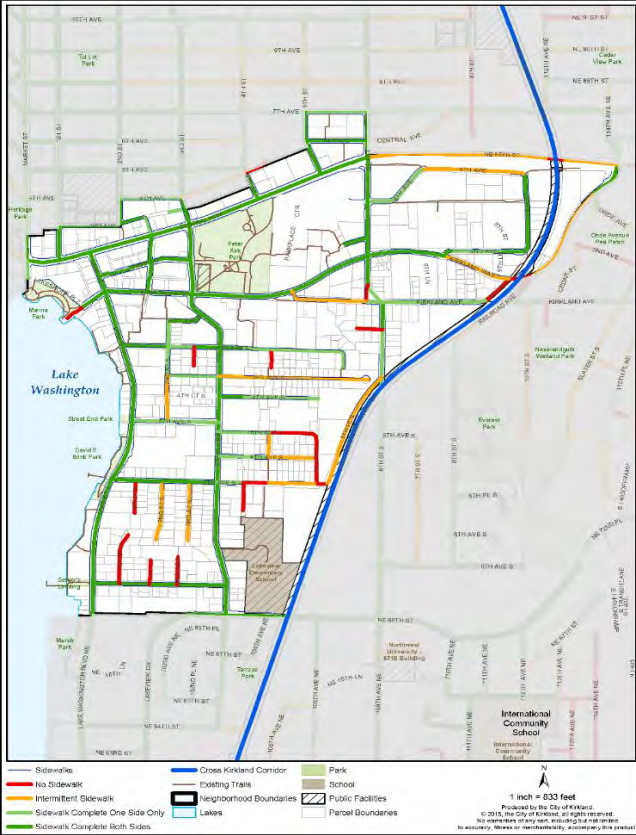


Figure MB-10: Moss Bay Pedestrian System



Figure MB-11: Moss Bay Bicycle System

7. Open Space/Parks

Four major park sites are critical to the Downtown's feeling of openness and greenery. These parks weave a leisure-time thread into the fabric of the area and provide a **valuable amenity, enhancing Downtown's appeal as a destination.** Each of the major approaches to the Downtown is met with a park, with Heritage Park enhancing the northern entry, Marina Park enhancing both the northern entry and western entry via Lake Washington, and Peter Kirk Park and Dave Brink Park augmenting the eastern and southern approaches. Physical improvements in and near these parks should strengthen their visual prominence and prevent view obstruction.



Figure MB-11: Lakeshore Plaza at Marina Park Concept Sketch

*Policy MB-31: Explore the construction of a large public plaza west of buildings on Lake Street to enhance the **Downtown's lakefront setting and** provide much needed open space while not reducing existing parking supply and increasing usable green space.*

The Lakeshore Plaza shown in Figure MB-11 envisions a large public plaza constructed over structured parking. Ideally, the plaza would be developed through public/private partnerships to provide a seamless connection between the Downtown and the lake. The plaza would be at the same grade as Lake Street and would provide visual and pedestrian access from a series of at-grade pedestrian connections from Central Way and Lake Street.

Policy MB-32: Physical improvements in and near ~~these~~ parks should strengthen their visual prominence and prevent view obstruction.

Marina Park and Peter Kirk Park in particular are well-used by families and recreational groups. Public facilities at these parks should continue to expand opportunities for all community members such as the installation of permanent street furniture.

*Policy MB-33: Enhance parks in the Moss bay neighborhood consistent with **the provisions in the City's PROS plan.***

All planning efforts regarding parks in Kirkland are done through the outreach and update of the **City's PROS plan and participation should be encouraged during public outreach** to better serve the community.

Policy MB-34: Public facilities at parks should continue to expand opportunities for the entire community, including the installation of permanent street furniture, interactive amenities, and programming.

Updating physical features and the user within the park is something that keeps the park fresh, vibrant and encourages more usage and enjoyment by the community.

Policy MB-35: Consider developing a Marina expansion plan to promote economic development and tourism in the downtown area.

The redevelopment of the marina at Marina Park could support the local businesses by expanding it to accept larger boats and more slips. Any redevelopment should be designed and operated in an environmentally responsible manner that adds jobs and revenue while not adding a burden to the parking supply or congestion in downtown.



Policy MB-36: Explore the redevelopment of Peter Kirk Park and surrounding city-owned facilities into a major regional recreational facility to increase access and opportunity for the entire community.

A new regional recreational facility could address a need in the community for year-round indoor pools and meeting space, new fields and courts along with supporting parking facilities. In addition to meeting community need, a redevelopment plan could also be a catalyst for additional economic development opportunities.

Policy MB-37: Promote non-motorized watercraft usage along Lake Washington, with a node in Downtown.

Encouraging water-oriented retail services, launching facilities, and wayfinding signage can help and attract new business that support ecologically-friendly use of Moss Bay's

waterfront setting and promote tourist opportunities that benefit the neighborhood's economy.

DRAFT

XV.E. Everest Neighborhood Plan Draft #2 For Public Hearing-9/23/2021

Editor Notes:

*Some existing text has been moved to align with the new format for neighborhood plans
Strikeout ~~text~~ is deleted existing Plan text. Underlines are new text. Highlighted text is new since
PC August study session.*

1. Overview

The Everest Neighborhood is bounded by 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.

Format of analysis for the Everest Neighborhood is discussed.

~~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 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. 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. New residents are welcomed at community 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 and housing that supports these businesses and provides additional housing options for 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 BRT/Stride station. In light industrial areas, manufacturing uses like breweries and wineries 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

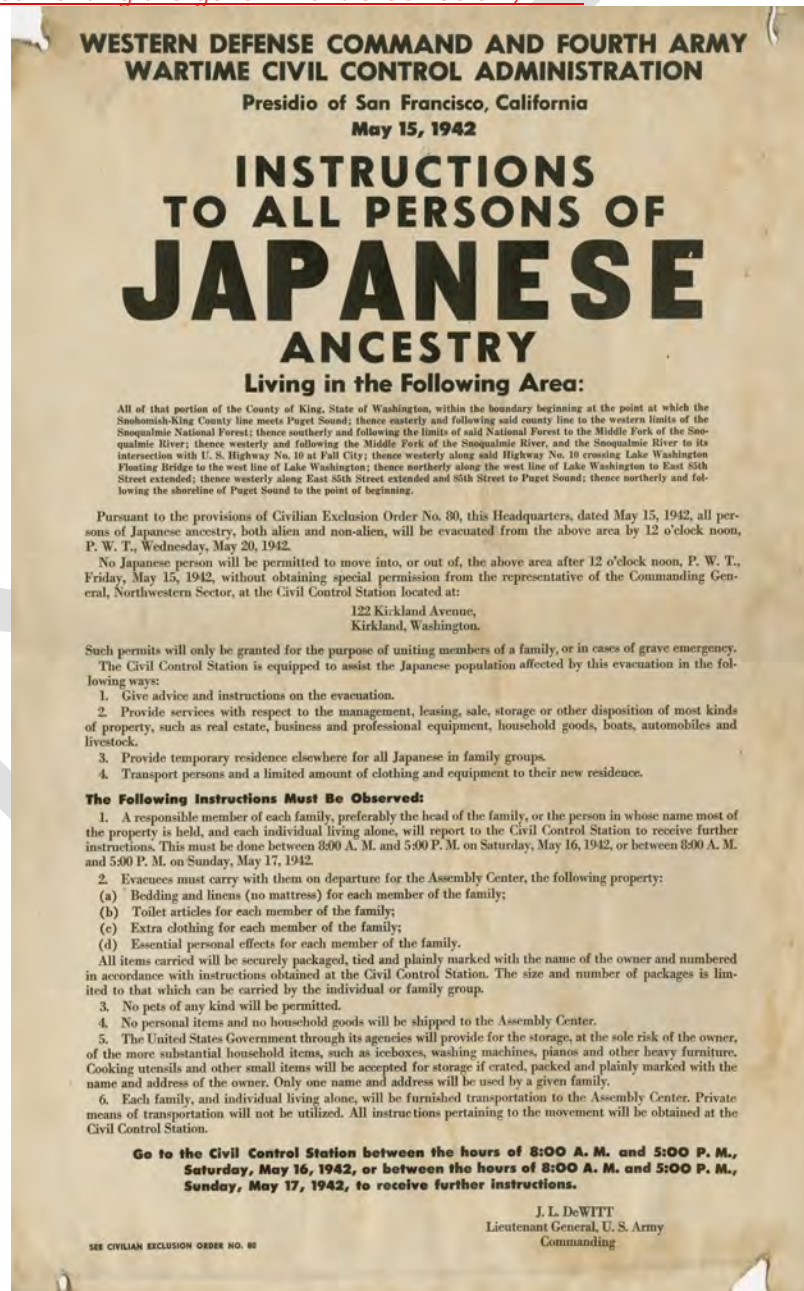
Kirkland and the Everest Neighborhood is located on the traditional land of the First Peoples of Seattle, the Duwamish People. The Duwamish Tahb-tah-byook tribe once inhabited the Lake Washington shoreline from Juanita Bay to Yarrow Bay, as described in more detail in the Community Character Chapter 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, about ¼ mile north of the Rotary Central Station picnic pavilion (see the circa 1925 photograph of the station, road underpass, and steam engine). 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. 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 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 US 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. 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 area prior to white settlement 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 addresses risks and impacts associated with development.

