

ORDINANCE NO. 3095

*Repealed by 3481*

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE LAND USE POLICIES PLAN (COMPREHENSIVE PLAN) ORDINANCE 2346 AS AMENDED.

Whereas, the City Council has received from the Kirkland Planning Commission a recommendation to amend certain portions of the Land Use Policies Plan (Comprehensive Plan) for the City, Ordinance 2346 as amended, all as set forth in that certain report and recommendation of the Planning Commission dated April 13, 1988 and bearing Kirkland Department of Planning and Community Development File No. III-87-54; and

Whereas, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held on October 1, 1987, January 7, 1988, January 21, 1988, March 3, 1988, and April 7, 1988, public hearings on the amendment proposals and considered the comments received at said hearing; and

Whereas, pursuant to the State Environmental Policies Act there has accompanied the legislative proposal and recommendation through the entire consideration process, a final determination of non-significance (including supporting environmental documents) issued by the responsible official pursuant to WAC 197-11-340 and WAC 197-11-390; and

Whereas, in regular public meeting the City Council considered the environmental documents received from the responsible official, together with the report and recommendation of the Planning Commission, as well as a timely filed challenge of said recommendation.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Kirkland as follows:

Section 1. The following specific portions of the text and graphics of the Land Use Policies Plan, Ordinance 2346 as amended, be and they hereby are amended to read as set forth in Attachment A which by this reference is incorporated herein.

Section 2. If any section, subsection, sentence, clause, phrase, part or portion of this ordinance, including those parts adopted by reference, is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

Section 3. This ordinance shall be in full force and effect five days from and after its passage by the City Council and publication pursuant to Section 1.08.017,

Kirkland Municipal Code in the summary form attached to the original of this ordinance and by this reference approved by the City Council.

Passed by majority vote of the Kirkland City Council in regular, open meeting this 3rd day of May, 1988.

Signed in authentication thereof this 3rd day of May, 1988.

*Doris Cooper*  
MAYOR

ATTEST:

*James Keene*  
City Clerk

APPROVED AS TO FORM:

*Ralph*  
City Attorney

0581D/185A/JW:rk

Residential

Low density

Med. & high density

Max. allowable dwelling  
unit density



9



Office



Commercial



Industrial



Office/multifamily



Park

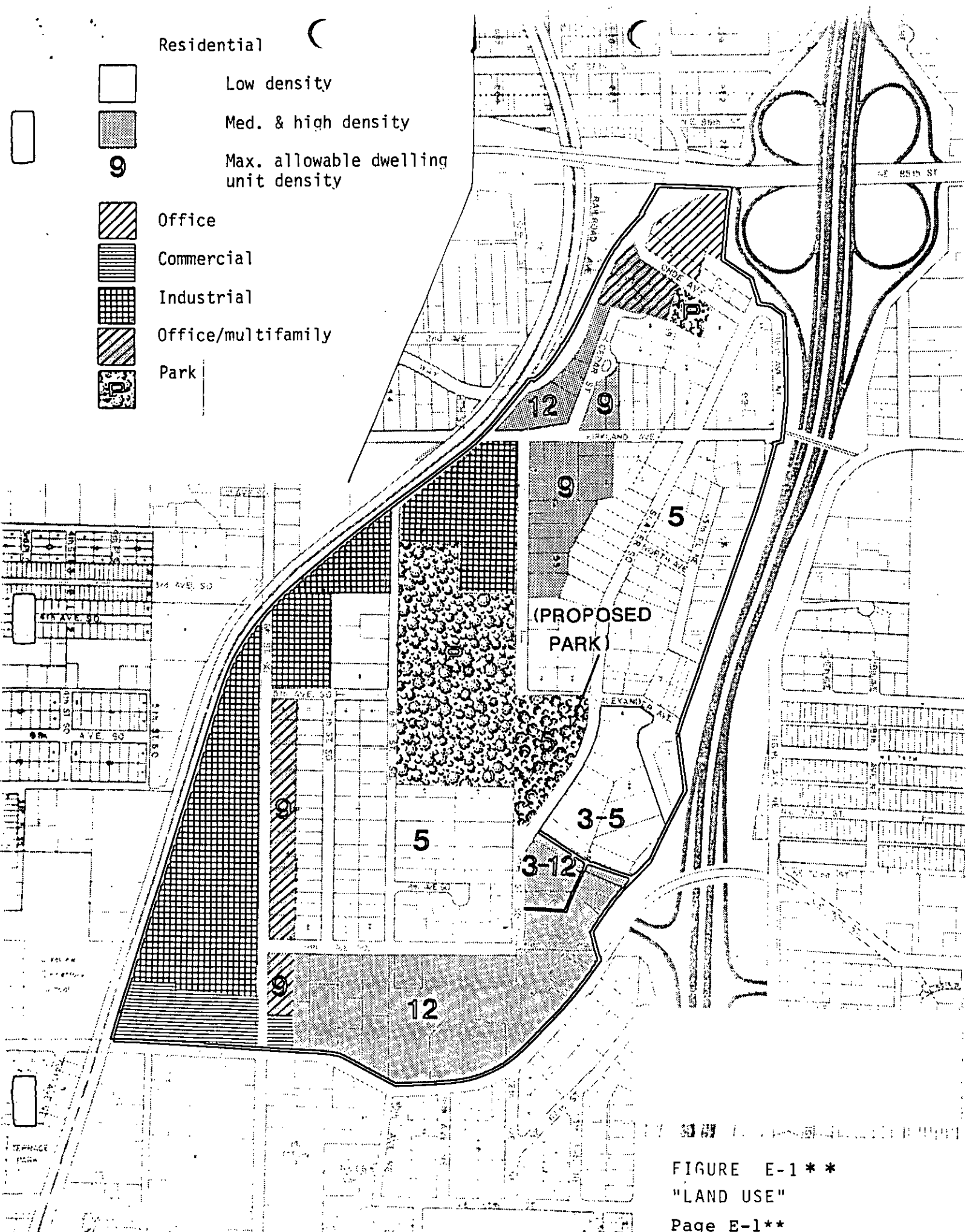


FIGURE E-1\*\*

"LAND USE"

## INTRODUCTION - EVEREST NEIGHBORHOOD

~~Description of land use in the Everest area.~~ The emphasis is on encouraging a range of residential uses and permitting limited economic activities.

