



100th Ave. Northeast Corridor Design  
Advisory Group Meeting #3 Summary  
September 13, 2016 5:00 – 8:00 p.m.

Kirkland City Hall, Peter Kirk Room, 123 5th Ave., Kirkland, WA 98033

---

## Attendees:

### *Project staff*

- Frank Reinart  
City of Kirkland
- Christian Knight  
City of Kirkland
- Paul Ferrier  
HDR
- Brian Magee  
HDR
- Stephanie Woirel  
Berger Partnership
- Michael Hintze  
Toole Design
- Dennis Sandstrom  
EnvirolIssues
- Betsy Kinsey  
EnvirolIssues

### *Committee members*

- Edison Colio  
Juanita resident
- Faith DeBolt  
Finn Hill resident
- Scott Emry  
Lake Washington School District
- Marianna Hanefeld  
Arts Commission
- Tiffany Martin  
Juanita Neighborhoods Association
- Doug McFadyen  
Large commercial access

### *Committee members not in attendance*

- Vicky Clarke  
Cascade Bicycle Club
- Donna Gaw  
Community Connectivity Consortium
- Matt Hutchinson  
Small commercial access
- George Needham  
Small commercial access
- Jon Pascal  
Finn Hill Neighborhood Alliance

## Welcome and introductions

Dennis Sandstrom, facilitator, welcomed participants, reviewed the meeting agenda and asked everyone to introduce themselves. Dennis explained that the goal of this meeting was to gather input from the advisory group members on potential alternatives for non-motorized areas of the corridor, the screening criteria and urban design themes.

## Non-motorized activity

Paul Ferrier, HDR, provided some more context regarding the goals of the meeting and how the design team was seeking advisory group members' input to inform alternative analysis. Paul described conditions of the existing corridor to give everyone a clear idea of how a future motorized section would improve upon the current facilities present for non-motorized users of the corridor.

Paul defined the non-motorized section as the area of the corridor that is located outside the vehicular lanes of the roadway. This non-motorized section area will include sidewalks, bike lanes, buffers and landscape areas. He provided the following dimensions to further define the space available for the non-motorized section in the 100th Ave. corridor:

- Maximum width of non-motorized section: 20.5 ft.
- Minimum width of sidewalk: 5 ft.
- Typical landscaping widths: 4.5 - 8.5 ft.
- Potential buffer widths: 0 - 3 ft.
- Minimum bike lane width: 5 ft.

Paul introduced the group activity in which the advisory group members would have the opportunity to design an ideal street using the software of streetmix.net. He encouraged everyone to think about why they made the design choices they made in order to reveal criteria that should be considered when evaluating alternatives. Dennis encouraged everyone to think about their ideal corridor while understanding how that section would function for both non-motorized and vehicular users throughout the full length of the project.

## Non-motorized activity results

In the non-motorized activity, there were three groups of people, each consisting of two advisory group members and one project team member. The groups were tasked with designing three ideal, non-motorized sections using streetmix.net: one for pedestrians, one for bicyclists, and one considering all types of users. The project team member in each group updated the streetmix.net design and answered clarifying questions, based on the advisory group members' discussion and decisions. This gave the members an opportunity to explore different scenarios, assuming a five-lane motorized section and a non-motorized section with a maximum width of 20.5 feet. Once each group had created their ideal sections, the small groups reported back to the group at large, sharing what they chose and why. The results from each group are below. Larger images of the groups' designs can be found in Appendix A.

### **Group 1: Scott Emry, Doug McFadyen, Stephanie Woirol**

Group 1 created one street, designed to accommodate all types of users. They chose to have a clearly marked bike lane on the street level, with a striped buffer that does not constrain bikers from entering or exiting lanes of traffic. They reported that bike lanes blocked from entering or exiting the road pose greater obstacles and safety concerns for bikers.

They chose a 6.5-ft. wide bike lane, in order to accommodate different types of bikers and allow for passing within the lane. They chose a landscaping strip with low vegetation and no trees; they did not want to block sightlines between pedestrians, bikers and cars, block light for pedestrians, or create an isolating hallway effect for pedestrians. The low vegetation was envisioned specifically to be a taller

## 100th Ave. Northeast Corridor Design Advisory Group Meeting 3 Summary

grass which would meet these goals while also being easier to maintain. They also made their landscaping design decision in order to allow for power lines overhead and ease of long-term maintenance. They chose a 7.5-ft. wide sidewalk in order to accommodate all types of sidewalk users.



Figure 1: Full Section of Non-Motorized Design for All Users



Figure 2: Enlarged Detail of Non-Motorized Design for All Users

\*\*The widths shown in this non-motorized section exceeded 20.5-ft, the maximum space available for non-motorized improvements on each side of the street, including a 1-foot space between back of sidewalk and adjacent properties. A half foot of space would need to be deducted from either the bike lane buffer, landscaping strip or sidewalk on each side of the street.

### **Group 2: Marianna Hanefeld, Edison Colio, Brian Magee**

Group 2's sections were similar as it was a clear preference to have the bike lane separated from the roadway to improve safety. They chose this because they see the main conflict between user groups being between bikes and cars rather than bicyclists and pedestrians. In all cases, the group preferred to create a boulevard feel for the corridor by including trees in the planters and reducing the crosswalk width. Wider sidewalks were preferred to create space for people to gather and reinforce the corridor as a welcoming area and destination.

100th Ave. Northeast Corridor Design  
Advisory Group Meeting 3 Summary

For the ideal pedestrian section, this group used a 9-ft sidewalk, a 1-ft buffer between the sidewalk, a 6-ft bike lane, and a 4.5-ft planter for trees and LID. There was discussion about the grade-level of the bike lane with Edison Colio preferring a street-level bike lane behind the planter zone while Marianna Hanefeld preferred a sidewalk-level bike lane, however they both agreed that the priority in either case would be to have the bike lane separated from the roadway.

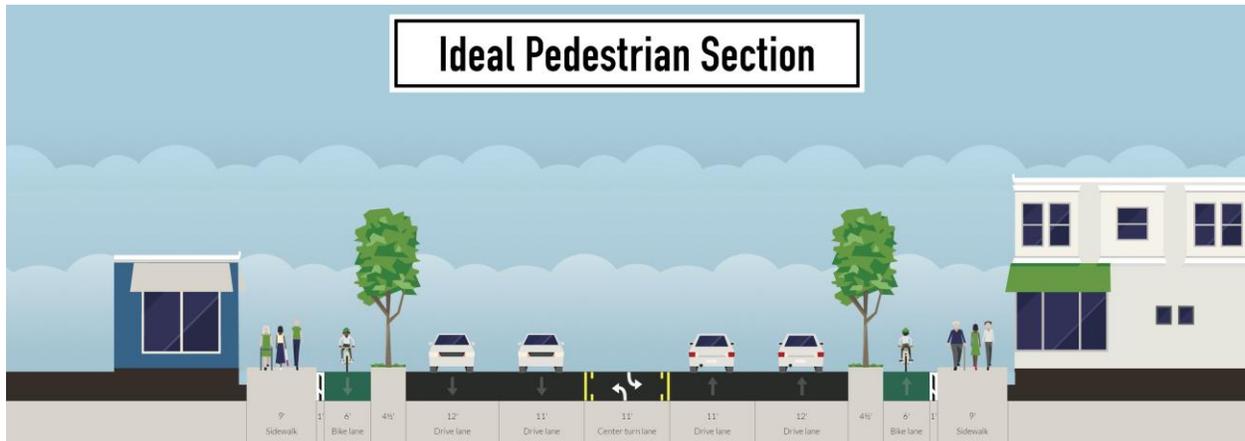


Figure 3: Full Section of Non-Motorized Design for Pedestrian Users



Figure 4: Enlarged Detail of Non-Motorized Design for Pedestrian Users

The ideal sections for bicyclists and all users for this group ended up being the same with only minor changes from the ideal pedestrian section. These changes included removing the 1-ft striped buffer and increasing the sidewalk from 9-ft to 9.5-ft and increasing the planter from 4.5-ft to 5-ft. The group understood that there would still be a buffer in place, and prefers for there to be a material delineation between pedestrians and bikes rather than a striped buffer. While it was noted that widening the planter may be needed to attain adequate stormwater treatment, the group preferred to provide the greatest amount of width to pedestrians, then bikes, then to the planter.