~~Text deleted because geotechnical reports are required in Zoning Code Chapter 85. Geologically hazardous slopes are identified. Slope stability analyses should be required, and development should be regulated accordingly.~~

Figures EV-1a and EV-1b identify 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).

Policy EV-4: Maintain and restore the functional integrity of watercourses streams and wetlands. to be maintained or improved 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 where necessary restored to a natural condition to provide not only for the natural water storage and quality flow in the Moss Bay natural drainage

~~basin system, but also~~ and to provide wildlife habitat and natural open space amenities in the area.

~~*Wetlands exist in the southeast portion of the Everest Neighborhood.*~~

~~In t~~The southeast portion of the Everest Neighborhood also contains several wetland areas the
~~water table is at, or very near, the surface (see Figure EV-2)). In this vicinity the surface is wet~~
~~and soggy, indicating the presence of a wetland that~~ providing important water storage and
surface 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). City regulations ensure that activity in or near these critical areas
mitigates environmental impacts associated with development.

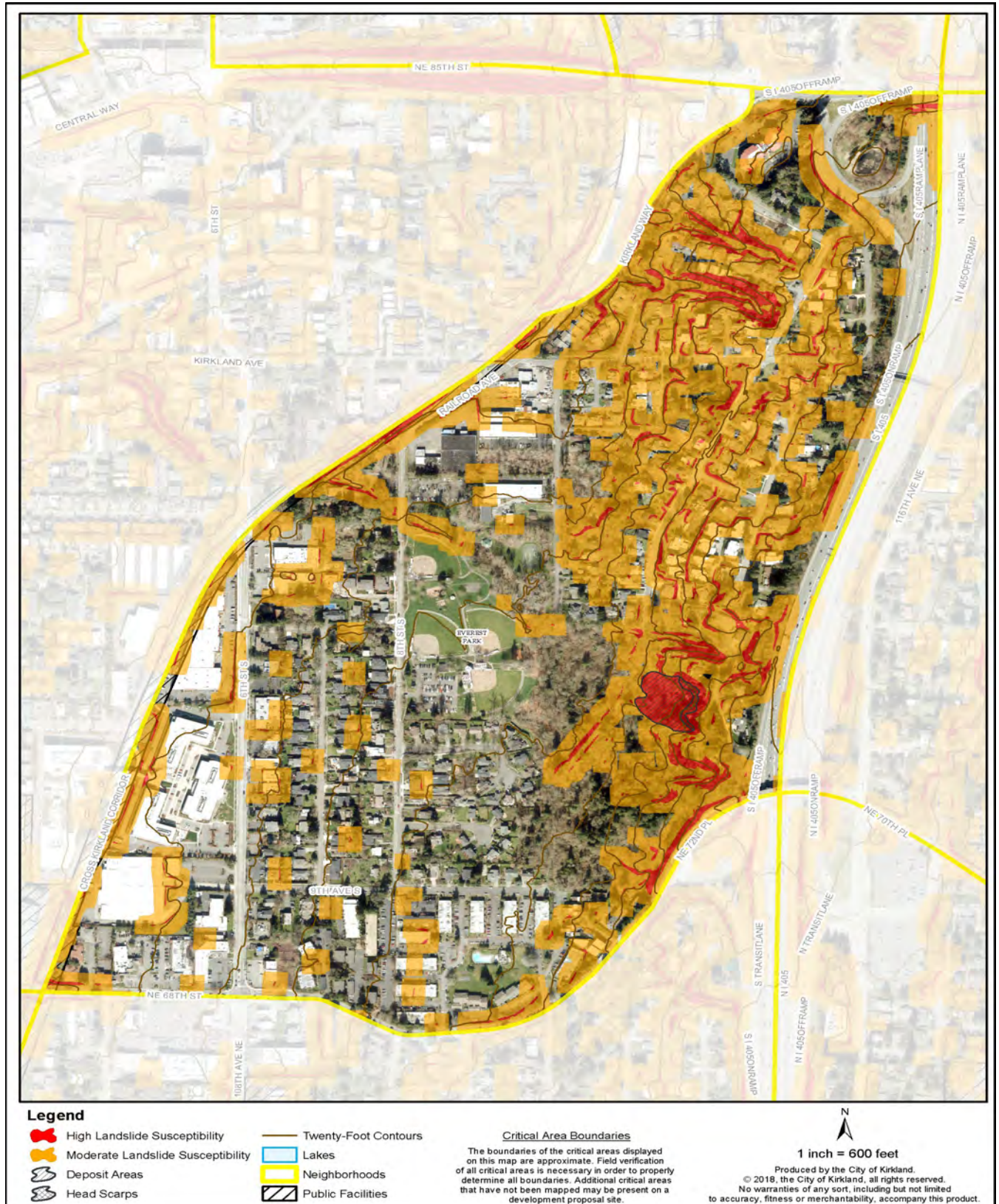


Figure EV-1a: Everest Landslide Susceptibility

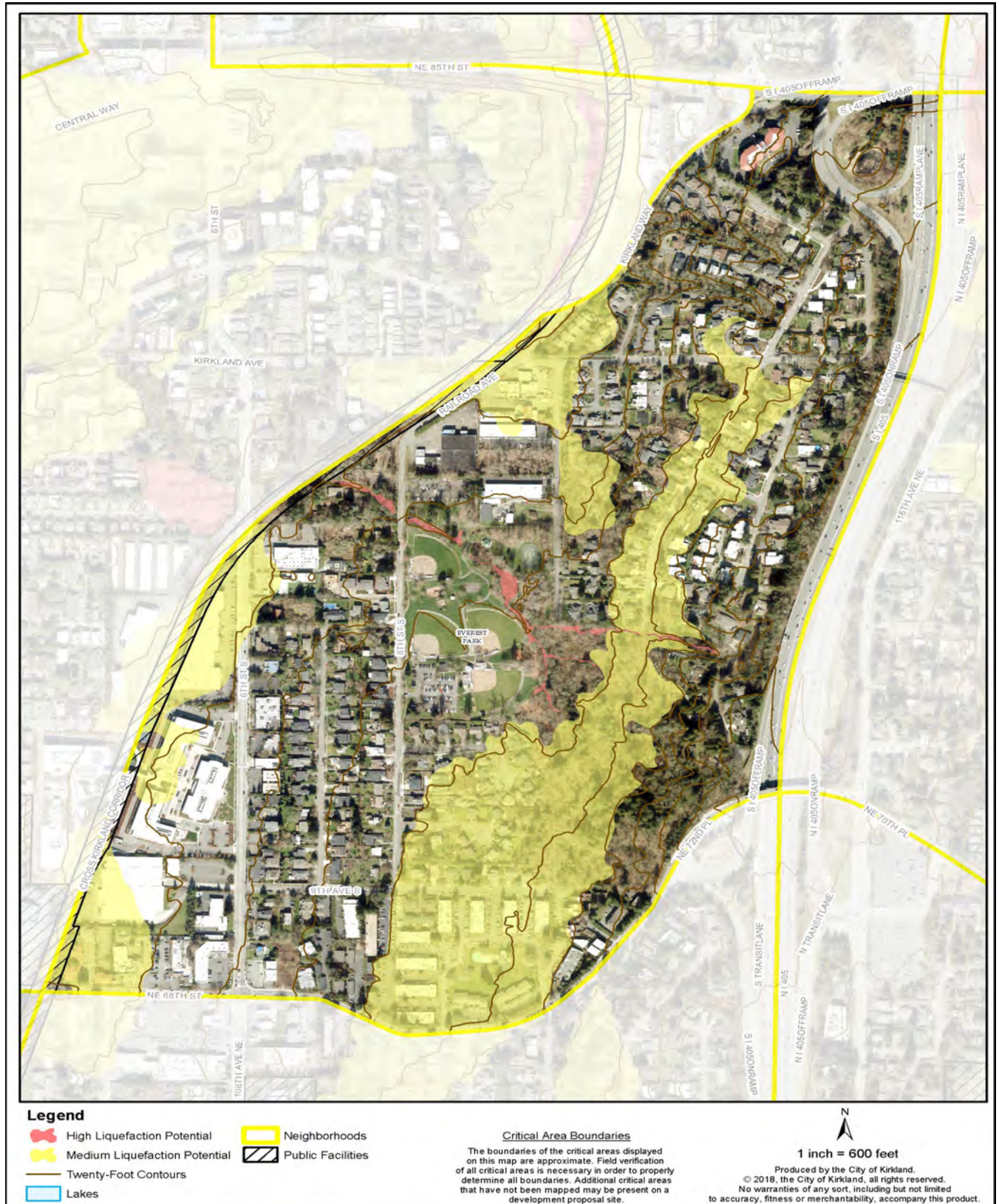


Figure EV-1b: Everest Liquefaction Potential

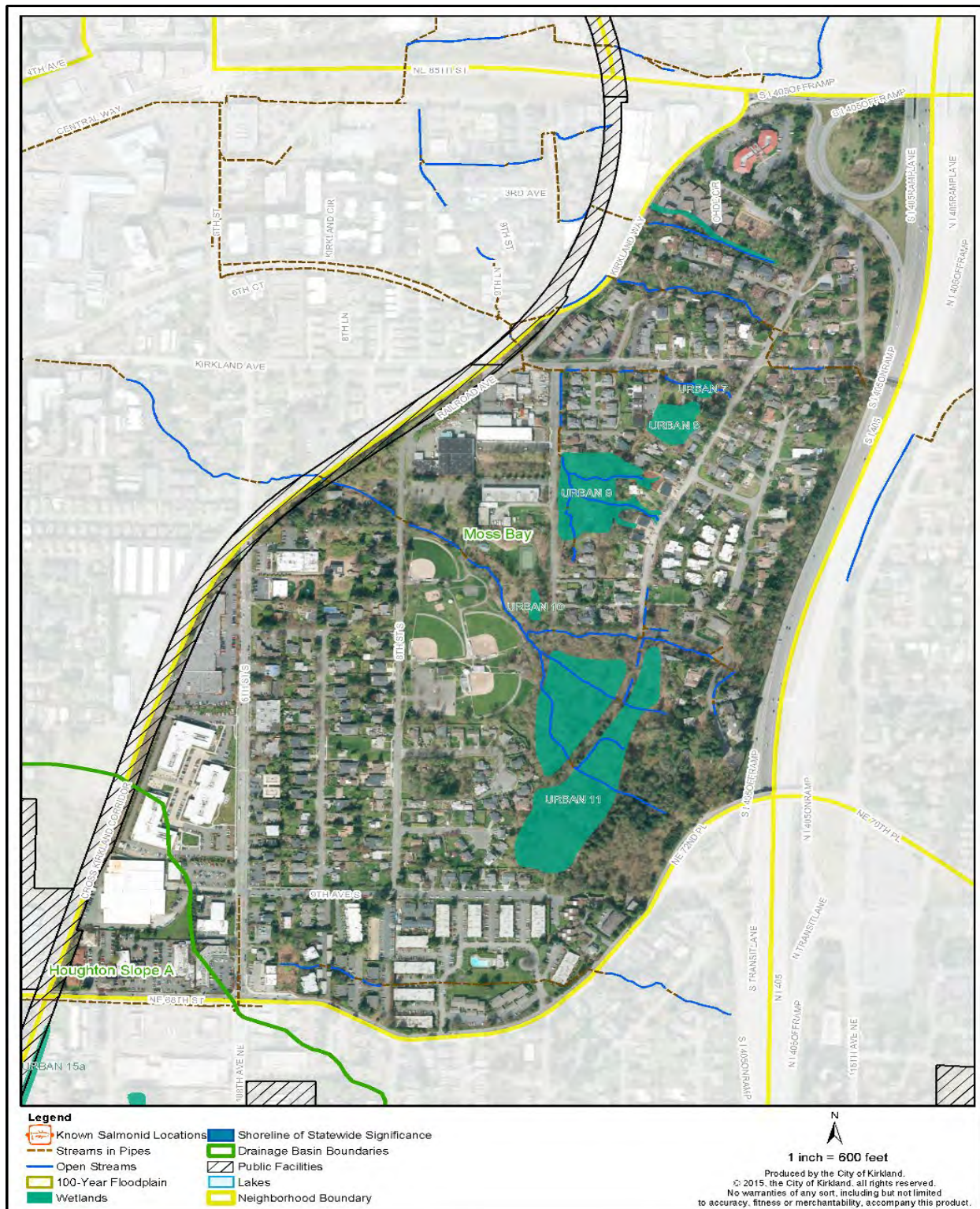