The Everest ~~area~~ Neighborhood, is generally situated between the Burlington Northern railroad tracks and I-405, and between NE 68th Street and NE 85th Street. The neighborhood contains a wide variety of land uses and a substantial amount of undeveloped land. ~~Like the State Street area.~~ Single-family development is located in the central and eastern portions of the Everest ~~area~~ Neighborhood, whereas multifamily development is concentrated toward the south. Light industrial ~~Non-residential developments are~~ is clustered in the western part of the Everest area neighborhood and extends northeast along the railroad tracks. ~~Thus the blending of uses characteristic of the State Street area is not as evident in the Everest area where developments are somewhat clustered according to the type of land use.~~

The policy emphasis for the Everest ~~area~~ 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 ~~encourage a range of~~

residential densities while also permitting economic activities compatible with the character of surrounding uses.

Discussion of the format of analysis for the Everest area Neighborhood is discussed.

Specific land use designations for the Everest area Neighborhood are illustrated in Figure 23 E-1. These designations are based on several factors including the natural elements environment, adjacent existing uses, traffic patterns, land use inventories and other relevant concerns. For convenience, the following analysis of the Everest area Neighborhood has been divided according to functional headings. The use of a particular piece of property may be influenced by all of these functional considerations (namely, natural elements, living environment, economic activities, open space, and public services).

### NATURAL ENVIRONMENT

Environmentally sensitive Potentially unstable slopes are identified. Slope stability analyses is should be required, and development with should be regulated accordingly.

Environmentally sensitive Potentially unstable slopes exist in the northern and eastern portions of the Everest area Neighborhood as illustrated in Figure-24. Due to the possibility of landslides, excessive erosion, or other problems associated with development on slopes, a slope stability analysis is should be required prior to development on these

environmentally sensitive ~~potentially-~~  
~~unstable~~ 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 land use should be  
restricted as necessary to avoid the  
these problems - (see Natural Elements  
Policy-1-b.-Chapter). Existing  
vegetation in these areas should be  
preserved to the greatest extent  
feasible to help stabilize the slope  
and maintain drainage patterns (see  
Natural Elements Chapter Policy-5.b.).

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

Several streams exist in the Everest  
area Neighborhood as ~~illustrated in~~  
Figure-25. These streams ~~are to~~  
should be preserved and maintained in  
their natural state, or where  
necessary ~~restored~~ rehabilitated when  
~~feasible in~~ to a natural condition and  
to allow provide not only for a the  
storage and flow of the natural  
drainage system, but also to provide  
natural amenities in the area (see  
Natural-Elements-Policy-1.c.,-Policy-3  
and Policy-4).

A Possible drainage  
wetland problems is  
identified in the  
southeast portion of  
the Everest area  
Neighborhood.

In the southeast portion of the  
Everest area Neighborhood, the water  
table is at, or very near, the  
surface. In this vicinity the surface  
is wet and soggy, ~~and there could be~~  
~~drainage problems associated with~~  
development. (see Figure 25) suggesting

the presence of a wetland providing important water storage and water filtration functions as well as providing habitat for a number of wildlife species. Future proposals for development in this area should take these hydrologic and biologic conditions into consideration. ~~and~~ Specific methods for drainage control, including maintenance of preserving most of the wetland areas, should be part of future ~~such~~ development proposals.

#### LIVING ENVIRONMENT

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

Most of the Everest ~~area~~ Neighborhood is residential in character, including older single-family homes, which add variety to Kirkland's housing supply ~~by~~ and providing alternatives to multifamily units and newer single-family homes (see Living Environment Goal-1-Chapter). The residential land immediately west and south of Everest Park should be maintained at low residential densities (4 up to 5 dwelling units per acre) in order to foster confidence in the area and thereby stimulate maintenance and improvements to existing homes (see Living Environment Policy-2-and-Policy-3.a.-Chapter). New single-family development could help stabilize and prolong single-family use in this area.

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

The hillside in the eastern portion of the Everest neighborhood contains several single-family homes and a comparable amount of undeveloped land. Vehicular access is limited, and perhaps for this reason, there is a quiet and secluded character in to this residential area. Due to the existing commitments to single-family use, and because of ~~potential-~~ hillside environmentally sensitive slope conditions and drainage hazards associated with intense development on the slopes, the eastern portion of the Everest area Neighborhood should generally retain its low density residential classification (4 up to 5 dwelling units per acre). ~~Methods should be investigated for reducing the impact of freeway noise in these residential areas.~~

~~Single-family designation around southeast corner of intersection of 6th Street South and Kirkland Avenue is to be maintained.~~

~~Several single-family homes exist near the southeast corner of the intersection of 6th Street South and Kirkland Avenue. The small parcels near the railroad, however, are presently zoned for relatively high density multifamily use. Due to the fact that these properties presently contain well-maintained single-family homes, and considering the single-family character of the surrounding uses, the cluster of properties near this intersection should remain in single-family use.~~



Residential development south of Alexander Avenue should have a base density of 3 dwelling units per acre, according to standards.

On the largely undeveloped portion of the hillside, south of Alexander Avenue, single-family residential densities should be further limited due to environmentally sensitive slope conditions. The base density for residential development on this environmentally sensitive slope should be 3 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;

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

Residential densities should be allowed to be increased by an extra one to two dwelling units per acre (up to 5 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 east-- Everest area where a slightly higher residential density is appropriate (see Figure E-1 23). This is due to special conditions such as topography, traffic circulation, natural features, pre-existing development, and the shape and location of the land.