Figure 5: Full Section of Non-Motorized Design for All Users



Figure 6: Enlarged Detail of Non-Motorized Design for All Users

**Group 3: Tiffany Martin, Faith DeBolt, Michael Hintze**

Starting with its ideal pedestrian section Group 3 chose to prioritize pedestrians, by maximizing the sidewalk width and the buffer between the sidewalk and other users. They envisioned generous sidewalk space (12 feet), coupled with space from redeveloped properties, as an opportunity to create a place where people want to walk and linger. While not captured in the images from streetmix.net, this group wanted to include statues, art, landmarks, outdoor seating, and landscaping in order to create identity within the corridor and mark it as a destination. They also discussed the use of pavement patterns to indicate to people that they have arrived in a different, unique place. Another idea discussed was making the sidewalk wider on the west side of the street because that is where more people want to walk. Group 3 realized that maximizing the sidewalk space resulted in a standard five-foot bike lane directly adjacent to traffic, which was not ideal, particularly for less confident bicyclists.

## Ideal Pedestrian Section

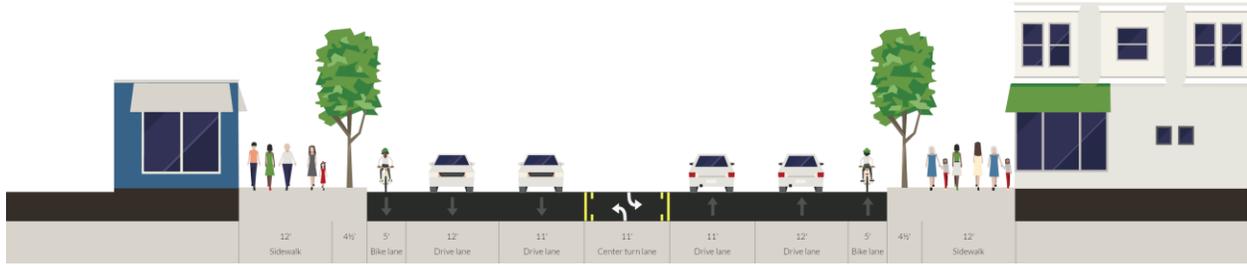


Figure 7: Full Section of Non-Motorized Design for Pedestrian Users

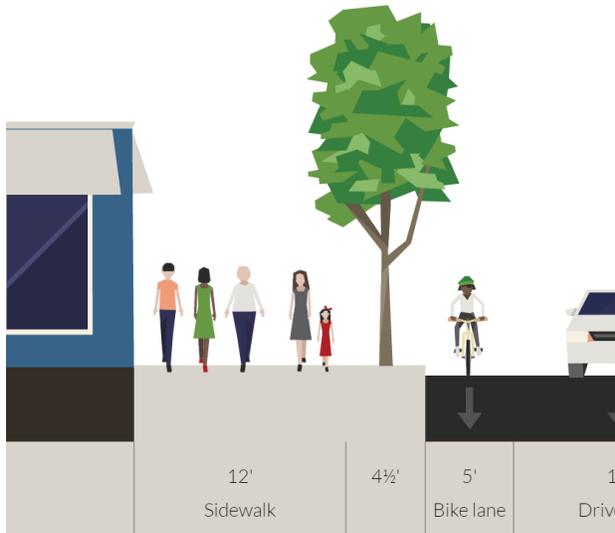


Figure 8: Enlarged Detail of Non-Motorized Design for Pedestrian Users

\*\*The widths shown in this non-motorized section exceeded 20.5-ft, the maximum space available for non-motorized improvements on each side of the street, including a 1-foot space between back of sidewalk and adjacent properties. One foot of space would need to be deducted from either the bike lane buffer, landscaping strip or sidewalk on each side of the street.

Group 3 adjusted their ideal pedestrian section to better accommodate bicyclists by narrowing the sidewalk on each side to eight feet and providing a 3-foot buffer between the bicycle lane and traffic. They also increased the landscaping strip by one foot on each side. However, they concluded that perhaps this was not ideal for either people walking or biking because it puts bicyclists within the

roadway and reduces the overall (perceived) space for people walking.

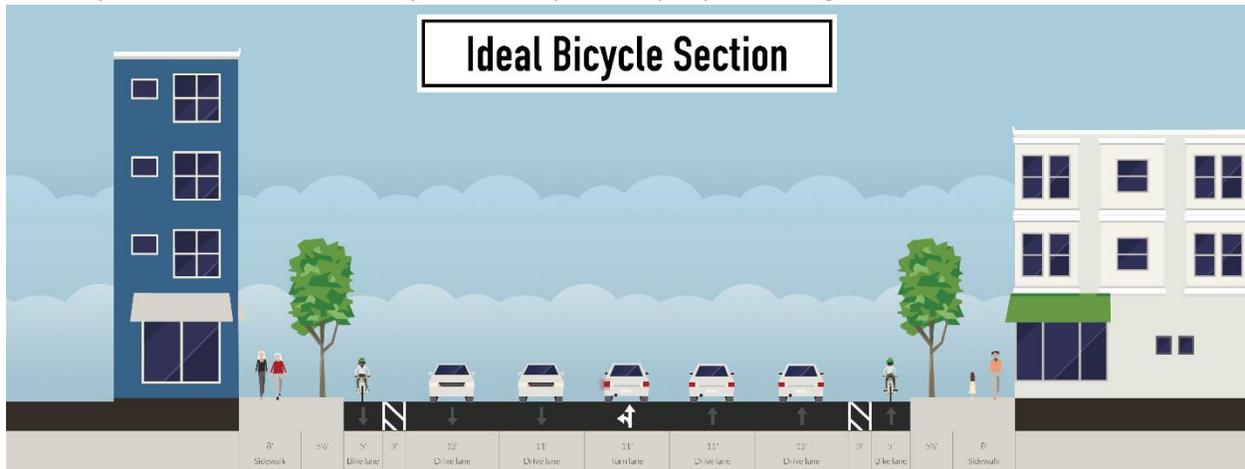


Figure 9: Full Section of Non-Motorized Design for Bicycle Users

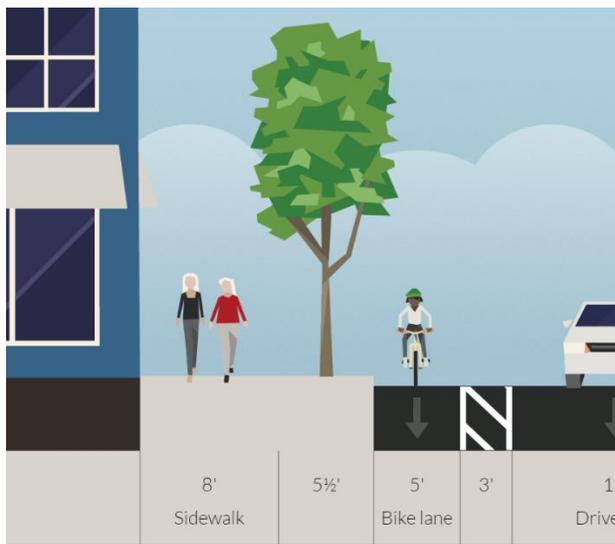


Figure 10: Enlarged Detail of Non-Motorized Design for Bicycle Users

\*\*The widths shown in this non-motorized section exceeded 20.5-ft, the maximum space available for non-motorized improvements on each side of the street, including a 1-foot space between back of sidewalk and adjacent properties. One foot of space would need to be deducted from either the bike lane buffer, landscaping strip or sidewalk on each side of the street.

In their design which accommodated all users, they chose to place a 5 ½ foot landscaping strip with trees between the 6-foot bike lane and the street in order to provide even more lateral separation in addition to having a vertical curb between bicyclists and motor vehicles. They also wanted to use the trees as a tool to slow down cars speeding through the corridor, aiming to improve safety for all and make it more comfortable for families to walk. They also chose to have the bike lane more connected to the sidewalk than to the street into order to create a larger perceived space for people walking, more separation from pollution-generating traffic as well as make maintenance of the bike lane easier. It was understood by this group that separating runoff from the bike lane from polluted roadway runoff, the total volume of stormwater runoff requiring treatment would be reduced resulting in lowered project costs.



