
XV. NEIGHBORHOOD PLANS

XV.I. NORTH/SOUTH JUANITA NEIGHBORHOOD

Note: The South Juanita Neighborhood Plan had its last major update in 1990. Therefore, references in this chapter to goals, policies, or specific pages in other chapters may be inaccurate if the other chapters have since been updated.

In 1996 (per O-3560), the boundaries of South Juanita were changed. The North Juanita Neighborhood was created from its northern section, and Juanita Heights and Juanita Slough (Forbes Valley) were appended on the south. This chapter covers all of these areas. Therefore, references in this chapter to “South Juanita” have been changed to “Juanita.”

1. VISION STATEMENT

Located along the shores of Juanita Bay, 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 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 Juanita residents. The neighborhood will develop in the future aligned with its environment and strengths.

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2. NATURAL ENVIRONMENT

Environmentally sensitive slopes are identified. The southeast slopes of Finn Hill can be stabilized by preserving vegetative cover.

Juanita contains two primary areas of steep slopes (Figure J-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.

Natural Greenbelt Protective Easements should be created to protect the streams, ravines, and other natural features on the southeast slope of Finn Hill.

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 J-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 J-1. The City and King County should coordinate review of development proposals for properties on this side of Finn Hill.

The above development policies should also be applied to the second identified steep slope area northeast of NE 121st Place.

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.

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The importance of woodlands and the need to protect them is discussed.

Several areas of Significant Woodlands are identified in Figure J-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 should be protected from negative impacts of development through erosion control measures, the removal of culverts, and a prohibition against new culverting of streams.

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.

Public access through the Juanita Bay wetland and views of the lake should be provided if these actions will not damage the wetland.

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

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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 and Shoreline Area Chapters should be observed along with the policies described in this section when reviewing development proposals in Juanita to ensure the protection of the drainage, habitat, and aesthetic functions of the natural resources.

3. LIVING ENVIRONMENT

Most single-family residential areas in Juanita are designated at six units per acre.

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 J-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.

Clustered housing at up to seven units per acre is allowed on the south side of NE 116th Street, subject to conditions.

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.

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- (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 usable for a variety of activities should be included on site.

Figure J-2a: North Juanita Land Use

Figure J-2b: South Juanita Land Use

Medium-density residential development is allowed on the north side of NE 116th Street, east of about 113th Place NE.

Property on the north side of NE 116th Street, east of approximately 113th Place NE, is suitable for medium-density residential development subject to the following standards:

- (1) Future development should complement the established single-family residential neighborhood to the west. Dwelling units may be detached or attached, townhouse style, but may not be stacked. Building height, bulk and modulation, window treatments, and roofline design should reflect the scale and character of single-family development.
- (2) Buildings should be set back a minimum of 15 feet from the property line adjoining the low-density residential development to the west.
- (3) A heavily landscaped buffer – a minimum of 10 feet wide – should separate the medium-density development from adjacent single-family residences to the west.
- (4) There should be no direct vehicular access from individual dwelling units onto NE 116th Street. Access to NE 116th Street should be limited to interior loop roads, cul-de-sacs, or similar streets.
- (5) On-site parking should be located interior to the site and should be screened by buildings or vegetation from NE 116th Street and the low-density residential uses to the west.

Clustered housing at single-family density should be allowed on properties designated on Figure J-2, subject to conditions.

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Clustered housing at single-family residential density (six units per acre) should be allowed in the properties fronting on the west side of 100th Avenue NE to the north of NE 124th Street that is designated on Figure J-2. 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 Avenue NE. Access to 100th Avenue NE is to be limited to interior loop roads, cul-de-sacs, or similar streets. Furthermore, access should be limited to 100th Avenue NE, and not onto residential streets to the west.
- (4) Some common open space usable for a variety of activities should be included on site.

Up to three units per acre should be permitted on the southeast slope of Finn Hill subject to additional standards.

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 are 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.

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8. JUANITA BUSINESS DISTRICT

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.

Medium density residential development is allowed south of NE 120th Street and west of 93rd Avenue NE at a density of 12 units per acre, with of up to 18 units per acre allowed if affordable housing is provided.

Northeast 120th Street west of JBD 6 is a natural boundary line for the medium- to high-density residential to the south and low-density residential to the north. Two properties directly south of NE 120th Street, west of 93rd Avenue NE and east of unincorporated King County are suitable for medium-density residential at 12 units per acre, subject to the following standards:

- (1) Dwelling units may be detached, attached or stacked.
- (2) Future development should compliment the adjacent single-family residential neighborhood. Building height, modulation, rooflines, separate exterior front entry doors to each unit and window treatments, and garages should reflect the design and character of single-family development as seen from the east, west or north. Each unit must have its own exterior front door. One common main door with interior corridor access to the units and/or a second level access with a common walkway to more than three units are not allowed. Dwelling units may be detached, attached or stacked. With the building permit application, the applicant shall provide the exterior building design showing compliance with the above elements for review by the Planning Official.
- (3) Enclosed garages are encouraged. On-site surface parking or carports with peaked roofs should be screened by buildings or dense evergreen vegetation from the west and north.

