



## CITY OF KIRKLAND

Planning and Community Development Department

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### MEMORANDUM

**Date:** May 5, 2011

**To:** Planning Commission

**From:** Paul Stewart, Deputy Planning Director

**Subject:** Presentation on Urban Design Concepts for Juanita Business District

#### Recommendation

Staff recommends the Planning Commission review the presentation and urban design concepts for the south portion of the Juanita Village Business District.

#### Background

Local architects D. Troy Howe and Scott Caver approached the city with an idea to put together redevelopment and design concepts for the southern portion of the Juanita Village Business District. Troy is a Kirkland architect and has his own firm, DTH Building Design [www.dthbuildingdesign.com](http://www.dthbuildingdesign.com). Scott is also an architect in Kirkland with SC Studio. Both Troy and Scott live in Kirkland and visit Juanita Village and the parks on a regular basis with their families.

Scott and Troy were interested in looking at the future development potential for Juanita Village – particularly the waterside properties south of Juanita Drive between Juanita Beach Park and Juanita Bay. The area comprises five properties on approximately 8 acres and includes the small vacant restaurant, Michael's, the Weidner office building and the Juanita Shores and Bayview condominiums. Three of the five properties have waterfront access.

This is a voluntary effort on the part of Troy and Scott. Following preliminary meetings with city staff, they used SketchUp software to create an urban design and redevelopment concept for the area which they are calling "Hubbard Landing". It is their hope that this initial exploration and concept will be used by the City and property owners in any discussion of future development plans and long range planning efforts.

Troy and Scott will present their concept to the Planning Commission at the May 12<sup>th</sup> meeting. Attached are the maps, images and text that describe this concept.

Attachment



# HUBBARD

# *Landing*

**URBAN DESIGN STUDY**

FOR

**JUANITA VILLAGE**

FEBRUARY 15, 2011



**PRELIMINARY**

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## INTRODUCTION

This document explores an urban design study for the Juanita Village area. This study is strictly a citizen initiated effort to look at the future development potential for Juanita Village and to provide input, recommendations, and urban design ideas to the city and community. The authors hope that this document and its exploration will be used by the City in its long range planning efforts for the area and will augment any community discussions that occur about the future of Juanita Village.

## STUDY AREA

The Study Area is on the waterside properties south of Juanita Drive in between Juanita Beach and Juanita Bay Park. This area comprises five properties, which include a small restaurant building, the Michaels' building, the Weidner building, the Juanita Shore condominiums, and the Bayview condominiums. Three of the five properties have waterfront access to Lake Washington. The five properties in the Study Area are approximately 8-acres in total. Adjacent to these properties are Juanita Beach and Juanita Bay Park. The latter contains a significant wetland and salmon bearing stream that have a code impact on the Study Area. Across Juanita Drive to the north is the Juanita Village core area. Given that four of the five existing properties have perfectly viable and established uses, the design information herein should be viewed as conceptual only and as an effort in contributing to the long range planning for the area.

## PURPOSE

The genesis of the urban design explorations within this document stem from many years of both author's personal experience in the Juanita area. The authors are both architects who reside in the city of Kirkland living near Juanita Village and both patronize and visit Juanita on a regular basis with their families. The redevelopment that occurred over the past ten years that created the partially developed Juanita Village core has provided the first step in establishing a village center for the local community and brought a much needed vitality to the area. The new development also demonstrates the potential for the undeveloped and underdeveloped properties throughout the area.

The Study Area became of particular interest because of several conditions: the poor and arguably dangerous concrete walk from the north end of the Juanita Bay Park bridge to the NE 116th/98th Ave intersection; the lack of more direct connections from Juanita Bay bridge to Juanita Beach; the continued tenant turnover for the small restaurant building; the lack of an alternate, more comfortable Juanita Drive pedestrian crossing from Juanita Park bridge to the Village Core; the age and quality of both the small restaurant building and the Michaels' building; the existing awkward and uncomfortable adjacencies of existing land uses; and, the substandard and overlapping vehicular access drives into the Study Area. Many of these conditions suggest deeper problems underlying the basic development patterns existing on site. These problems may stem from the Study Area's inability to accommodate current community patterns, e.g. increased traffic volumes requiring right of way improvements not conducive to Study Area access.

On a more positive note, the Study Area has the potential to be an urban continuation of the Juanita Village core to the waterfront opening the Village to Lake Washington. The Study Area has great potential as a gateway into the Village for visitors both from the lake and from the adjacent primary streets. With more public oriented uses and spaces, the Study Area would be a wonderful, community amenity along the lake's edge. Being between Juanita Beach and Juanita Bay Park, the Study Area could provide pedestrian linkages between the two.

## DOCUMENT FORMAT

The document begins with a background on Juanita Village and the Study Area using text, maps, and images to describe the existing context. Included is a current zoning map and regulations. This is followed with a description of the parameters for the design study introducing the two design approaches employed: the 4-acre approach and the 8-acre approach. Next is a description of the urban design principles that guided design work. Finally, the two design approaches are presented beginning with the 4-acre approach then moving on to the 8-acre approach. In conclusion, recommendations are made on revisions to zoning code policy and on conceptualizing village wide planning strategies.

## ZONING CODE POLICY

One of the primary goals of this study was to review existing zoning policy against potential development appropriate for the Study Area and to potentially recommend revisions to that policy in order to obtain the urban design character proposed. This involved looking more closely at zoning code items such as building height, lot coverage, view corridors, shoreline setbacks, land uses and building setbacks. The Study Area properties are designated for commercial uses similar to the rest of the Village core. The zoning designation of JBD 4 is applied to two properties. The remaining three properties are designated JBD 5. The purpose for the difference in designation appears in two land use allowances: JBD 4 allows hotels and motels; JBD 5 allows a public pier or boardwalk. Aside from a few other differences most of the zoning regulations are the same. Absent from these two zones and relevant to this study's conclusions are Mixed-Use land use opportunities.

## SENSITIVE AREAS POLICY

Concerning Sensitive Area policies, a type 1 wetland is at the eastern end of the Study Area. This wetland is an extension of the Forbes Creek Basin. The majority of the land area of the eastern most property in the Study Area is covered by this wetland significantly reducing its development potential. At the time this design exploration commenced, the city indicated revisions to sensitive area regulations were currently under review. As of the date of the finish of this document these regulations remain pending. Since the intent of this document is as a long range planning study, the pending wetland buffer regulations were employed to provide a more likely picture representing future development. This results in a 50'-0" addition to the current sensitive area buffer policy of 100'-0" totalling 150'-0". The building setback of 10'-0" from the buffer edge remains the same as under current policy. It should also be noted that wetland buffers can be modified through two different methods one of which can reduce the buffer up to 1/3 of width requirements with sufficient buffer enhancements implemented by the developer. The design explorations herein opted not to work with these options but instead strictly uses the 150'-0" buffer.

## STUDY AREA BOUNDARY LINES

Concerning boundary lines within the Study Area, this design exploration takes a simplistic approach in combining all properties into one. This allows simple computations to compare against code regulations and also allows a general understanding of code variances for each approach. It is understood that future development under each design approach will likely redefine boundary lines according to the development's master plan. The 4-acre approach would likely combine the three properties into one to maximize the lot coverage potential for land outside of the wetland and buffer. The 8-acre approach would likely divide up into properties consistent with each building and to maximize lot coverage potential.

## JUANITA HISTORY

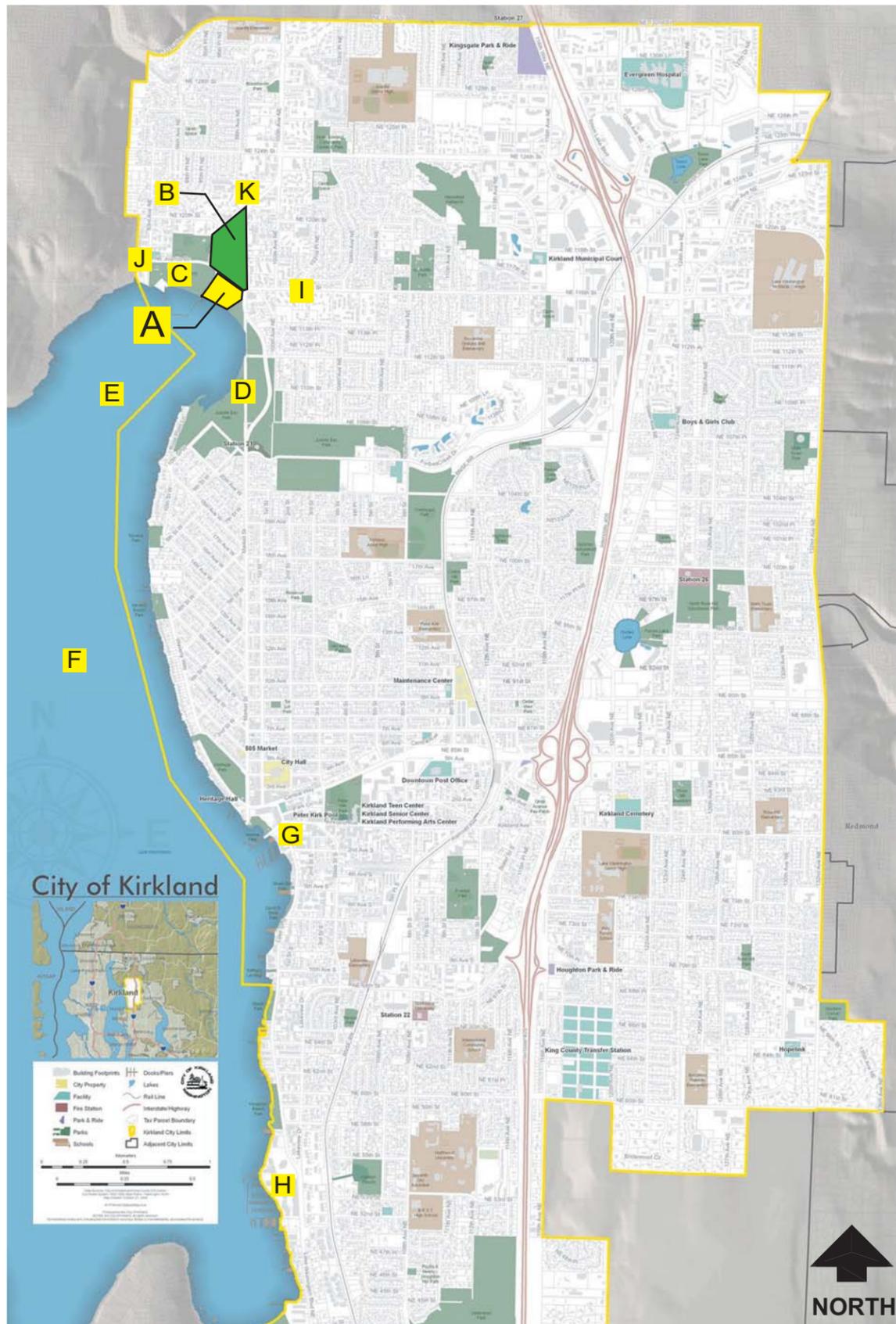
The name of this urban design exploration, HUBBARD LANDING, comes from the history of the area. The first permanent white settler in Juanita was Martin Hubbard coming ashore in 1870. His home at one time was the only structure in the area. Being the first to settle and build a home, Martin Hubbard saw fit to name the area after himself: Hubbard. An 1870 survey of the area, housed at the Kirkland Heritage Society, depicts the town name and locates Martin's single dwelling in the area. Interestingly the survey loosely depicts the structure as being near or within the Juanita Village core. The lake being 9 feet lower today than it was in 1870 puts the Study Area under water at Martin Hubbard's time. The town name, Hubbard, lasted into the 1880's as evidenced by the local post office recognizing it as such until this time. Although, the name Juanita came into popular use early and soon thereafter usurped Martin's namesake. Based on the 1870 survey and location of Hubbard's home, it is very likely that the Study Area was used by Martin and fellow loggers extensively to transport logs. Resurrecting this piece of history as the name for this design exploration is a fitting and pertinent contribution to the historical record of the Juanita area.