Figure EV-2: Everest Wetlands, Streams, and Lakes

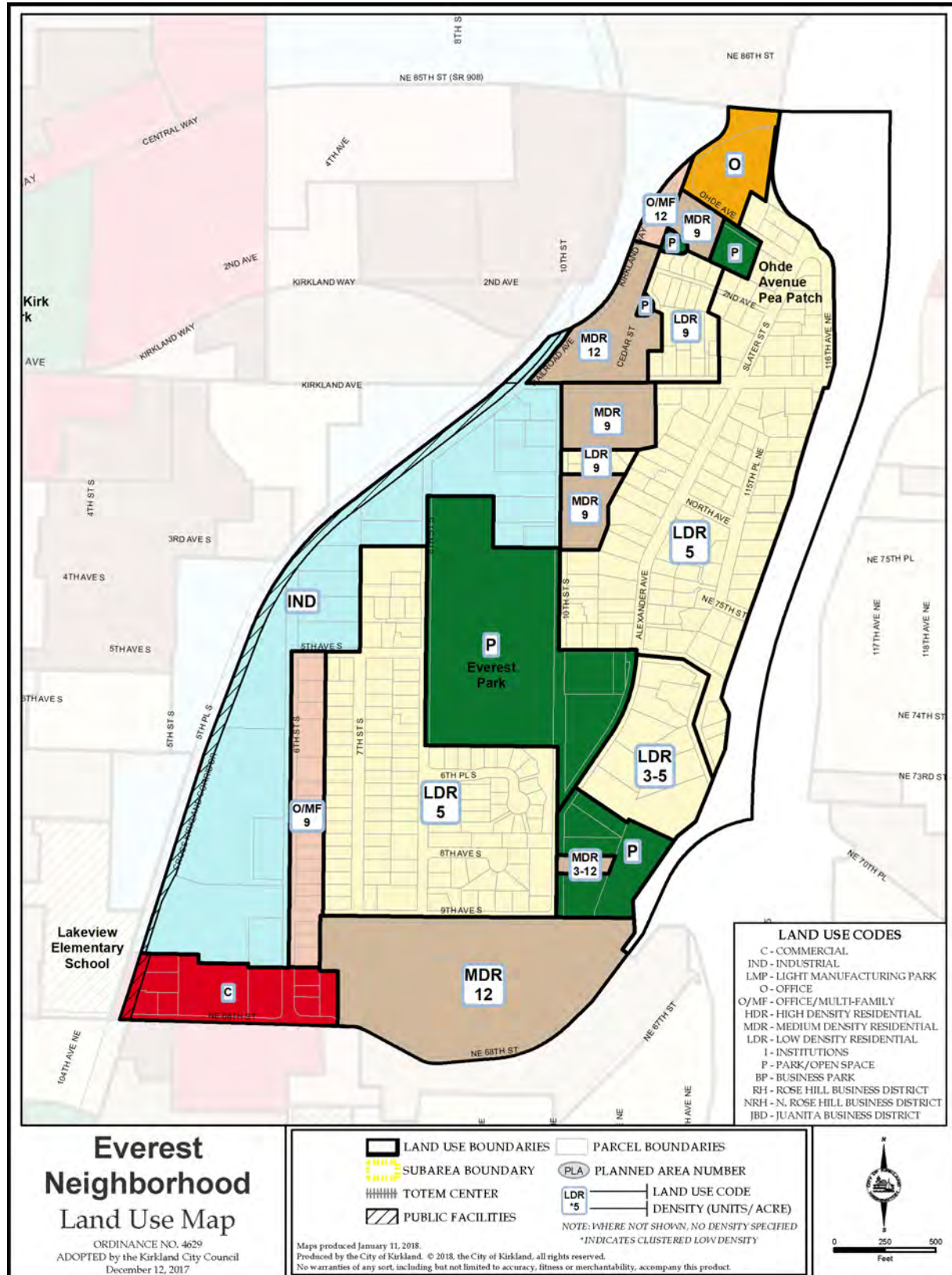


Figure EV-3: Everest Land Use

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).

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

~~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.~~

~~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. Lower-intensity residential Single-family development is located in the central and eastern portions of the Everest Neighborhood, whereas higher-intensity residential multifamily 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 visual-commercial landmarks are the Sierra Building at the north end of the neighborhood and the large high technology company Google Building 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. 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.~~

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, land use inventories, and other relevant concerns. ~~For convenience, the following analysis of the Everest Neighborhood has been divided according to functional headings:~~

Residential

Policy EV-5: Lower-density residential Single-family areas densities west and south of Everest Park may integrate are to be maintained west and south of Everest Park. a variety of smaller compact housing options over time.

~~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. Everest's lower-density 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, 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 low-density areas by the Zoning Code.