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- (4) Buildings should be set back a minimum of 10 feet from the west property line adjoining the low-density residential development to the west.
- (5) Evergreen trees (preferably with native, drought-tolerant trees) should be planted along the west property line to provide a buffer between the medium-density development and the adjacent single-family residence to the west.
- (6) The property adjacent to 93rd Avenue NE should have vehicular access only from 93rd Avenue NE. If both properties are developed together at the same time, vehicular access should be combined and taken from 93rd Ave. NE and not from NE 120th Street to reduce traffic impacts for the single-family neighborhood to the north.

In addition, the properties may be developed at 18 units per acre if affordable housing (defined as households making up to 80 percent of median income in King County based on household size) is provided at one affordable unit for each three market rate housing units beyond the 12 units per acre.

Multifamily residential development should be contained and in some instances densities reduced.

Present multifamily residential developments 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 J-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.

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Access to the high-density residential area south of NE 116th Street and west of 100th Avenue NE should be taken from NE 99th Place.

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

4. OFFICE/MULTIFAMILY

The property at the southeast corner of NE 132nd Street and 100th Avenue NE has been designated for office/multifamily use.

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 J-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.

5. 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.

Improvements to the North Kirkland Community Center and park are discussed.

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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.

Acquisition of parkland should be actively pursued.

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

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 J-3). Some of these, however, function partially as stormwater facilities and, therefore, would remain as open space rather than developed parks.

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

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

View corridors provided by the street system should be protected and enhanced.

One important open space of great community value is often overlooked. The street system provides 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.

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6. 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 Juanita follow. Citywide 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. Juanita is located such that it is heavily impacted by the region's traffic.

The transportation system should serve local and regional needs.

The transportation system in 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 J-4). These streets are heavily traveled 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 Management Programs should be required.

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 multifamily, commercial, or institutional developments, where appropriate in 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 Juanita.

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

Primary Arterials

NE 124th Street improvements to include five lanes with landscaping.

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.

A gateway into the neighborhood should be developed.

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 Juanita Neighborhood. This area should be developed with landscaping and signs.

Landscape islands should be added to 100th Avenue NE.

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 creekside trail.

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

Secondary Arterials

Improvements to designated secondary arterials are discussed.

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 to 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

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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.

Curbs, gutters, and sidewalks should be added to bring NE 124th Street and 93rd Avenue NE up to standard.

NE 124th Street/93rd Avenue NE - These streets are heavily traveled but not properly developed with curb, gutter, and sidewalk. Ninety-third 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.

Conditions for the removal of a concrete barrier on NE 128th Street are discussed.

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 Juanita are designated in Figure J-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 Juanita, this route will follow 98th Avenue and Juanita Drive.

A bicycle route should be identified between Juanita Beach Park and the Sammamish Valley Trail.

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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

Areas targeted for improved pedestrian access are listed.

There are several areas in Juanita where improved pedestrian access would be highly desirable to the residents. In the following areas, as shown in Figure J-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 and the City share utility service to the neighborhood.

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

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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.

Natural storm drainage systems should be used as one measure to protect the Juanita Creek Drainage Basin.

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 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.

7. URBAN DESIGN

The Urban Design Elements shown in Figure J-6 taken together create a visual identity for 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 are identified on Figure J-6.

Gateways to the neighborhood provide an important first impression of the area's character and quality. Five gateways are noted on Figure J-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 Juanita not only as a unique neighborhood, but also as part of the City of Kirkland.

View corridors to the lake and to Finn Hill should be opened and enhanced.

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Given 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.

“Edges” created by landscaping or topographic change should be preserved.

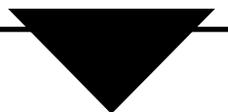
Juanita is fortunate to have significant stands of trees which create a “soft edge” and provide containment for the business district (Figure J-6). Similarly the hillside south of Planned Area 10 helps to define the boundary between Totem Lake and Juanita. Interstate 405 in the northeast corner of the neighborhood provides a hard edge or distinct boundary between 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.

Pathways and signs should be developed to lead to activity foci.

There are several nodes in 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 focal points. Pathways and signs should be developed to lead to these nodes.

Finally, the landmarks shown on Figure J-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.

Existing conditions in the business district are discussed.



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8. JUANITA BUSINESS DISTRICT

The business district is the historic, commercial and activity center of 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.

A. GOALS AND VALUES

Goals for the business district are listed.

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

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

RELATIONSHIP TO PARKS, LAKE WASHINGTON SHORELINE, AND NATURAL FEATURES

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

VISUAL CHARACTER AND IDENTITY

- (1) To make the Juanita Bay shoreline a key aspect of the district's identity.
- (2) To emphasize the district's recreational assets as a major part of its identity.
- (3) To reduce visual clutter, such as billboards and overhead wires.