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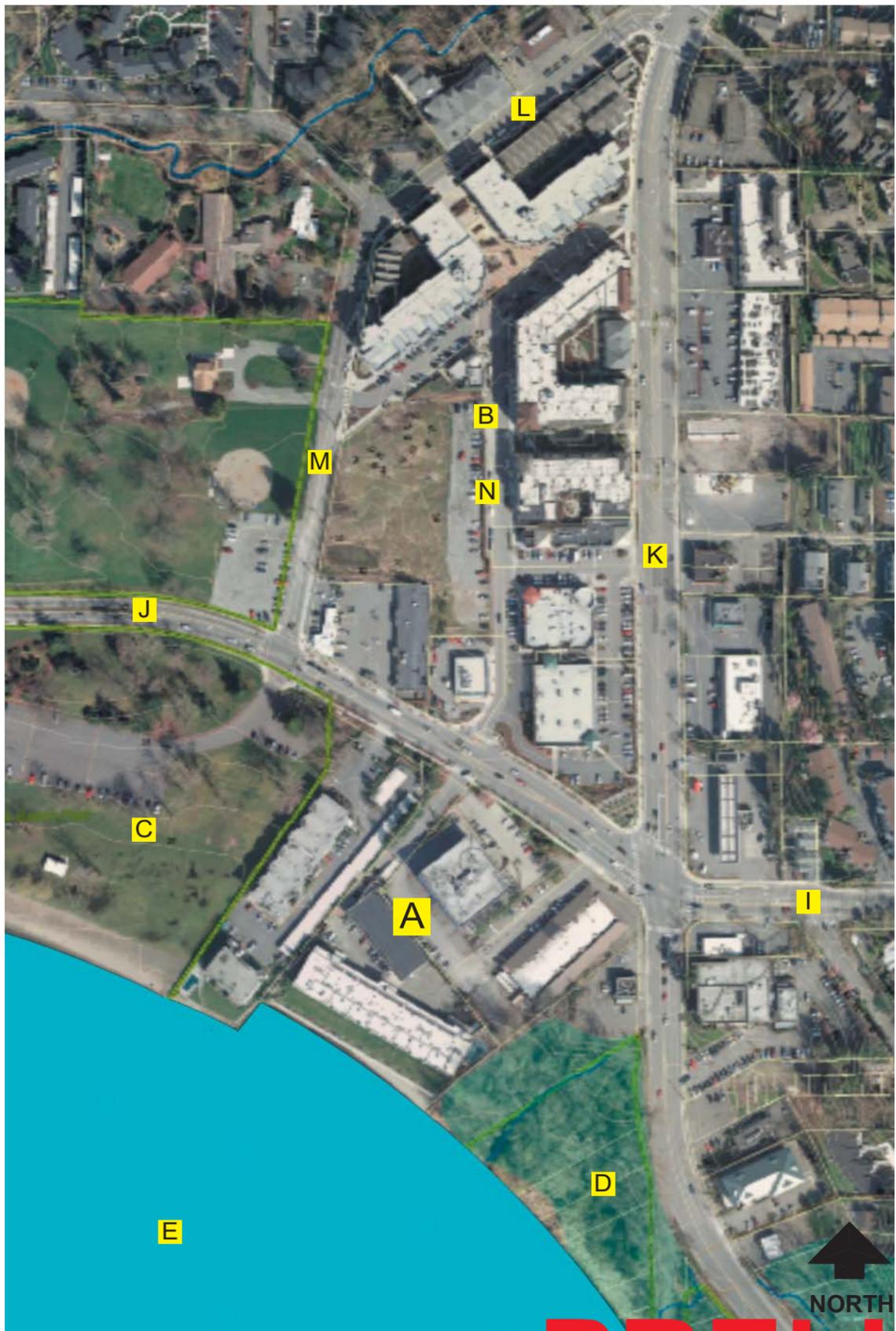
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**PRELIMINARY**



CITY OF KIRKLAND

NOT TO SCALE



EXISTING JUANITA VILLAGE

NOT TO SCALE

- A HUBBARD LANDING - STUDY AREA
- B JUANITA VILLAGE
- C JUANITA BEACH
- D JUANITA BAY PARK
- E JUANITA BAY
- F LAKE WASHINGTON
- G MARINA PARK & DOWNTOWN
- H CARILLON POINT & MARINA
- I NE 116TH STREET
- J JUANITA DRIVE
- K 98TH AVE NE
- L NE 120TH PLACE
- M 97TH AVE. NE
- N 97TH LANE NE

**PRELIMINARY**

**STUDY AREA LOCATION**

URBAN DESIGN STUDY FOR JUANITA VILLAGE FEBRUARY 15, 2011

**HUBBARD Landing**



EXISTING STUDY AREA

NOT TO SCALE EXISTING LAND USES

**SMALL RESTAURANT BUILDING:** This structure was built in 1969 and has recently experienced a high turnover of tenants. Ownership continues to search for a long-term, economically-viable solution. The last tenant the authors are aware of that proved viable was a Jack-in-the-Box. In this study it is noted that wetland regulations affect the potential use of most, if not all, of this property. A type 1 wetland covers almost 2/3 of this property. The remaining 1/3 lies within the code required wetland buffer. Although it has two access drives off of 98th Ave NE, the drives proximity to the intersection and the current volumes and speeds of traffic along 98th Ave NE challenge the acceleration and deceleration safety of vehicular access.

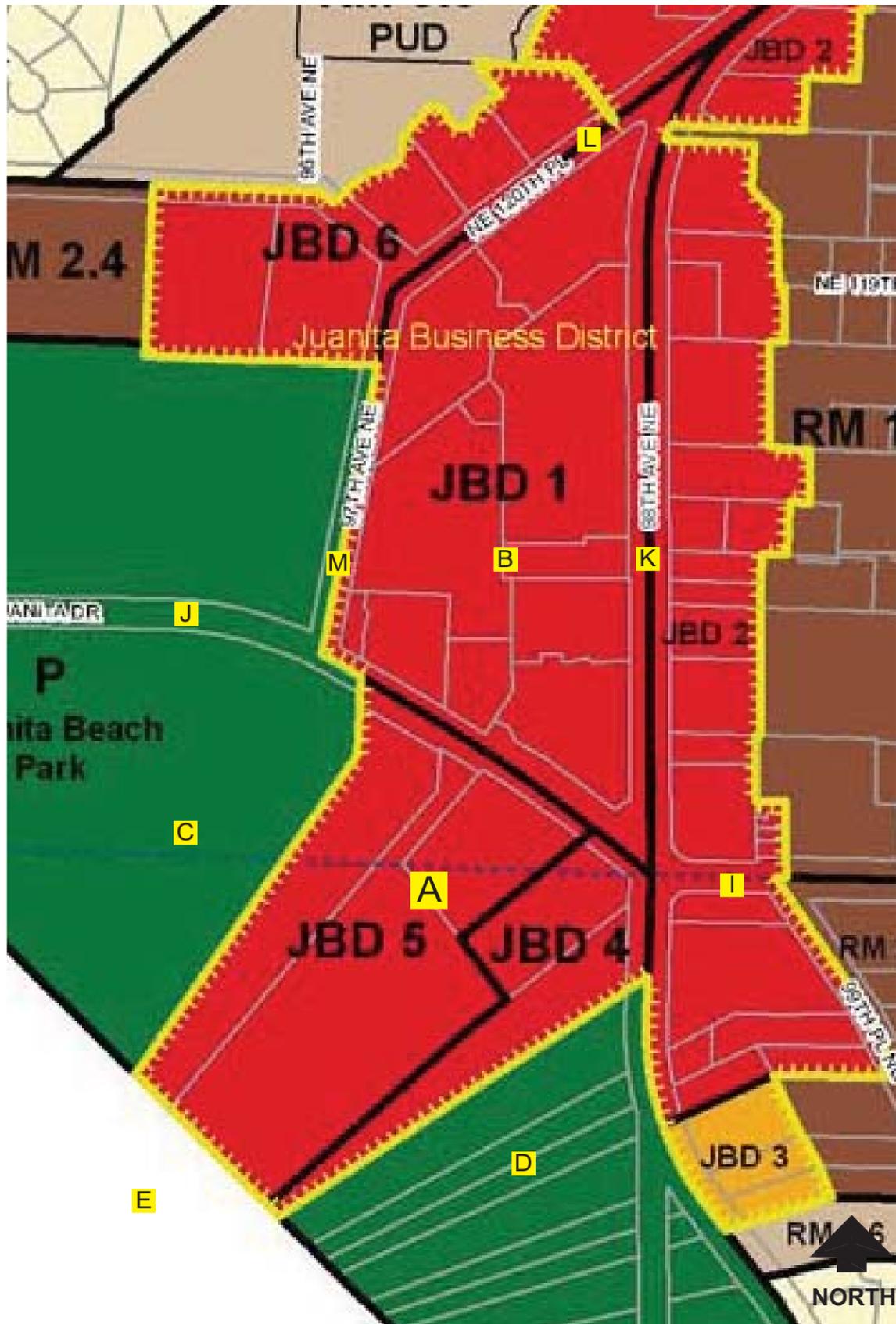
**MICHAELS' BUILDING:** This structure was built in 1960. The retail tenant has proven to be economically viable in the long term. The property has the significant benefit of prime visibility at the NE 116th St./98th Ave NE/Juanita Drive intersection. The property marks a significant entry point to the Juanita Village for those travelling west along NE 116th St. from I-405 and those travelling north along 98th Ave NE from Market St. Unfortunately the property is significantly handicapped by poor vehicular access. It's only access drive fully on its property opens close to the adjacent major intersection and is restricted to right-in and right-out. Through agreements with adjacent owners it borrows an additional access drive allowing left-in and left-out turning movements. The edge of a type 1 wetland exists on this property's south east boundary line. This results in a wetland buffer covering approximately 1/3 of this property.