Figure 10: Full Section of Non-Motorized Design for All Users



Figure 11: Enlarged Detail of Non-Motorized Design for All Users

### **Resulting Discussion**

The activity opened up a discussion regarding bike lane separation from the street. Advocates for a barrier separating the bike lane and street believed this would encourage more people to ride bikes since on-street bike lanes could be too intimidating for the average person. Advocates for on-street bike lanes believed this was the optimal arrangement for typical bikers and all around safety. They believed a separated bike lane would create a constrained condition unattractive to the more commuter-type bicyclist, and would therefore force them into the motorized-section, which would be less safe. All participants in the discussion agreed that the best alternative relies on what type of biker is prioritized: commuters who bike very fast, families biking leisurely, group riders and so forth.

## 100th Ave. Northeast Corridor Design Advisory Group Meeting 3 Summary

Dennis thanked everyone for their input and explained that this conversation was helpful fodder for the project team to consider in their designs. He then summarized the predominant criteria he gathered from the discussion.

- Safety, for each set of users
- Consider multiple types of users within the categories of pedestrian and bicyclist
- Long-term ease of maintenance
- Creating a sense of place
- Strike a balance between commuter and casual biker needs

Dennis asked the group if he was missing any criteria that were consistent across all groups. Faith DeBolt brought up that another value that came up in discussion was ease of visibility between all users on the corridor. Michael Hintze, Toole Design, emphasized the value in place-making and identity within the corridor.

For the complete set of notes Dennis took on the flip charts during the discussion, see Appendix B.

### Break

Dennis called a five-minute break at 7:00.

### Evaluation Criteria

Dennis reconvened the group and updated the agenda, given the extra time given for the group activity.

Paul then summarized the criteria discussion that had just occurred before the break and shared the criteria that the design team and come up with prior to the meeting. The criteria from HDR included:

- Safety
- Mobility
- Maintainability
- Construction impacts
- Environmental uplift

Paul noted that the criteria the advisory group had just created aligned nicely with the criteria the design team developed. He stated that the design team would add anything that was shared in the meeting that was not previously captured and encouraged advisory group members to reach out in the next week if they had additional comments regarding criteria.

### Juanita-Woodinville Intersection

Paul described the existing conditions of the intersection of 100th Ave. NE and Juanita-Woodinville Way NE. He described the main considerations and constraints for the design at this intersection:

- Safety for cars, bikes and pedestrians
- Available public right of way (ROW)
- Traffic congestion and potential for urban growth
- Access for adjacent properties
- Conflicting interests of property owners and tenants

100th Ave. Northeast Corridor Design  
Advisory Group Meeting 3 Summary

Paul then presented following four conceptual layouts for the intersection which addressed two key elements pertaining to the existing intersection.

The first of these elements was whether to retain or close the west leg of the intersection which is a shared driveway for private properties serving businesses such as Starbucks and 7-Eleven. Further information was given to the group regarding the process for evaluating this portion of the design and that any potential changes to access would be a decision to be made jointly between the City and each property owner.

The second consideration in the conceptual layouts was the east approach of the intersection. Layouts were developed to depict what the intersection could look like by retaining the existing roadway alignment with revisions to the traffic islands for adjusted vehicular movements and to consider routing for bikes through the intersection. Alternately, layouts were also included showing a realignment of the roadway approach and the elimination of traffic islands. It was noted that additional design may be done to maintain this concept and better align vehicular tracking through the intersection from the east approach to the west.

**Conceptual Layout 1:**

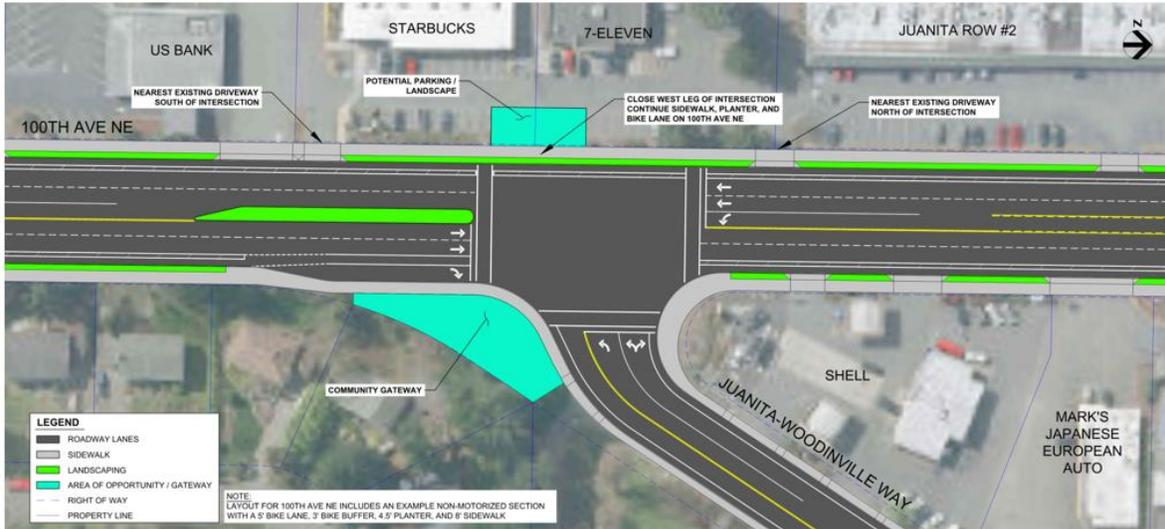
- West – Retain, East - Realign



100th Ave. Northeast Corridor Design  
Advisory Group Meeting 3 Summary

Conceptual Layout 2:

- West – Close, East - Realign



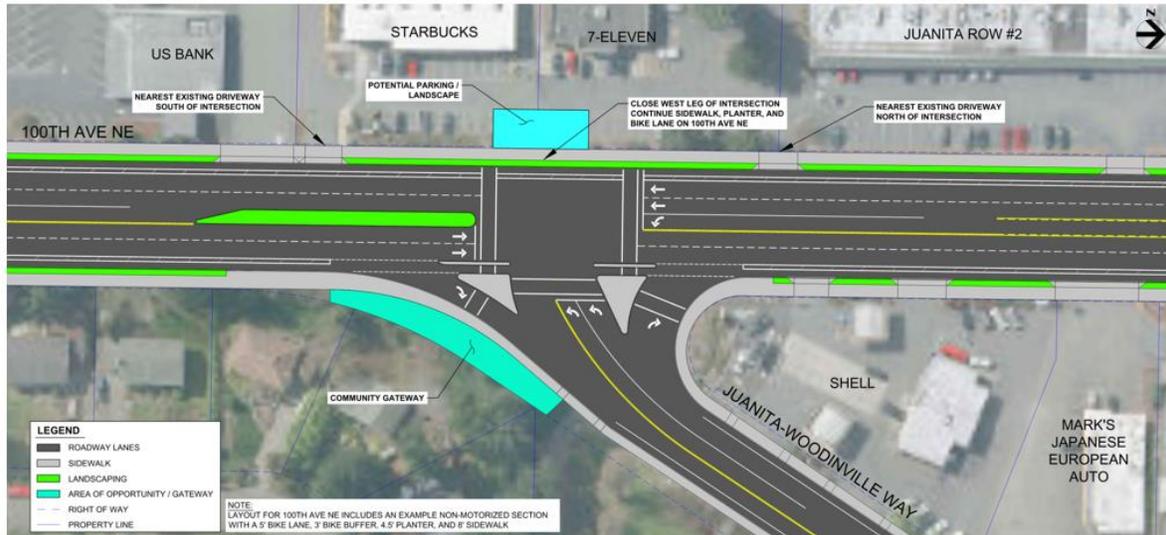
Conceptual Layout 3:

- West – Retain, East - Retain



**Conceptual Layout 4:**

- West – Close, East - Retain



Paul asked for group discussion and input on the conceptual layouts.

Doug McFadyen suggested a staggered intersection with coordinated timing of stop lights.