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- (4) To visually enhance the district's streetscapes.
- (5) To protect the wooded hillsides surrounding the district.
- (6) 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.
- (7) To utilize Juanita's history as a part of its identity. Business Development
- (1) To serve the Juanita neighborhood's commercial needs as a first priority.
- (2) To improve retail sales through organized marketing, improved identity, and a greater spectrum of services.
- (3) To attract a variety of new businesses such as clothing, hardware, or recreational retail stores.
- (4) To create its own identity distinguishable from the other Kirkland business districts.

TRAFFIC CIRCULATION AND PARKING

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

PEDESTRIAN ACTIVITY GOALS

- (1) To provide a shoreline trail that connects Juanita Bay Park, Juanita Beach Park, and the business district.
- (2) To provide public trails from the surrounding residential areas to the district.
- (3) 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.

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B. LAND USE

Figure J-7 identifies several subdistricts within the Juanita Business District. Figure J-8 indicates the land use for each area in a matrix format. The Juanita Business District (JBD) comprises the commercial core.

Design review should be required in the JBD.

As the matrix indicates, Design Review should be required in the JBD. This process ensures that the important concepts described in the following paragraphs and shown in Figures J-8 and J-9 are implemented. In JBD 1, projects which are proposed to be over two stories should be reviewed through a public hearing process. The Design Guidelines provide examples of the urban design concepts this plan is seeking to achieve.

Figure J-7: Juanita Business District Land Use Areas

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	JBD 1	JBD 2	JBD 3	JBD 4	JBD 5	JBD 6	East Ridge	Parklands
USES	• b	• b	•	•	•	•	•	
Residential								
Retail	•	•		• c	• d	• d		
Office	•	•	•	• c	•	•		
HEIGHT (Stories)	2	2	2	2	2	2	3	1
Max. Height Permitted Outright								
Max. Height Permitted with Special Considerations	a	3	3			3		e
DESIGN REVIEW	•	•	•	•	•	•		
	October 1990 (Ordinance 3230) December 1993 (Ordinance 3401)							



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- a: Master-planned development allowing more intensive use is encouraged, see text.
- b: Allowed on ground floor only if project is mixed-use or facing 97th Avenue NE.
- c: Not allowed in wetlands.
- d: Restaurant, tavern or neighborhood-oriented retail only.
- e: To be determined with park masterplan.

Figure J-8: Juanita Business District Land Use Matrix

Two primary types of development are available in the JBD.

JBD 1

There are two primary types of development available in this subarea: individual parcel development and master-planned mixed-use development.

Individual Parcel Development

Where a development is proposed on a site containing fewer than eight acres, retail, office, and/or multifamily are allowed. The maximum height for this development type is two stories, and the project would be subject to Design Review. Individual projects should be designed to combine vehicular and pedestrian access points whenever possible.

Master-Planned Mixed-Use Development

The second type of development may require assembly of properties (of at least eight acres) to create a master-planned, mixed-use project which clusters development to the north part of the subdistrict. If almost the entire area of JBD 1 (eleven acres minimum) is assembled, then a development could be proposed with a maximum height of six stories on the north end stepping down to two stories toward the south end. If only eight acres are assembled, then the maximum height at the north end would be four stories stepping down to two stories toward the south end. Proposals with a minimum of eight acres would be required to have vehicular access off at least two of the following streets: 98th Avenue NE, Juanita Drive, and 97th Avenue NE.

In the master-planned mixed-use development, the allowed uses would be retail, office, and multifamily. At least two of these uses would be required for the project to be considered mixed-use. Pedestrian-oriented businesses should be located on the ground floor of all buildings; however, some multifamily units could be located on the

XV.I. NORTH/SOUTH JUANITA NEIGHBORHOOD

ground level if they are part of a mixed-use development, or if they face 97th Avenue NE. This type of master-planned development should be reviewed at a public hearing and could be approved if it provides a high order of public amenities and urban design.

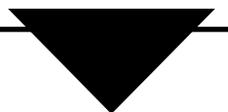
Design standards are discussed.

The following are design standards for both development types. These are further described in the Design Guidelines for the business district. Options should be explored for (i) establishing and maintaining the view corridor to the lake shown in Figure J-9, and (ii) establishing and maintaining pedestrian connections across the block. Appropriate types of pedestrian connections include sidewalks along building fronts and landscaped public open spaces tied to a pedestrian system which connects East Ridge to Juanita Beach Park.

In addition, the master-planned development must include a plan for the entire development parcel. Individual increments of development must show how they relate to adjacent developed properties in terms of common access, and a complementary arrangement of facilities, spaces, and linkages. For example, 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.

Retail, office, and residential uses should be allowed in JBD 2.

JBD 2



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8. JUANITA BUSINESS DISTRICT

N

In this area, retail, office, and residential uses should be allowed. As in JBD 1, residential units may be allowed on the ground floor of mixed-use projects. To provide flexibility for developers in Juanita, drive-through facilities should be allowed in JBD 2 as stand-alone uses. Buildings up to a maximum of two stories should be allowed. Buildings up to three stories could be approved by the Design Review Board 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 the business district.

A gateway into the business district should be provided in JBD 3.

