

ORDINANCE NO. 3230

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 June 4, 1990, and bearing Kirkland Department of Planning and Community Development File No. IV-89-1; and

WHEREAS, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held on December 7 and 21, 1989, January 4 and 18, February 1 and 15, March 1 and 15, April 5, and May 3, 1990, public hearings on the amendment proposals and considered the comments received at said hearings; 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 nonsignificance (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.

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

Section 1. Those portions of Ordinance 2346, relating to the South Juanita Neighborhood as said neighborhood is delineated on Figure 2 of Attachment A to this Ordinance, are hereby deleted and replaced by the text and figures set forth in Attachment A to this Ordinance and by this reference incorporated herein.

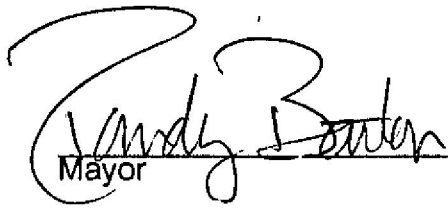
Section 2. To the extent that any policies, graphics and/or other text discussion within the Juanita Neighborhood of the Northshore Planning Area, and/or the Juanita Heights and Shoreline Areas of the Juanita/Par Mac/Totem Lake Neighborhood relate to or directly discuss any portion of the area delineated in Figure 2 of Attachment A of this amendatory ordinance as within the South Juanita Neighborhood, such Juanita, Juanita Heights, and/or Shoreline Area policy plan and/or text discussions shall be deemed to be superseded by the figures, policies and text discussion for the South Juanita Neighborhood as set forth in Attachment A and adopted by this ordinance.

Section 3. 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 4. 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 as required by law.

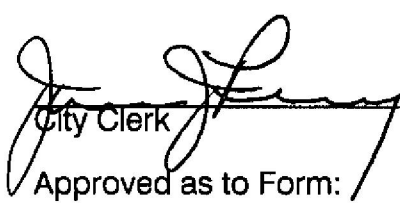
Passed by majority vote of the Kirkland City Council in regular, open meeting this 16TH day of OCTOBER, 1990.

SIGNED IN AUTHENTICATION THEREOF this 16TH day of OCTOBER, 1990.




Mayor

Attest:



City Clerk
Approved as to Form:



City Attorney

**SOUTH JUANITA
COMPREHENSIVE PLAN AMENDMENT
(FILE IV-89-1)**

VISION STATEMENT

Located along the shores of Juanita Bay, South Juanita is a diverse neighborhood containing a concentrated commercial district with nearby multifamily and substantial single family residential areas. The business district is stable, but has great potential for redevelopment and improvement. Pedestrian access to the business district and to the shoreline is currently limited by private development. Juanita Creek, which once was a major fish bearing stream, has suffered from the impacts of urbanization. There are relatively few large vacant parcels within the neighborhood, so most new development will be infill and redevelopment. The existing single family areas are feeling pressure from the multifamily developments. Other parts of the region, which are currently experiencing rapid growth, are sending traffic through the neighborhood to other destinations.

Juanita Bay is the single most critical feature of the neighborhood that must become more prominent and accessible through careful planning and design. Development will not be allowed to interfere or negatively impact the Juanita Creek drainage system; in fact, the streams will be enhanced through future public and private action. Juanita Creek, the trees on the southeast slope of Finn Hill, wetland areas, the parks and historic resources such as Dorr Forbes House will be preserved. The business district and nearby multifamily areas will be linked with the parks and Juanita Bay through establishment of new view and pedestrian corridors. The business district will evolve into a cohesive pedestrian-oriented mixed use neighborhood center which incorporates innovative urban design features.

A major policy direction for South Juanita is to protect the low density residential areas of the neighborhood. High density residential development is to be contained within clear and stable boundaries. Densities in many multifamily areas that were established through King County zoning should be reduced.

Public services and capital facilities will be required to implement the neighborhood plan and support the community. The traffic circulation system must acknowledge the needs of the region yet provide a safe and efficient network for the Juanita residents. The expansion and upgrading of park and recreation facilities will be necessary to be more accessible to the neighborhood. Private implementation actions by community groups or developers will also be required to realize this vision.

Taken in total, these actions will create a "sense of place" for South Juanita residents. The neighborhood will develop in the future aligned with its environment and strengths.

NATURAL ENVIRONMENT

South Juanita contains two primary areas of steep slopes (Figure 1). One is the southeast slope of Finn hill which is an erosion/landslide/seismic hazard area. Any development in this area will result in extensive cut and fill and disturbance of the slopes. The stability of the slope can be maintained by preserving vegetative cover. Maintenance of vegetative cover, in turn, helps to control the rate of runoff which minimizes erosion and enhances water quality.

This slope contains streams and ravines which flow into the Juanita Creek drainage basin. In order to ensure these streams and ravines are maintained in a natural condition, Natural Greenbelt Protective Easements should be created over them. Significant trees are prominent on this slope from many vantages and are identified as a Significant Woodland in

Figure 1. To ensure that new development will preserve the natural features and minimize any hazards, Natural Greenbelt Protective Easements should also be imposed on unstable areas.

Geotechnical analyses should be required for new development in this area as well as in other erosion/landslide/seismic hazard areas identified in Figure 1. The City and King County should coordinate review of development proposals for properties on this side of Finn Hill.

The second steep slope area is northeast of NE 121st Place above the wetland in Planned Area 10C. The conditions in this area warrant the same development policies as discussed for the southeast slope of Finn Hill.

Several areas of Significant Woodlands are identified in Figure 1. It is important to retain trees because they can help to maintain an "established" look in the neighborhood, and help to protect unstable areas. New development should be required to retain trees above the minimum requirements in these areas and any others which are not identified but have visually prominent stands of significant trees.

The Juanita Creek drainage basin has suffered from development impacts over the years. The gradual filling of Juanita Bay with eroded sediments is one indication of this as is the decreased fish population. Therefore, stringent erosion control measures and substantial stream setbacks should be imposed on new development during and after construction. Native riparian vegetation should be planted in the setbacks to improve fish habitat and discourage activity near the banks. Pedestrian access should be developed along the creek which is far enough from the creek to prohibit unrestricted access to the creek. Many of the minor creeks feeding Juanita Creek have been culverted which speeds flow and eliminates natural filtration. Streams should be removed from culverts whenever possible and new culverting should be prohibited. The City should review rehabilitation of Juanita Creek as a priority in its Capital Improvement Program. In addition, stream teams or volunteer citizen groups could work to enhance this resource.

Wetlands, like streams, should be protected with substantial buffers and erosion control measures. A portion of the Juanita Bay wetlands is located in the southwest corner of the neighborhood. Public access, which is designed to prohibit unrestricted access to sensitive areas, should be developed along the shoreline or through the wetland and include interpretive centers. The interpretive centers should emphasize the biological importance of the wetland and the importance of protecting the resource. Measures should be taken to open significant views of the lake whenever possible which will benefit the general public provided the action will not negatively impact the wetland.

The portion of the Juanita Creek wetlands east of Juanita High School should also be left in a natural state. Public access and interpretive centers as described for the Juanita Bay wetlands should be developed in this area along with the rest of the wetland.

The policies found in the Natural Environment chapter should be observed along with the policies described in this section when reviewing development proposals in South Juanita to ensure the protection of the drainage, habitat and aesthetic functions of the natural resources.

LIVING ENVIRONMENT

South Juanita is a varied neighborhood with significant and well defined multifamily and single family areas. The majority of the single family residential areas in the neighborhood are designated for development at six units per acre (Figure 2). There should be no

encroachment of multifamily or commercial development into these areas. New development along collector or arterial streets should combine driveways whenever possible.

A number of sites fronting on the south side of NE 116th Street have been developed with common wall or clustered housing at a single family density. Low density development up to five units per acre is allowed, and slightly higher densities up to seven units per acre may be permitted subject to the following conditions:

1. This added increment of density would only be allowed through a Planned Unit Development permit.
2. Visual buffering by a landscaped setback (normally 40 feet) should separate the slightly higher density development from adjacent single-family residences.
3. There is to be no direct access from individual dwelling units onto NE 116th Street. Access to NE 116th Street is to be limited to interior loop roads, cul-de-sacs or similar streets. The added increment of density should not be available to properties where topographic conditions pose traffic hazards due to line-of-sight problems. Furthermore, access should be limited to NE 116th Street and not onto residential streets to the south.
4. Pedestrian access through the development should be required to facilitate access to schools or other public destinations.
5. Extensions of higher density development should not penetrate into lower density areas and should, therefore, be permitted only within a specified distance from NE 116th Street (approximately the NE 114th Street alignment).
6. The height of structures should not exceed that of adjacent residential zones.
7. Some common open space useable for a variety of activities should be included on-site.