**WEIDNER BUILDING:** This structure was built in 1982 and contains office uses. The facility appears to be in good shape and due to its height has great visibility from all the major streets in the vicinity. The facility utilizes the grade change effectively by enclosing a majority of its parking under the building. It benefits from easy vehicular access off of Juanita Drive at the northwest and northeast corners. Although, it appears through survey information that both of these vehicular access points may have required agreements with adjacent property owners. It is noted that the existing three story building over one level of parking does not meet height regulations under the current zoning code.

**BAYVIEW ON THE LAKE CONDOMINIUMS:** These structures were built in 1976. These buildings occupy a site adjacent to Juanita Beach and to Lake Washington. The location allows beautiful views through the park to the water and direct access to the Lake's edge. This property contains a small, private boat dock. Two separate buildings contain a total of 48 condominium units. The structures appear to be in good shape. A single, direct access drive provides vehicular access to the property. It is located entirely on the property and allows full turning movements into and out of the property. It is noted that under current zoning policy the existing development does not conform to two criteria: The existing buildings are 4 stories tall exceeding current height regulations and the building at the water's edge encroaches almost entirely into the required shoreline setback.

**JUANITA SHORES CONDOMINIUMS:** This structure was built in 1982. These condominiums occupy a flag-lot shaped site. Most of the property's land area is on the water side of the Weidner property with a narrow access drive leg stretching back to Juanita drive. Both the Weidner office building and the Micheals' building use this access drive. This access drive allows full turning movements into and out of the property and is located directly opposite from the Juanita Village 97th Lane NE drive access. The condominium building enjoys a wide waterfront location facing directly onto Lake Washington. A second building behind contains two levels of parking in support of the condos. It is noted that under current zoning policy the existing development on this property does not conform to two criteria: The four story condo building exceeds height restrictions and almost half of the building at its east end is located within a type 1 wetland buffer.

- A HUBBARD LANDING - STUDY AREA
- B SMALL RESTAURANT
- C JUANITA BEACH
- D JUANITA BAY PARK
- E JUANITA BAY
- F RETAIL-MICHAELS
- G OFFICE-WEIDNER
- H CONDOS-BAYVIEW
- I NE 116TH STREET
- J JUANITA DRIVE
- K 98TH AVE NE
- L CONDOS-JUANITA SHORES
- M PARKING GARAGE
- N 97TH LANE NE
- O ENTRY DRIVE
- P WETLAND EDGE-TYPE 1
- Q STREAM- SALMON BEARING CLASS UNKNOWN
- R JUANITA BAY BRIDGE



**NOTE**

The items contained herein are based on currently adopted code by the City of Kirkland as of February 2011.

**HUBBARD LANDING - STUDY AREA**

**Zoning Classification:** JBD 4 & JBD 5

**Possible Land Uses:**

- Retail
- Restaurant
- Office
- Detached, Attached or Stacked Dwelling Units
- Church
- Private lodge or club
- School or Day-Care Center
- Mini-School or Mini-Day-Care
- Assisted Living Facility
- Convalescent Center or Nursing Home
- Public Utility
- Public Parks
- Public Access Pier or Boardwalk - JBD 5 only
- Hotel or Motel - JBD 4 only

**Maximum Building Height:** 26'-0" above average building elevation.

**Setbacks:**

**Front:** 0'-0"

**Side:** 0'-0"

**Rear:** 0'-0"

**Shoreline:** 15' or 15% of ave. depth of parcel from high water line

**Waterfront:** Provide public access along entire water edge; Develop as public use area

**Lot Coverage:** 80%

**View Corridor:** 30% of average parcel width; 1 continuous piece; located on side property line

**Parking Required:** variable per use- see code

**Sensitive Areas Adjacent to Study Area:**

**Wetlands:** Forbes Creek drainage basin - Type 1 wetland

**Current Buffer Required:** 100'-0"

**Buffer Applied in this Study:** 150'-0"

*Note: At the time of this urban design study and document preparation, the City of Kirkland indicated impending changes to wetland buffer requirements. These code changes would require an increase to the current wetland buffer requirements. Since this document is intended as a long range planning study the impending buffer regulations were applied herein.*

**Streams:** Salmon bearing stream - class unknown

*Note: Given that stream location is within the wetland and that wetland buffer requirements exceed stream buffer requirements, it is assumed that the wetland buffer will govern development on the Study Area properties.*

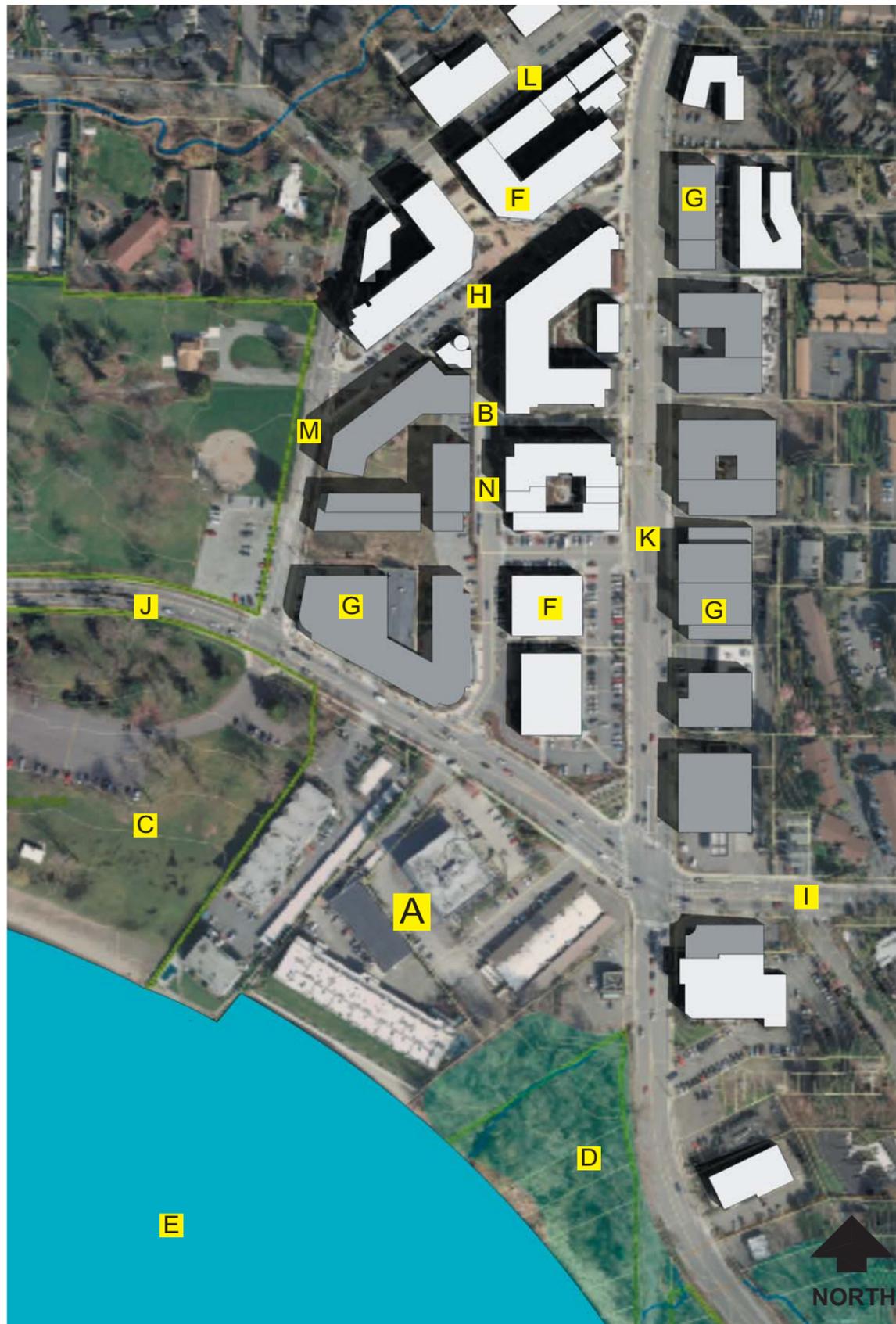
- A HUBBARD LANDING - STUDY AREA
- B JUANITA VILLAGE
- C JUANITA BEACH
- D JUANITA BAY PARK
- E JUANITA BAY
- F LAKE WASHINGTON
- G MARINA PARK & DOWNTOWN
- H CARILLON POINT & MARINA
- I NE 116TH STREET
- J JUANITA DRIVE
- K 98TH AVE NE
- L NE 120TH PLACE
- M 97TH AVE. NE
- N 97TH LANE NE

- COMMERCIAL
- INDUSTRIAL
- LIGHT MANUF.
- OFFICE
- HIGH DENSITY RES.
- MED. DENSITY RES.
- LOW DENSITY RES.
- INSTITUTIONS
- PARK/OPEN SPACE
- DESIGN DISTRICT

ZONING MAP

NOT TO SCALE ZONING REGULATIONS

**PRELIMINARY**



CONTEXT MAP

NOT TO SCALE

**BUILDING CONTEXT:** The Hubbard Landing urban design study is developed using 3-D computer technology. In addition to the 3-D urban design explorations in the Study Area, building forms were constructed of the Juanita Village. This provides important contextual information in which to evaluate the Study Area proposals. Existing buildings more recently constructed and meeting densities allowed under current zoning code are shown in massing form depicted in white. For those properties undeveloped or significantly underdeveloped according to current zoning policy, the study proposes potential future buildings in massing form depicted in grey. The latter occur on the west side of the core and on the east side of 98th Ave NE. Of primary importance is the potential urban street character of Juanita Drive as it passes between the Hubbard Landing urban design and potential future buildings on the opposite side of the street.

**PUBLIC CONTEXT:** The following items are not shown in the images on this sheet, but occur throughout the remaining portions of the document. Existing vehicular, pedestrian and landscape elements are shown. In most cases this is to show proposed revisions to or integration with the existing systems, but includes the addition of one new side street in the Village core. The current redevelopment of Juanita Beach is partially accounted for in the study. Obtained from artistic landscape renderings of the new park, the proposed parking and two pedestrian walkways have been shown in the model. On the other side of the Study Area, the end of the pedestrian bridge in Juanita Bay Park is shown along with existing deciduous trees densely populating the edge of the Forbes basin wetland. This information provides important public park context in which to evaluate the Hubbard Landing urban design proposals.