JBD 3

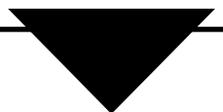
In this area, office or multifamily uses should be allowed, but restaurants, taverns, or any retail uses should not be allowed. Drive-through facilities should be prohibited. The maximum building height should be three stories. Since access onto 98th Avenue NE is dangerous in this area due to poor sight distances and high traffic volumes, access should be taken from 99th Place NE 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.

Retail, office, and residential uses should be allowed in JBD 4.

JBD 4

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 management regulations in the Kirkland Zoning Code. Public access along or near the shoreline should be required as described in the Natural Environment and Shoreline Area sections.

Continuous shoreline access between Juanita Bay Park and Juanita Beach Park is important; the missing link should be acquired.



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JBD 5

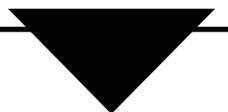
Office and multifamily uses are allowed as should be restaurants, taverns, or neighborhood-oriented retail. Drive-through facilities should be prohibited. The maximum building height should be two stories. The most important objective in this area is to provide pedestrian access along the shoreline. 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.

Pedestrian access easements along Juanita Creek should be acquired.

JBD 6

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 Environment 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.

Pedestrian access between the business district and East Ridge should be improved.



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8. JUANITA BUSINESS DISTRICT

EAST RIDGE

Multifamily residential development should be permitted in this area at the densities established in Figure J-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 J-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

A master plan for Juanita Beach Park was approved by the City Council in 2006 and incorporates the following components:

Vision Statement: Juanita Beach Park is a family friendly, multi-generational community park that fits the scale, character, and history of the park site and the surrounding neighborhood. The park provides waterfront access and a balanced mix of active and passive recreation opportunities while protecting and enhancing the natural environment.

Park Integration Goals:

- Link park to surrounding neighborhoods
- Unify north and south sides of the park
- Buffer parking lot views
- Encourage bike and pedestrian access

Recreation Goals:

- Create multi-use recreational facilities
- Provide recreation appropriate to the site character
- Balance development with environmental restoration and enhancement opportunities
- Balance active recreation and passive recreation activities

Environmental Stewardship Goals:

- Enhance Juanita Creek to create a healthy stream environment. (This could include the reach within the park and up-stream reaches)

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- Create a salmon and wildlife friendly shoreline
- Enhance and restore wetlands
- Educate park visitors about habitat values
- Use low impact development and sustainability design principles

Community-Building Goals:

- Create community gathering areas

Aesthetic Goals:

- Buildings should not dominate the landscape
- Provide aesthetically pleasing night lighting
- Create naturalistic landforms
- Improve the visual quality of the shoreline
- Create framed views of the lake
- Incorporate art as an integrated element of landscape forms and built structures

Historical Resources Goals:

- Maintain and restore Forbes House and associated landscape
- Provide appropriate interpretation of area history

C. CIRCULATION

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II. JUANITA SLOUGH AREA

Figure J-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.

Figure J-9: Juanita Business District Circulation & Urban Design

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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 Juanita Neighborhood Plan is amended in the future.

Street improvements are recommended that will tie the business district with Juanita Beach Park.

NE 120th Place/97th Avenue NE - A critical component of the Juanita Business District plan is to tie the business district with 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 the curb, gutter, sidewalks, and street trees. The street trees used should not block views of the lake.

D. URBAN DESIGN

Creation of a neighborhood scale pedestrian district is an underlying goal of redevelopment.

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 J-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.

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View corridors to the lake should be established through new development in the business district. Several buildings in JBD 5 block the view of the lake, but view opportunities are available through Juanita Beach Park, down public streets, or potentially through JBD 4.

Entry features, such as signs or sculpture, should be established in the locations shown in Figure J-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 regulations and Guidelines are established for the JBD.

Design regulations and Design Guidelines for Pedestrian-Oriented Business Districts are established for the JBD. The regulations will be implemented through a Design Review process in the Zoning Code. The Guidelines 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.

The following text was moved from the Juanita/Par Mac/Totem Lake Neighborhood chapter per O-3560.

OVERVIEW

Existing conditions in the Juanita area are outlined.

The western half, Juanita Heights and Juanita Slough, are developed for low-density residential use with significantly large open spaces. Perhaps the most significant problems for this area can be found at the point of interface between differing and sometimes incompatible land uses.

Policies maintain open space and low-density residential character.

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The low-density residential character found in the Juanita Heights area is to be maintained. The primarily open space character of Juanita Slough is to be essentially maintained with or without limited development.

a. Introduction

Juanita Heights is to be maintained as a low-density residential area.

The Juanita Heights area is predominantly a single-family residential section of Kirkland. Atop a plateau, this section is topographically separated from the Shoreline, the Slough to the south, and Par Mac to the east. The major policy thrust for Juanita Heights is to maintain it as a low-density residential area.

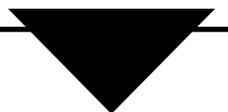
Discussion of format for the analysis of the Juanita Heights area.