Clustered housing at single family residential density (6 units per acre) should be allowed in the properties fronting on the west side of 100th Avenue NE to the north of NE 124th St. that is designated on Figure 2 with cross hatching. Clustering should only be allowed given the following conditions:

1. The proposal would be reviewed through a Planned Unit Development permit.
2. Units should be clustered away from Juanita Creek.
3. There is to be no direct access from individual dwelling units onto 100th Ave. NE. Access to 100th Ave. NE is to be limited to interior loop roads, cul-de-sacs or similar streets. Furthermore, access should be limited to 100th Ave. NE, and not onto residential streets to the west.
4. Some common open space useable for a variety of activities should be included on-site.

The base density for residential development on the southeast slope of Finn Hill and the hillside northeast of NE 121st Place should be one unit per acre. As discussed in the Natural Elements section, limitations on development is necessary in these areas to preserve the natural features and to minimize potential hazards. Development in these areas should be subject to the following standards:

1. Preparation of geotechnical studies and slope stability analyses which address the site to be developed, as well as adjacent sites and the immediate drainage area;
2. Recording of a covenant which indemnifies and holds the City harmless for any damage resulting from slope instability;
3. Maintenance of maximum amount of vegetative cover and trees;
4. Retention of watercourses in a natural state; and
5. Establishment of Natural Greenbelt Protective Easements at a minimum around streams and in areas of greater than 40 percent slope.

Additional density up to three units per acre on the southeast slope of Finn Hill should be permitted subject to the following additional standards:

6. Control of surface runoff at predevelopment levels;
7. Limitation on the number of points of access;
8. A minimum level of aggregation of land in order to minimize adverse impacts;
9. Clustering of structures; and
10. Public review of the development proposal.

Present multifamily residential development should be contained, and in many areas densities should be reduced from zoning levels which were established in King County. The densities shown in Figure 2 for medium and high residential areas either reflect the prevailing existing development levels or are reduced to help protect sensitive areas, such as Juanita Creek, or to lessen traffic and parking problems in heavily congested areas, such as along 100th Avenue NE south of NE 124th or along 93rd Avenue NE.

Standards for multifamily development are as follows:

1. The site design and placement of multifamily units should take advantage of the topography and existing vegetation to minimize the visual impacts of the new structures.
2. Vegetative buffering (preferably with native, drought tolerant plants) should be provided next to single family areas.
3. Public pedestrian easements should be provided to connect to schools or other public destinations. Convenient access to METRO stops should be provided. Medium and high density development around the business district should provide public pedestrian access to the commercial area.
4. Vehicular access to multifamily projects should not negatively impact adjacent single family areas. Vehicular access points should be combined and oriented to collector or arterial streets.
5. Guest parking should be provided in all new developments and with any substantial remodels.

South of NE 116th Street and west of 100th Avenue NE is a high density residential area. Although this area could receive access from NE 116th Street, 98th Avenue NE, or NE 99th Place, access should be limited to NE 99th Place because of limited sight distances and high traffic volumes along NE 116th Street and 98th Avenue NE.

New residential development in South Juanita should be consistent with the policies described in this section as well as with those found in the Living Environment chapter.

OFFICE/MULTIFAMILY

Office/multifamily residential uses are appropriate for the property at the southeast corner of NE 132nd Street and 100th Avenue NE should the existing church choose to relocate (Figure 2). Such uses would be compatible with the surrounding multifamily developments to the south and east, and the professional offices along NE 132nd Street. Commercial uses which are high traffic generators are not appropriate on this corner due to the busy intersection and the Juanita Elementary School to the west. Therefore, restaurant, tavern or neighborhood oriented retail uses should not be permitted in this location. Special attention should be given to landscaping at the intersection to create a gateway and attractive entrance into the neighborhood and City. The City may require dedication of land for a sign.

OPEN SPACE/PARKS

The southeast slope of Finn Hill and the slope northeast of NE 121st Place are important open spaces for the neighborhood, and significant stands of trees should be preserved as described in the Natural Environment section.

The North Kirkland Community Center and park at 103rd Avenue NE and NE 124th Street will be the recreation activity focal point for the neighborhood. In light of this, effort should be taken to acquire pedestrian easements over lands surrounding the park for safe access to it. All major improvements, including potential signalization of an entrance along NE 124th Street, should be approved through a master plan. In addition, the master plan should incorporate the following ideas:

1. Surrounding single family residences should be buffered from major activity areas.
2. Vehicular traffic should be routed so as not to negatively impact the single family residences to the east.

Even with the acquisition of the Community Center site, South Juanita lacks park facilities and parkland. The City should actively pursue acquisition of park land when opportunities to preserve open space present themselves and when funding is available. General areas where parks are needed are shown in Figure 3.

Ideas for a master plan for Juanita Beach Park are described in relation to the Juanita Business District. See the discussion under Parklands.

There are several open space tracts developed along with subdivisions and owned by King County or jointly by homeowners that the City could consider for acquisition (Figure 3). Some of these, however, function partially as storm water facilities, and, therefore, would remain as open space rather than developed parks.

Adequate funding for continued maintenance of parks and open spaces should be encouraged concurrent with new development of the parks and open spaces.

One important open space of great community value is often overlooked. The street system provides South Juanita with a number of excellent local and regional views. Such view corridors lie within the public domain and are valuable for the beauty, sense of orientation and identity they impart. These view corridors are to be preserved and enhanced. One way to achieve this is through the undergrounding of utilities.

Other important goals and objectives for open space and parks are described in the Open Space/Parks chapter.

PUBLIC SERVICES/FACILITIES

Public Services/Facilities include street improvements, bicycle and pedestrian facilities, and utilities such as water, sewer and storm drainage. Specific policies for these topics as they relate to South Juanita follow. City-wide policies can be found in the Public Services/Facilities chapter.

Streets

The Eastside is experiencing increased traffic as a clear result of recent growth trends. Various transportation programs are setting forth regional policies to handle this situation as it transcends any single jurisdiction. South Juanita is located such that it is heavily impacted by the region's traffic.

The transportation system in South Juanita should provide a network of safe streets to serve the residents, while recognizing and serving the regional needs. The neighborhood is divided into thirds by two Primary Arterials; 100th Avenue NE and NE 124th Street (Figure 4). These streets are heavily travelled by commuters from outside the neighborhood. These streets and Juanita Drive and NE 116th Street, which are Secondary Arterials, take commuters to and from I-405. Future improvements must recognize this situation and protect the integrity of the residential neighborhoods.

Transportation demand management is a concept that attempts to control traffic by reducing the overall number of trips generated by a specific use. Successful use of this concept may help reduce the need for future capital improvements. Components of a typical transportation management program are discussed in the Public Services/Facilities chapter in Policy 4.2. Transportation Management Programs should be required of multi-family, commercial or institutional developments, where appropriate in South Juanita.

Consideration should be given to noise abatement measures particularly along primary arterials. Consideration should also be given to the use of native, drought tolerant plant materials along streets. In addition, every effort should be taken to retain significant trees in the right-of-way during construction of streets.

As METRO works to improve its public transportation system, consideration should be given to adding bus routes to serve the north end of the neighborhood. In addition, METRO should consider additional Park and Ride facilities north of South Juanita.

Policies for specific streets are described below. Figure 4 shows the Street Classification System for South Juanita.

Primary Arterials

NE 124th Street east of 100th Avenue NE - This street is scheduled for redevelopment to a five lane road in 1990 and 1991. Future improvements should provide center island landscaping, street trees and landscaping.

Safe access to the Neighborhood Park/Community Center site and to the Idylwood neighborhood, including the need for a new traffic signal, should be determined with the master plan for the park.

Land is set aside within the multifamily developments east of the intersection of 107th Place NE and NE 124th Street to create an entrance feature or gateway into the South Juanita neighborhood. This area should be developed with landscaping and signs.

100th Avenue NE north of NE 124th Street - This street was improved by King County in 1987 without any center islands or crosswalks. Landscaped islands should be added when possible to break up the expanse of pavement. Locations for crosswalks should be determined through study of pedestrian and vehicular flow. Consideration should be given to locating a crosswalk near the Juanita Creek crossing to tie with a future pedestrian creek-side trail.