Slightly higher density 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 9 dwelling units per acre. Clustering and common wall development, is and retention of existing vegetation are encouraged as a way to lessen the

noise and visual impacts on the residential area to the east from the industrial area and railroad to the west.

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

To the north of Kirkland Avenue, there are slightly different conditions. The lands immediately east of Cedar Street and just north of Kirkland Way, have certain development constraints. Topography is difficult, lots have an irregular shape, and there is the noise from the railroad to contend with. Internal access from Kirkland Avenue does not follow the dedicated Cedar Street right-of-way and circulation is awkward and limited. Also, single-family units are located to the east up the slope and along Kirkland Avenue.

Future multifamily is not to spread further east. Medium densities (9 and 10 to 14-12 dwelling units per acre) are permitted where indicated.

Office-use-to-be permitted-at-south-end of-land-parcel-subject to-standards.

Future multifamily in theis area shall not extend further to the east than presently existing multifamily development (see Figure E-1-23). Medium density (9 dwelling units per acre) is appropriate for the land east of Cedar Street. ~~Due-to-the-narrow and-deep-shape-of-the-parcels;-it--would-be-necessary-to-service-more intensive-development-from-Cedar Street.~~

The land west of Cedar Street and the single parcel to the east of Cedar Street, on the south side of Ohde Avenue may-be-developed-are appropriate for multifamily development at up to 10-to-14-12 dwelling units per acre because this land is more removed from the single-family areas at-higher elevations-to the east and south by a City Park and a large ravine, and has these parcels have direct access onto Kirkland Way or Cedar Street.

~~At-such-time-as-modification-is-made to-the-location-or-quality-of-Cedar-Street,-it-may-be-appropriate-to consider-some-adjustment-to-densities in-this-general-area:~~

Mid-block split of professional office/multi-family uses between 6th Street South and 7th Street South are discussed.

Densities up to ~~9~~ 12 dwelling units per acre to be permitted at the end of 9th Avenue South.

The block fronting on 6th Street South (see Figure E-1-23) may develop as either office or multifamily.

Multifamily ~~is to~~ should be medium density (up to 9 dwelling units per acre). The easterly extension of ~~Such future development is not to extend beyond~~ should be strictly limited to the mid-block line between 6th and 7th Streets south and access ~~is to~~ should be restricted to 6th Street South only.

Those lands northeast of the 9th Avenue South street end (see Figure E-1-23) should also be at a slightly higher density (up to ~~9~~ 12 dwelling units per acre). This area will serve as a transition between the single-family units to the north and the multifamily residential uses to the south. ~~It also recognizes~~ This area also has constraints on development ~~such as the~~ created by environmentally sensitive slopes, the natural drainage system wetlands, and the access which is restricted ~~limited~~ to 9th Avenue South. ~~This land may be considered for 10 to 14 dwelling units per acre depending on the extent~~ The actual permitted density should be based on the degree to which long term buffering and protection of the single-family areas to the north and west, and preservation of wetlands and

streams, can be achieved. will offset  
additional traffic impacts on 9th  
Avenue South. Also, as this land is  
part of the NE 68th Street corridor,  
it is possible that the achievement of  
access directly onto that arterial  
could justify an added increment of  
density at some future date (see  
below). In any case, the stacking of  
units is Taller structures are  
encouraged as a means to limit  
disruption of the slope and natural  
vegetation, because no upland views  
would be blocked and the disruption of  
the land could be minimized but only  
to the extent that the buildings will  
not encroach upon the territorial view  
corridor located at the NE 68th Street  
gateway (see Figures E-1 and E-3).  
Furthermore, public pedestrian access  
should be developed from the east end  
of 9th Avenue South; to NE 70th Street  
to provide convenient access to public  
transit facilities near Interstate 405.

Density should be limited if access is required from the north.

Multifamily development along NE 68th Street and east of 6th Street South (up to ~~10 to 14~~ 12 dwelling units per acre) is to be continued.

Vehicular access to development in this area identified for potential multifamily use should be limited to 9th Avenue South. If access is required through the low density area to the north, development density should be limited consistent with that low density area as set forth on pages E-7 and E-8.

The southern portion of the Everest area neighborhood is impacted by the existence of a freeway interchange and by heavy traffic volumes along NE 68th Street. ~~The land s~~ South of 9th Avenue South, most land has been committed for is-primarily-in-some-sort-of residential-use.--There-are-both-large and-small--multifamily-complexes-as well-as use, although a few older single-family homes and some undeveloped land still exists. Future multifamily development in this area should be limited to considered-at a maximum of 10-to-14 12 dwelling units per acre. Nearness-to-the-freeway-may make-higher-densities-appropriate-at the-east-end-of-the-NE-68th-Street-corridor.--Such-densities-east-of-112th-Avenue-NE-could-only-be--considered-if-future-engineering traffic-analysis-and-improvements-support-such-a-designation.

## ECONOMIC ACTIVITIES

The Houghton Shopping Center business district to be contained within its present boundaries.

The Houghton Shopping-Center business district is an-important commercial development-serving area lying at the south end of the Everest area Neighborhood. The-entire-shopping area,-including-land-south-of-NE-68th Street,-contains-ten-acres-which-are zoned-for-commercial-use-- Presently-only--70-percent-of-this-land-is-being-used-for-commercial-purposes (see-Economic-Activities-Table-1). Also,-eCommercial uses in this area should satisfy neighborhood needs rather than include intensive uses which would be located more appropriately in the EBD downtown or other major commercial centers (see Economic Activities Chapter-Policies-1-and-2). The height of structures in this area should not exceed 35 feet.

Since-there-is-already-The existing land available for commercial expansion,-additional-commercial zoning-in-this-vicinity-is-not-necessary-use is sufficient to meet the needs of the neighborhood.