Specific land use designations for the Juanita Heights area are illustrated in Figure J-2. These designations are based on several factors including natural elements, adjacent uses, traffic patterns, land use inventories, and other relevant concerns. For convenience, the following analysis of the Heights area has been divided according to functional headings. The use of a particular piece of property is influenced by all applicable functional considerations (namely, natural elements, living environment, economic activities, open space, and public services).

b. Natural Elements

Potentially unstable slopes are identified. Slope stability analysis will be required and development regulated accordingly.

Development in the Juanita Heights area may be constrained by certain natural features of the land (see Figures J-11 and J-12). A system of potentially unstable slopes borders the area on the west as well as in the northeast corner. These slopes are expected to remain stable if left in a natural condition. However, construction on or adjacent to these slopes may cause or be subject to landslides, excessive erosion, drainage, or other problems associated with development on a slope. Therefore, a slope stability analysis is required prior to development on these potentially unstable slopes (see Natural Elements Policy 3.a.).



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Development is to be regulated on these slopes to minimize damage to life and property (see Natural Elements Policy 1.b.).

Slope vegetation is to be maintained. Other factors besides slopes may limit development.

In all slope areas, existing vegetation should be preserved to the greatest extent feasible in order to help stabilize the slopes as well as maintain natural drainage patterns (see Natural Elements Policy 5.b. and Public Services/Facilities: Drainage Policy 2.b.). It should be noted that in slope areas, limitations on development are not due entirely to the existence of natural constraints. There may be additional reasons for limiting the type or density of development in slope areas (for example: access, utility service, adjacent uses, and others).

The open stream is to be maintained in natural configuration.

The unnamed stream that flows in the northwest corner of this area should be preserved and maintained in its natural state not only to provide storage and flow for natural runoff, but to provide natural amenities in the area (see Natural Elements Policy 4).



Figure J-10: Juanita Area Boundaries

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Figure J-11: Juanita Natural Elements - Slopes

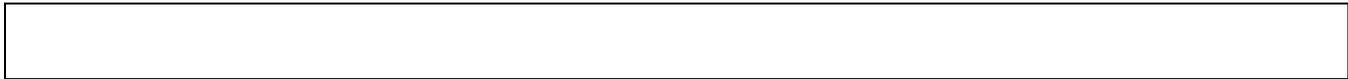


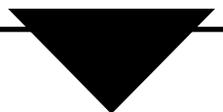
Figure J-12: Juanita Natural Elements - Wetlands/Woodlands

c. Living Environment

Residential development is to be continued at existing density levels.

Land use in the Juanita Heights area is almost entirely single-family detached homes. Residential development would continue comparable to existing low densities at approximately four to five dwelling units per acre (see Living Environment Policy 2).

Residential densities may be limited on potentially unstable slopes.



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The north slope of Juanita Slough has been identified as potentially unstable (see Figure J-11). Development at existing zoned low residential densities will be permitted only if site specific geologic and soils analysis demonstrates the slope can accommodate such densities.

d. Open Space/Parks

Existing undeveloped lands contribute to the open character of the neighborhood.

Much of the character of the Juanita Heights area is a result of the existing open undeveloped lands. To the greatest extent possible, this character should be preserved. During development, tree cutting should be minimized. Also, housing configurations that preserve open space are preferred.

This area has been identified as a location for a neighborhood park.

In the Juanita Heights area, the only recreational facility is A. G. Bell Elementary School. To meet the need for more park space within the Juanita Heights area, a small neighborhood facility of two to four acres is generally located in Figure J-13. This facility could be part of or contiguous to the school or be located west of 108th Avenue NE.

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

Pedestrian and bicycle pathways are recognized as part of the open space system.

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Pedestrian and bicycle pathways are also part of the park and open space system in addition to providing a transportation function. Major pathways in the Juanita Heights area should be established according to the designations in Figure J-13.

e. Public Services/Facilities

Natural drainage systems are to be maintained.

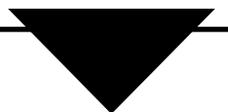
Elements of the natural drainage system are to be preserved and utilized according to the Citywide Goals and Policies. Of particular note is the open stream flowing through the Springtree Planned Unit Development and beyond. Future development adjacent to this stream must maintain the stream in an open, natural configuration or restore the stream if necessary (see Public Services/Facilities: Drainage Policy 1).

Adequate sewer and water service will be required in all new developments. New septic tanks are prohibited.

Some areas within Juanita Heights are not serviced by water and sewer facilities. New developments are to have public services adequate to meet the requirements of designated land uses for the area in operation before occupancy (see Public Services/Facilities: Water/Sewage Systems Policy 1). New septic tanks are prohibited and hook-up to existing sewer service will be required (see Public Services/Facilities: Drainage Policy 1.d.).

Major roadways in the Juanita Heights area are listed.

Vehicular circulation patterns in the Juanita Heights area are fairly well established (see Figure J-14). NE 116th Street, at the north boundary, provides east/west access as well as being a through traffic route. There are no major north/south roadways through the area. Future modifications to circulation patterns in this area should include the following:



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(1) NE 116th Street is redesignated as a secondary arterial.

NE 116th Street is to remain as an arterial and is redesignated as a secondary arterial. Modifications could be made within the existing right-of-way to facilitate left turns to adjacent properties and side streets. Provisions for a pedestrian/bicycle way must be included within the right-of-way.