98th Avenue NE south of NE 124th Street - see discussion in the Juanita Business District section.

Secondary Arterials

Juanita Drive - see discussion in the Juanita Business District section.

NE 116th Street - The City improved this street in 1987. Accesses from new single family development south of Planned Area 10 should be combined and curb cuts limited as much as possible. Traffic studies should be undertaken to determine the need for a new signal at the intersection of 104th Avenue NE and NE 116th Street.

116th Avenue NE - This street is scheduled for redevelopment in 1990. Improvements include a new signal at NE 128th Street.

NE 132nd Street - This street is located within King County's jurisdiction. The County should be encouraged to provide sidewalks west of 100th Avenue NE to provide safe access down Finn Hill.

Collector Streets

Measures should be taken to reduce the speed of traffic on all Collector Streets through residential neighborhoods especially since children often play in the streets.

NE 124th Street/93rd Avenue NE - These streets are heavily travelled but not properly developed with curb, gutter and sidewalk. 93rd Avenue NE is a logical pedestrian route to Juanita Beach Park, but cannot be safely used as such without sidewalks. In addition, there are several multifamily developments with inadequate on-site parking which overflows onto the south end of 93rd Avenue NE. Therefore, the improvement of these streets per standards for Collector Streets should be a high priority for the City to be implemented through the most available means.

NE 128th Street - A barrier has been in place on the east end of NE 128th Street for a number of years to help control the flow of traffic from the high school. Several conditions have changed, however, since it was established which will warrant its removal. One is the installation of a traffic signal at the high school entrance on NE 132nd Street making that the best entrance/exit for the school. The gate at the high school's access onto NE 128th Street should remain closed.

In addition, new multifamily development has been constructed on the south side of NE 128th Street. With the barrier in place, their only access is through the residential neighborhoods north of NE 128th Street.

Redevelopment of 116th Avenue NE is scheduled for 1990 which will vastly improve its intersection with NE 128th Street. A new signal is part of that improvement. Once the signal is in place, the City should remove the barrier. Before doing so, however, additional right-of-way will need to be acquired on the east end of NE 128th Street.

Bicycle Facilities

Bicycles are permitted on all public streets, but several streets in South Juanita are designated in Figure 5 to be improved bicycle facilities. Improvements for bicycles can include a separate lane, signs, or simply a wide shoulder. Improvements for specific streets are to be made on a case-by-case basis.

King County is planning a special bicycle facility called the "Lake Washington Loop" so riders can ride around the lake. In South Juanita, this route will follow 98th Avenue and Juanita Drive.

Similarly, the City should work to identify the best bicycle route between Juanita Beach Park and the Sammamish Valley Trail in Redmond. The route should be clearly marked and tied with facilities in the Totem Lake Neighborhood.

Pedestrian Circulation

There are several areas in South Juanita where improved pedestrian access would be highly desirable to the residents. In the following areas, as shown in Figure 5, pedestrian easements should be acquired either through conditioning new development or purchase:

1. Along the Lake Washington shoreline from Juanita Bay Park to Juanita Beach Park.
2. From 100th Avenue NE to 98th Avenue NE in the business district.
3. From 95th Place NE to the business district.
4. Along Juanita Creek from Lake Washington to 100th Avenue NE and from 100th Avenue NE to the Totem Lake business district.
5. From the Idylwood neighborhood to NE 124th Street.

King County is planning to make pedestrian improvements to NE 132nd Street near the elementary school. The City should encourage King County to continue those improvements west on NE 132nd Street up Finn Hill.

When reviewing development proposals, attention should be given to improve and establish pedestrian connections from the developments to METRO stops.

Utilities

The Northeast Lake Washington Water and Sewer District provides sewer service to approximately 80 percent of the neighborhood, and water service to approximately 60 percent of the neighborhood. The City of Kirkland serves the remaining areas. Approximately 10 percent of the neighborhood uses septic systems. Sanitary sewers should be provided to these areas before new development can occur. Sewer and water main extensions are typically installed by developers as part of a development project.

South Juanita is part of the Juanita Creek Drainage Basin. New development must ensure protection of the creek (see Natural Environment section). One way to accomplish this is through the use of biofiltration swales and natural systems. Therefore, future development in South Juanita should use natural systems for storm drainage purposes as much as possible.

Overhead utility lines often disrupt significant public views and require more maintenance than under lines. New development should underground utilities whenever possible.

URBAN DESIGN

The Urban Design Elements shown in Figure 6 taken together create a visual identity for South Juanita. The specific elements shown are from the book by Kevin Lynch entitled, The Image of the City. Discussion of these elements follows. See the Business District section of this chapter and the Community Goals and Policies chapter for more discussion of urban design.

Gateways to the neighborhood provide an important first impression of the area's character and quality. Five gateways are noted on Figure 6, some of which have been previously described in this chapter. The locations were selected because they are prominent vantage points when entering the neighborhood. Each is located on a major pathway in the neighborhood. The City should undertake improvement of these gateways by the most available means. This may involve dedication of land or construction and maintenance of the gateways by private developers as part of future development. Typical improvements include landscaping and signs which recognize South Juanita not only as a unique neighborhood, but also as part of the City of Kirkland.

Given South Juanita's unique location on Juanita Bay, whenever there is development, major view corridors to the lake should be opened. Measures should be taken to improve significant public views. Territorial views of the southeast slope of Finn Hill should be preserved and enhanced by removing elements which clutter the view such as certain signs and utility lines.

South Juanita is fortunate to have significant stands of trees which create "soft edges" and provide containment for the business district (Figure 6). Similarly the hillside south of Planned Area 10 helps to define the boundary between Totem Lake and South Juanita. Interstate 405 in the northeast corner of the neighborhood provides a hard edge or distinct boundary between South Juanita and Totem Lake. Future development should preserve these edge conditions and encourage additional landscaping or topographic change to demarcate different areas or provide organization.

There are several nodes in South Juanita which serve as "strategic spots" or "intensive foci" where activity is concentrated. Juanita Beach Park is one with regional significance, and the schools, the neighborhood park/community center, the Park and Ride and the business district are key local points. Pathways and signs should be developed to lead to these nodes.

Finally, the landmarks shown on Figure 6 are significant for they help to distinguish the neighborhood from other places and provide a point of reference for the residents. Efforts should be taken to preserve and enhance these identity giving features.

JUANITA BUSINESS DISTRICT

The business district is the historic, commercial and activity center of South Juanita. It also encompasses several recreational amenities and a close-in residential population which includes young families and senior citizens. Currently, it is not oriented to Juanita Bay. The district lies at the hub of the community street network and transit corridor. Unfortunately, the opportunity for the business district to function as a recreational focus and pedestrian activity center is hampered by the lack of access to the shoreline, the difficulty of crossing busy arterials and the district's lack of a full range of commercial services and neighborhood oriented activities.

GOALS AND VALUES - Juanita Business District

Goals and values for the business district, which were primarily developed during a public workshop in Spring 1989, follow. Future development should be in keeping with these ideas.

District's Role in the Community

- To make the business district the heart of the community, reflecting its identity and serving as a local social, commercial and recreation center.
- To give the business district a family oriented focus and meet the needs of the senior citizen population.
- To provide a full range of neighborhood commercial services.

Relationship to Parks, Lake Washington Shoreline and Natural Features

- To take advantage of the natural features, and emphasize the recreation oriented community with better connections to nearby parks and Lake Washington.
- To enhance these features through cooperative community improvement actions.

Visual Character and Identity

- To make the Juanita Bay shoreline a key aspect of the district's identity.
- To emphasize the district's recreational assets as a major part of its identity.
- To reduce visual clutter, such as billboards and overhead wires.
- To visually enhance the district's streetscapes.
- To protect the wooded hillsides surrounding the district.
- To maintain the small scale building character, except where development of a larger building complex would result in substantial public benefit through excellence in design, provision of pedestrian amenities and reduction of environmental impacts.

- To utilize Juanita's history as a part of its identity.

Business Development

- To serve the South Juanita neighborhood's commercial needs as a first priority.
- To improve retail sales through organized marketing, improved identity and a greater spectrum of services.
- To attract a variety of new businesses such as clothing, hardware, or recreational retail stores.
- To create its own identity distinguishable from the other Kirkland business districts.