Property along 6th Street South is impacted by heavy traffic evolumes and by the existence of industrial activities located primarily to the west. These influences detract from the desirability of this area for



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

Light industry is permitted west of 6th Street South and along railroad tracks subject to standards outlined in State Street area analysis.

Light industrial uses exist and should continue to be permitted use on the west side of 6th Street South and to the northeast along the railroad tracks toward the northeast to Kirkland Avenue (see Figure E-1).  
~~23). -- Industrial areas located near residential uses have been designated for "planned light industry" and are, therefore, subject to greater restrictions than other industrial areas. -- Industrial use standards outlined on page 273 of the State Street area also apply to industrial development in the Everest area. -- The area of the Puget Power Pole Yard also should be "planned light industry" with the additional conditions that off-site parking be phased out and increased visual buffering be developed. --~~ Further development in the industrial zones, however, should be subject to the following standards in order to maintain a relatively small scale of development in keeping with the existing character of the area:

- (1) Industrial activities should not generate heavy volumes of truck traffic along residential streets. Truck frequency, noise, and hazard can constitute a

serious nuisance for residential areas. Therefore, the expansion of existing industrial uses should be permitted only if traffic impacts on residential areas are mitigated.

- (2) The visibility of industrial operations (including manufacturing, processing, storage and, and shipping/receiving) from nearby residential development should be limited. Such industrial operations must be oriented away from residential uses, and must be visually screened or completely enclosed within structures.
- (3) The height of structures should not exceed 35 feet.
- (4) Hours of operation should be considered on a case-by-case basis depending on the potential impact on the neighborhood. Industrial activities during evening or weekend hours may be permitted if they are not disruptive to nearby residential areas.
- (5) Industrial uses should not create excessive noise, glare, light, dust, fumes, and other adverse conditions which disrupt the residential character of the surrounding area.

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

Professional office uses permitted east of 6th Street South subject to standards outlined in State Street area analysis.

~~Most of the H~~ and along the east side of the 6th Street South is ~~designated~~ 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, ~~and must not extend into the single-family area along~~ The easterly extension of such development also should be strictly limited to the midblock line between 6th and 7th Streets South (see Economic Activities Chapter Goal 4 and Policy 5). ~~Furthermore, office development must comply with the standards outlined on page 272 of the State Street analysis.~~

Commercial activities are not permitted in the western quadrants of the NE 70th Street freeway interchange.

Two freeway interchanges exist within the Everest area. In many cases, commercial activities are located near freeway interchanges to take advantage of high visibility and easy automobile access. In the vicinity of the NE 70th Street interchange, however, topographic conditions greatly restrict visibility from the freeway. Furthermore, access is difficult for potential commercial use in this area. Commercial activities may also create conflicts with residential uses near the NE 70th Street interchange. For these reasons, commercial uses should not be allowed in these western quadrants of the NE 70th Street interchange.

Professional office and limited commercial activities are permitted appropriate in the NE 85th Street freeway interchange, provided adequate buffering is included and site amenities are maintained. 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 is developed for single-family use, convenient access to SR-908 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. Further expansion of office development should be prohibited, except for the land immediately south of Ohde Avenue and west of the existing City-owned parcel. The topography and existing vegetation partially buffer the site from adjacent properties. Limited commercial activities may be permitted in this area, provided special precautions are taken to buffer such use from nearby single family homes, and if the existing site amenities such as trees and the small stream are preserved. Special development procedures may be necessary to insure conformance with these standards.

~~Office uses may be permitted on the southerly parcels of this strip of land since it is fairly wide and level, and office uses would better tolerate the existing traffic and~~

~~railroad impacts-- Standards outlined on pages 272 to 273 of the State Street area would apply to office development on this site--~~ Development of office uses, however, should be subject to the following standards:

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

OPEN SPACE/PARKS

Expansion and/or redevelopment of Everest Park to provide additional ballfields and preserve open space and wetland areas is discussed.

Everest Park is currently developed with ballfields which serve the entire community. The demand for use of these facilities is exceeding the capacity of the present facilities. Therefore, future consideration should be given to reconfiguration of existing fields to accommodate an additional ballfield, or construction of new ballfields on existing undeveloped property in the northeast section of Everest Park. Since Everest Park serves a very limited community-wide use, any redevelopment or expansion of the park should be reviewed through a Master Plan process to encourage public participation in the review of the proposed facilities, as well as ways to ensure the compatibility of the park with the surrounding single-family residences.

The addition of a playground to existing Everest Park property would be a benefit to both the young children whose families attend sports activities at the park and the children who live in the residential areas surrounding the park.

If additional undeveloped land east of 10th Street South becomes available, the City should consider acquisition

to allow for preservation of the existing wetlands which feed Everest Creek and development of passive recreational opportunities.

~~Everest Park serves community-wide needs and creates localized problems regarding access and parking. Pedestrian/bicycle pathways and paved connection between 3th Street South and 10th Street South would improve access. Additional off-street parking should be provided.~~

~~Everest Park is a community sports facility which is a focal point in the Everest neighborhood. This facility should continue to serve community-wide recreation needs.~~

However, ~~t~~The park itself has posed some problems for nearby residents in terms of vehicular access and parking. Access to Everest Park could be improved by providing a paved connection between 8th Street South and 10th Street South in the vicinity of the parking area in the northern portion of the Park (see also page E-31, subparagraph (7)). Additional parking facilities should also be provided to reduce the amount of on-street parking on residential streets. Access to Everest Park could be enhanced further by providing pedestrian/bicycle pathways as illustrated in Figure E-2-26.

Open space value of streets is to be recognized.

One important open space of great community value is often overlooked. The street system provides Kirkland's neighborhoods with a number of excellent local and regional-



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 Goals Chapter and Policies Policy-2 and Open Space/Parks Chapter Policy-2). 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: Quasi-Public Utilities Section Policy-2).