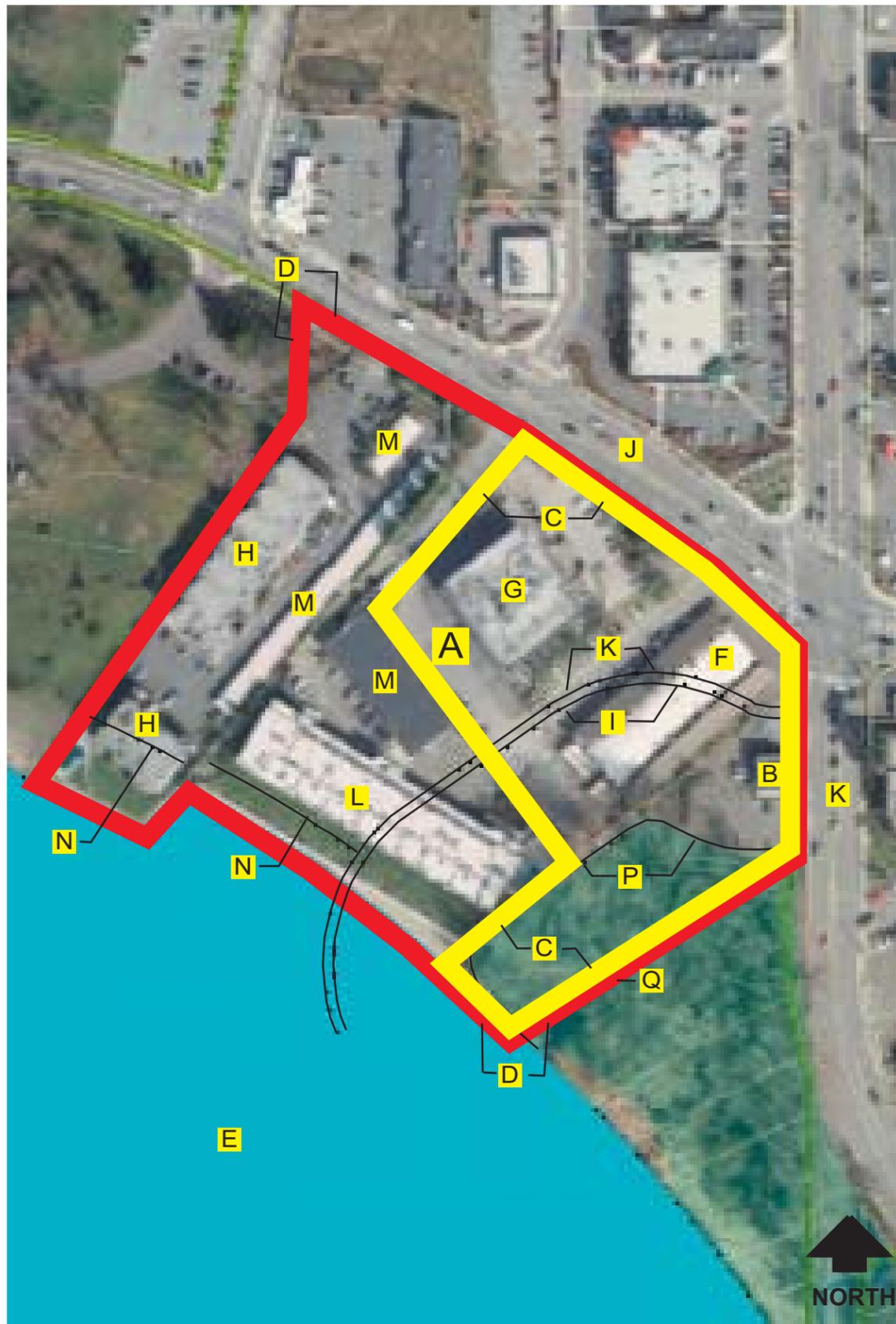
**CONTEXT DESCRIPTION**



CONTEXT PERSPECTIVE

- A HUBBARD LANDING - STUDY AREA
- B JUANITA VILLAGE
- C JUANITA BEACH
- D JUANITA BAY PARK
- E JUANITA BAY
- F EXISTING BUILDING INDICATED IN WHITE
- G POTENTIAL FUTURE BUILDING INDICATED IN GREY
- H NE 119TH WAY
- I NE 116TH STREET
- J JUANITA DRIVE
- K 98TH AVE NE
- L NE 120TH PLACE
- M 97TH AVE. NE
- N 97TH LANE NE

**PRELIMINARY**



**STUDY AREA MAP**

**URBAN DESIGN APPROACH**

The design explorations in this document take two approaches to redevelopment in the Study Area. The difference between the two approaches focuses on the retention or removal of the existing condominium buildings. Given the magnificent, waterfront location for both condominium complexes and the 88 individual owners, it is understood that the owner incentive to maintain functioning buildings will continue well into the future. Since the existing buildings are in good shape, one recently receiving an exterior face lift, it is anticipated that these structures will continue to function properly for many decades until such time that maintenance costs and construction activity inconveniences begin to exceed the perceived value for the owners.

It is important at this point to reiterate the intent of this document: This is a conceptual urban design study focused on providing potential ideas and recommended zoning changes to the city and the community. As such it is considered a long range planning document and should not be construed to imply any impending development interests in the Study Area. It should also be noted that some of the conclusions in the document concerning zoning code revisions, if implemented, will likely increase the value of the properties within the Study Area due to the resultant increase in density allowed.

**4-ACRE APPROACH**

The 4-acre urban design approach looks at the redevelopment of three of the five properties retaining all the condominiums for reasons previously discussed. The small restaurant building, the Micheals' building and the Weidner office building comprise the redevelopment area totaling approximately 4-acres. The majority of land area is given to either a wetland or its buffer. The majority of redevelopment occurs on the Weidner office property, but utilizes the two properties with the wetland and its buffer as storm water quality management. The interest in this approach is to explore the potential of redevelopment through increased density while accommodating sensitive area requirements and capitalizing on the valued amenity of lake views. Of particular importance to this exploration was the redevelopment's relationship to the prominent property corner adjacent to the NE 116th St/98th Ave NE intersection as the "front porch" for not only the Study Area but for the Juanita Village in general.

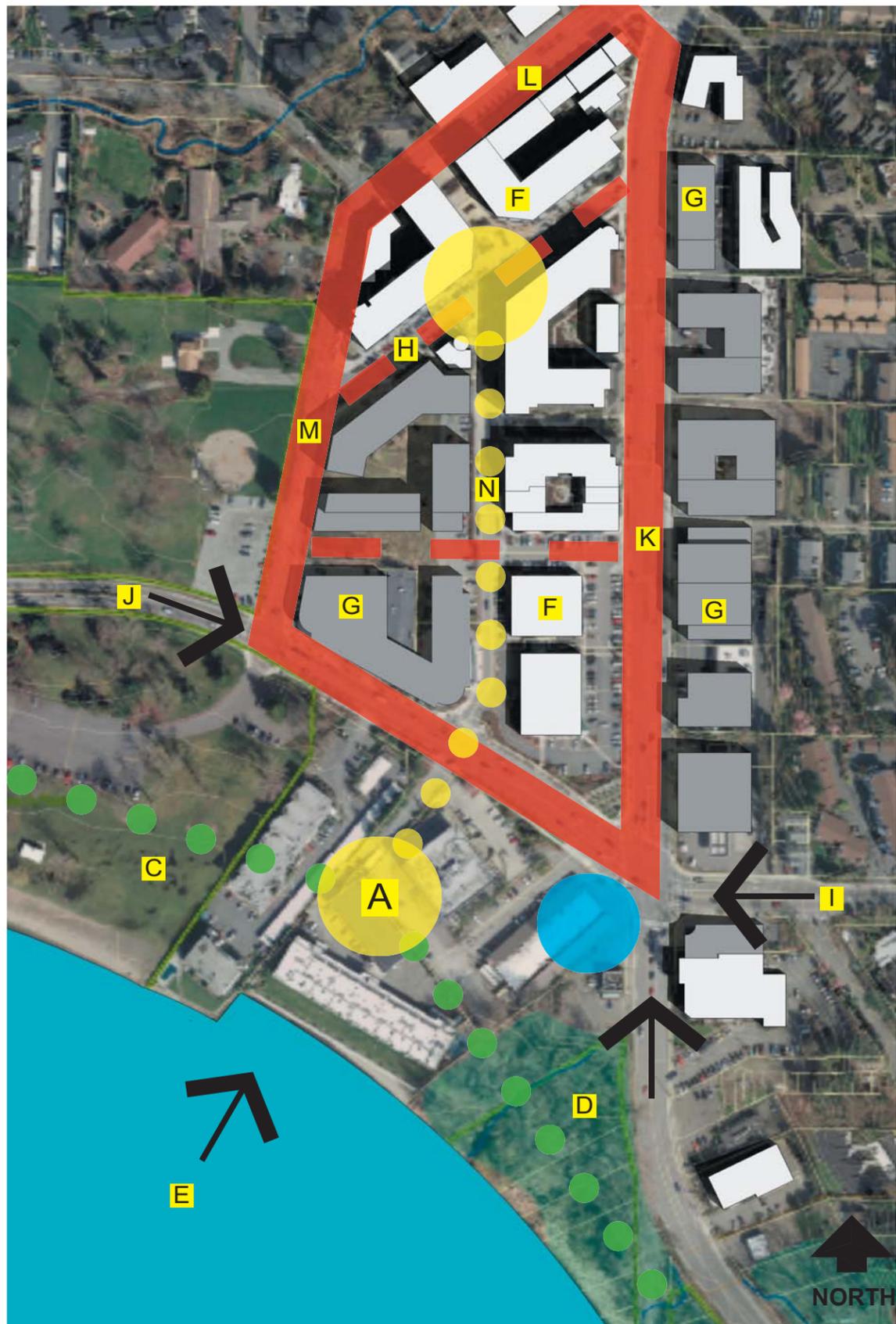
**8-ACRE APPROACH**

The 8-acre urban design approach looks at the redevelopment of all five properties and explores land uses more public in nature allowing the community more access to the lake's edge. This approach allows pedestrian passage through the Study Area connecting Juanita Beach and Juanita Bay Park. The redevelopment area totals approximately 8-acres. As in the 4-acre approach, the two properties containing the wetland and its buffer area are utilized for storm water quality management. The interest of this approach is to explore a stronger link to the public realm of Juanita Village core by extending the core's current development patterns to the lake edge allowing community access throughout. Of particular importance to this exploration is the continuation of 97th Place NE into the Study Area as a village "promenade" and the design implications for a public space to terminate the "promenade" at the lake edge.