Marianna advocated for the second option because she believed it would be safer, especially for pedestrians, and probably force drivers to slow down along the corridor.

Tiffany Martin added that from a pedestrian standpoint, Conceptual Layout 2 is great, but raised the concern that closing the west side would create a major cut through for drivers, similar to having another roadway next to 100th Ave. NE.

The discussion began to focus on specific businesses in the area and what their interests might be. Frank Reinart stated that specific property owner and tenant concerns would be explored between the City and the stakeholders after HDR provides recommendations for a preferred design alternative for the street.

### Urban design features

Stephanie Woirol, Berger Partnerships, presented preliminary concepts for urban design features and themes throughout the corridor. Her presentation centered around three key intersections identified as potential gateways into the community. These three intersections—(1) Simonds Rd. NE and 100th Ave. NE, (2) Juanita-Woodinville Way NE and 100th Ave. NE, and (3) NE 132nd St. and 100th Ave. NE—could each highlight unique and relevant components of the community and be tied together with smaller details throughout the corridor. She emphasized various opportunities in urban design and the goal of having a corridor that feels cohesive, inviting, and marked with a unique identity. For the brainstorm design drawings, see the attached presentation slides in Appendix C.

Faith commented on the suggested automobile theme that Stephanie presented, stating that her vision for the corridor was to move away from a car-centric theme.

## 100th Ave. Northeast Corridor Design Advisory Group Meeting 3 Summary

Marianna added that she would like to see the diversity of this area reflected more. She proposed using “crossroads” as a theme and pointed out that the existing geography already lends itself well to that. Many members agreed with the importance of celebrating the diversity and cross-cultural exchanges of the area.

Tiffany shared that she found the wooded theme appropriate for the corridor and for the Simonds Rd. NE intersection specifically, as proposed by Stephanie. Many agreed. Tiffany then added that the suggested inclusion of a community board between the Juanita Elementary School and Juanita-Woodinville Way NE would be great because it is very difficult to do outreach in this area, and a community board could help fill that need.

Scott Emry added that he appreciated that the group was considering not only who uses it today, but who uses it tomorrow and are thereby future-proofing plans and thoughts.

Doug identified areas that he anticipated will be further developed, and based on those expectations, shared his support for using the intersection of NE 132nd St. and 100th Ave. NE for something iconic to identify the space. He suggested using distinctive lighting and landscaping.

Faith asked if the design could celebrate the history of the neighborhood, but going back further than the 1950s and further than the arrival of Europeans when it was a territory of native people.

Tiffany asked if there had been any decisions made regarding a name for the corridor. This question sparked conversation regarding appropriate names and neighborhood boundaries, in which Edison shared historical context with the group.

### Next steps and action items

Dennis thanked the group for their lively discussion and ideas in the evening’s meeting. He shared that at the next advisory group meeting, the design team will share the best-value alternative and ask for input before moving on to the next major design milestone: 30% Design. He added that the next meeting will be the last meeting for the advisory group and emphasized the importance of everyone’s participation.

Dennis also shared that the next Open House will likely be early next year and while their roles as formal advisory group members will be over by that time, he hopes to see them there.

### Adjourn

Dennis adjourned the meeting at 8:00 p.m.

### Appendix

- A. Meeting agenda
- B. Streetmix.net designs
- C. Flip chart notes
- D. Meeting presentation

# 100TH AVE NE Corridor Design



## Advisory Group Agenda – Meeting #3

**Date:** Tuesday, September 13, 2016  
**Advisory Group:** 5:00 – 8:00 p.m.  
**Location:** Kirkland City Hall, Peter Kirk Room, 123 5th Ave., Kirkland, WA 98033

**Attendees:**

*Project Staff*

- Frank Reinart  
City of Kirkland
- Christian Knight  
City of Kirkland
- Paul Ferrier  
HDR
- Brian Magee  
HDR
- Dennis Sandstrom  
Envirolssues
- Betsy Kinsey  
Envirolssues
- Stephanie Woiron  
Berger Partnership
- Michael Hintze  
Toole Design Group

*Committee Members*

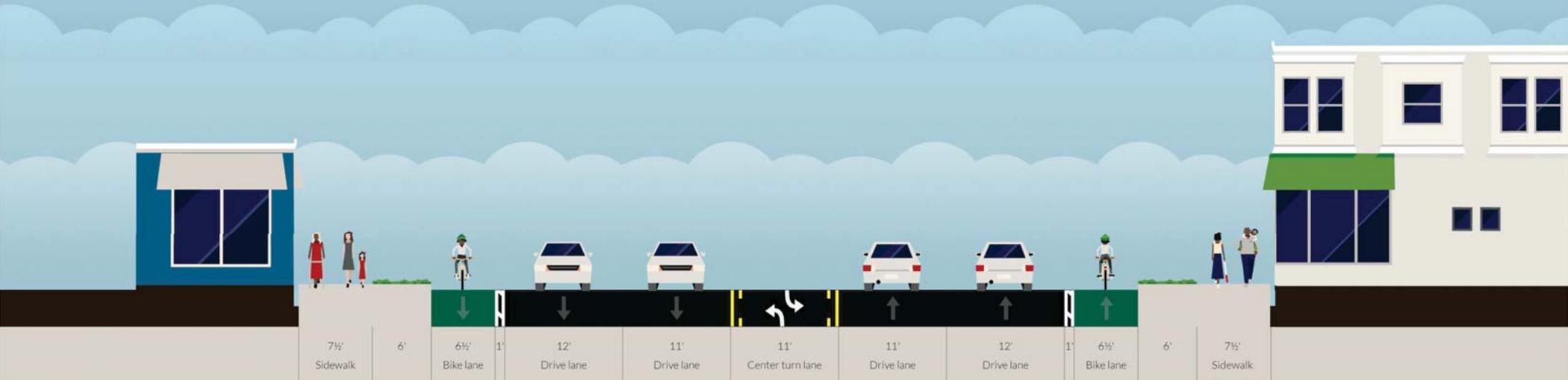
- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>• Vicky Clarke<br/>Cascade Bicycle Club</li> <li>• TBD<br/>Feet First</li> <li>• Jon Pascal<br/>Finn Hill Neighborhood Alliance</li> <li>• Faith DeBolt<br/>Finn Hill resident</li> <li>• Tiffany Martin<br/>Juanita Neighborhood Association</li> <li>• Ed Colio<br/>Juanita resident</li> </ul> | <ul style="list-style-type: none"> <li>• Donna Gaw<br/>Community Connectivity Consortium</li> <li>• Marianna Hanefeld<br/>Arts Commission</li> <li>• Scott Emry<br/>Lake Washington School District</li> <li>• Doug McFadyen<br/>Large commercial access</li> <li>• Matt Hutchison<br/>Small commercial access</li> <li>• George Needham<br/>Small commercial access</li> </ul> |
|--|---|

Time	Topic	Presenter
5:00 p.m.	Welcome and introductions	Dennis Sandstrom
5:05 p.m.	Non-motorized Activity <ul style="list-style-type: none"> <li>• How to use the non-motorized area on 100th Avenue?</li> </ul>	Dennis Sandstrom Paul Ferrier
6:00 p.m.	Non-Motorized Activity Results and Criteria Discussion <ul style="list-style-type: none"> <li>• Report out by groups</li> <li>• Discussion of criteria</li> </ul>	Dennis Sandstrom Paul Ferrier
6:30 p.m.	BREAK	
6:40 p.m.	Juanita Woodinville	Dennis Sandstrom Paul Ferrier

	<ul style="list-style-type: none"><li>• Discussion about current design options</li></ul>	
<b>7:15 p.m.</b>	Urban design features <ul style="list-style-type: none"><li>• 1% for Art</li><li>• Creating a sense of place</li></ul>	Frank Reinart Stephanie Woirol
<b>7:55 p.m.</b>	Next steps and action items <ul style="list-style-type: none"><li>• Review action items</li></ul>	Dennis Sandstrom
<b>8:00 p.m.</b>	Adjourn	