~~Recommendation-for~~  
~~assuring-a~~ Access to Everest Park should be provided, particularly to from the east and southeast, to meet neighborhood needs.

Residents in the eastern portion of the Everest area rely on Everest Park for a variety of recreational needs. Therefore, it is essential to insure that 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.

~~Recommendation-for~~  
~~converting-p~~ Public land along Ohde Avenue should be preserved as open space area, to neighborhood-park facility.

~~Also,~~ The publicly-owned property along Ohde Avenue could serve as a small neighborhood facility (e.g., community garden, pea patch) for residents in the northern portion of the Everest area Neighborhood.

ARTERIALS

- ▬ Primary
- ▭▭▭▭▭▭▭▭▭▭ Secondary
- ▬▬▬▬▬▬▬▬▬▬ Collector arterial
- ▬▬▬▬▬▬▬▬▬▬ Neighbor collector

OTHER FEATURES

- ○ ○ ○ ○ Pedestrian way
- ..... Pedestrian/bicycle way

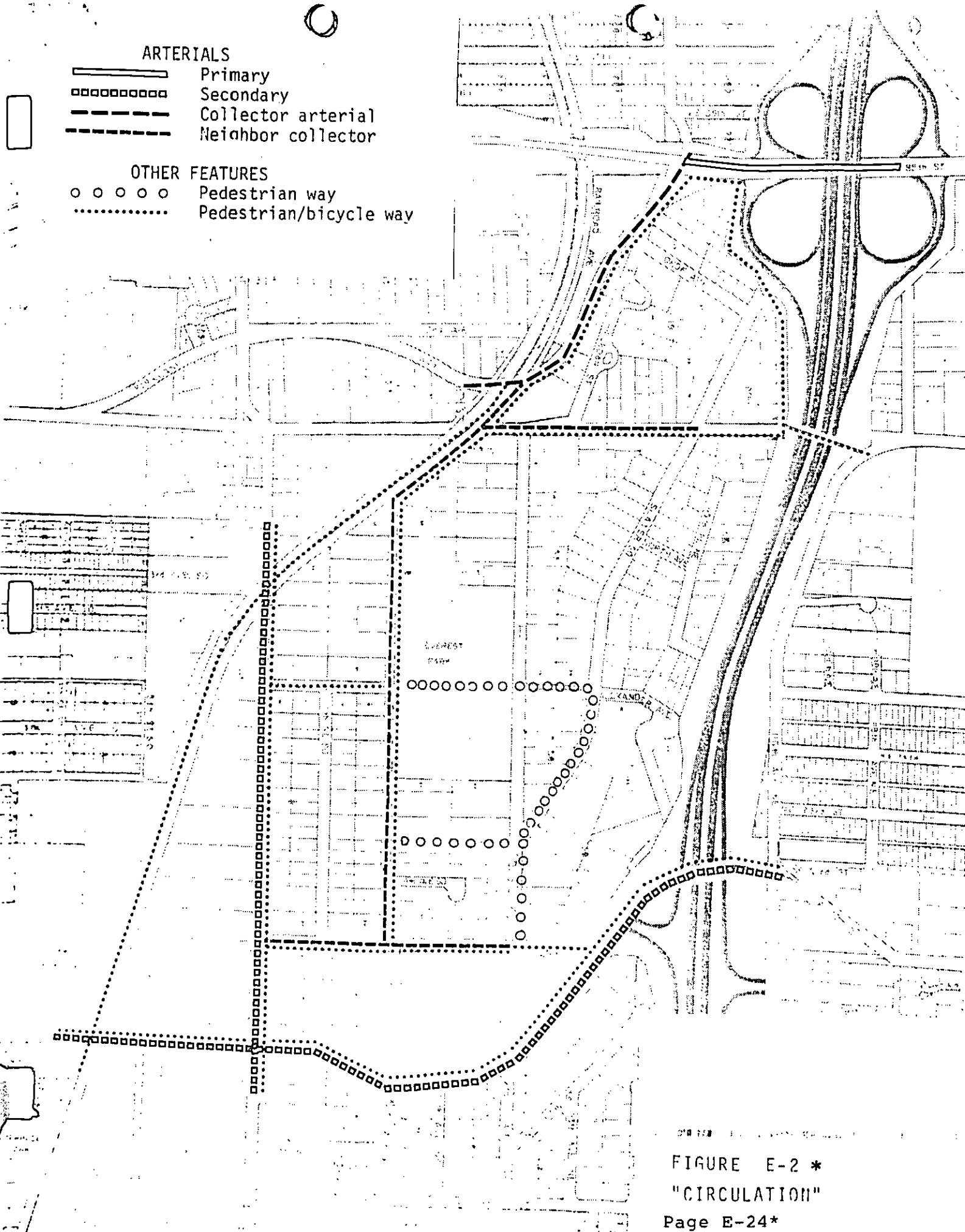


FIGURE E-2 \*  
"CIRCULATION"  
Page E-24\*

~~Open space is important in terms of minimizing problems on potentially unstable slopes.~~

~~The preservation of open space can be significant in terms of maintaining the stability of the slope and minimizing erosion. For these reasons, developments should preserve vegetation to the greatest extent feasible on the potentially unstable slope in the eastern portion of the Everest area.~~

PUBLIC  
SERVICES/FACILITIES

Water, sewer and drainage facilities ~~are discussed.~~ System, deficiencies ~~must~~ should be corrected or upgraded prior to occupancy of new development. Runoff is to be ~~minimized~~ controlled.

In parts of the Everest area Neighborhood, water and sewer service is not adequate to support full development according to the land use designations in Figure E-1-23. 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; ~~in the Everest area.~~ 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: Water/Sewage Systems Section Policy 1). Furthermore, methods must be implemented to maintain surface runoff at predevelopment levels (see Public Services/Facilities Chapter: Drainage Section Policy 2).

Undergrounding of utilities is to be ~~actively~~ encouraged.