Traffic Circulation and Parking

- To provide sufficient parking for commercial and recreational activities. Parking management should strive for joint use of parking lots serving businesses on week-days and recreational users and shoppers on weekends.
- To make intersections safer and more efficient.
- To establish bicycle facilities.
- To have improved METRO service to the district through the establishment of additional transit shelters and stops.
- To reduce the negative effects of traffic on pedestrian activity and street qualities where possible.
- To consider the possibility of a water taxi connection to Moss Bay, Carillon Point and other Lake Washington destinations.

Pedestrian Activity Goals

- To provide a shoreline trail that connects Juanita Bay Park, Juanita Beach Park, and the business district.
- To provide public trails from the surrounding residential areas to the district.
- To provide pedestrian amenities such as crosswalks, sidewalks, street trees and street furniture.

Given these goals and the Juanita Neighborhood Business District Urban Design and Economic Study (December 1989), the following should be implemented in the district.

LAND USE - Juanita Business District

Figure 7 identifies several subdistricts within the Juanita Business District. Figure 8 indicates the land use for each area in a matrix format. Planned Area 18 (PLA 18) comprises the commercial core.

As the matrix indicates, Design Review should be required in PLA 18. This process, whereby the Planning Director reviews all development in PLA 18 two stories and below, ensures that the important concepts described in the following paragraphs and shown in Figures 8 and 9 are implemented. In PLA 18A, 18B, 18C, and 18F, projects which are proposed to be over two stories should be reviewed through a public hearing process. Design guidelines are to be prepared which will provide examples of the urban design concepts this plan is seeking to achieve.

PLA 18A - There are two primary types of development available in this subarea. The first allows a small office and/or multifamily development at 12 units per acre. The maximum height for this development type is one story, and the project would be subject to Administrative Design Review. Individual projects should be designed to relate to adjoining properties and combine access points whenever possible.

The second type of development is an assembly of properties to create a master-planned, mixed-use project which clusters development to the north part of the subdistrict. If almost the entire area of PLA 18A (11 acres minimum) is assembled, then a development could be proposed with a maximum height of 6 stories on a portion of the north end stepping down to 2 stories toward the south end. If only eight acres are assembled, then the maximum height at the north end would be 4 stories stepping down to two stories toward the south end. Proposals with either a minimum of 8 or 11 acres would be required to have an access off of 98th Ave. NE, Juanita Drive, and 97th Ave. NE.

In the second type, the allowed uses would be retail, including drive-through facilities if part of a mixed use project, office, and multifamily. Drive-through facilities are generally discouraged as they devote a great deal of space to the car, but they could be included in a mixed-use project because there would be more of an opportunity to lessen their impacts. Pedestrian oriented businesses should be located on the ground floor of all buildings, however, some multifamily units could be located on the ground level if they are part of a mixed use development. This type of masterplanned development should be reviewed at a public hearing and could be approved if it provides a high order of public amenities and urban design.

The following are design standards for both development types which should be mandatory for the second type, and advisory for the first. These will be further described in the Design Guidelines for the business district. A critical design component is establishing and maintaining the view corridor to the lake shown in Figure 9. Landscaped public open spaces tied to a pedestrian system which connects East Ridge to Juanita Beach Park is another key concept.

In addition, the masterplan for the second development type must include a plan for the entire parcel. Individual increments of development must show how they relate to adjacent properties in terms of common access, and a complementary arrangement of facilities, spaces and linkages. Shared accesses and reciprocal vehicular easements should be established in order to reduce the number of curb cuts on the major streets to the minimum necessary. Similarly, shared parking/service areas are strongly encouraged. Sign systems should be coordinated, and if the development involves a parcel containing a billboard, the billboard should be removed prior to permit issuance.

PLA 18B - In this area, retail, office, and residential uses should be allowed. As in PLA 18A, residential units may be allowed on the ground floor of mixed-use projects. To provide flexibility for developers in South Juanita, drive-through facilities should be allowed in PLA 18B as stand-alone uses. Buildings up to a maximum of two stories should be subject to Administrative Design Review. Buildings up to three stories should be reviewed at a public hearing and could be approved if views from East Ridge are

preserved. More efficient parking lots, combined drives and a more attractive streetscape along 98th Avenue should be encouraged. Pedestrian access easements should be provided for connections between East Ridge and Juanita Beach Park through PLA 18.

PLA 18C - In this area, office or multifamily uses should be allowed, but restaurants, taverns or any retail uses should not be allowed. Drive-through facilities should be prohibited. The maximum building height should be three stories. Since access onto 98th Avenue NE is dangerous in this area due to poor sight distances and high traffic volumes, access should be taken from NE 99th Place through East Ridge whenever possible. Additional setbacks and landscaping should be provided along 98th Avenue NE to create an attractive entrance or gateway into the business district.

PLA 18D - Retail, office, and residential uses which are a maximum of two stories should be allowed in non-wetland areas. Driveways should be combined due to hazardous traffic conditions along 98th Avenue NE. Drive-through facilities should be prohibited. Buildings should be clustered to provide views of the lake when possible. The wetland area should be preserved and regulated in accordance with the Shoreline Master Program. Public access along or near the shoreline should be required as described in the Natural Environment section.

PLA 18E - Office and multifamily uses are allowed as should be restaurants, taverns, or neighborhood-oriented retail. Drive-through facilities should be prohibited. The maximum building height should be two stories. The most important objective in this area is to provide pedestrian access along the shoreline. The City should pursue acquisition of a footbridge or other structure waterward of the Bayview Condominiums. This stretch of shoreline is a critical link needed to complete a Juanita Bay Shoreline Trail between Rose Point and the City Limits on the west. The trail should be clearly signed for use by the public and maintained properly.

PLA 18F - Appropriate uses in this area should be office and multifamily with restaurants, taverns, and neighborhood oriented retail allowed. Drive-through facilities should be prohibited. Buildings should be a maximum of two stories. However, three-story buildings could be approved if reviewed through a public hearing. Pedestrian access easements along Juanita Creek should be acquired which are designed to prohibit unrestricted access to the creek. All development should protect the creek as described in the Natural Environments section. In the triangular parcel between 98th Avenue NE and 100th Avenue NE, office and multifamily should also be allowed, but not restaurant, tavern or neighborhood-oriented retail due to its prominent location when entering the district and its proximity to East Ridge.

East Ridge - Multifamily residential development should be permitted in this area at the densities established in Figure 2. The maximum building height should be three stories. The most important objective for this area should be to provide public pedestrian easements for access to the business district. Potential locations for these easements are shown in Figure 9; however, consideration for these important connections should be given when any site develops or remodels. The City should also consider acquisition of these easements as a potential Capital Improvement Project.

Another important objective for East Ridge should be to maintain the existing conifers which are located primarily at the south end of the subdistrict. These trees help to frame the business district and give it the look of the Northwest.

Parklands - Any future master plan for Juanita Beach park should incorporate:

1. Regional park facilities on the Lake Washington side of Juanita Drive, and neighborhood park facilities on the north side.
2. Parking away from the shoreline and located mostly on the north side of Juanita Drive. Existing lots should be removed from the south side of the park and replaced with a drop-off area and limited parking for special needs. An effective parking management system should be developed.
3. Signalization of 97th Avenue NE and Juanita Drive to insure safe pedestrian and vehicular access.
4. Removal of the chain link fence along Juanita Drive and views opened up to the water. Security for the park should be seriously considered during the planning process.
5. An improved connection to Juanita Bay Park.
6. An enhanced and safe connection to the business district across 97th Avenue NE.
7. Consideration of a non-motorized boat launch facility.
8. The Dorr Forbes House as the historical focal point for the neighborhood.

CIRCULATION - Juanita Business District

Figure 9 graphically portrays circulation concepts for the business district. Policies for specific streets follow.

98th Avenue NE - The current lane configuration of 98th Avenue NE should remain with two traffic lanes in each direction and a center left-turn lane. Streetscape improvements to 98th Avenue NE should include:

1. Reducing curb cuts/consolidating driveways.
2. Installing an improved and larger landscaped pedestrian island at or near the existing crosswalk.
3. Upgrading the street trees and choosing a variety which will not block the views of the businesses.
4. Installing a bicycle facility.