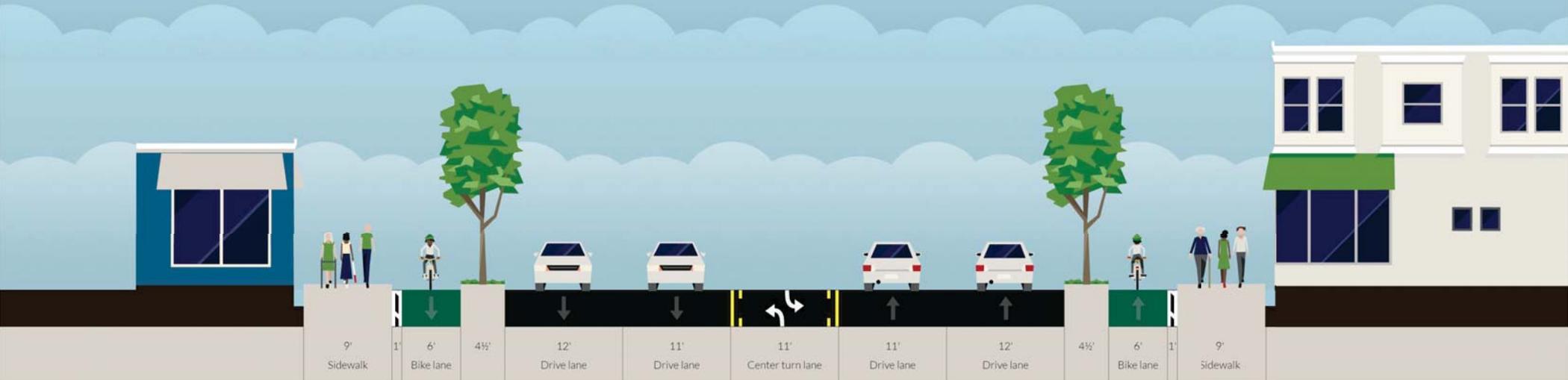
Appendix B: Streetmix.net designs  
Group 1