Delete small vicinity maps; they are redundant with Land Use Map Figure EV-3



~~Policy EV-6: Lower-density residential Single-family designation on the hillside east of Everest Park is should to be maintained at densities of three to five dwelling units per acre as shown on the Land Use and Zoning Maps.~~

The hillside in the eastern portion of the Everest Neighborhood contains low-density single-family residential homes and undeveloped 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 existing commitments to single-family use, and because of geologically hazardous slopes conditions and water drainage hazards courses, associated with intense development on these slopes, the eastern portion of the Everest Neighborhood should generally retain its low-density residential classification of three dwelling units per acre south of Alexander Avenue and five dwelling units per acre 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. (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 EV-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.*~~



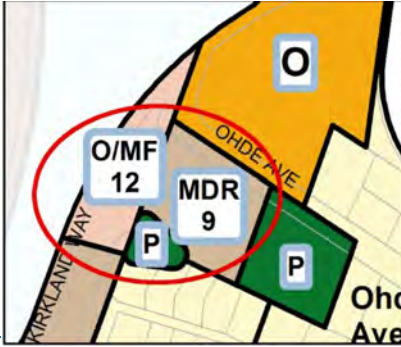
~~The land in the southeast corner of the Kirkland Avenue/10th Street South intersection may be developed at up to nine dwelling units per acre. Clustering and common-wall development, and retention of existing vegetation are encouraged as a way to lessen the visual impacts on the residential area to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

~~*Policy EV-7: Future Medium density residential multifamily at nine to twelve dwelling units per acre is permitted where indicated and –is not to spread further east. Medium densities (9 and 12 dwelling units per acre) are permitted where indicated.*~~

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

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

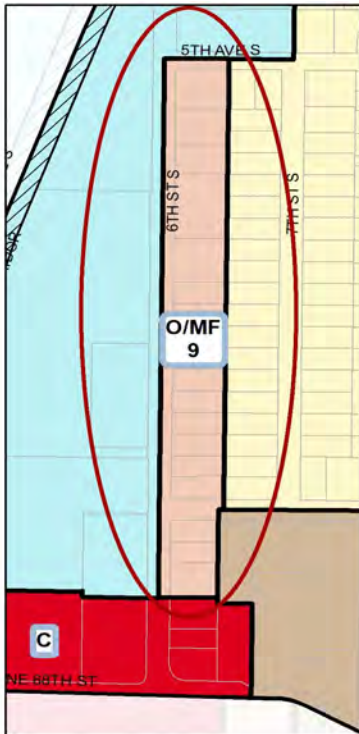


Future multifamily in this area ~~shall~~should not extend further to the east than existing multifamily development (see Figure EV-3). Medium density (nine dwelling units per acre) is appropriate for the majority of the land east of Cedar Street. The existing apartment site located at the northeast 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.

Policy EV-8: ~~The~~ Land north of Kirkland Avenue and east of the multifamily development adjoining Cedar Street is appropriate for ~~can develop at~~ densities up to nine dwelling units per acre if designed to minimize impacts to slopes. ~~if the following standards are met.~~

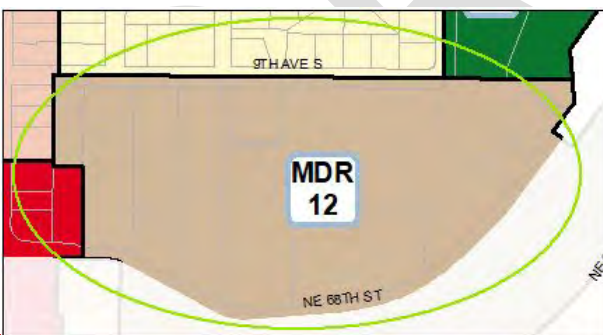
This area contains steep sloped ravine with surface water and soils susceptible to high landslides. Development should mitigate potential impacts to the ravine with geotechnical recommendations and design approaches such as coordinated layout of parcels, aggregating parcels, clustering of structures, reduced building footprints, maximizing tree and vegetation retention, and consolidation of shared vehicle and pedestrian access from Kirkland Avenue.

- ~~(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 EV-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.~~



Policy EV-9: Multifamily Medium -density 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 and 6th Street South. South of 9th Avenue South most land is developed with condominiums or apartments. has been committed for multifamily use, although a few older single-family homes and some undeveloped land still exists. This area is close proximity to shops, services and transit. To encourage increasing affordable housing in this area, f-Future redevelopment of multifamily development in this area

~~is encouraged to should~~ be ~~built to the limited to a~~ maximum density of 12 dwelling units per acre.

Commercial

Policy EV-10: The Houghton/Everest Neighborhood Center is 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 Land Use Element designates the Houghton/Everest Neighborhood Center as a commercial and mixed-use area. It spans the north and south side 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.

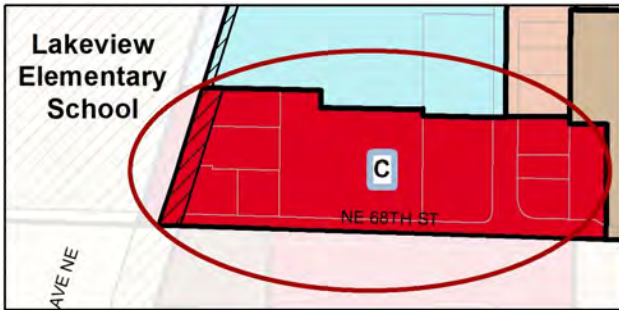
Properties to the east of 6th Street South should be encouraged to develop together with joint access off of 6th Street South.

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 ~~shall~~should include the following:

- Provision for ~~traffic mitigation a southbound right turn lane from 6th Street South to NE 68th Street,~~ 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.

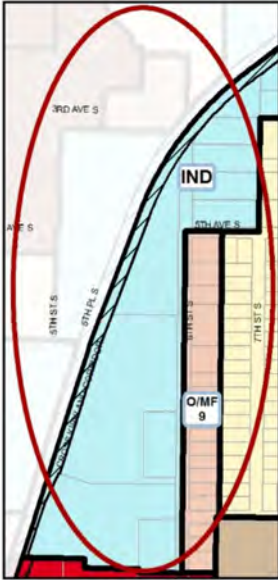


The Zoning Map designates this area on the north side of NE 68th Street as HENC 1 and HENC 3 zone. See the Zoning Code for allowed uses, development regulations and the Design Guidelines for Pedestrian Oriented Development provide the design guidelines for future redevelopment of the HENC zones.

Policy EV-11: Promote land uses ~~Light industrial and office uses are permitted west of 6th Street South and along the Cross Kirkland Corridor~~ that minimize neighborhood impacts and enhance the multi-use 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 (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 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-should be oriented away from residential uses and must-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) 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.

Policy EV-12: 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.

Policy EV-13: Provide ~~There should be an~~ effective transitions between lower-density single-family 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 single-family neighborhoods using means with techniques such as landscape buffers, tree retention, high-quality design elements the size, width and height of structures, compatible uses, adequate parking on-site, 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. 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 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.~~

~~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.~~

EV-Policy-15: For portions of the Everest Neighborhood located within the Greater Downtown Urban Center and pending Regional Center, provide land uses, 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 large corporate technology campus that spans both the Moss Bay and Everest neighborhoods is proposed for inclusion in the Regional Center as a way to recognize the significance of the employment and transportation needs of the campus (see Land Use Element Figure LU-2 and EV or MB NEW Figure showing crosshatch of EV parcels included in Moss Bay/Regional Center). Because of the close proximity to the Urban Center/Regional Center, these areas within the Everest neighborhood 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.

~~5. 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 EV-7). Everest's urban design features are shown on Figure EV-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.~~

~~"Pathways" are discussed and identified in Figure EV-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 EV-7.~~

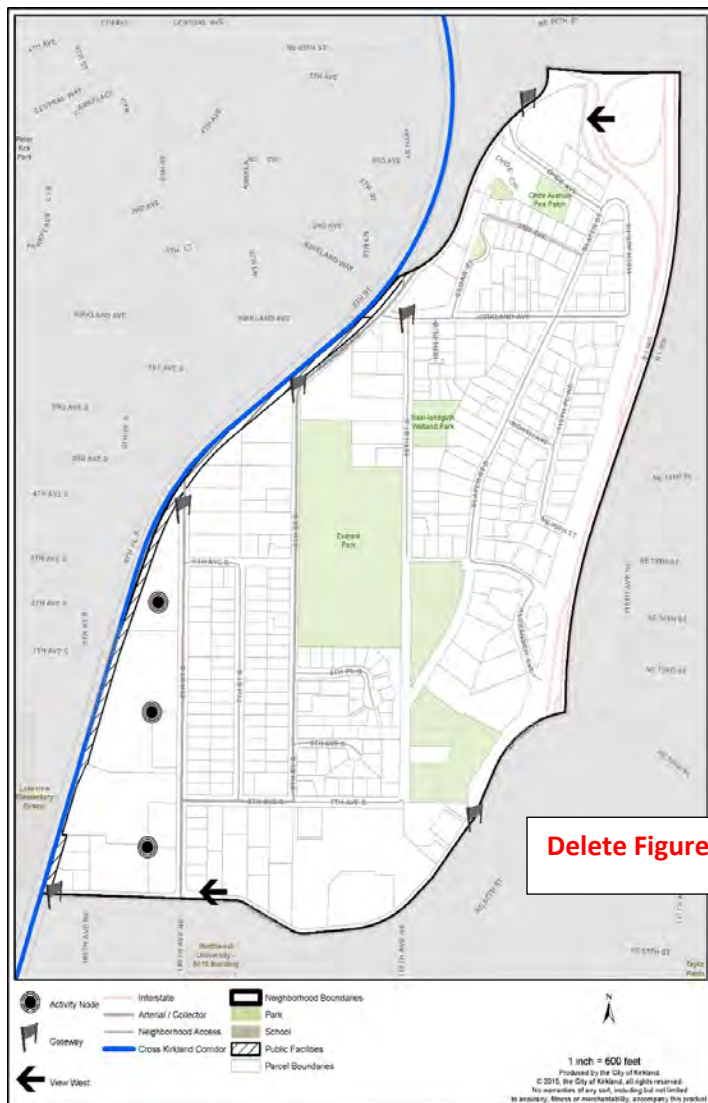


Figure EV-7: Everest Urban Design Features

6. Transportation

The circulation pattern in the Everest Neighborhood is fairly 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 and allows for convenient travel through the neighborhood with minimal impacts on the majority of residential uses (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 improvements are recommended 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 ~~trestle~~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 ~~trestle~~-crossing) because of the low clearance height for trucks. The City should continue to find ways to solve these ~~traffic-mobility~~ problems.