In order to contribute to a more amenable and safe living environment, as well as to enhance views and a sense of community identity, the undergrounding of utilities is to be ~~actively~~ encouraged (see Public Services/Facilities Chapter: Quasi-Public Utilities Policy-2 Section, Community Goals and Policies Policy-2 Chapter, and Open Space/Parks Policy-2 Chapter).

Circulation patterns ~~described and the following provisions and improvements~~ are recommended.

The circulation pattern in the Everest ~~area~~ Neighborhood is fairly well established and allows for convenient travel through the neighborhood with minimal impacts on the majority of residential uses (see Figure E-2 27). Kirkland Way and NE 68th Street serve as major ~~north/south~~ 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 part of the Everest ~~area~~ Neighborhood. ~~and generates noise impacts on nearby residential developments.~~ Future modifications to circulation patterns in the Everest ~~area~~ neighborhood should conform with the following provisions:

(1) Industrial traffic in residential areas is to should be discouraged. ~~minimiz ed.~~

(2) Kirkland Avenue to should be classified as a collector arterial.

(3) ~~Improvements are to be made to NE 68th Street to facilitate through traffic and minimize ingress/egress~~

(1) ~~To minimize the impact of~~ Industrial traffic in residential areas should be discouraged., ~~Consequently, industrial access to~~ to conform with the designated routes in Figure-27 should be directed towards the nearest arterial street capable of handling the traffic (see Figure E-2).

(2) ~~Although Kirkland Way presently accommodates a significant amount of traffic, this route poses several problems. Numerous accidents have occurred in the vicinity of the railroad crossing. The City should continue to find ways to solve these traffic problems. Since Kirkland Avenue is an east-west connector which serves the~~ single-family residential areas of the Everest Neighborhood, it will continue should be classified and developed as a collector arterial.

(3) ~~Existing and anticipated uses along NE 68th Street often require motorists to make left hand turns across an oncoming flow of traffic. A center "holding lane" for left hand turns could be established in the NE 68th Street.~~

~~problems.~~

~~right-of-way to help alleviate  
this problem.~~

(3) Limitations on  
types of traffic  
may occur on  
Kirkland Way.

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

(4) Portions of 10th  
Street South to  
remain unopened.

(4) To prevent 10th Street South from  
becoming a through traffic route,  
that portion of the street south  
of Slater South should remain  
unopened. In addition, the 10th  
Street South right-of-way between  
the south boundary of Everest Park  
and 9th Avenue South may be  
located within a wetland area and  
consequently may remain  
undeveloped.

(5) Portions of  
Alexander Avenue  
to be widened.

(5) The Alexander Avenue right-of-way,  
between Slater South and 10th  
Street South, should be widened  
and developed as a neighborhood  
access street in order to provide  
access to Everest Park for the  
eastern portions of the  
neighborhood and to improve  
vehicular circulation in the area.

(46) Major pedestrian/bicycle pathways are recommended according to Figure 26 E-2.

(46) Major pedestrian and bicycle pathways should be built through the area according to the designations shown in Figure 26 E-2. The proposed pathways along unopened segments of 10th Street South, and Alexander Avenue, and Slater South contain unimproved pathways which provide a pedestrian link to Everest Park for the areas to the east. should-be-designated-in-such-a-way-that-access-would-be-possible-for-emergency-vehicles,-while-at-the-same-time-precluding-other-motor-vehicles-from-using-the-pathways. Until the rights-of-way are improved, these pathways should remain but not be permitted to expand into the nearby wetland areas. When 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 the Everest-area and the State Street-area.--The proposed trail along the railroad would help meet this need 10th Street South and 8th Street South.

(5)---Tenth-Street  
-South-is-to-be  
-deleted-from-the  
-list-of-arterial  
-streets,-and-the  
-right-of-way-is  
-to-be-used-as-a  
-pedestrian/bicycle-  
-trail:

(5)---The-10th-Street-South-  
-right-of-way-is-presently  
-designated-as-a-collector  
-arterial-street---However,-the  
-proposed-use-for-most-of-this  
-right-of-way-is-a  
-pedestrian/bicycle-trail-suitable  
-for-emergency-vehicle-access-(see  
-Figure-26)---Through-traffic-is  
-not-to-be-permitted-on-10th  
-Street-South---Therefore,-10th  
-Street-South-should-be-deleted  
-from-the-list-of-arterial-streets:-

(6)---Ninth-Avenue  
-South-is-to-be  
-redesignated-as-a-  
-neighborhood  
-collector-street  
-from-its-present  
-designation-as-a-  
-collector  
-arterial:-

(6)---Ninth-Avenue-South-is-presently  
-designated-as-a-collector  
-arterial-street---Since-much-of  
-10th-Street-South-is-unopened,-  
-and-since-this-unopened  
-right-of-way-has-been-proposed-  
-for-pedestrian/bicycle-use,-and  
-since-relatively-low-density-uses  
-have-been-designated-in-the-area,  
-there-is-no-apparent-need-to  
-designate-9th-Avenue-South-as-a-  
-collector-arterial-street:  
-Accordingly,-9th-Avenue-South  
-should-be-redesignated-as-a-  
-neighborhood-collector-street:-  
-If-the-status-of-10th-Street-  
-South-changes-or-if-densities-in-  
-the-area-increase,-9th-Avenue  
-South-could-be-elevated-to  
-arterial-status:-



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

(7) 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.

It should be noted that an "arterial" designation qualifies a street for state matching funds when improvements are undertaken. -- Improvements to smaller, non-arterial streets must be funded entirely by local government and/or adjacent property owners. Also, the arterial designation does not necessarily mean excessively wide or through streets.

The relocation of a Fire Station to a site somewhere between 6th Street, the railroad, and NE 63th Street should be considered.