(2) NE 112th Street remains designated a collector arterial.

NE 112th Street should remain as a collector arterial. Trucks serving the industrial area to the east should be prohibited. Also, provisions for a pedestrian/bicycle way must be included, especially to provide access to the elementary school.

Major bicycle/pedestrian ways are identified.

Bicycle and pedestrian paths shown in Figure J-13 for this area represent only the major routes and do not include sidewalks and other lesser elements of the path system. Of special concern is the safe movement of children to and from the neighborhood elementary school.

A. INTRODUCTION

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II. JUANITA SLOUGH AREA

N

The open space character of the Juanita Slough area is to be maintained.

The Juanita Slough area, extending from Lake Washington east to 116th Avenue NE, remains today as a large open space. The Valley, with many wetland areas, is wooded with few existing homes. In the eastern section, there is a gravel pit which is being phased out. The primary policy thrust for the Juanita Slough is to maintain it as a large open space with or without limited residential development.

Discussion of format for the analysis of the Juanita Slough area.

Specific land use designations for the Juanita Slough area are illustrated in Figure J-2. These designations are based on several factors, including natural elements, adjacent uses, traffic patterns, land use inventories, public services, and other relevant concerns. For convenience, the following analysis of the Slough area has been divided according to functional headings. The use of a particular piece of property is influenced by all applicable functional considerations (namely, natural elements, living environment, economic activities, open space, and public services).

b. Natural Elements

Natural elements may severely constrain development in the Slough.

Development in much of the Juanita Slough area may be constrained by certain natural features of the land (see Figures J-11 and J-12). The slope south of Juanita Slough includes many portions where the slope is more than 15 percent. Most of this slope is considered to be stable if left in a natural condition.



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A stability analysis will be required in all slope areas of the Slough.

There is some evidence indicating that unstable slope conditions exist along much of the southern hillside in the Juanita Valley. Further analysis may be necessary to determine the extent of unstable slope conditions along this southern hillside. A slope stability analysis should be required prior to development on any of the slopes in the vicinity of Juanita Valley and development regulated accordingly (see Natural Elements Policy 1).

Residential development densities on the potentially unstable slope area are to be limited.

Some of the area in the Juanita Slough area falls within a potentially hazardous slope area (see Figure J-11). All permitted developments will be preceded by adequate slope stability investigations. The presence of an open stream, limited access, and a large groundwater supply impose limits on the feasible residential densities. Densities of four to five dwelling units per acre are appropriate in this area.

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II. JUANITA SLOUGH AREA

The geologic constraints on development on the unstable Juanita Slope.

Much of the area south of NE 106th Street lies on the part of the Juanita Slope identified as unstable. Slopes are steep at an average of 15 percent with some slopes up to 40 percent. There is a series of ravines which represent a particularly high hazard of sliding. There are large amounts of groundwater in the slope causing artesian pressure and many small streams. Some creep and sloughing indicate active slope movement. The instability of the sand layer greatly increases when wet or modified. The presence of an inferred clay unit in the lower portions of the slope and saturated sand and gravel can also be contributing factors to landsliding when wet. The slope will also be particularly prone to sliding in a time of a low-intensity earthquake.

Other factors to be considered in development on the Juanita Slope.

In addition to geologic constraints, there are a series of other factors which limit development densities on the slopes. The possibilities for severe erosion increase as the slope increases. The slope area is heavily wooded and of significant aesthetic value, particularly for those who enter the City from the north on 98th Avenue NE. Besides the aesthetic and biological value of the wooded cover, it is also important in contributing to the slope stability. It will be important to consider the greater expenditures involved in development on the slope due to natural and physical constraints on development. Also of concern are runoff and the impacts on the Slough itself, as well as access constraints on emergency vehicles.

Residential development on the unstable slope is to be severely limited.

The natural and other development constraints discussed above combine to reduce the feasible residential densities to one to three dwelling units per acre. Permitting higher-density development along the entire slope could compound the adverse impacts of a single high-density development. It is the cumulative effects resulting from full development at medium to high densities that are of greatest concern. The cumulative effects of full slope development could increase the hazards of life and property.

On the unstable slope, residential densities of one to three dwelling units per acre permitted according to standards.

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The base density for residential development on the unstable slope is one to three dwelling units per acre subject to the following standards:

- (1) Soils analysis is required.
- (2) Clustering of structures is encouraged.
- (3) The maintenance of maximum vegetative cover is required.
- (4) Watercourses are to be retained in a natural state.
- (5) Surface runoff is to be controlled at predevelopment levels.
- (6) Points of access are to be minimized.
- (7) There is to be a special review of all development plans.