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

~~Wetlands-Critical areas~~ are present southeast of Everest Park and therefore 10th Street South south of Slater Avenue South should ~~not become a through traffic route~~ be maintained and improved as a route for nonmotorized use.

- (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) Implement the recommendations of the 6th Street Corridor Study.

(7) 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.

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

Pedestrian and Bicycle Circulation

~~"Pathways" are discussed and identified in Figure EV-5.~~

~~The~~ 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 Neighborhoods 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~~ to other the City and regional destinations.

The major ~~pedestrian routes, pathways~~ by which the majority of residents enter and traverse this neighborhood are Kirkland Avenue, 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 along these routes, 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.~~

Policy EV-17: (4) Maintain and enhance ~~improve~~ 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, ~~and~~ EV-6, T-28 Citywide Connections Map, T-19 Bicycle Network, and T.2.3 Greenways Map in the Transportation Element. Priority pedestrian and bicycle connections include:

- From the north end of Slater Street to the BRT/Stride Station.
- Unopened segments of 10th Street South, Alexander Avenue, and Slater Avenue South contain unimproved pathways ~~which~~ that provide important a pedestrian connections through the neighborhood, link to Everest Park for the areas to the east. ~~Because of presence of wetlands vehicular and pedestrian access may be limited; however, t~~these pathways should be improved in a manner sensitive to the surrounding critical areas while promoting access for additional users 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 lacks sidewalks and bicycle lanes. The City should pursue funding ~~for to make~~ sidewalk and bicycle improvementsconnections along the street to improve non-motorized 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 the Transportation Element Figure 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.
- Furthermore, public ~~Pp~~ 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:(6) Support development of the Cross Kirkland Corridor as a multi-~~purpose use corridor-trail~~ for pedestrians and bicycles and increase ~~with~~ access points along the corridor.

The Cross Kirkland Corridor provides an opportunity for a bicycle, pedestrian and high-capacity transit 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 City regulations, the CKC Master Plan ~~and the PROS Plan~~.

DRAFT

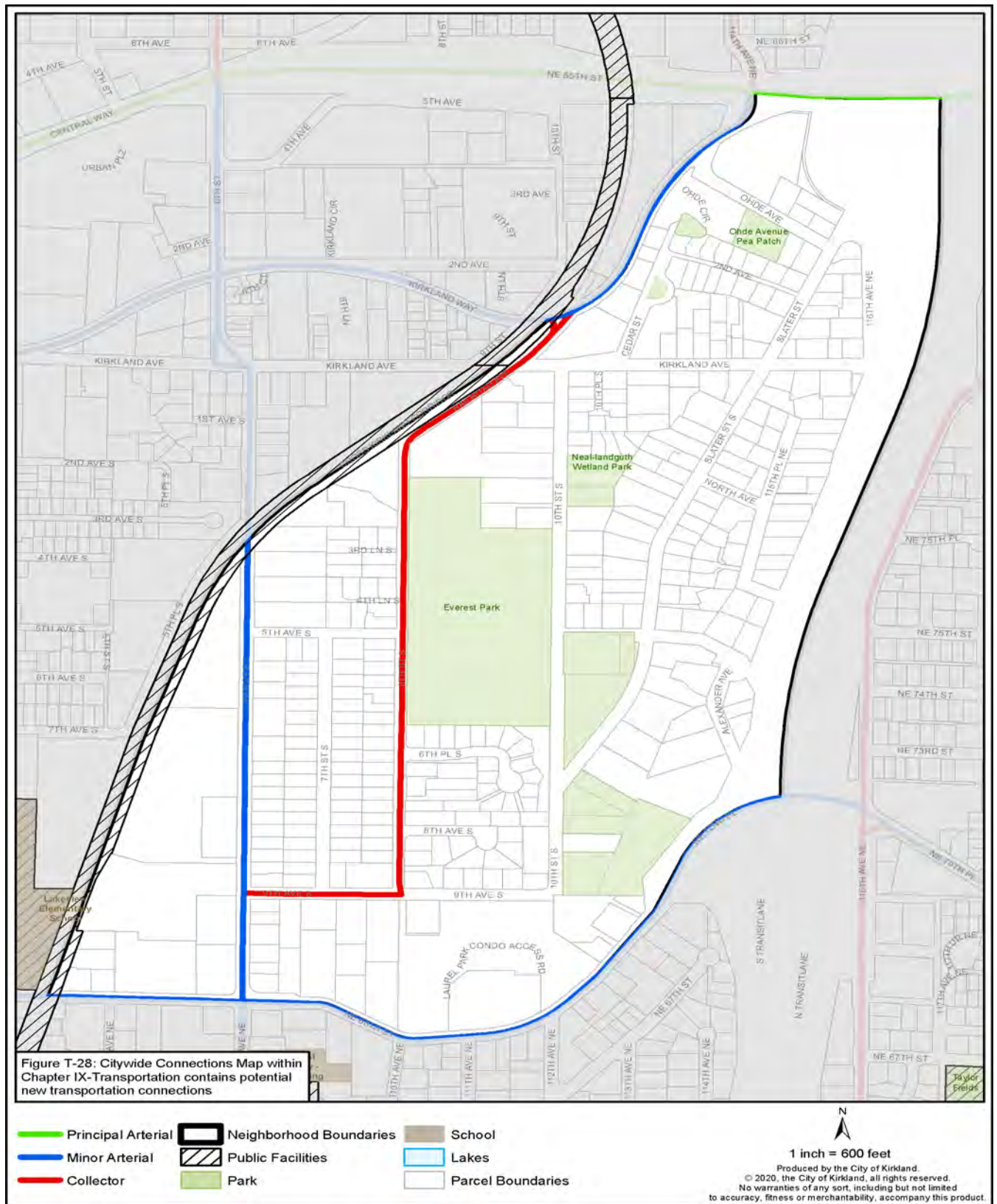


Figure EV-4: Everest Street Classifications



Inserted revised draft map Figure EV-6 showing greenway. Revise maps 5 and 6 to show future pedestrian connection to BRT/Stride Station shown in T-28:

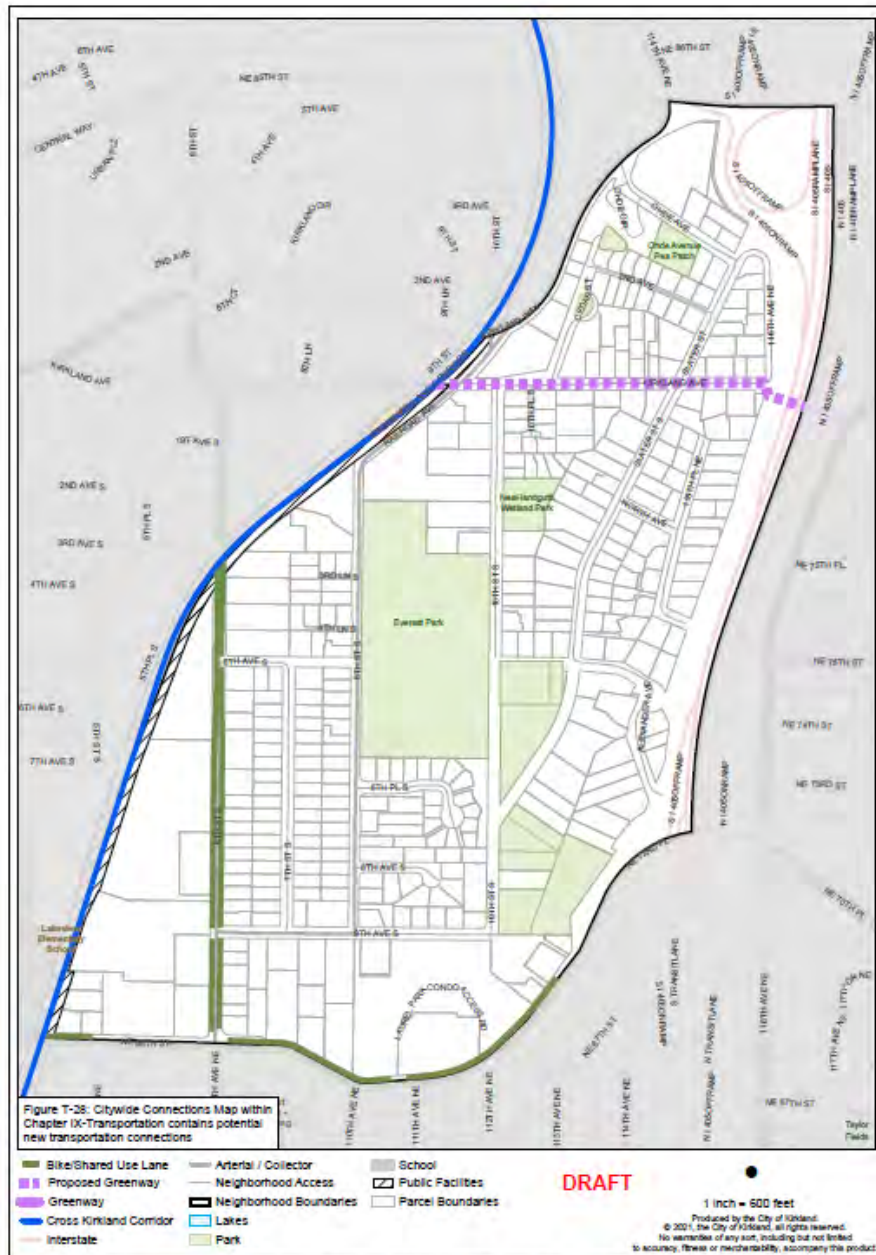


Figure E-6: Everest Bicycle System



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

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 should be expanded to the park 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: Open space value of streets is to be recognized 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 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 EV-5).
- The NE 70th Street overpass of I-405 serves as ~~is~~ 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 eastside of I-405, the overpass its provides most significant urban design asset is the a 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.~~

~~-Note: photo taken looking west over NE 70th Street over freeway deleted to reduce document size. Add new photo?~~

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.