Note: The recommendation of the consultant for the Juanita Business District Urban Design and Economic Study was to reduce 98th Avenue NE in width by two lanes through the business district, and to use the space for additional on-street parking and wider sidewalks. Consideration of this concept may be more appropriate after planned improvements to Juanita Drive, NE 124th Street, 116th Avenue NE, and the NE 124th Street/I-405 intersection are complete and traffic patterns established. In addition, the implementation of various transportation programs which are currently being studied may impact commuter flows through the business district. Therefore, this idea should be revisited when the South Juanita Neighborhood plan is amended in the future.

NE 120th Place/97th Avenue NE - A critical component of the Juanita Business District plan is to tie the business district and the park. Sidewalk extensions, special paving, or

other features should be used to allow for safe pedestrian crossing between the business district and the north side of Juanita Beach Park. Curb, gutter, sidewalk and street trees also should be added as described in the study. The need for a traffic signal at 97th Avenue NE/Juanita Drive has been discussed in the Parklands section. A traffic study should be undertaken to determine the need for a signal at NE 120th Place/98th Avenue NE.

Juanita Drive - Juanita Drive should be improved with curb, gutter, sidewalks, and street trees. The street trees used should not block views of the lake.

URBAN DESIGN - Juanita Business District

The underlying goal of redevelopment in the business district is to create a neighborhood scale, pedestrian district which takes advantage of the amenities offered by Juanita Bay. Figure 9 displays some important urban design features of the business district.

Pedestrian pathways from the surrounding residential areas to and through the business district and on to Juanita Beach Park should be acquired and improved. Currently there are some informal trails from East Ridge to the core area, but they are inadequate and cross private property. Residents wishing to walk to the district have to go out of their way when following the streets.

View corridors to the lake should be established through new development in the business district. Several buildings in Bay Front block the view of the lake, but view opportunities are available through Juanita Beach Park, down public streets, or potentially through PLA 18D.

Entry features, such as signs or sculpture, should be established in the locations shown in Figure 9. These features should be identity giving elements which, for example, could reflect Juanita Bay. This is an opportunity to consider and incorporate a new name for the district such as "Juanita Bay Village" which geographically fixes the district.

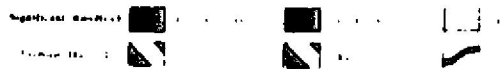
In addition, coordinated streetscape improvements should be used throughout the business district, including street trees, street furniture, and other amenities, like flowers, banners, and signs.

Design guidelines, similar to those described in the Central Business District, should be established for PLA 18. The guidelines would be implemented through a Design Review process which will be adopted in the Zoning Code. The guidelines should include policies and concepts for parking lot landscaping and layout, pedestrian linkages through sites, public open space landscaping, signs, building materials, roof treatments, building placement and other design elements.