**NOT TO SCALE APPROACH DESCRIPTION**

- A HUBBARD LANDING - STUDY AREA**
- B SMALL RESTAURANT**
- C 4-ACRE APPROACH OUTLINED YELLOW**
- D 8-ACRE APPROACH OUTLINED RED**
- E JUANITA BAY**
- F RETAIL-MICHAELS**
- G OFFICE-WEIDNER**
- H CONDOS-BAYVIEW**
- I 150' BUFFER**
- J JUANITA DRIVE**
- K 10' BLDG. SETBACK**
- L CONDOS-JUANITA SHORES**
- M PARKING GARAGE**
- N SHORELINE SETBACK**
- O ENTRY DRIVE**
- P WETLAND EDGE-TYPE 1**
- Q STREAM- SALMON BEARING CLASS UNKNOWN**

**PRELIMINARY**



URBAN DESIGN CONCEPT MAP

NOT TO SCALE

**VILLAGE AUTO LOOP:** — The Village Auto Loop circumnavigates the Village core. These transportation corridors mark the principal vehicular routes providing access to the Village core. Pedestrian traffic is encouraged along these corridors although the majority of the right of way is given over to auto traffic.

**SECONDARY ROADS:** — — — Secondary roads pass through the Village core. Street calming techniques are encouraged: Narrow roads, wide & gracious walkways, substantial parking, pedestrian friendly paving patterns and pedestrian plazas encourage a quieter, more intimate experience as compared to the character of the Village Auto Loop.

**VILLAGE PROMENADE:** ● ● ● ● Through the use of pedestrian friendly paving patterns, landscape and urban furniture, 97th Lane NE is proposed to be devoted to primarily pedestrian activities limiting auto traffic. Integrating pedestrian paving patterns across the vehicular way will encourage an active pedestrian mall promoting such activities as street fairs, art walks and multiple other community-building activities. Land use types along the promenade should encourage open and pedestrian active businesses, e.g. restaurants, small markets, coffee shops, bakeries, art retailers, etc. Land uses such as these tend to “spill out” onto the public way further energizing the life of the promenade.

**ACTIVITY NODES:** ● Activity Nodes are employed at each end of the Public Promenade to unite Hubbard Landing with the Village Core. The Nodes encourage pedestrian predominant uses along the Promenade as people move from the unique interest and activity of one Node to the other. The Nodes mark the point of “arrival” whereas the Promenade provides an avenue to “stroll.” The Nodes should include pedestrian friendly urban elements, such as a public plaza, landscape, water features, multiple outdoor sitting areas, and pedestrian friendly paving patterns that extend out over auto ways.

**VILLAGE FRONT PORCH:** ● This corner of the Study Area provides a significant first impression for visitors entering the Village from the east and south. As such it should present a welcoming face to visitors and reflect the unique nature and character of the Village.

**NE 116TH STREET GATEWAY:** ↓ NE 116th St. is the most dramatic gateway into the Village. Descending toward the Village on a residential, tree-lined street, views of the Lake and Hubbard Landing provide the first impressions of the Village character. Reaching the foot of the hill, the Village Front Porch marks a point of “arrival” and entry into the Village. The two properties flanking the end of NE 116th reinforce the gateway experience by literally marking the sides of the gateway.

**LAKE GATEWAY:** ↓ Currently there are two lake gateways into the city: Marina Park allowing access into central Kirkland and Carillon Point allowing access into south Kirkland. The Hubbard Landing study proposes a third lake gateway allowing access to north Kirkland. This reinforces Kirkland’s lake side heritage and taps into an economic potential allowing boat traffic access to the Village and introducing more pedestrians to patronize local businesses.

**PARK WALKS:** ● ● ● ● Strictly pedestrian trails connect Juanita Beach to Juanita Bay Park and engage Hubbard Landing. These provide alternative ways from Juanita Bay bridge to enter the Village.

A HUBBARD LANDING - STUDY AREA

B JUANITA VILLAGE

C JUANITA BEACH

D JUANITA BAY PARK

E JUANITA BAY

F EXISTING BUILDING INDICATED IN WHITE

G POTENTIAL FUTURE BUILDING INDICATED IN GREY

H NE 119TH WAY

I NE 116TH STREET

J JUANITA DRIVE

K 98TH AVE NE

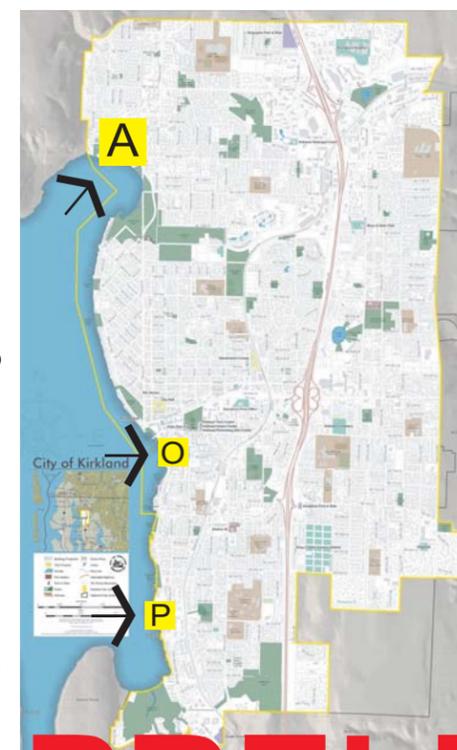
L NE 120TH PLACE

M 97TH AVE. NE

N 97TH LANE NE

O MARINA PARK

P CARILLON POINT



**PRELIMINARY**

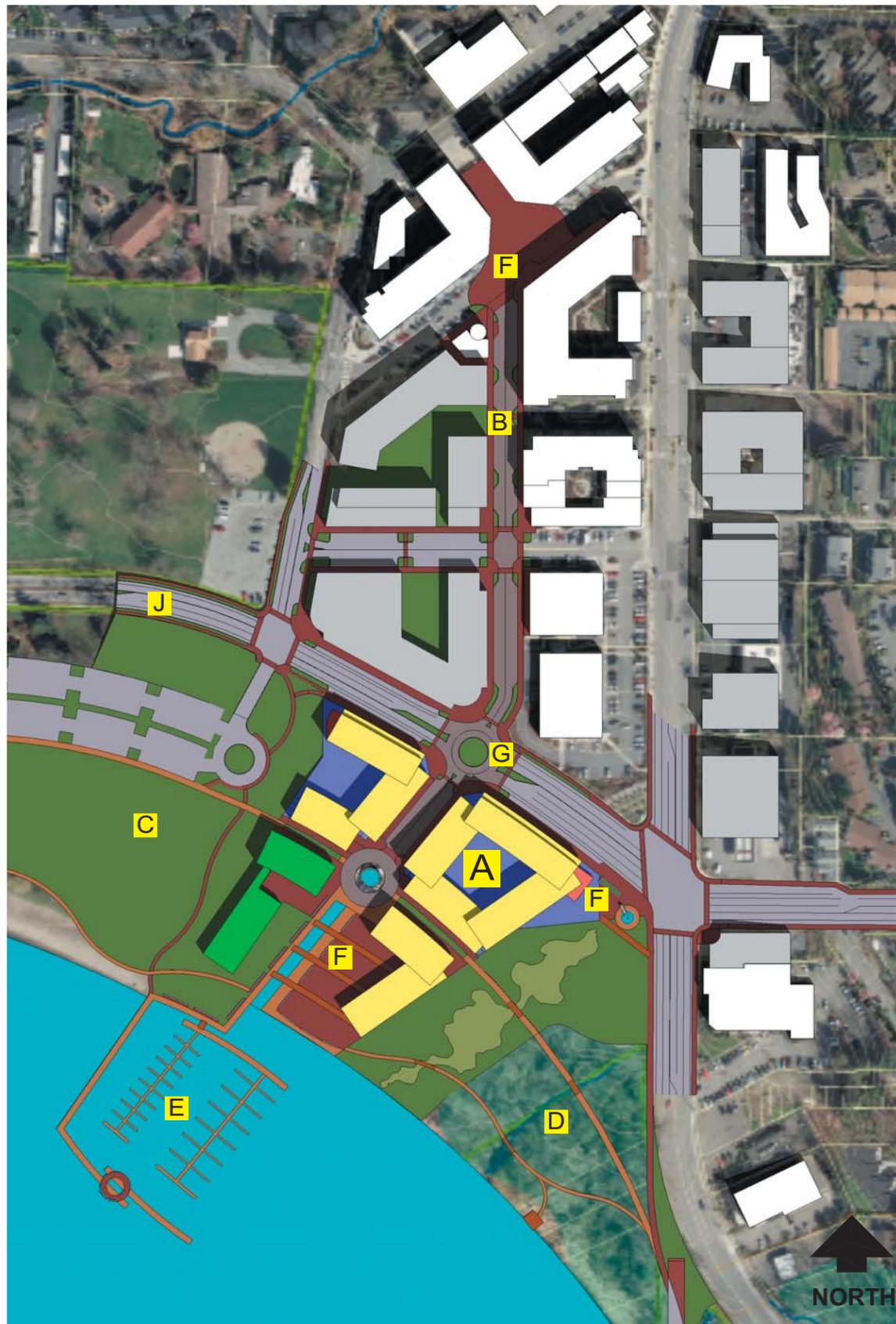
# HUBBARD

## *Landing*

**URBAN DESIGN STUDY  
"8-ACRE" APPROACH**



**PRELIMINARY**



VILLAGE MASTER PLAN

**ACTIVITY NODE:** Hubbard Landing provides a large, waterfront public plaza. This plaza anchors one end of the Village Promenade. Encouraged uses include concerts, festivals, markets, classic auto shows, etc.

**VILLAGE PROMENADE:** The promenade integrates Hubbard Landing into the Village core and becomes the main pedestrian mall. One end is at Hubbard Landing's main plaza. The other end is the public plaza at the intersection of 97th Lane and NE 119th Way.

**ROUND-A-BOUT:** As a part of the Village Promenade, the round-a-bout is designed to calm auto traffic and to encourage pedestrian passage through landscape, ped friendly paving patterns, and urban furniture. Full vehicular turning movements onto Juanita Drive from both NE 97th Lane and the Hubbard Landing entry are possible.

**LAKE GATEWAY** The Hubbard Landing marina welcomes water craft traffic into Juanita Village. Private and public slips are offered to the community. The main breakwater and public dock is designed to receive temporary moorage. Uses such as the Argosy tours can use the marina as either a point of tour origin or as a tour stopping point.