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

Residential densities on the unstable slope may be increased by an extra one to two dwelling units per acre (up to five dwelling units per acre) depending on the degree to which the development proposal conforms to the following standards:

- (1) Soils and geologic analysis are required. The City will select an appropriate consultant and establish reasonable study parameters. Analysis would cover the area of the site to be developed as well as adjacent sites.
- (2) The developer will indemnify and hold harmless the City.
- (3) The clustering of structures is required.
- (4) The vegetative cover is maintained to the maximum extent possible.
- (5) Watercourses are to be retained in a natural state.
- (6) Surface runoff is to be controlled at predevelopment levels.
- (7) Points of access to arterials are to be minimized.
- (8) The City has the present ability to provide the necessary emergency services.
- (9) A minimum level of aggregation of land may be desirable in order to minimize adverse impacts.
- (10) There will be public review of the development proposal.

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Slope vegetation is to be maintained. Other factors besides slopes may limit development.

In all slope areas, existing vegetation should be preserved to the greatest extent feasible in order to help stabilize the slopes as well as maintain natural drainage patterns (see Natural Elements Policy 5.b. and Public Services/Facilities: Drainage Policy 2.b.). It should be noted that in slope areas, limitations on development are not due entirely to the existence of natural constraints. There may be additional reasons (for example: access, utility service, adjacent uses and others) for limiting the type or density of development in slope areas.

Much of the Slough area has been identified as a flood hazard and uneven settlement zone.

The Valley portion of Juanita Slough contains Forbes Creek and areas subject to uneven settlement and flooding (see Figure J-12). Analysis of proposed developments would be required to mitigate problems associated with these factors. The flood area was designated by the Federal Insurance Administration of the Department of Housing and Urban Development. Federal law requires that flood insurance be obtained before any federally insured lending institutions may approve a loan for the development within an identified flood hazard zone. Also, Forbes Creek and associated streamways should be maintained in a natural condition to allow for natural drainage as well as possible salmon spawning (see Natural Elements Policy 1.c. and Policy 4).

C. LIVING ENVIRONMENT

Low residential densities are to be maintained north of Forbes Creek Drive.

The Juanita Slough Valley area poses numerous constraints for development due to its wetlands, streams, and potential seismic hazard conditions (see Figure J-11). Within the Valley, fish, wildlife, and woodland resources are significant and should be protected for aesthetic, biological, and educational purposes.

Development at up to five dwelling units per acre may be permitted in the Valley area north of Forbes Creek Drive and west of Planned Area 9.

The residences that currently exist along NE 108th Street (east of 108th Avenue NE) are vulnerable to any intense activities occurring to the east and relate to possible uses in Planned Area 9. Otherwise, residential uses in this pocket will remain low density (four to five dwelling units per acre).

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Development densities are to be severely limited on unstable slopes.

On the south slope, classified as unstable, a slope stability analysis will be required of the developer to identify possible hazards and mitigating efforts. The densities and standards for development are discussed earlier in the Natural Elements section. The wooded character of the slope should be maintained regardless of the allowed density.

D. ECONOMIC ACTIVITIES

Economic activities in the Slough are limited.

No economic activities are to be permitted in the lower portions of the Slough.

E. PLANNED AREA 9: JUANITA SLOUGH

Kirkland Sand and Gravel and adjacent properties are identified as Planned Area 9.

Planned Area 9 has been designated as such for a variety of reasons including present uses, locational characteristics, and problems associated with future development. Present use includes a sand and gravel operation. This area, located west of 116th Avenue NE, includes all lands presently zoned for light industry and some adjacent residential lands. Virtually none of the lands have been developed for urban uses. The topographic characteristics are unique including view potential lands in the eastern portion and valley and hillsides to the west. Forbes Creek flows through the area. Most of the 65 acres has been excavated, graded, or otherwise modified. Surrounding this area are residential uses on the slopes as well as immediately adjacent in the Valley. To the east is Par Mac Industrial Park.

Low-density residential, commercial recreation, and limited small offices are

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permitted in Planned Area 9.

Within this Planned Area, more than one use may be possible in the future. One permitted use is low-density residential development with an upper limit of nine dwelling units per acre. This use would be particularly appropriate in the upper portions of the Valley where views of the lake and mountains to the west are available. A second permitted use would be some form of commercial recreation facilities such as golf course or tennis club, subject to specific standards listed below. A clubhouse or restaurant could be permitted as part of a recreation facility. Finally, small offices may be a permitted use on a limited basis if well integrated into a predominantly residential or recreational facility.

The rationale for the designated uses are listed.

The primary commitment to these uses on lands partially zoned for light industry is based on the following considerations:

- (1) There is an existing overcommitment to industrial uses.
- (2) The City wants to maintain a predominantly residential character while recognizing benefits from other uses.
- (3) Innovative land development approaches based on the prescribed standards may help to blend the different surrounding uses into a desirable living and working environment.

Development permitted according to standards.

All developments in this Planned Area are to conform to the following standards:

- (1) Forbes Creek is to be maintained or restored. Existing vegetation along the stream is to remain, especially in the areas between the present alignment of NE 108th Street and the railroad, as well as along the stream in the marshy area in the westerly portion of the Planned Area.
- (2) Potentially unstable slopes are found along the north and south portions of the Planned Area. Slope stability analysis will be required prior to approval of any development to prevent or mitigate problems associated with development on such slopes. Because of the type of fill used during quarrying operations, uneven settlement may occur unless site preparation for foundation support is undertaken.