**Ideal for all Users**



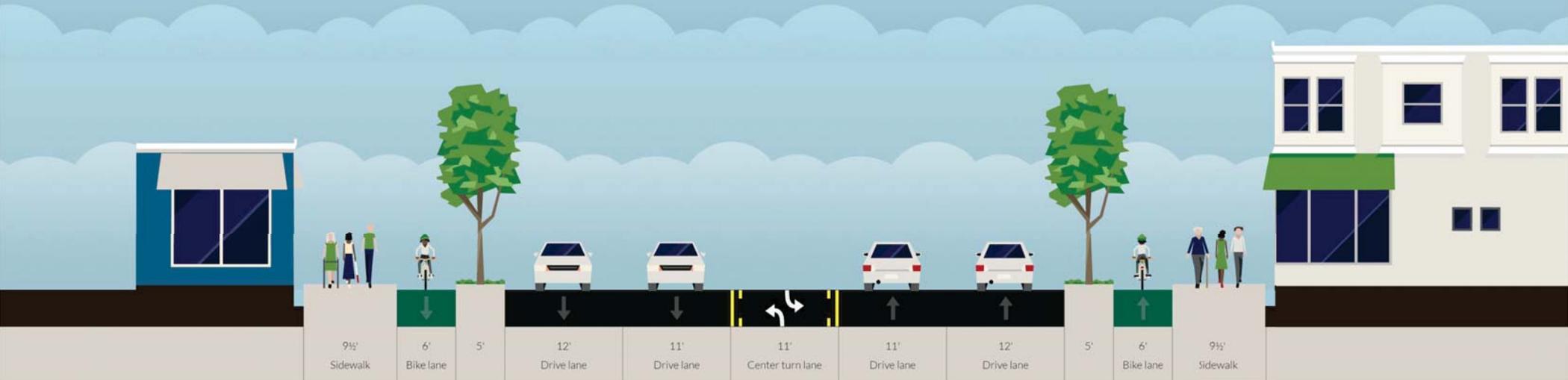
Group 2

# Ideal Pedestrian Section



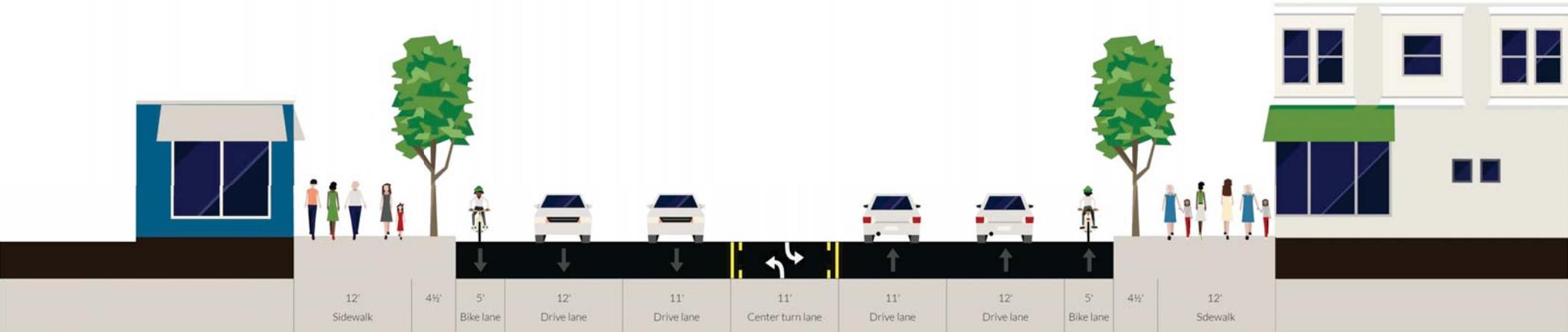
Group 2

# Ideal for All Users



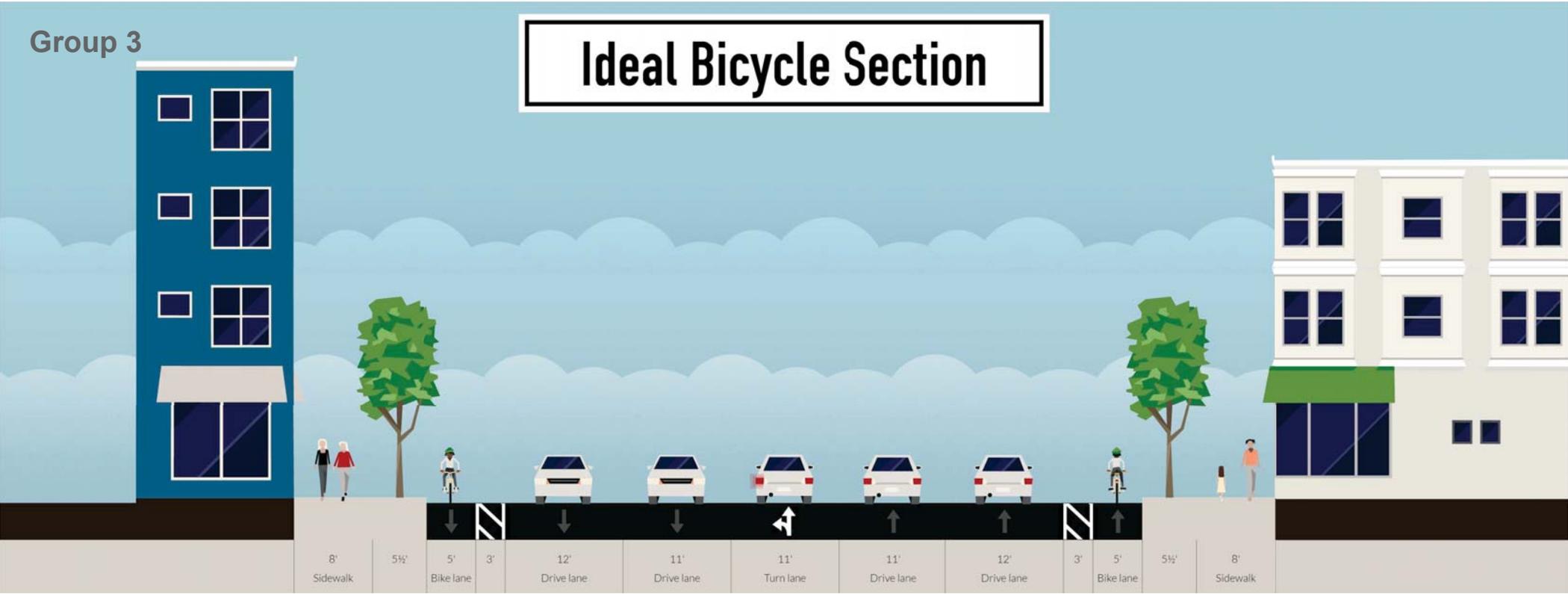
Group 3

# Ideal Pedestrian Section



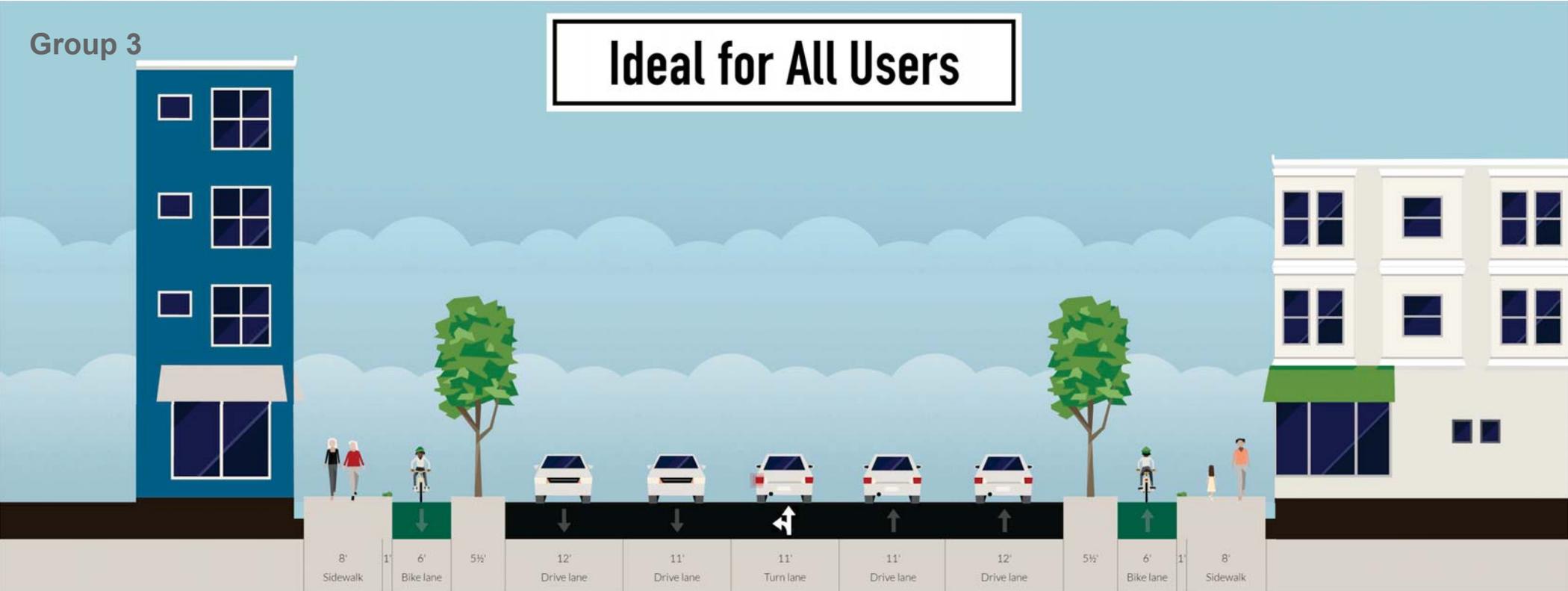
Group 3

# Ideal Bicycle Section



Group 3

# Ideal for All Users



## Appendix C. Flip chart notes

### CRITERIA

- Bike lane grade-level (street vs. sidewalk)
- Multi-user bikers/pedestrians \*\*
- Safety \*\*\*
- Long-term maintenance \*\*
- Ease of maintenance \*
- Pedestrian comfort + safety
- Raise buffer concern
- Light/ visual blocking
- "Multiple" buffers
- Aesthetics
- "Boulevard" feel \*\*
- Separation between cars and bike/ pedestrians aka safety
- Inviting place + place to gather \*\*
- Balance between commuter bike vs. casual biker in dedicated lane
  - A) Multiple users
  - B) Choice of place to use
- Urban design features to help with "destination"
- Traffic calming
- Pollution control/ amount
- Ease of keeping bike lane clean
- Pedestrian environment as a place-making tool \*

*\* Indicates frequency of comment in discussion*

# Advisory Group Meeting 3

September 13, 2016

5 – 8 p.m.



# Non-motorized activity

Dennis Sandstrom & Paul Ferrier



## Non-Motorized Section

- Today's Section
  - 8' sidewalk on the south end of the project
  - Limited sidewalk on north end
  - No bike lanes or bike buffers
  - Variable property interface conditions in 100' ROW and for the roadway sections in the 60' and 80' ROW segments



Existing 5-Lane Section for 100th Avenue NE

## Non-Motorized Section

- Future Section – Maximum 20.5-ft
  - Pedestrians
  - Bicyclists
  - Landscaping, stormwater treatment
  - Urban design elements throughout
  - Design may use less than the maximum width



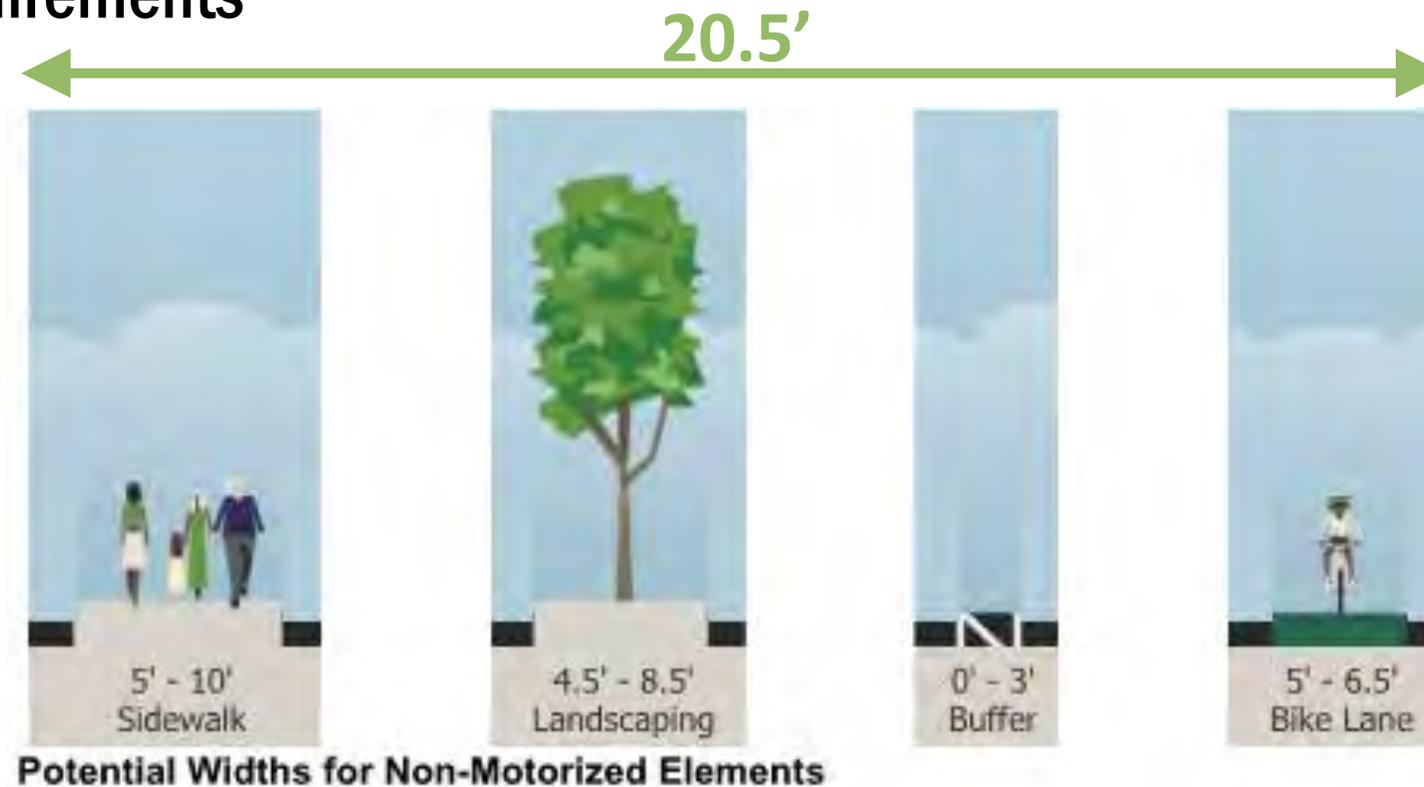
Conceptual 5-Lane Section for 100th Avenue NE