~~***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.~~

~~8. Public Services/Facilities~~

~~*Deleted these policies because they are citywide utility and surface water requirements with development and concurrency.*~~

~~*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 EV-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 should 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).~~

Community Engagement Activities to Date

Since January, staff have been busy conducting public outreach and community engagement activities within each neighborhood listed below. Where possible, we combined the public engagement activities with both neighborhoods. Meetings were held virtually because of the COVID-19 pandemic. Feedback from these activities has been reviewed and incorporated into the draft plans. Below is a summary of the efforts conducted to date:

- Project webpages on the City's webpage share information and meeting dates: [Everest Neighborhood Plan Update](#) and [Moss Bay Neighborhood Plan Update](#)
- Presentations at the Moss Bay and Everest Neighborhood Association meetings
- Presentation at a Youth Council meeting
- Public notice signs installed in key locations in both neighborhoods
- [Presentation](#) at the April 28, 2021 [Transportation Commission meeting](#)
- Postcards mailed to all residents and property owners within Moss Bay and Everest neighborhoods informing of the webpages, survey, workshops
- An online survey conducted in May-June. [Everest Survey](#) and [Moss Bay](#) survey summaries are available on the project webpages.
- Two separate community workshops conducted on June 8 and June 14. Workshop comment summaries are on the [Everest](#) and [Moss Bay](#) neighborhood plan update project webpages.
- Three Working Group meetings held for each neighborhood.
- List serve email announcements sent to people regarding status of the process and public engagement opportunities
- Staff conducted an early Equity and Inclusion Assessment (EIA) for the plans.
- City wide media blitzes Currently Kirkland, Next Door, Twitter, Facebook
- Presentation at the Kirkland Chamber of Commerce Policy Committee meeting
- Attended a July Eastrail Corridor event at Feriton Spur Park to promote the plans
- A second survey directed to renters in the Moss Bay Neighborhood was conducted from July 23rd to August 23rd 2021. On July 23rd, staff sent out a second survey to solicit input from those who rent in Moss Bay. The earlier survey had less responses from those identifying as renters. Staff felt getting more input would be beneficial and could help inform affordable housing policies. The outreach for this survey included Moss Bay working group members taking flyers to numerous apartment complexes in the neighborhood to help get the word out for the survey and the City's Communication staff posting a survey link to Next Door to encourage more participation. A summary is available on the project webpage.
- August Wednesday Market City sponsored booth to promote the neighborhood plans, city-wide long-range projects (Surface Water; PROS Plan; NE 85th Street Station Area Plan)
- Presentation to brief the Moss Bay Neighborhood Association on September 9, 2021.

From: amrising@gmail.com
 To: [City Council](#); [Planning Commissioners](#)
 Cc: [Janice Swenson](#); [Jeremy McMahan](#); [Adam Weinstein](#); daaubry@hotmail.com
 Subject: Letter in opposition to changes in the Everest Neighborhood boundaries
 Date: Sunday, August 22, 2021 9:11:22 PM

Dear Mayor Sweet, Deputy Mayor Arnold, Council Members and Planning Commissioners.

I am writing to oppose the proposal to redraw the Everest Neighborhood's boundaries to exclude the Google campus from Everest and move the entire campus to Moss Bay.

I have lived in the Everest neighborhood for almost 27 years. During that time, I served as the representative for the neighborhood to the Kirkland Alliance of Neighborhoods (KAN) for twenty years and have served as the Chair of the Neighborhood Association for many years. During this time, I have gotten to know a large percentage of our residents and have worked with many of them on issues that effected our neighborhood.

When SRM built the first Google building, our neighborhood not only did not object to the campus going in to that location, we welcomed them as a valued addition. Over the years, we have worked with SRM and Google on a variety of issues including the installation of a traffic signal at 6th St S and 9th Avenue S. in order to allow our residents to enter and exit our neighborhood, due the increased traffic that would be impacting us from the additional employees. We have also worked closely with SRM on Google's behalf on issues such as employee busses cutting through our neighborhood streets and sponsorship of our annual picnic. If you make the change to put all of the Google campus into Moss Bay then the Everest Neighborhood would be absorbing all the traffic from the entire campus without the benefit of having the relationship with Google and SRM.

The Everest Neighborhood boundaries have always been easy to remember ... East of the CKC, South of 85th, North of 68th and West of 405. All of the residents and businesses within these boundaries make up the fabric of our neighborhood with Google being a huge part of the businesses based in Everest. Even thinking about saying the Everest neighborhood boundaries that you are proposing – East of the CKC, except Google, make no sense. Since Google plans to move to the Lee Johnson property in the future, will you then propose to change North Rose Hill's boundaries at that time as well?

I urge you to please leave the Everest Neighborhood boundaries as they are, let Google continue to be a valuable addition to our neighborhood and respect the wishes of our residents.

Sincerely,

Anna Rising

From: [David and Anna Aubry](#)
 To: amrising@gmail.com; [Planning Commissioners](#)
 Cc: [Janice Swenson](#); [Jeremy McMahan](#); [Adam Weinstein](#); [City Council](#)
 Subject: Re: Follow up from 8.26.21 Planning Commission discussion
 Date: Monday, August 30, 2021 3:29:24 AM

Hello to all

As current Everest Neighborhood Chair, I want to add a bit more to Ms Rising's letter. I have already sent a letter on the subject, that was included in Planning's packet before their last meeting, to most of you.

In addition to the points in my letter referenced above, and in Ms Rising's letter, Carole Parker, who was Everest Neighborhood Chair at the time, and I who was Neighborhood Secretary, were invited to the Grand Opening of the Google Campus. Google has exerted a good deal of effort to connect with and stay connected to the Everest Neighborhood. The local Google Manager, whose name escapes me at the moment, went out of his way to attend at least one of our annual Neighborhood Picnics, where he was welcomed as a valued neighbor and member of our community.

As Kirkland's smallest Neighborhood, Everest treasures our connection with all of our members including Google. An attempt to amputate part of our community would be most unwelcome and would serve no useful purpose.

David Aubry
 Chair Everest Neighborhood Association

From: amrising@gmail.com <amrising@gmail.com>
Sent: Friday, August 27, 2021 2:55 PM
To: PlanningCommissioners@kirklandwa.gov <PlanningCommissioners@kirklandwa.gov>
Cc: JSwenson@kirklandwa.gov <JSwenson@kirklandwa.gov>; JMcMahan@kirklandwa.gov <JMcMahan@kirklandwa.gov>; AWeinstein@kirklandwa.gov <AWeinstein@kirklandwa.gov>; CityCouncil@kirklandwa.gov <CityCouncil@kirklandwa.gov>
Subject: Follow up from 8.26.21 Planning Commission discussion

August 27, 2021

Dear Ms. Allen,

At last night's Planning Commission meeting, during the discussion of the proposal to change the Everest Neighborhood's boundaries (to exclude Google), you brought up your assumption that the Everest Neighborhood has not had a relationship with Google and that the relationship was just with SRM Development, thus inferring that the point that has been made that the residents feel a relationship with Google is not accurate.

Unfortunately, I was not allowed to respond to your assumption last night so, I am doing that in this letter.

For many years after Google moved into their campus and before and during the time that I was Chair of the Everest Neighborhood Association, I was in contact with several Google employees (both their Community Representative and their Site Manager/Director). At times, we discussed issues and they would then bring in Dave Tompson from SRM, but at other times they were just discussions in general, between us about the neighborhood concerns. I was personally invited to many of Google events because of the relationships I built with Google representatives and because of my position representing the neighborhood as the KAN Rep and Neighborhood Chair).

While I was the Everest Chair, I asked and Google offered and did print our Everest Neighborhood Newsletters (approximately 425 copies six times a year) for several years, as an in-kind donation to the Neighborhood Association.

In addition, as you can probably imagine, we have many Google employees residing in the neighborhood, so there is indeed a strong feeling of connection with Google.

I would be happy to answer any questions you may have about how we have worked with Google in the past

Best regards,

Anna Rising

August 19, 2021 - Comments on a Proposed Redrawing of the Everest Neighborhood's Boundaries to Exclude The Current Google Campus

Google and SRM are integral and valued members of the Everest Neighborhood. SRM is located in the Everest Neighborhood on the east side of 6th St S. Google's current main Kirkland campus is split between Moss Bay and Everest. Google's new Kirkland Urban campus is under construction and will result in hundreds if not thousands, of new jobs in Kirkland's Downtown core. Additionally, if the Lee Johnson Campus proceeds as planned, another large Google location will appear in the next few years.