**PEDESTRIAN WALKWAYS:** Boardwalks raised about the wetlands provide a connection from the end of the Juanita Bay Park bridge to Juanita Beach. A nature viewing platform is located in the wetland at the lake's edge. Pedestrian walk ways move through Hubbard Landing promoting interaction with Hubbard Landing businesses and providing access into the Village core.

**FRONT PORCH:** An open, public plaza with a water feature and Village signage welcomes visitors into the Village and Hubbard Landing. Hubbard Landing water quality is handled within the wetland buffer and is landscaped to allow direct views to the lake.

**URBAN DESIGN ELEMENTS**

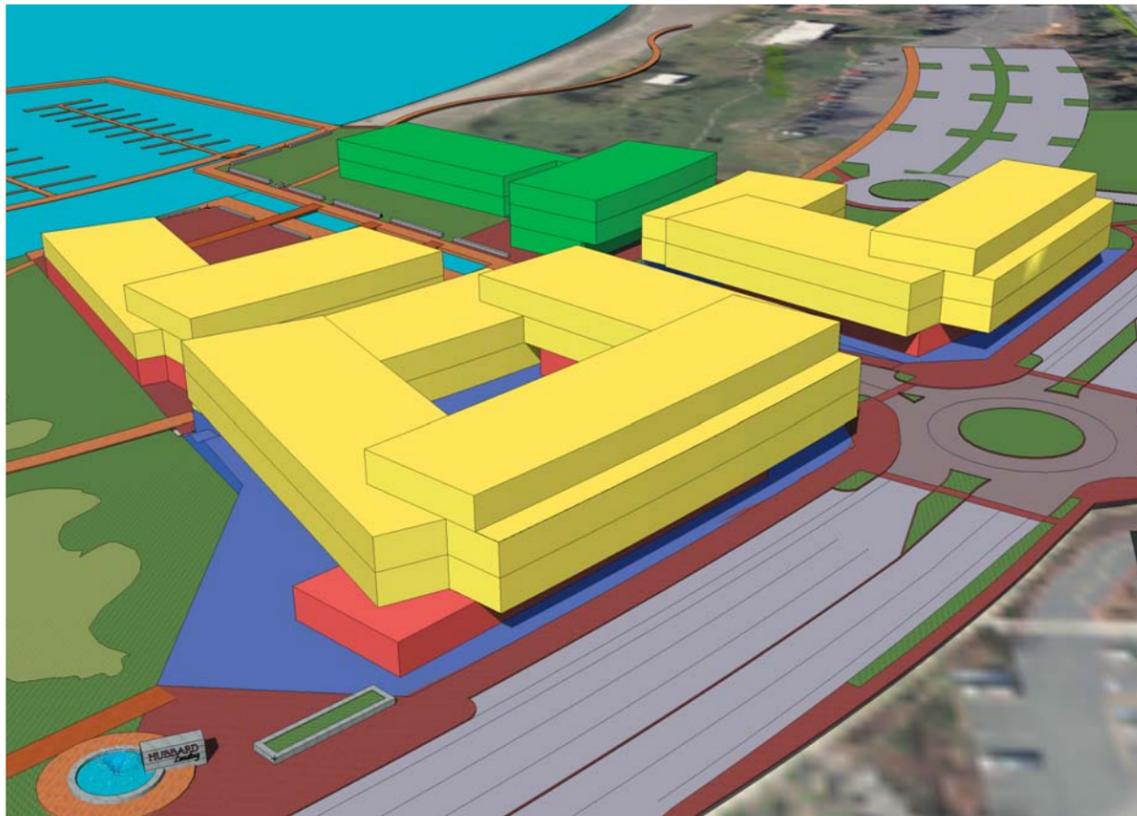


NOT TO SCALE PERSPECTIVE

- A HUBBARD LANDING - STUDY AREA
- B JUANITA VILLAGE
- C JUANITA BEACH
- D JUANITA BAY PARK
- E HUBBARD LANDING MARINA
- F PUBLIC PLAZA
- G ROUND-A-BOUT

- EXISTING BUILDING
- FUTURE BUILDING
- OFFICE USE
- HOTEL USE
- RETAIL USE
- UNDERGROUND PARKING
- ROADWAY
- PROMENADE
- PED WALKWAY
- PED BOARDWALK
- LANDSCAPE
- WATER QUALITY
- WATER

**PRELIMINARY**



NE CORNER



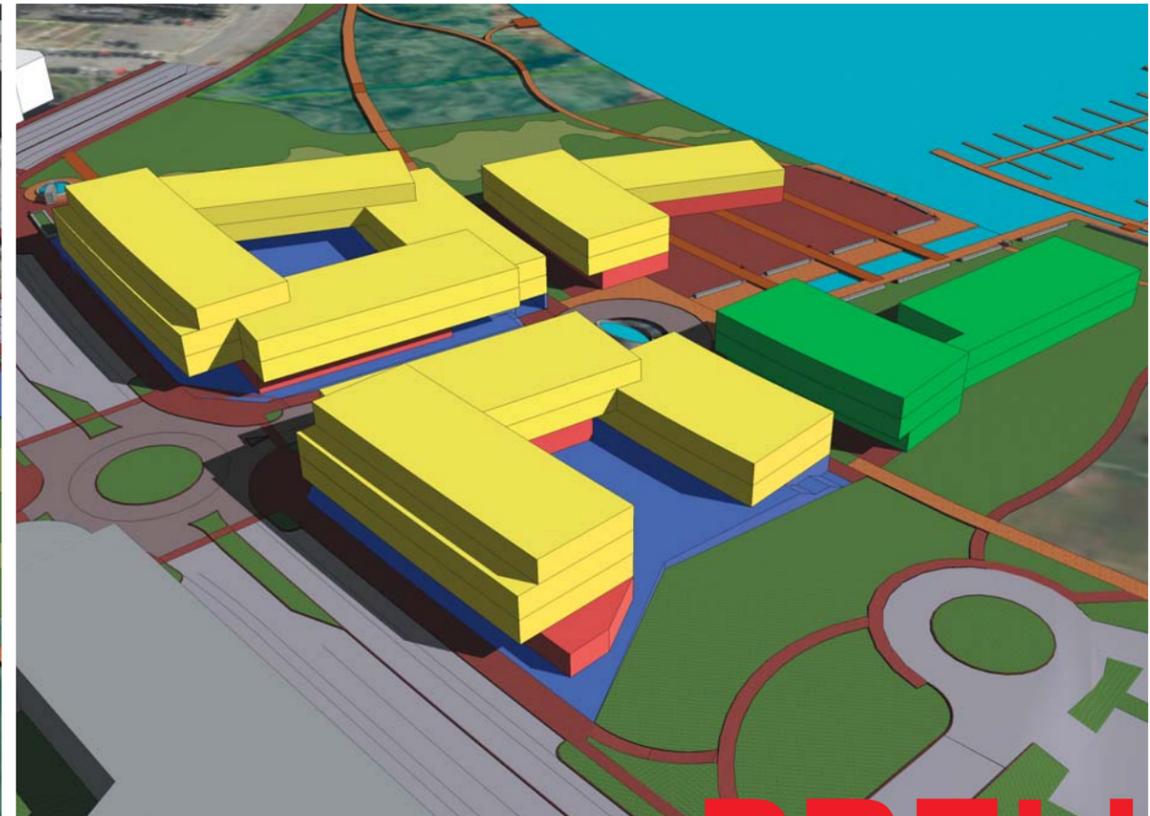
SE CORNER

**MIXED-USE APPROACH:** Carillon Point provides a successful economic development strategy for a lake front property. At Carillon the developer placed office uses along the waterfront with supporting retail on the ground floor. Residential development occurred to the east of Lake Washington Blvd. Taking this development model, the Hubbard Landing 8-acre design incorporates a Mixed-Use approach stacking office uses over street level retail uses all of which are above underground parking. One building is entirely dedicated to a boutique hotel. It is noted that current zoning policy does not allow a Mixed-Use approach within the Study Area. This approach is currently only allowed in the Village core.

**EXISTING VILLAGE USES:** The predominant uses in the Village core are residential stacked over retail with three single use retail buildings. On the east side of 98th Ave, the land uses are primarily retail. On the north side of the Village are office uses. One office building stands south of the NE 116th/ 98th Ave intersection. Office uses represent a small percentage of uses in and around Juanita Village.

**MIXED-USE BENEFITS:** The commercial Mixed Use approach enlivens the Study Area throughout the day as an active community destination. It opens up direct and gracious pedestrian connections from one park to the other by providing pedestrian thoroughways. These thoroughways and the retail on their edges attract patrons to slow down and engage all the amenities. This further promotes an active Village waterfront. In the future the high residential density in the Village core will likely be increased with the completion of the undeveloped/ underdeveloped properties to the south west increasing traffic in and around the Village. Introducing office uses at Hubbard Landing could potentially bring work within walking distance to home for some of the Village residents reducing the AM and PM peak hour traffic.

LAND USE APPROACH



NW CORNER

- EXISTING BUILDING
- FUTURE BUILDING
- OFFICE USE
- HOTEL USE
- RETAIL USE
- UNDERGROUND PARKING
- ROADWAY
- PROMENADE
- PED WALKWAY
- PED BOARDWALK
- LANDSCAPE
- WATER QUALITY
- WATER

PRELIMINARY



- A AUTO COURT
- B ENTRY AVENUE
- C MAIN PLAZA
- D WATER FOUNTAIN
- E MARINA
- F PUBLIC PLAZA
- G ROUND-A-BOUT
- H WATER QUALITY
- I PUBLIC DOCK
- J WATER FEATURE
- K VIEW CORRIDOR

- EXISTING BUILDING
- FUTURE BUILDING
- ROADWAY
- PROMENADE
- PED WALKWAY
- PED BOARDWALK
- LANDSCAPE
- WATER QUALITY
- WATER