## Non-Motorized Section



## Non-Motorized Section

- Maximum 20.5-ft
- Project requirements



## Non-Motorized Activity

- Streetmix.net
- Group Activity
- Goals
  - Collaborate to develop 'ideal' sections
  - Explore the possibilities for different users of the corridor
  - Consider the reasoning and behind each result
  - Identify potential criteria for evaluation

## Non-Motorized Activity

- Ideal Sections
  1. Pedestrians
  2. Cyclists
  3. All Users



Conceptual 5-Lane Section for 100th Avenue NE

# Non-motorized activity results and criteria discussion

Dennis Sandstrom & Paul Ferrier



## Non-Motorized Activity Results

- Presentation of Ideal Sections



**Conceptual 5-Lane Section for 100th Avenue NE**

# Non-Motorized Activity Results

- Goals for the Project
- Creating a Balanced Section for All Users
- Common Themes from Activity
- Similarities to Potential Evaluation Criteria

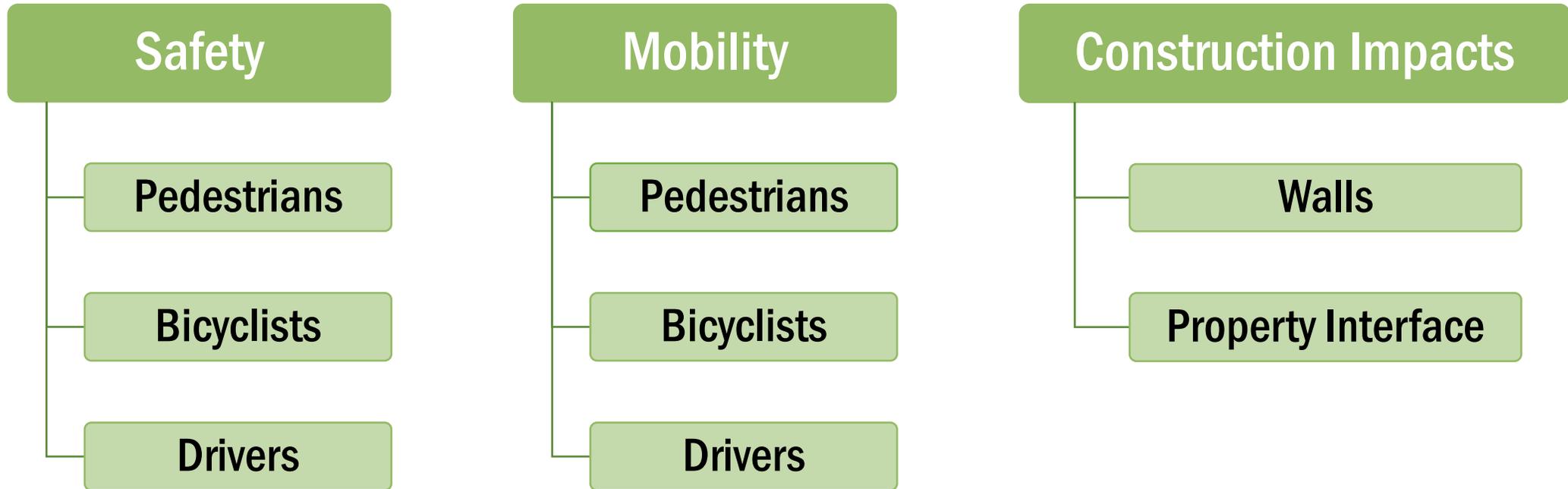


## Evaluation Criteria

- **Potential Criteria for Non-Motorized Sections**
  - Safety
  - Mobility
  - Maintainability
  - Construction Impacts
  - Environmental Uplift

## Evaluation Criteria

- Potential Secondary Criteria for Non-Motorized Sections



# Break

6:30 – 6:40 p.m.



# Juanita-Woodinville

Dennis Sandstrom & Paul Ferrier



## Juanita-Woodinville

- Existing Conditions
  - Skewed east leg
  - Traffic islands
  - West leg impacted by Starbucks drive-thru queuing



## Juanita-Woodinville Considerations

- Safety for vehicles, bikes, and pedestrians
  - Conflict points
  - Crosswalk length
  - Sight lines / visibility
- Available ROW
- Traffic congestion
- Access for adjacent properties
- Potential for urban gateway



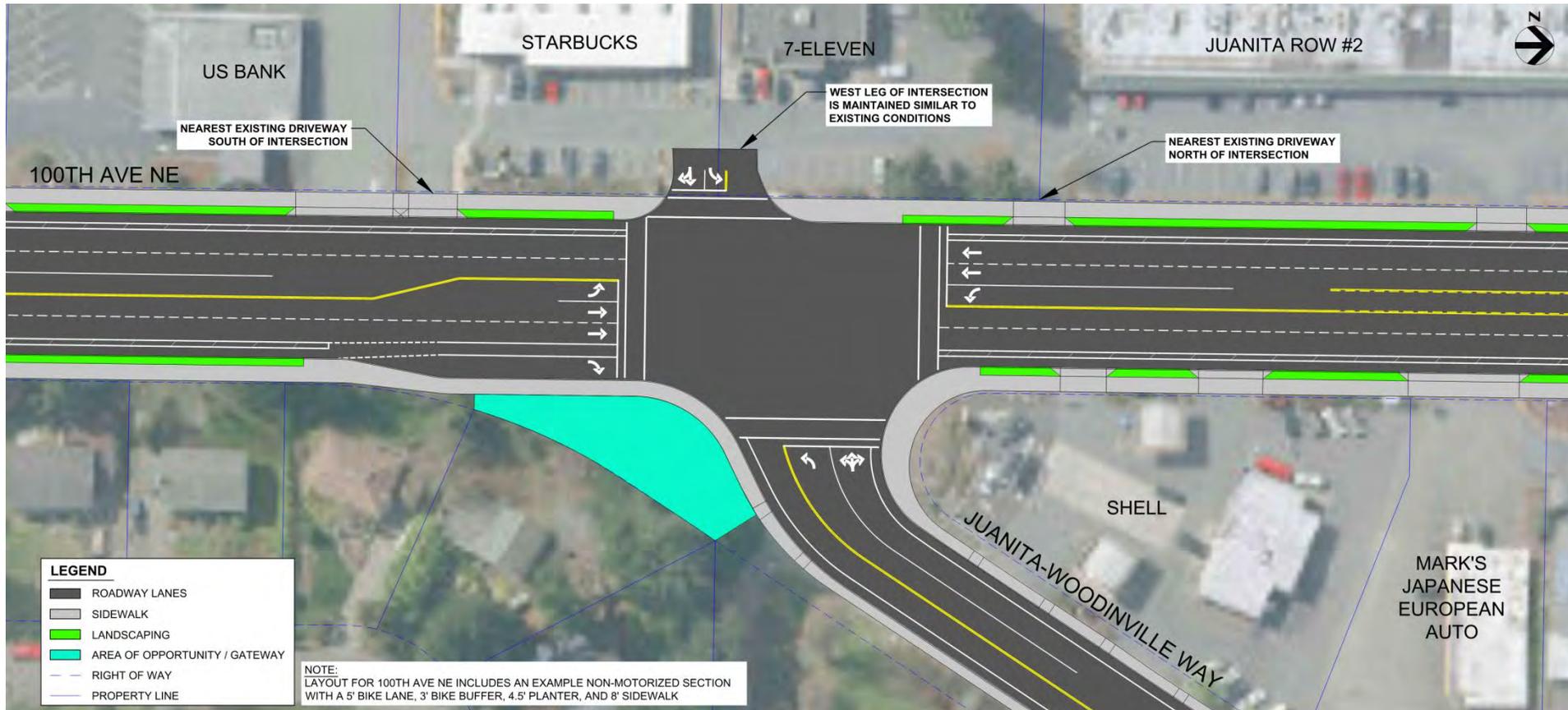
## Juanita-Woodinville

- Conceptual Layouts
- West Approach
  - Retain access
  - Close access
- East Approach
  - Maintain alignment and rebuild traffic islands
  - Realign, add NB right turn lane, and reduce intersection size