As can be seen, Google's footprint will span multiple neighborhoods, with large employee presences at each location. If one is serious about reducing commute distances and facilitating a close proximity between employment and residences, this would seem to be an ideal situation. In this context, it makes even less sense to try to remove Google from the Everest Neighborhood, where so many Google employees already live. An ideal model is where one lives and works in the same neighborhood. This may seem like a matter only of semantics – but as has been said – words matter!

Looking at the beginnings of Google's presence in Kirkland, Everest is on record, from the beginning, as welcoming Google with open arms. Everest residents participated actively from the first, providing requested input and comments, during the planning and development stage of Google's presence in Kirkland. This participation also involved early conversations with SRM, the Google campus developer. At the time Google's 6th St S campus was under development, the Moss Bay Neighborhood's primary concern was avoiding any Google traffic in Moss Bay. Campus access was specifically designed so that most traffic to and from the campus went through Everest. Everest had some concerns, but accepted that this was a reasonable price to pay to facilitate a positive City and Neighborhood asset.

Everest Neighborhood Association's Chair and Board, along with Everest residents, were specifically invited to the dedication of the new campus several years ago. Since that time both Google and SRM have supported the Neighborhood and the Neighborhood Association in numerous ways, including participation and generous donations to the Neighborhood's annual Picnic, and donations to Everest's annual holiday gifts drive benefitting such organizations as Treehouse and Attain Housing.

Severing the physical connection between the Everest Neighborhood and SRM/Google is the wrong thing to do. Everest Neighborhood opposes any such change to its boundaries. There is no benefit to anyone; there is only an opportunity to rearrange employment numbers into an artificially defined area. Google will have multiple campuses in Kirkland, distributed across several neighborhoods, including Everest. As discussed above, this is as it should be.

[signed]

David L. Aubry

Chair Everest Neighborhood Association

From: [M. Edward Spring](#)
To: [City Council: Planning Commissioners](#)
Cc: [Janice Swenson](#); [Jeremy McMahan](#); [Adam Weinstein](#); daaubry@hotmail.com
Subject: Everest Neighborhood's Boundaries
Date: Monday, August 23, 2021 6:49:11 AM

Dear Mayor Sweet, Deputy Mayor Arnold, Council Members and Planning Commissioners.

I am writing to oppose the proposal to redraw the Everest Neighborhood's boundaries to exclude the Google campus from Everest and move the entire campus to Moss Bay.

My wife and I have lived in the Everest neighborhood for the last eight years. If you make the change to put all of the Google campus into Moss Bay then the Everest Neighborhood would be absorbing all the traffic from the Google campus without the benefit of having the relationship with Google and SRM.

The way it is now is working just fine. One example is the installation of a traffic signal at 6th St S and 9th Avenue S. It has allowed us to exit our neighborhood more easily and more safely, especially during the late afternoon traffic. I understand that the installation of that signal was the result of cooperation by Google and its acknowledgement of the increased traffic from its additional employees. Similar issues are bound to arise and leaving the Google campus with Everest Neighborhood is an important tie which can foster continued cooperation and problem solving.

Since it isn't broken, don't try to fix it.

Thank you for your consideration.

Ed Spring

737 8th Street So.

Kirkland, WA 98033

Email from 8/30/2021

Good Afternoon Mr. Aubry and Ms. Rising,

Thank you for your emails expressing your concern over my understanding of your neighborhood's relationship with Google.

The Planning Commission had received another letter from one of your neighbors expressing their belief that the city wanted to have Google all in one neighborhood to better manage the relationship with Google, not about the urban zoning or possible transportation dollars. My questions were based on that letter's assumption, not to dismiss the Everest Neighborhood's relationship with Google, only to understand it.

I appreciate you both taking the time to further clarify and admire the work you have done with Google in creating a great asset for our community.

Regards,

Katya Allen

From: [Laila Saliba](#)
To: [City Council](#); [Planning Commissioners](#); [Janice Swenson](#); [Jeremy McMahan](#); [Adam Weinstein](#)
Subject: Keep Everest Neighborhood Whole
Date: Thursday, August 26, 2021 3:10:03 PM

To Whom It May Concern,

I am a 10 year resident of the Everest neighborhood in Kirkland and am writing to oppose the proposal to exclude the Google campus from the Everest Neighborhood's boundaries.

My understanding is that Everest has a great relationship with Google and SRM. I know we, as residents, value having them as part of our community, specifically in partnership with community events such as our annual neighborhood picnic.

It is also part of our Everest neighborhood identity and pride to say that our neighborhood welcomed Google in at its inception.

I would like to see Google and SRM stay and continue to be an integral part of our neighborhood.

Sincerely,

Laila Saliba

From: Margaret Bull <bullseye7734@frontier.com>

Sent: Saturday, August 28, 2021 9:48 AM

To: David Barnes

Cc: Scott Guter; Planning Commissioners

Subject: planning meeting

Dear David and Scott and Planning Commissioners and whoever else,

I have a couple of concerns regarding some of the items that The Planning Commission has been discussing.

I didn't watch the meeting long enough to hear about the Michael's Community Initiated Amendment Request (CAR) - CAM20-00676.

Having listened to other amendment requests before, I get annoyed about how many exceptions a developer wants and how once they have their foot in the door they have the opportunity to convince the city to give them more leeway to do whatever is in their own best interest—not that of the community. In this case, I feel that the CAR should be dismissed as not having enough merit. It angers me that so much time and energy went in to deciding on what the Shoreline Master Plan would include and yet a developer is already asking for a major exception to that guideline.

The site is in a very difficult location for egress and that makes it less desirable as a location for a large development. It is challenging for a patron to get in and out of Michaels or the Indian restaurant next door. These types of problems cannot be fixed by a sign indicating 'no right' or 'no left' turn without a barrier present. I know of two examples where this idea has been considered an acceptable solution on a busy corner. The Toyota of Kirkland driveway on the west side has a right turn only arrow on the ground. People ignore it because it leads up a hill where there is no place to turn around. Personally I respect the sign and choose to drive around the whole building to go out the south exit. It is the safer choice when the traffic is busy. The Starbucks on 108th has a 'no left turn' sign onto 108th Ave NE. People turn left there all the time because the only place to turn around is the driveway of Fire station 22 or by taking a tour of Met Market's parking lot. My guess is that if you asked 20 people that go there regularly if they know they are not supposed to turn left there they would tell you they never noticed the sign or if so, ignored it. I am sure there are other developments where the Planning Department required signage as a solution to a traffic related issues. I cannot imagine anyway to fix the egress issue on the Michaels property especially with a high density development. That intersection is very complex as it is and it seems unfair to the adjacent condo owners to have their driveway be used for access to the Michaels property. It would irritate me if I lived there.

My concern about the other topic discussed (the Everest neighborhood) was related to a couple comments regarding Kirkland's commercial development. One idea mentioned was a bad one in my opinion: encouraging the establishment of brewery or winery tasting rooms. Admittedly, the one small one that has been in Everest for a few years didn't cause too many problems. But look at what has happened in Woodinville. I don't want Kirkland to become a alcohol testing destination—leave that to Woodinville and Walla Walla. I frequent a small quilt fabric shop near a round-about on the Redmond-Woodinville Rd and am appalled at the lack of parking in that commercial area. They have to have a parking monitor checking who is parking in the shop/restaurant parking lot because of wine testing events in the surrounding area. There are pedestrians crossing the street all the time to get from one tasting location to another at an extremely high traffic area. I doubt that when the round-about was designed the city had an idea that this problem would exist. And the other thing I've noticed is that a city may plan for parking for a certain type of business activity but after the development is established the type of use of the property changes and a different parking requirement is needed. Unfortunately this issue cannot be eased by street parking availability in busy areas where no street parking is allowed due to traffic flow.

Even though I recognize that the greater Seattle area population consists of a huge percentage of single individuals, DINKs, and retirees, I would like to see Kirkland focus on retaining its family friendly designation as a goal. Increasing the percentage of beer/wine testing businesses, recreational marijuana shops, and smoking related stores does not further that goal. I mention this because I have noticed these types of stores in downtown Redmond. I don't want Kirkland to follow Redmond's lead.

I also worry that diminishing the size of Everest Neighborhood in favor of getting more dollars for improvement to the Moss Bay Commercial area may set a precedence and Moss Bay neighborhood and its more commercially emphasized development plans will eventually gobble up parts of the other surrounding neighborhoods. Whether the Google building belongs in one neighborhood or another isn't of concern to me but I do question the motivation and is it truly beneficial to the community. If the 85th Street project goes through will the Everest Neighborhood eventually be replaced?