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- (3) In order to maintain the open space character of the area, clustered or attached housing is encouraged. Minimizing impervious surfaces and maintaining existing vegetation, especially along the stream area, are also important.
- (4) Restoration of the gravel pit area will also be required. This restoration shall include recontouring the land to a usable, natural configuration, as well as the replacement of topsoil and significant vegetation where necessary.
- (5) All uses will be required to consider potential noise impacts. Noise levels in this Valley may be intensified because of excessive traffic or other exterior activities. Due to the bowl-shaped terrain in this area, noises produced within the bowl are reflected and trapped within the area. Means to keep noises at acceptable levels will be required as part of the special development procedure.
- (6) Any development of this area should not facilitate increased levels of through traffic on NE 108th and NE 106th Streets in the Valley.

Standards for commercial recreation uses are listed.

The following standards apply to any commercial recreation facilities that would be permitted in this Planned Area. These standards are in addition to those previously listed for all developments.

- (1) Noises produced from these activities are not to exceed levels normally found in a residential setting.
- (2) Visual buffering towards residential uses will be required to reduce the impacts of structures or parking areas.
- (3) Night lighting of outdoor areas should be limited and shielded in a manner that will not illuminate residential areas adjacent to the facility or elsewhere in the Valley.

F. OPEN SPACE/PARKS

Wooded open spaces dominate the character of the Slough and should be maintained.

The dominant visual quality of the lower Slough is one of wooded areas and open space. This area has been recognized as having possible regional value as a significant open space. Proposals have been made in the past

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for the purchase of the Slough area as an open space/passive recreation park (see Open Space/Parks Policies 2.d., 2.h., 3.c., and 4). As in the past, funding for such an endeavor will be difficult to achieve.

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

Major pedestrian/bicycle path system discussed.

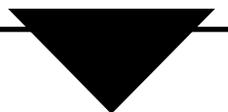
Pedestrian and bicycle pathways are also part of the park and open space system in addition to providing a transportation function. Major pathways in the Juanita Slough area should be established according to the designations in Figure J-13.

If development does occur, open space, particularly along the stream, must be maintained.

If private development of the lower Slough area does occur, the maintenance and preservation of the open space character will be required. The preceding Living Environment section discusses possible developments. In addition to maintaining the character of the area, specific requirements will include the preservation of open space adjacent to the creek with a possible pedestrian trail paralleling the stream (see Open Space/Parks Policy 1.d.). Similar requirements of open space and trail along the creek are discussed in the section dealing with the development of Planned Area 9.

G. PUBLIC SERVICES/FACILITIES

Forbes Creek and the Slough are to be maintained or restored as functioning elements of the natural drainage system.



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All general policies concerning the utilization and maintenance of natural drainage systems and runoff control apply in this area (see Public Services/Facilities: Drainage Policy 1 and Policy 2). The restoration and maintenance of Forbes Creek and the associated wetlands is of special concern in order to serve drainage, aesthetic, educational, and biological functions (see Natural Elements 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: Quasi-Public Utilities Policy 2, Community Goals and Policies Policy 2 and Open Space/Parks Policy 2).

Changes to street patterns are listed.

The circulation patterns in the Juanita Slough currently are restricted to a single main road that runs up the Valley (see Figure J-14). Modifications to this system should be according to the following standards:

(1) NE 106th Street is identified as a collector arterial not intended for industrial traffic.

NE 106th/NE 108th Street extends through the Valley and is designated as a collector arterial. This road should not be modified to substantially increase through traffic nor should it provide truck access to the Par Mac industrial area. Rather, this road should serve basically local access needs. However, to route through traffic around residential areas, NE 106th Street should be rerouted on unopened right-of-way, as illustrated in Figure J-14. Access to the old through route should still be possible from both 108th Avenue NE and NE 108th Street. Improvements to this right-of-way should include provisions for a bicycle/pedestrian path to connect Market Street with the industrial and commercial activities east of this area. Efforts should be made to include a pedestrian trail from the lakeshore to the railroad right-of-way trail system by way of Forbes Creek.

(2) 112th Avenue NE, NE 108th, and NE 112th Streets are to be extended.

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To improve access to Planned Area 9 as well as north and east access from the Slough, 112th Avenue NE could be extended between NE 108th and NE 112th Streets. Impacts on existing residences would be limited to two homes on NE 112th Street. Access to the elementary school from the south would be greatly improved.

(3) Deletions from the current Six-Year Urban Arterial Plan are listed.

Deletions from the Six-Year Urban Arterial Plan would include the extension of 6th Street into the Slough area and the extension of 116th Avenue NE from NE 104th Street to NE 108th Street.

Water and sewer deficiencies are to be corrected before new development occurs.

Much of the land within Juanita Slough is not serviced by water or sewer facilities. New developments are to have public services, adequate to meet the requirements of designated land use for the area, in operation before occupancy (see Public Services/Facilities: Water/Sewage Policy 1). Utility systems should not be developed or improved in the Slough in a manner that might foster inappropriate development.