MASTER PLAN

**PRELIMINARY**

**MASTER PLAN**  
"8-ACRE"

URBAN DESIGN STUDY  
FOR  
JUANITA VILLAGE  
FEBRUARY 15, 2011

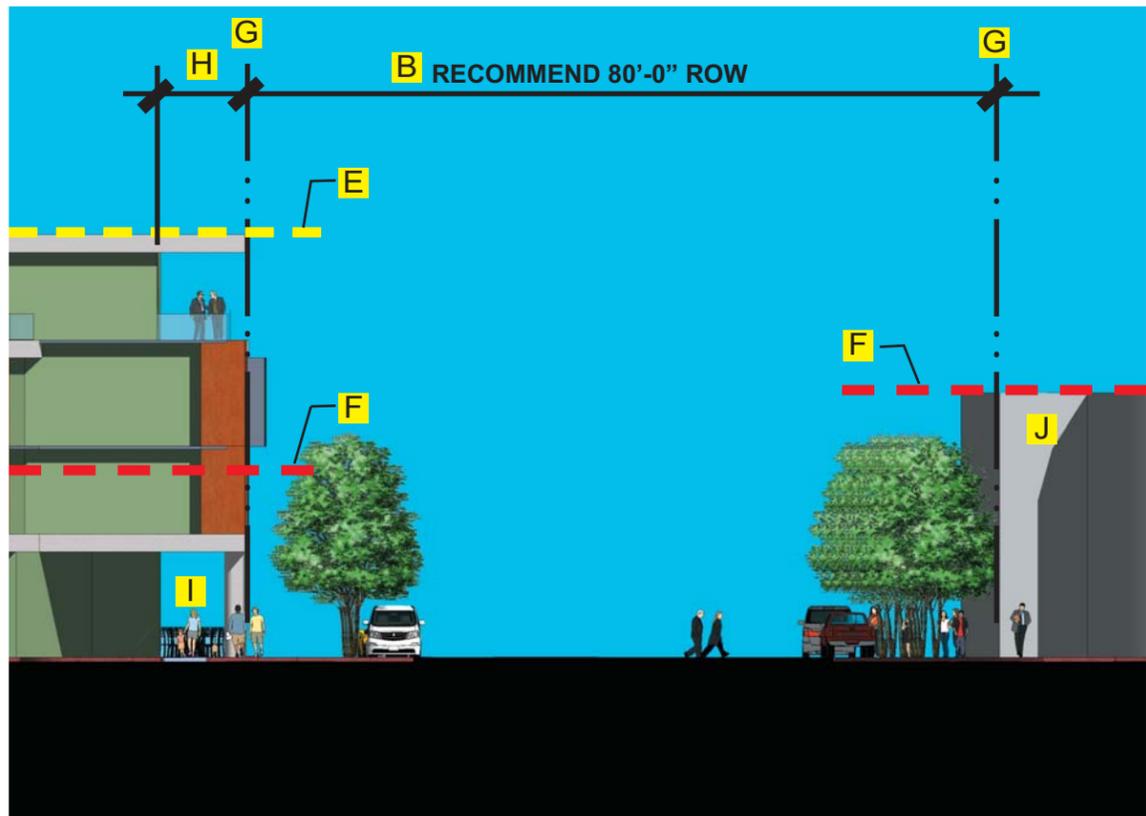
**HUBBARD**  
*Landing*

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MASTER PLAN PERSPECTIVE

**PRELIMINARY**



**SITE AREA:** Approximately 338,000 sf; approx. 8 acres

**LOT COVERAGE:**

Maximum allowed: 80%; approximately 270,000 sf  
 Total lot coverage: Approximately 196,000 sf  
 Lot coverage percentage: 58%  
 Site area with wetland & buffer: 117,000 sf

**BUILDING HEIGHT:**

Maximum allowed: 26'-0" above ave. bldg. elev.  
 Proposed maximum allowed:  
 North part of site: 56'-0"  
 South part of site: 26'-0"  
 Middle part of site: Step buildings down  
 Building setback at street level & above level 3: 10'-0"

**SETBACKS:**

Front: 0'-0"  
 Side: 0'-0"  
 Shoreline: 15' or 15% of ave. depth of parcel

**VIEW CORRIDOR:**

Required: 30% of average parcel width; 1 continuous piece; located on side property line  
 Total site width: Approximately 675'-0"  
 Site area width with wetland & buffer: Approximately 275'-0" or 40%

**BUILDING AREA:**

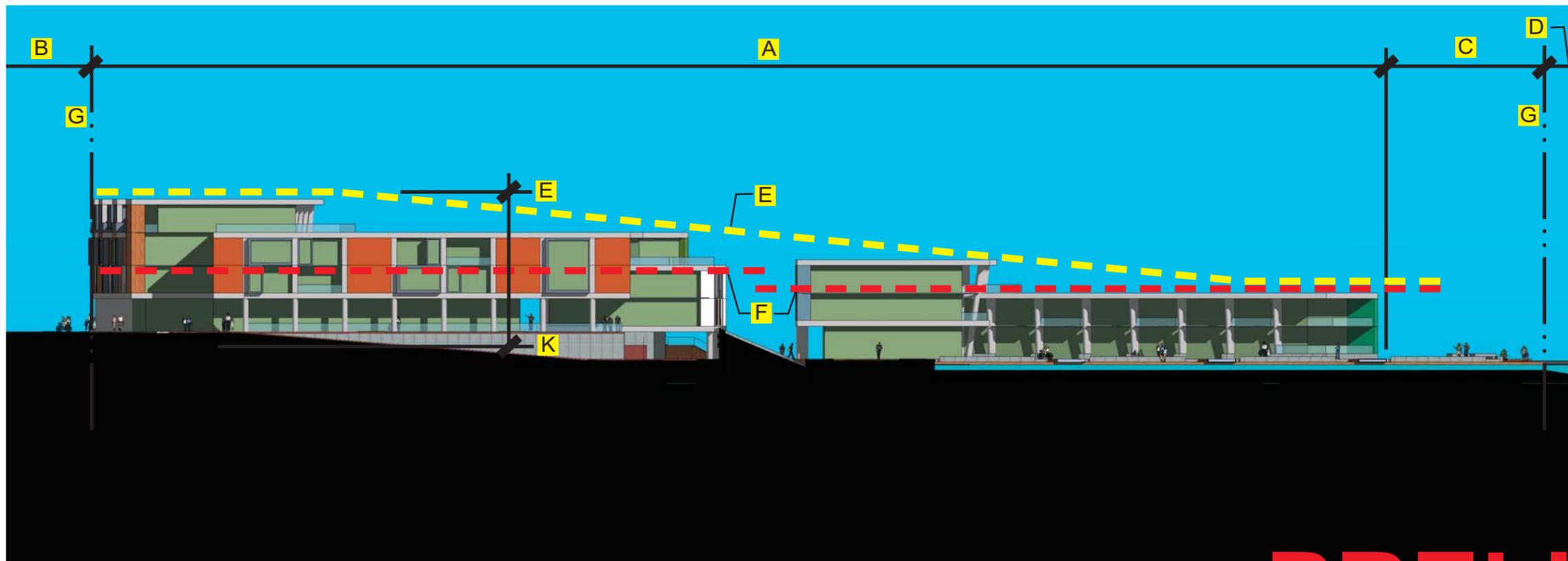
Office uses: Approximately 175,000 sf  
 Retail uses: Approximately 50,000 sf  
 Hotel uses: Approximately 50,000 sf  
 Total building area: Approximately 275,000 sf

**PARKING REQUIRED:** Approx. 850 stalls; 2 levels underground

- A BUILDABLE SITE AREA
- B JUANITA DRIVE
- C SHORELINE SETBACK
- D JUANITA BAY
- E PROPOSED MAXIMUM HEIGHT
- F CURRENT MAXIMUM HEIGHT
- G PROPERTY LINE
- H 10' BUILDING SETBACK ABOVE LEVEL 3
- I 10' BUILDING SETBACK LEVEL 1
- J POTENTIAL FUTURE BUILDING
- K AVERAGE BUILDING ELEVATION

**JUANITA DRIVE STREET SECTION**

NOT TO SCALE **ZONING ANALYSIS**



**STUDY AREA SECTION**

**PRELIMINARY**

**ZONING ANALYSIS "8 ACRE"**

URBAN DESIGN STUDY FOR JUANITA VILLAGE FEBRUARY 15, 2011

HUBBARD Landing

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NE 116TH ST GATEWAY - "FRONT PORCH"



LAKE GATEWAY



MAIN ENTRY PROMENADE

- EXISTING BUILDING
- FUTURE BUILDING
- ROADWAY
- PROMENADE
- PED WALKWAY
- PED BOARDWALK
- LANDSCAPE
- WATER QUALITY
- WATER

**PRELIMINARY**



AERIAL VIEW FROM JUANITA BEACH



JUANITA DRIVE LOOKING EAST



ACTIVITY NODE - MAIN PLAZA

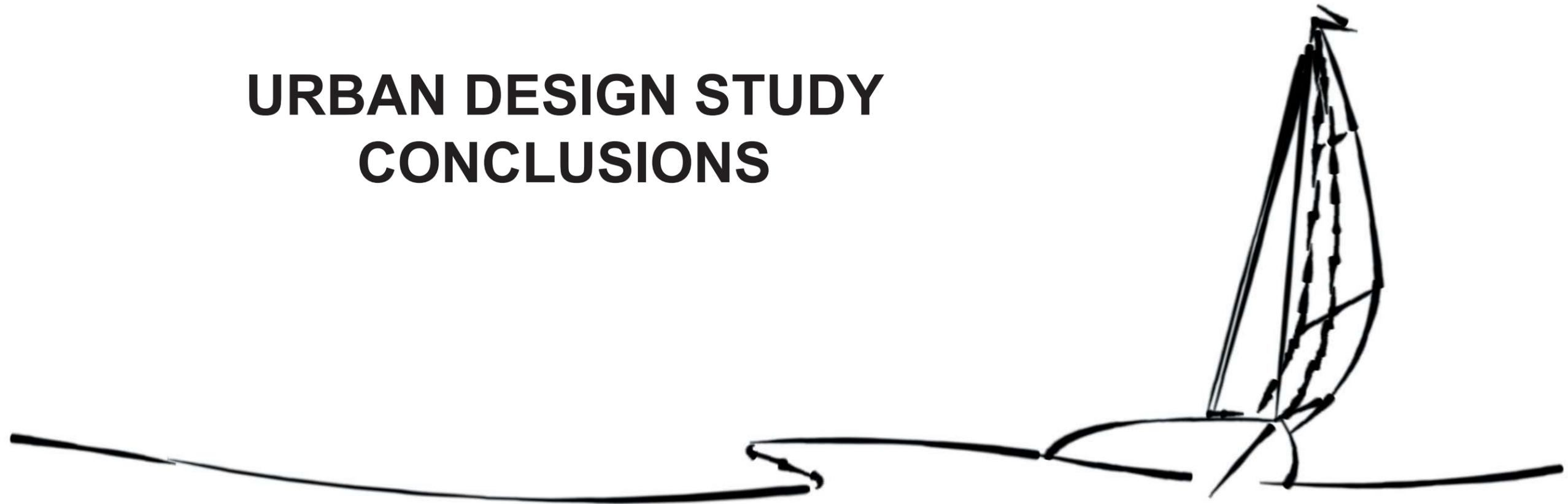
- EXISTING BUILDING
- FUTURE BUILDING
- ROADWAY
- PROMENADE
- PED WALKWAY
- PED BOARDWALK
- LANDSCAPE
- WATER QUALITY
- WATER

PRELIMINARY

# HUBBARD

## *Landing*

**URBAN DESIGN STUDY  
CONCLUSIONS**



**PRELIMINARY**

**GENERAL RECOMMENDATIONS**

The following recommendations apply to the Study Area in general and apply to both development approaches within this urban design study.