PL\BJ-RCRSD/10-9-90/SC:cc

South Juanita

ENVIRONMENTALLY SENSITIVE AREAS



11

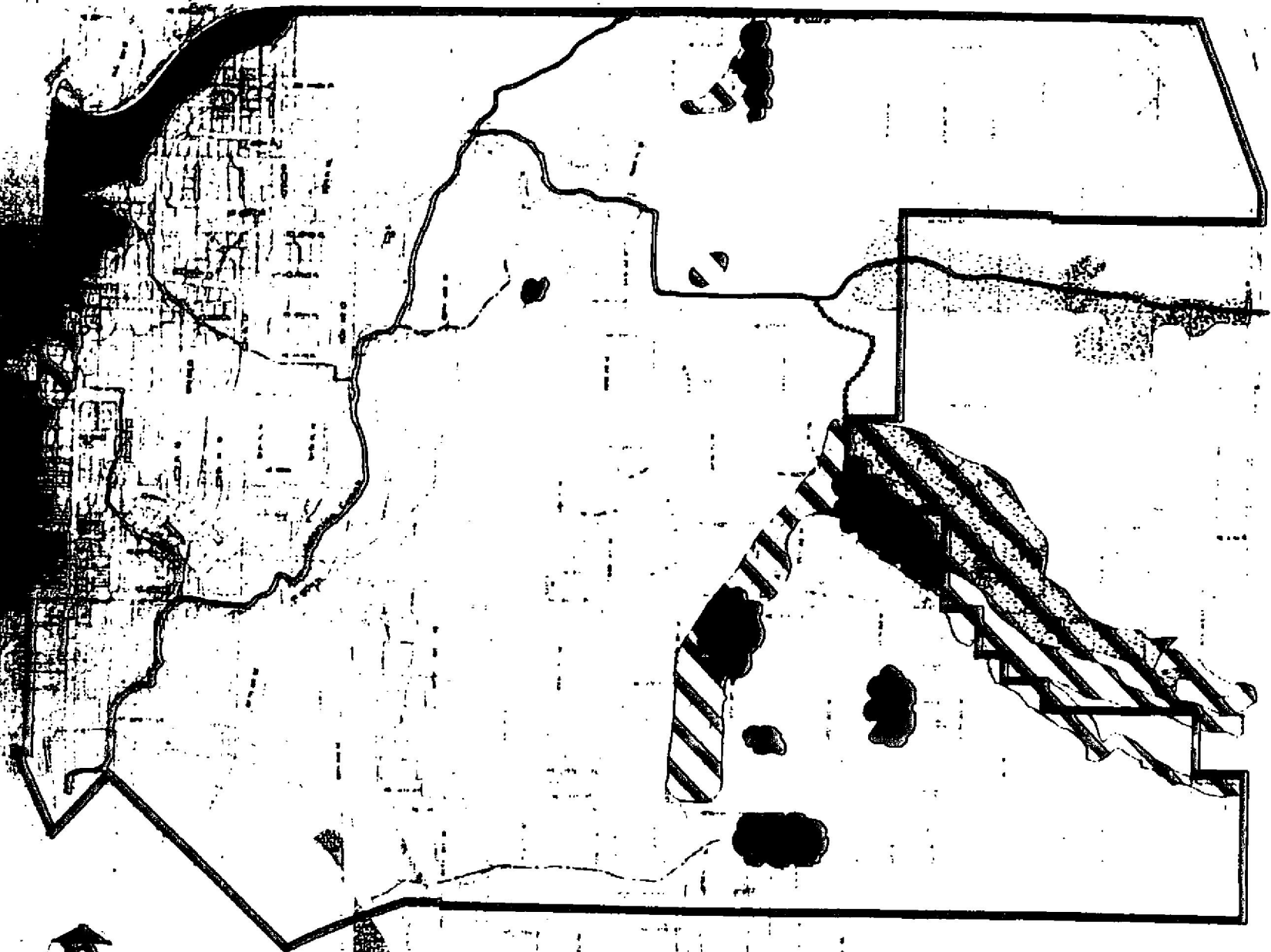


FIGURE 1

South Juanita

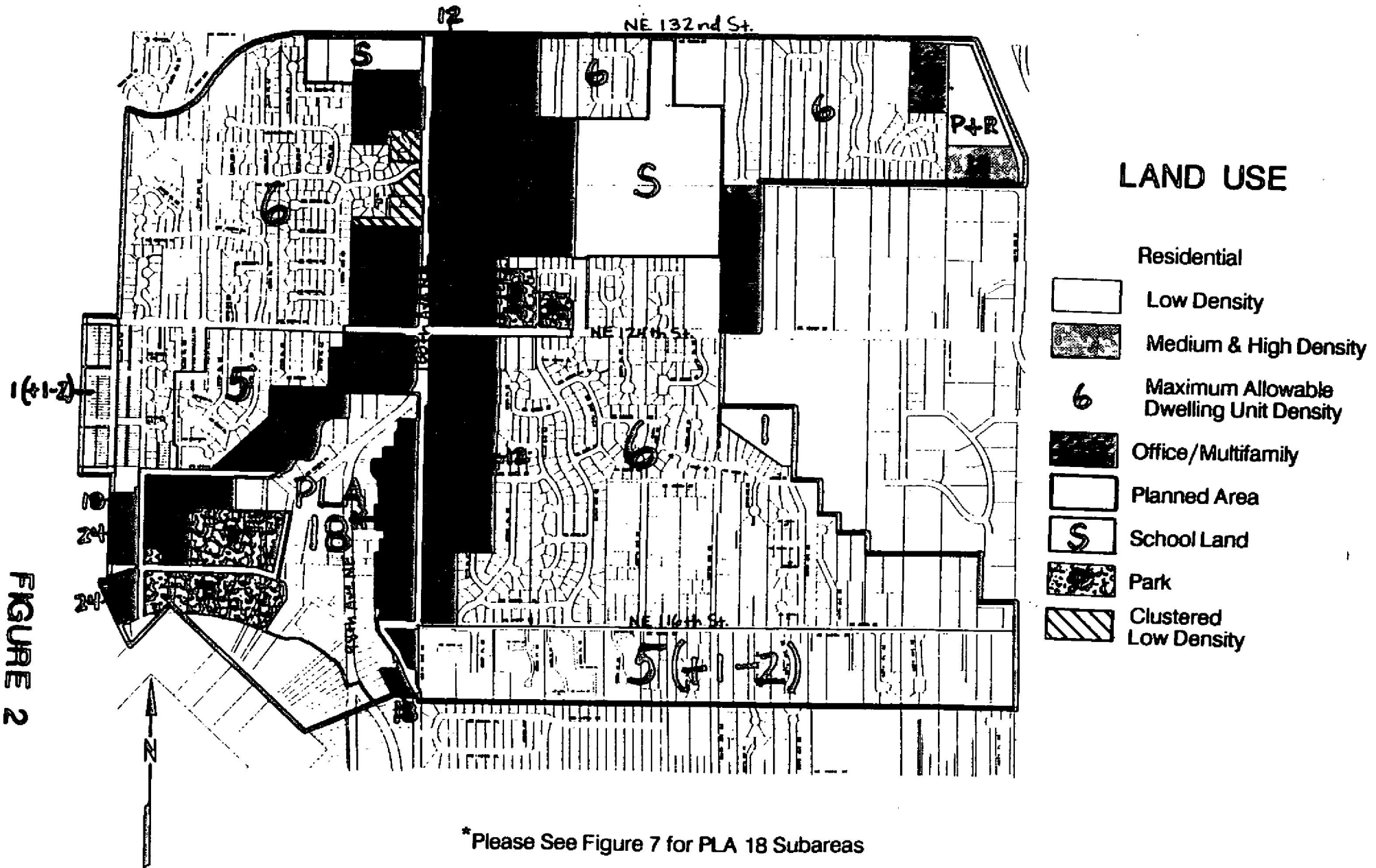



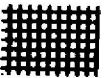

FIGURE 2

*Please See Figure 7 for PLA 18 Subareas

South Juanita



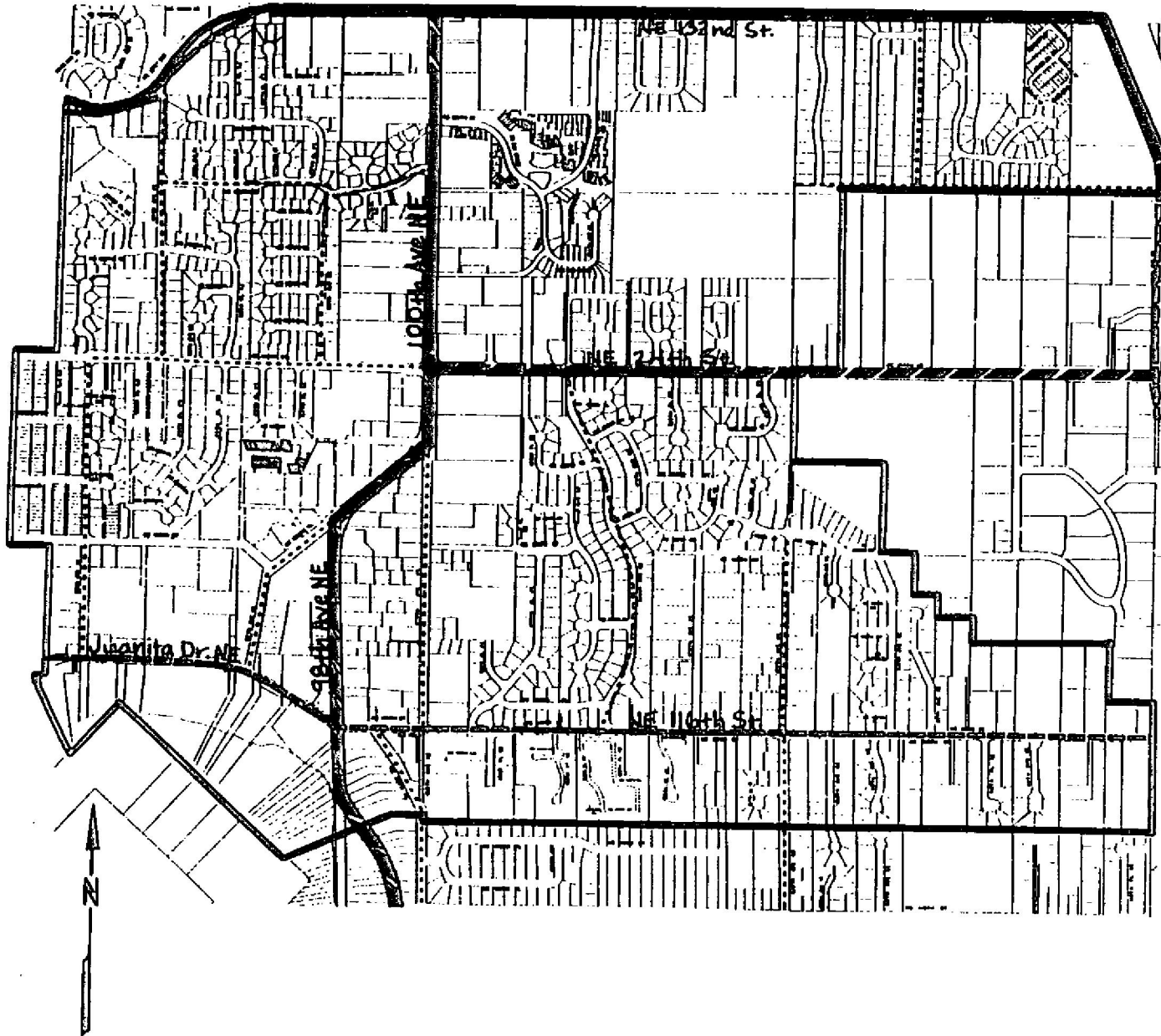
PARKS AND OPEN SPACE

-  Areas Where * Parks Are Needed
-  Existing City
-  Existing Private or King Co.

* Note: Unless specifically identified in the text, symbols for acquisition do not denote a particular property or properties