There is one more issue that is of concern. It is the trend to rename places to honor a person or replace the name of a 'bad' person as a politically correct move. In Kenmore they renamed Squire's Landing Park to Ti'awh-aw-dees. Really? How do you say that? I was even unhappy that a park was renamed Phyllis A. Needy Park in Houghton. She was a wonderful lady but her name doesn't make a great place name and gives no sense of location. Martin Luther King was an important figure in history but his name doesn't fit on a road sign. (At least Bellevue-Redmond Rd is called Bel-Red Road and fits on a sign.) I admit there are people that did bad stuff in the US like being a general in the Confederate army so ripping down their statues is okay with me. But most individuals in history have done good and bad things and we judge them for the bad things. George Washington owned slaves and moved out of Philadelphia in order to keep them slaves rather than freeing them. It would be ridiculous to change the name of the state of Washington because of this. In most cases when a place name is changed it is expensive and time consuming to alter maps and city documents. The other reason it seems silly to rename things to honor an individual is that most people don't care and will still call something by its original name. When I give directions and use landmarks I talk about where something is by its old name. I use Skate King as a reference all the time because most people know where it was even if it is not there anymore. I actually liked referring to the Kingdome as a location because unlike all the other stadiums around here it kept its name—no commercial branding involved. So as Kirkland develops I hope the names that are picked for new parks and roads and bridges are easy to remember and are location driven rather than focused on honoring someone. Totem Lake Park was a great choice of name. It fits on a road sign, people can generally pronounce it and it is near the geographical feature it is named after.

If you go to Carillon Woods, please feel free to sit at 'my' picnic table. I think it is nice to enjoy a picnic table or bench without having to see someone's name pasted on it. We can all just call it the picnic table in Carillon Woods Park.

Kind Regards,

Margaret Bull

From: [Malia Karlinsky](#)
To: [City Council](#); [Planning Commissioners](#); [Janice Swenson](#); [Jeremy McMahan](#); [Adam Weinstein](#)
Subject: Please leave Google in Everest Park
Date: Monday, August 23, 2021 8:55:08 AM

Dear Mayor Sweet, Deputy Mayor Arnold, Council Members and Planning Commissioners:

I'm writing to strongly oppose the proposal to redraw of the Everest Neighborhood's boundaries to exclude the Google campus from Everest and move the entire campus to Moss Bay. Simply put - it's the wrong thing to do.

My family and I have lived on 7th ST S for almost fifteen years, very close to the Google campus. We have been here through the builds and all of the noise, traffic and general upheaval that each of those expansions have caused. This last phase has been especially challenging - it's been well over a year of closed streets and parking issues and a ton of noise. It's been a real pain!

But looking at the big picture, it's all been worth it - because Google has been an amazing "neighbor" to our neighborhood. And we have been great neighbors to them. As Anna Rising expressed to you:

"If you make the change to put all of the Google campus into Moss Bay then the Everest Neighborhood would be absorbing all the traffic from the entire campus without the benefit of having the relationship with Google and SRM."

I am respectfully asking you to please leave the Everest Neighborhood boundaries where they are. This is our neighborhood and we have been pro-Google from the start. We have created a great relationship with them, we have absorbed all the "challenges" their growth has brought, and we have earned the right to keep Google within the Everest Park boundary.

Best, Malia Karlinsky

From: [Jeremy McMahan](#)
To: [Janice Swenson](#)
Subject: FW: Everest neighborhood boundary lines
Date: Monday, August 23, 2021 11:03:03 AM

From: Noel Arwine <noel_arwine@hotmail.com>
Sent: Monday, August 23, 2021 11:00 AM
To: City Council <citycouncil@kirklandwa.gov>; Planning Commissioners <planningcommissioners@kirklandwa.gov>
Cc: daaubry@hotmail.com
Subject: Everest neighborhood boundary lines

CityCouncil@kirklandwa.gov

PlanningCommissioners@kirklandwa.gov

23 August 2021

Dear Mayor Sweet, Deputy Mayor Arnold, Council Members and Planning Commissioners,

I am writing to oppose the proposal to redraw the Everest Neighborhood's boundaries to exclude the Google campus from Everest and move the entire campus to Moss Bay.

I have lived in the Everest neighborhood for almost 25 years. During that time, I have seen the Everest neighborhood change from a charming, quiet little neighborhood in the suburbs into a busy, traffic thoroughfare to two main freeways for many of our businesses, yet maintaining the quaintness of the area (so far).

When Google leased the campus from SRM we welcomed them as a valued addition to our Everest neighborhood.

When SRM built the second Google campus (a.k.a. the building in the back) it was the Moss Bay neighborhood who OPPOSED the traffic from Google going through their neighborhood, thus requiring the driveway was oriented so that traffic was directed away from the Moss Bay neighborhood and through the Everest neighborhood once again.

Why would the Moss Bay neighborhood include the business they want OUT of their neighborhood? They don't want the traffic, they don't want their employees, they don't want anything to do with Google, so why would someone propose moving them into their boundary lines? This makes NO SENSE!

Moss Bay doesn't have to deal with the traffic impact of Google or its employees, and yet now they want the benefit of having Google within their boundary lines? That isn't right. It has been the Everest neighborhood who has embraced (sometimes begrudgingly) into our community. Why should we lose them now, even as they continue to expand within the Everest community?

The Moss Bay neighborhood doesn't feel the impact of the Google employee traffic, Everest does! And we've put up with it, in fact even welcoming it at some point. It gives our once quiet neighborhood energy and life. I just can't understand why someone thinks it is a good idea to remove this business from the Everest neighborhood boundary.

The Everest Neighborhood boundaries have always been easy to remember ... East of the CKC, South of 85th, North of 68th and West of 405. All of the residents and businesses within these boundaries make up the fabric of our Everest community with Google being a huge part of the businesses based here. Since Google plans to move to the Lee Johnson property in the future, will you then propose to change North Rose Hill's boundaries at that time as well?

I urge you to please leave the Everest Neighborhood boundaries as they are, let

Google continue to be a valuable addition to our Everest neighborhood and respect the wishes of our residents.

Sincerely,

Noel Arwine – a NE 68th ST resident of nearly 25 years

CONFIDENTIALITY NOTICE

This e-mail transmission (including attachments) is intended only for the use of the individual or entity to which it is addressed, and contains information that is privileged, confidential, and exempt from disclosure under applicable law.

If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution, or the taking of any action in reliance on the contents of this information is strictly prohibited. If you have received this transmission in error, please notify the sender immediately by return e-mail to arrange for disposition of the contents hereof and any attachments.

NOTICE: This e-mail account is part of the public domain. Any correspondence and attachments, including personal information, sent to and from the City of Kirkland are subject to the Washington State Public Records Act, Chapter 42.56 RCW, and may be subject to disclosure to a third party requestor, regardless of any claim of confidentiality or privilege asserted by an external party.

Some Additional Comments on a Proposed Redrawing of the Everest Neighborhood's Boundaries to Exclude the Current Google Campus

August 26, 2021

I strongly oppose the proposed re-drafting of Everest Neighborhood boundaries to exclude the current Google campus and vast majority of connection between this neighborhood and the Cross Kirkland Corridor (the trail).

As a participant in the Neighborhood Planning / Plan update process I've witnessed a unanimous identification with the trail by all participants. For a somewhat-secluded neighborhood, the connection to the CKC is viewed by most as among this community's most important amenities, and a key part of our identity.

The trail access, and the delightful pervious-ness of the existing Google campus, is a direct result of Google's collaboration with Everest Neighborhood residents. The public amenity afforded by this aspect of the campus design is significant and was earned through hours of thoughtful dialog and shared design. The values reflected in the connection to Google, and through Google to the trail, are experienced by Everest residents every day. Google and SRM Development have been members and active participants in Everest Neighborhood events and activities since before a single stone was turned on their campus, and we value their support.

The Moss Bay neighborhood initially opposed any relationship with Google, fearing the traffic would harm the character of their neighborhood. Now that the campus access and traffic has been diverted to the Everest Neighborhood, Moss Bay suddenly wants to "own" the Google campus and amenities.

This re-drawing of neighborhood boundaries is a last-minute and unwelcome insertion into the neighborhood planning process – driven only by the desire to "place" jobs within an arbitrary urban growth boundary having nothing to do with either of our neighborhoods. That desire is in-turn driven by a wish to capture additional street funding. There is no promise of additional funding, no promise that any funds will benefit our neighborhood and no vision for how the funds would be allocated or used -- there's just a lure of money out there and cutting our neighborhood off from the Cross Kirkland Corridor seems like a cheap and easy way to grab some. It's little more than gerrymandering at the expense of our neighborhood.

Steve and Lisa Cox
535 8th Street South

From: [Jeremy McMahan](#)
To: [Janice Swenson](#)
Subject: FW: Concerning Google & Everest Neighborhood
Date: Monday, August 23, 2021 11:04:01 AM

From: Scott Willeke <scott@willeke.com>
Sent: Saturday, August 21, 2021 8:37 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>; City Council <citycouncil@kirklandwa.gov>
Cc: Oksana Willeke <oksana@willeke.com>
Subject: Concerning Google & Everest Neighborhood

Members of the Planning Commission and City Council:

It has come to my attention that the city is considering changing boundary lines for the neighborhood to move the current Google Kirkland campus from the Everest neighborhood into the Moss Bay neighborhood in an effort to rearrange employment numbers.

Considering the historical partnership between the Everest neighborhood and Google (e.g. to facilitate traffic flowing away from Moss Bay), as well as the fact that Google is on the cusp of having multiple campuses distributed across several neighborhoods, I am requesting that you do not make such a change.

Sincerely,

A. Scott Willeke - Everest Neighborhood Resident

NOTICE: This e-mail account is part of the public domain. Any correspondence and attachments, including personal information, sent to and from the City of Kirkland are subject to the Washington State Public Records Act, Chapter 42.56 RCW, and may be subject to disclosure to a third party requestor, regardless of any claim of confidentiality or privilege asserted by an external party.