According to Kirkland's Fire Station Location Plan, a new Fire Station is scheduled for development somewhere in the south Kirkland/north Houghton area (see Figure 15). -- A specific site has not yet been selected. -- Due to favorable street patterns and compatible land use, the area bounded

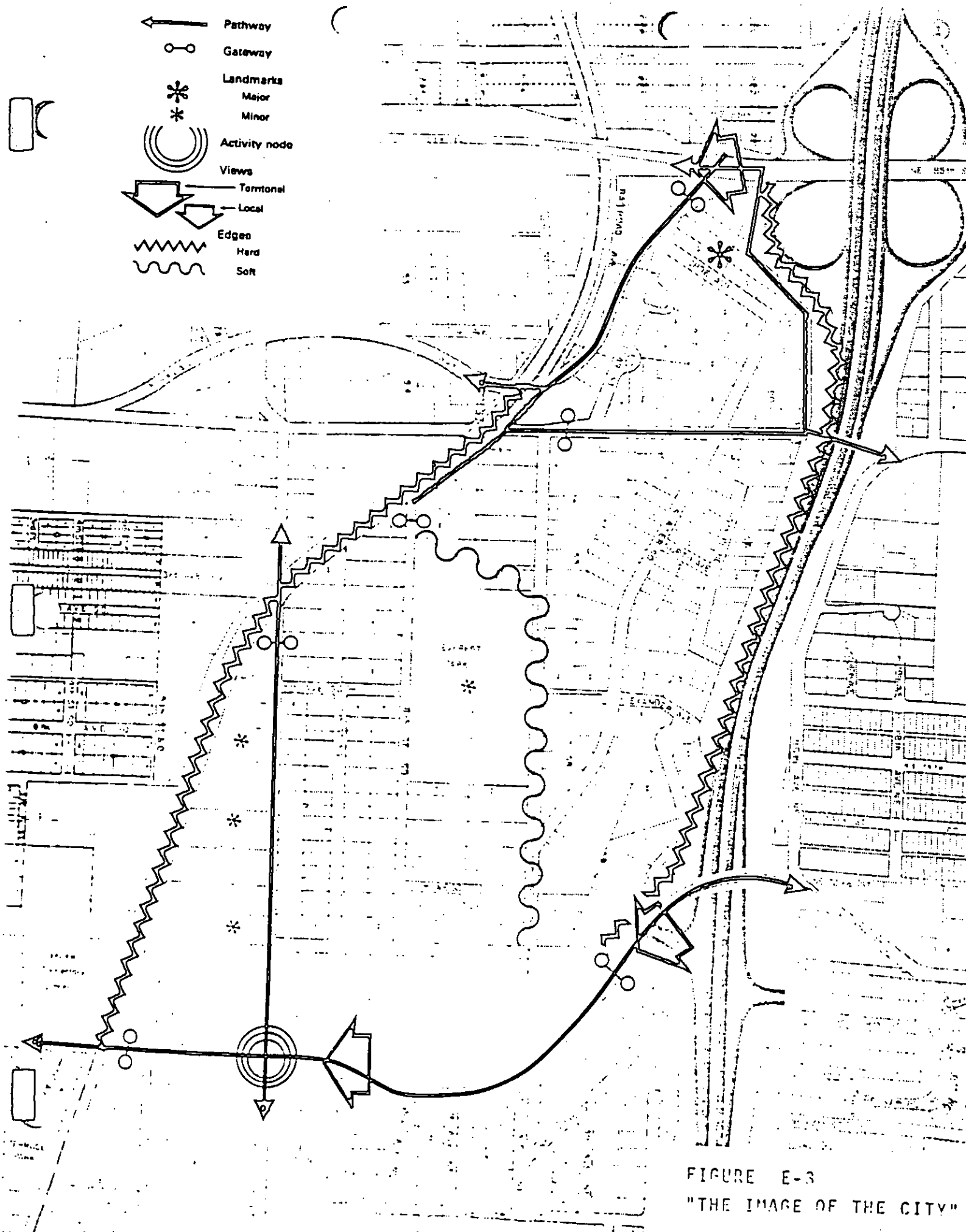


FIGURE E-3  
"THE IMAGE OF THE CITY"

by 6th Street South, NE 68th Street, and the railroad should be considered as a possible location for a new fire station.

## URBAN DESIGN

Urban design assets are identified.

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

"Edges" are discussed.

The 'edges' of the neighborhood are sharply defined by the railroad tracks on the west and I-405 to the east.

"Visual landmarks" are discussed.

A major visual landmark is the Sierra Building at the north end of the neighborhood. In addition, the industrial/commercial area west of 6th Street South is a minor landmark. These landmarks represent the mixed use character of the neighborhood's edges. The ballfields of Everest Park

near the center of the neighborhood are also a minor landmark which serve as a community open space and also provide a peaceful view for the uphill residential properties to the east.

"Pathways" are discussed and identified in Figure E-3.

The major pathways by which the majority of residents enter and traverse this neighborhood are Kirkland Way and 6th Street South. 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 the connecting pathways through the north part of the neighborhood serve as important pedestrian links between the Central Neighborhood and South Rose Hill on the east side of I-405 (see Figure E-3)

"Gateways" are discussed.