FIGURE 3

South Juanita

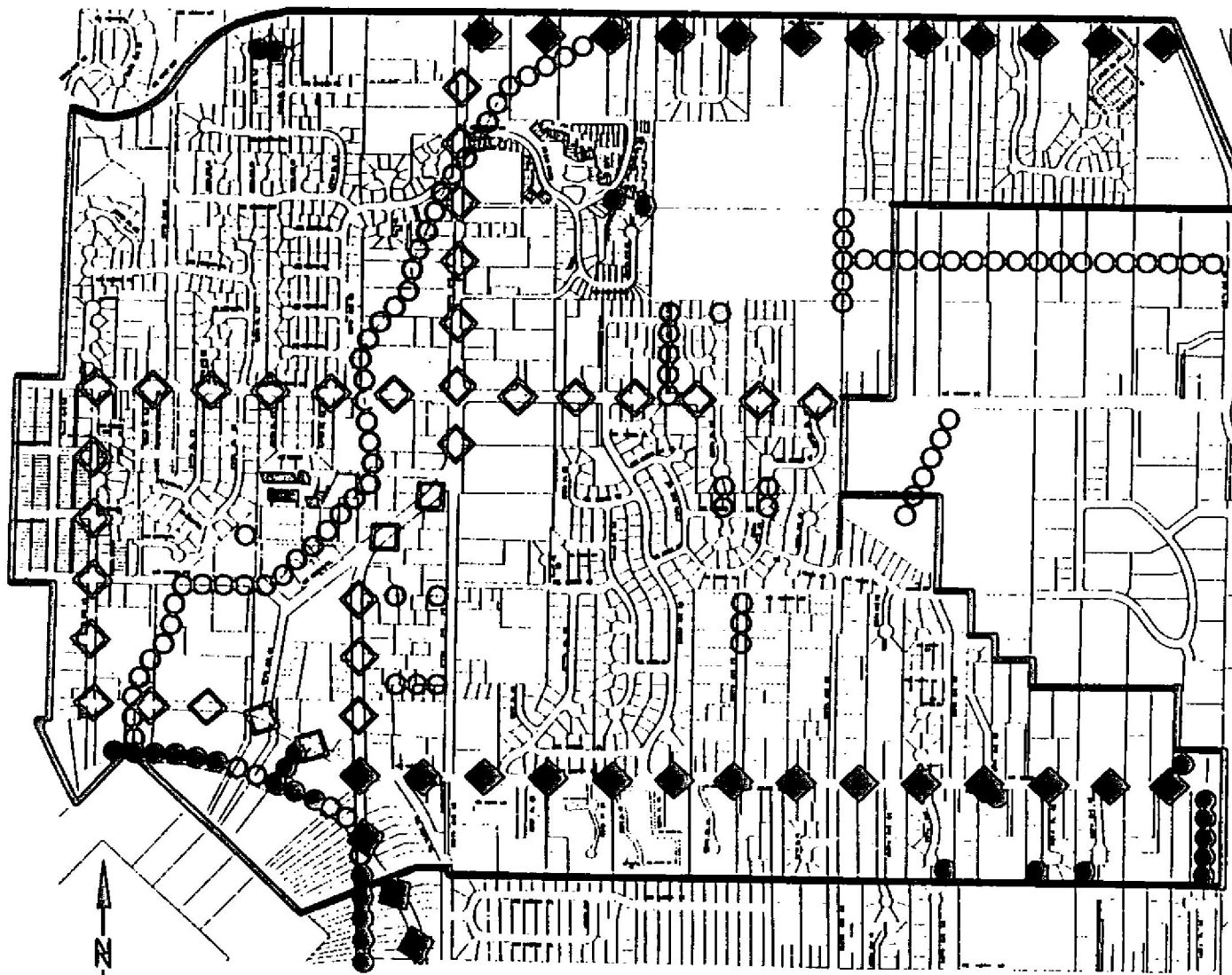


STREET CLASSIFICATION

- ▬ Primary Arterial
- - - Secondary Arterial
- Collector Streets

FIGURE 4

South Juanita



NON-MOTORIZED TRANSPORTATION

Pedestrian Trails

●●● Existing

○○○ Proposed

Bike Facilities

◆◆ Existing

◇◇ Proposed

98th Ave. NE to Juanita Drive: Part of the "Lake Washington Loop" Bike Facility.

FIGURE 5

South Juanita

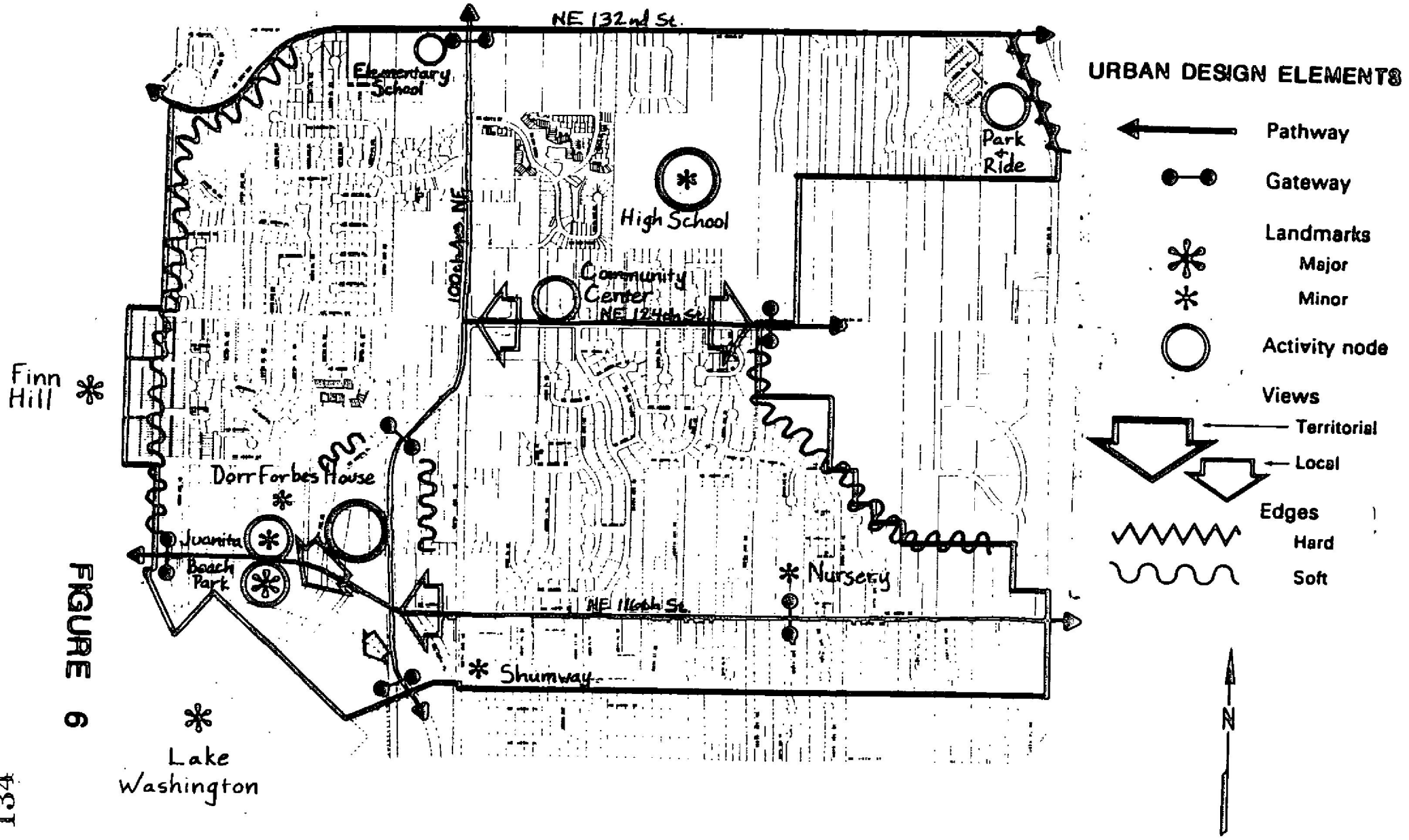
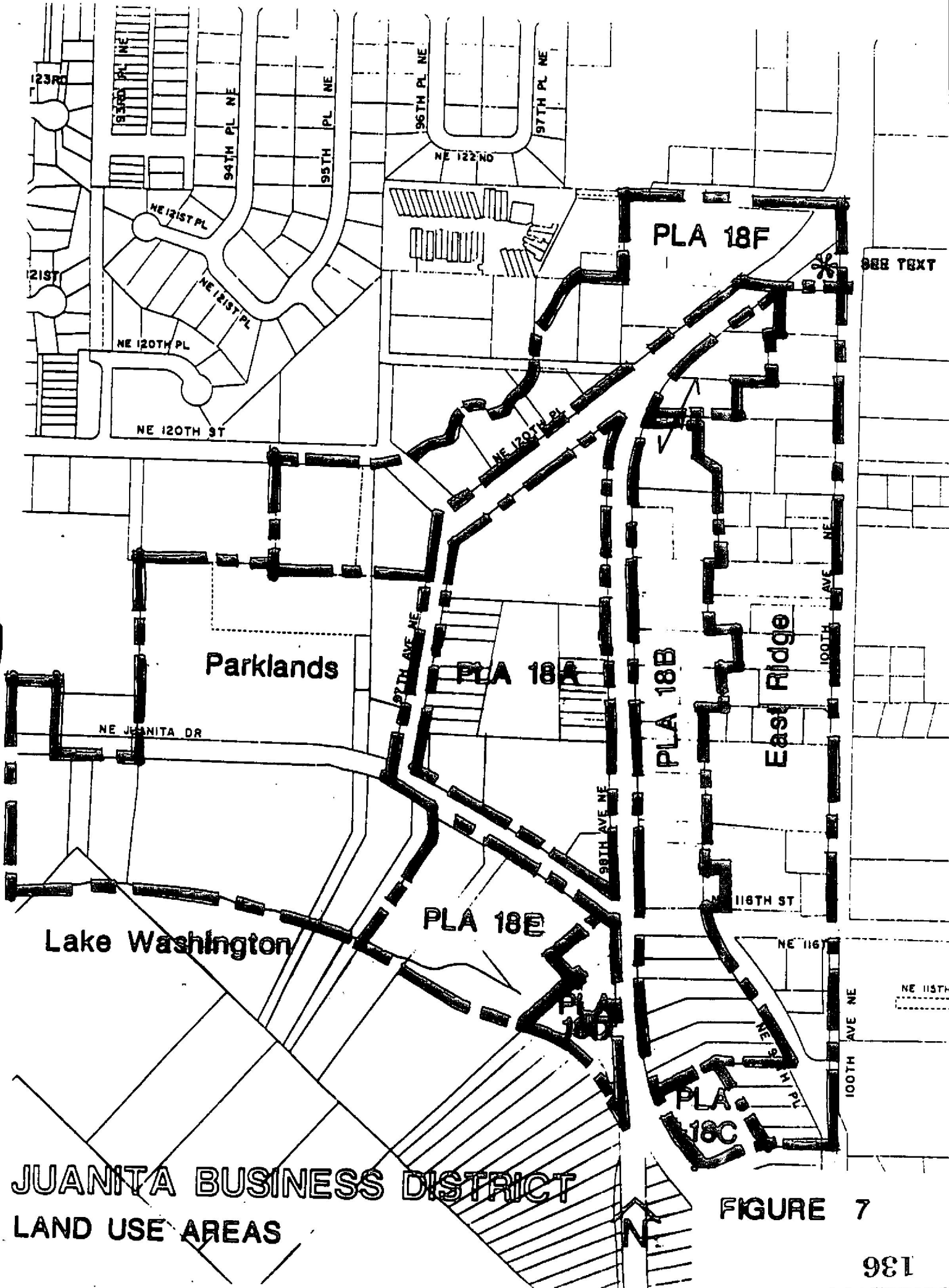