**“MIXED-USE” CATEGORY ADDED TO JBD-4 & JBD-5**

Add a Mixed-Use category to the Use Zone Chart for JBD-4 and JBD-5. Zone JBD-1 section 52.12.120 provides precedent and language on implementing this recommendation. Implementing this recommendation in the Study Area provides the opportunity for the public realm of the Village to extend to the Lake Washington edge and avoids the uncomfortable public to private adjacencies that occur from a Single-Use development approach as demonstrated by existing development. This is especially important since current zoning policy is requiring public walks through the Study Area should redevelopment occur.

**“HOTEL OR MOTEL” CATEGORY ADDED TO JBD-5**

Add Hotel or Motel use category to the Use Zone Chart for JBD-5. This use is currently allowed under JBD-4, but given the two properties comprising JBD-4 are mostly covered by a wetland and its buffer, it is highly unlikely this use can be developed on them. By adding this use to JBD-5, the potential for a waterfront hotel remains. Based on the success of the Woodmark Hotel at Carillon Point, this use in the Study Area is appropriate.

**VILLAGE PROMENADE CONCEPT (97TH LANE NE)**

Utilize the concept of 97th Lane NE as a pedestrian Village Promenade when implementing zoning and development policy along this Lane and Study Area. This concept has the potential of connecting the Village Core to the Study Area and to the Lake’s edge. Encourage uses along the Promenade’s edges that promote an active pedestrian environment. Encourage street design to incorporate pedestrian friendly materials and elements that support street closures for street markets, art walks, festivals, etc. Promote Study Area main auto access to be opposite 97th Lane NE.

**ACTIVITY NODE ENCOURAGED**

Encourage the development of a public Activity Node or main plaza in the Study Area to be connected to the Village Promenade and public lake front walkways. Should the Study Area be redeveloped in total by a single developer, the Activity Node would be a masterplan requirement to be reviewed through the Design Review Board. Should the Study Area properties redevelop independently, the requirement of an Activity Node would be handled through zoning language similar to the “view corridor” policy whereby the required open space needs to occur adjacent to the same such space on an adjacent property. Language encouraging its location along the Village Promenade as shown in this study would strengthen the potential connection to the lake front.

**IMPLEMENT STRONG PEDESTRIAN CONNECTIONS ACROSS JUANITA DRIVE**

Encourage Juanita Drive street design between the Study Area and the Village Core to calm traffic and encourage pedestrian movement and comfort. This study proposes a round-a-bout as an effective way to connect the Study Area to the Village Core. The use of a round-a-bout calms traffic, allows full turning movements from 97th Lane NE & from the Study Area, and provides good visibility for pedestrian safe passage.

**CONSIDER LAKE GATEWAY**

Consider the feasibility of a private/public marina at the Study Area allowing rental slips and temporary moorage for the public. This involves an assessment of maximum boat draft that would be allowed without dredging maintenance as a base line, but may include innovative dock design limiting silt build up. The benefit achieved would be a marina considered the north gateway from the lake into Kirkland and would open the Village to additional pedestrian traffic to patronize the local businesses.

**VILLAGE FRONT PORCH ENCOURAGED**

Require design strategies that encourage an open, pedestrian oriented corner at the NE 98th Ave/Juanita Drive intersection, possibly a large plaza. The corner should contain elements that welcome visitors into the Village and the Study Area. Encourage uses fronting on this plaza to be highly pedestrian active especially those uses that “spill out” into the plaza. This encourages pedestrian occupation as well as passage and provides life to the corner. Encourage lake views through the Front Porch to reveal a significant aspect of Village character.

**RECOMMENDATIONS 4-ACRE APPROACH**

In addition to the general recommendations, the following are specific recommendations pertinent to the Hubbard Landing 4-acre urban design study only.

**MIXED-USE MAXIMUM HEIGHT FOR JBD-4 & JBD-5**

Add special height allowances for the Mixed-Use category. Zone JBD-1 section 52.12.120 special regulations 4 and 12 provide precedent and language on implementing this recommendation. As in JBD-1, a Mixed-Use category with greater allowances than a Single-Use approach will provide a strong incentive for Mixed-Use redevelopment to occur and more likely open the waterfront to the public realm. Along Juanita Drive require a 10 foot building setback for the building’s uppermost level.

It should be noted that the Study Area has a grade change of approximately 8 to 10 feet in height from the Juanita Drive edge descending down to about mid-point of the Study Area. Given the method used by Kirkland to determine the average building elevation, achieving four stories, as shown in this study, along Juanita Drive would require a maximum height of approximately 56 feet. This would allow floor to floor heights as follows: street level retail - 14 feet; levels 2 & 3 offices - 12’-6”; level 4 office - 12 feet. The remaining 5 feet would accommodate the likely average building elevation being several feet below the elevation of Juanita Drive.

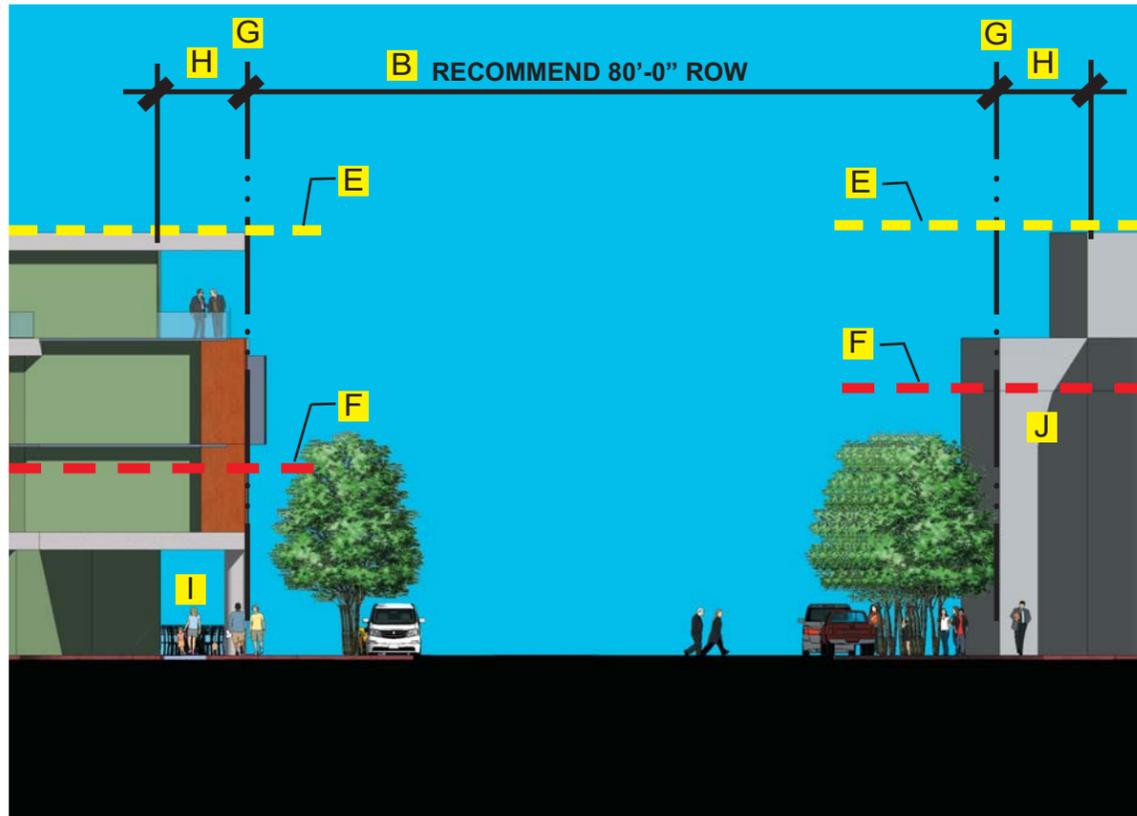
**RECOMMENDATIONS 8-ACRE APPROACH**

In addition to the general recommendations, the following are specific recommendations pertinent to the Hubbard Landing 8-acre urban design study only.

**MIXED-USE MAXIMUM HEIGHT FOR JBD-4 & JBD-5**

Add special height allowances for the Mixed-Use category. Zone JBD-1 section 52.12.120 special regulations 4 and 12 provide precedent and language on implementing this recommendation. As in JBD-1, a Mixed-Use category with greater allowances than a Single-Use approach will provide a strong incentive for Mixed-Use redevelopment to occur and more likely open the waterfront to the public realm. Along Juanita Drive require a 10 foot building setback for the building’s uppermost level.

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**JUANITA DRIVE STREET SECTION**

NOT TO SCALE **ZONING ANALYSIS**

**JBD-1 ZONING CODE CONSIDERATION:**

The Hubbard Landing masterplan proposes four stories fronting Juanita Drive. The top level and street level are proposed to be setback 10 feet from the property line to soften facade height. With the introduction of appropriate facade modulation, architectural interest, and street trees, four stories comfortably defines the edge of Juanita Drive and is appropriate for the overall width of the right of way. Given the urban character images shown in this document, it is recommended that current height regulations on the north side of Juanita Drive be reconsidered. This zone is JBD-1, which currently allows 30 feet of maximum height. The current Juanita Drive right of way width varies along the frontage of the Hubbard Landing Study Area. If this width were required to be at least 80 feet, raising the height regulations on both sides of Juanita Drive with building setbacks would be proportionally comfortable relative to the ROW width.

**HUBBARD LANDING MASTERPLAN:**

**BUILDING HEIGHT:**  
See sheet # ???????

**VILLAGE CORE - JBD 1:**

**BUILDING HEIGHT:**  
Maximum allowed on south end of site: 30'-0" above ave. bldg. elev.  
Proposed maximum allowed:  
South part of site: 52'-0"  
Building setback above level 3 & at street level: 10'-0"

- A BUILDABLE SITE AREA
- B JUANITA DRIVE
- C SHORELINE SETBACK
- D JUANITA BAY
- E PROPOSED MAXIMUM HEIGHT
- F CURRENT MAXIMUM HEIGHT
- G PROPERTY LINE
- H 10' BUILDING SETBACK ABOVE LEVEL 3
- I 10' BUILDING SETBACK LEVEL 1
- J POTENTIAL FUTURE BUILDING
- K AVERAGE BUILDING ELEVATION



**JBD-1 PROPOSED MAXIMUM HEIGHT**



**JBD-1 MAXIMUM HEIGHT**

**PRELIMINARY**