Gateways to a neighborhood provide an important first impression of the area's character and quality. Clear

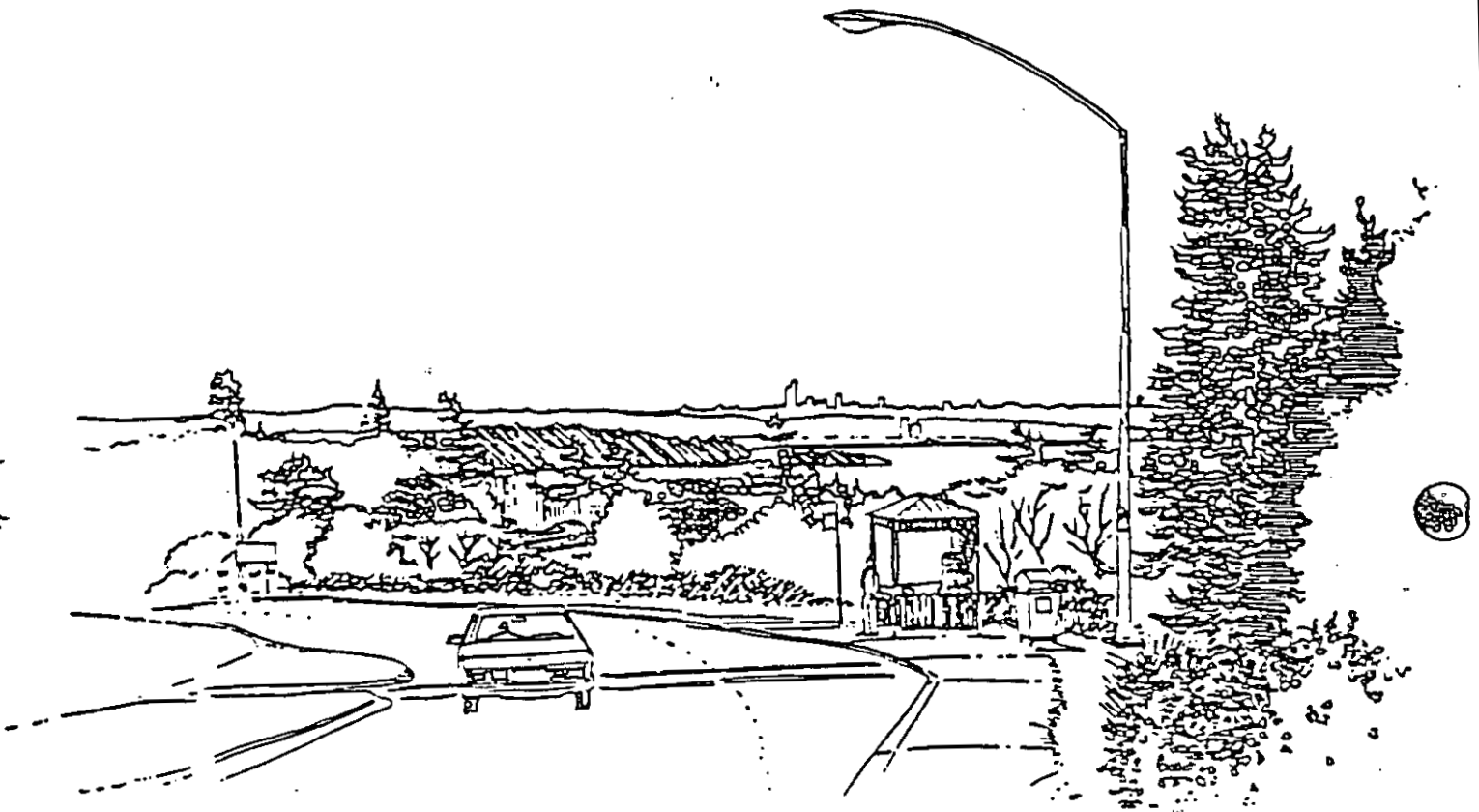


FIGURE E-4

The NE 70th St. overpass of I-405 is a PATHWAY connecting the Everest and Bridle Trails Neighborhoods. It constitutes a GATEWAY to these Neighborhoods from the Interstate. It's most significant urban design asset is the TERRITORIAL VIEW it affords of Evergreen Point, the floating bridge, Madison Park, the Seattle CBD and even the Space Needle. This VIEW is priceless in conveying a 'sense of place' and should be protected by limiting or prohibiting obstructions.

and vivid gateways enhance identity by conveying a sense of entry into something unique. Gateways to the neighborhood are identified in Figure E-3.

"Major views" are discussed.

Two major views in the southern portion of the Everest Neighborhood are at NE 70th Street west of I-405, and NE 68th Street at the intersection of 6th Street South (see Figure E-3). Both present sweeping territorial views of Lake Washington, Seattle, and the Olympic Mountain range (see Figure E-4). The NE 70th Street view can be protected by limiting building heights of future structures north of NE 68th Street. The NE 68th Street/6th Street view can be significantly improved by removing pole signs, lowering signs, or placing signs on the face of buildings in the area, and either undergrounding or relocating overhead utility lines.

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

8159C/17A

8160C/17A

SUMMARY OF ORDINANCE # 3095

AN ORDINANCE OF THE CITY OF KIRKLAND AMENDING THE EVEREST NEIGHBORHOOD CHAPTER OF THE KIRKLAND LAND USE POLICIES PLAN (COMPREHENSIVE PLAN) ORDINANCE 2346 AS AMENDED (FILE NO. IV-88-54).

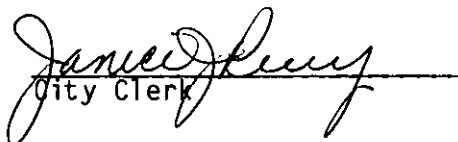
Section 1. Amends the goals, policies and recommendation text, and the graphics relating to the Everest Neighborhood and the Everest Neighborhood Chapter of the Land Use Policies Plan, Ordinance 2346, as amended with respect to vehicular and pedestrian access, traffic and circulation; storm and surface water drainage; wetlands, streams and environmentally sensitive areas, including slopes; development density for multi family and single family residential land use; office and light industrial land use and development; open space/parks, public services/facilities (water and sewer), and urban design goals and policies.

Section 2. Contains a savings clause.

Section 3. Authorizes publication of the Ordinance by Summary, which Summary is approved by the City Council pursuant to Section 1.08.17 Kirkland Municipal Code and establishes the effective date to be five days after publication of the Summary.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its regular meeting on the 3rd day of May 1988.

I certify that the foregoing is a summary of Ordinance 3095 approved by the Kirkland City Council for summary publication.

  
City Clerk