FIGURE 6



**JUANITA BUSINESS DISTRICT
LAND USE AREAS**

FIGURE 7











JUANITA BUSINESS DISTRICT LAND USE MATRIX

	PLA 18A	PLA 18B	PLA 18C	PLA 18D	PLA 18E	PLA 18F	EAST RIDGE	PARKLANDS
USES								
Residential	a	a, c	a	a	a	a	a	
Retail	a	a, c		a, c	a, c	a, c		
Office	a	a	a	a, c	a	a		
HEIGHT (stories)								
Max. Height Permitted Outright	1	2	2	2	2	2	3	1
Max. Height Permitted with Public Hearing	a	3	3			3		e
DESIGN REVIEW	a	a	a	a	a	a		

- a Masterplanned development allowing more intensive use is encouraged, see text.
- b Allowed on ground floor only if project is mixed use.
- c Not allowed in wetlands.
- d Restaurant, tavern, or neighborhood-oriented retail only.
- e To be determined with park masterplan.

FIGURE 8

LEGEND

-  Traffic Signal & Crosswalk
-  Mid-Block Crosswalk
-  Limited Driveways Area
-  Existing Bike Route
-  Proposed Signed Bike Route
-  Public Park Parking
-  Existing Pedestrian Connection
-  Proposed Pedestrian Connection
-  View Corridor
-  Entry Feature

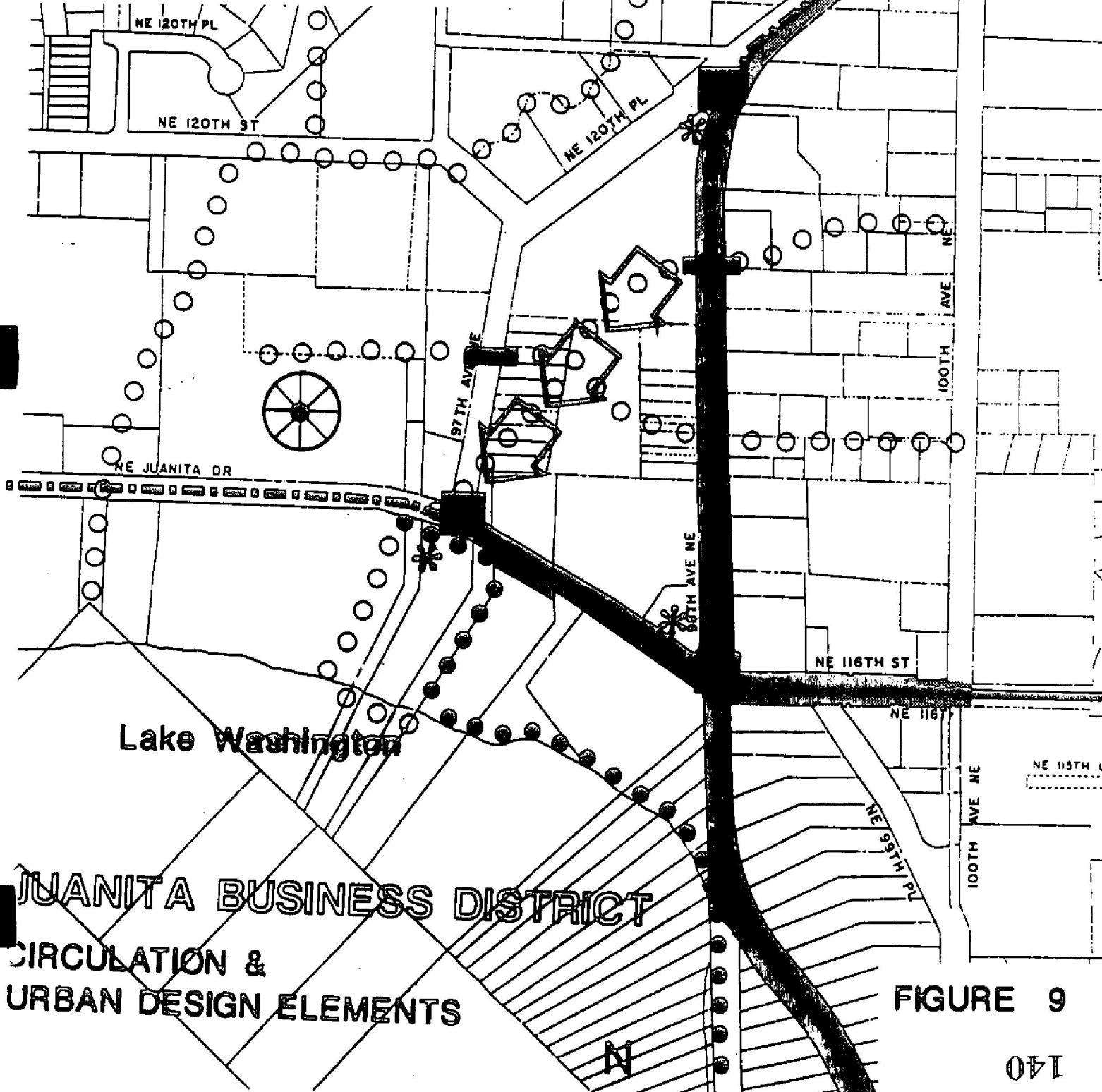


FIGURE 9

SUMMARY OF ORDINANCE # 3230

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

Section 1. Amends the Land Use Policies Plan, Ordinance 2346, as amended, by adding a South Juanita Neighborhood Chapter, including graphics, and consisting of the following subsections:

Vision Statement - outlines policy directions relating to development

Natural Environment - identification of environmentally sensitive areas

Living Environment - sets development density policies

Office/Multifamily - describes land use goals for indicated map

Open Space/Parks - sets goals for provision of parks and open space

Public Services/Facilities - sets policies for traffic and circulation, pedestrian and bicycle access, and sewer and other utilities

Urban Design - identifies policies relating to visual elements and possible development

Juanita Business District - identifies goals and values for the business district and recommends policies relating to development

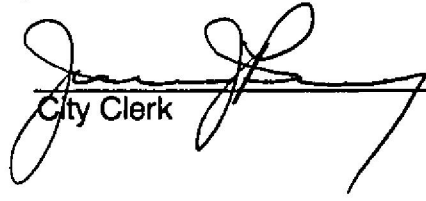
Section 2. Clarifies that the provisions of the South Juanita Neighborhood as adopted by the ordinance, prevail over any inconsistent provisions appearing in the Juanita Neighborhood of the Northshore Planning Area Chapter, and/or the Juanita Heights and Shoreline Areas of the Juanita/Par Mac/Totem Lake Neighborhood Chapter of the Land Use Policies Plan (Comprehensive Plan).

Section 3. Contains a savings clause.

Section 4. 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 16th day of OCTOBER, 1990.

I certify that the foregoing is a summary of Ordinance 3230 approved by the Kirkland City Council for summary publication.



City Clerk

SO-88-54.OCT/MC:cm