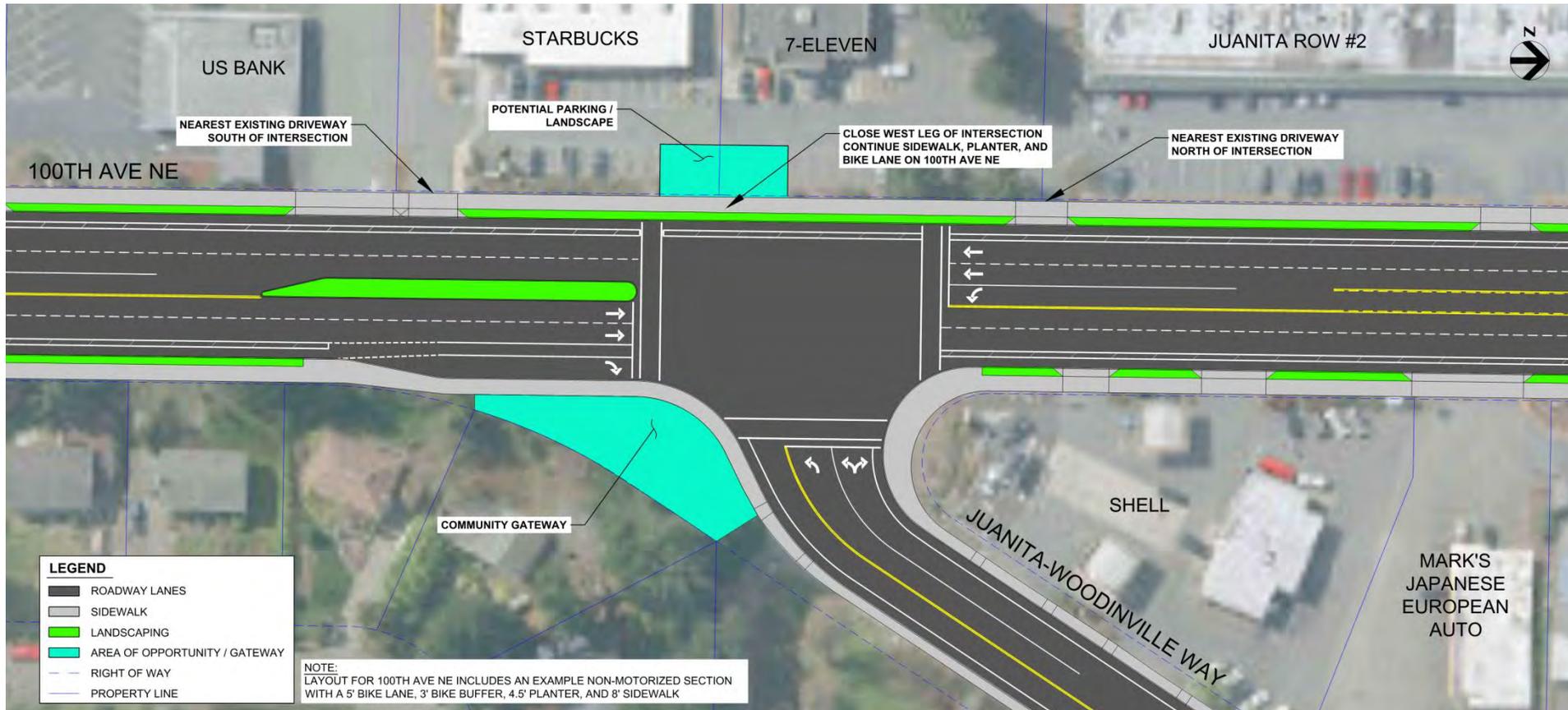
## Juanita-Woodinville

- West – Retain, East - Realign



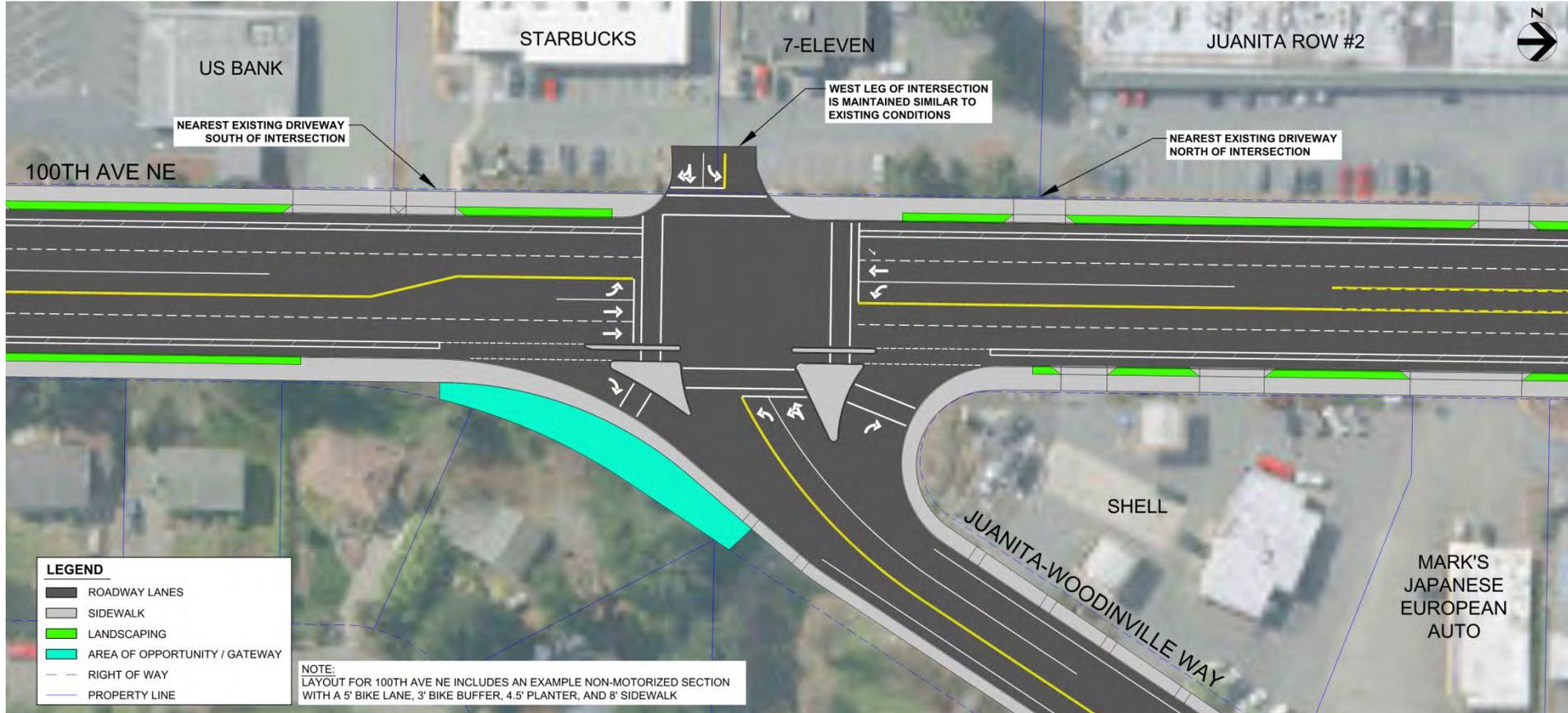
## Juanita-Woodinville

- West – **Close**, East – **Realign**



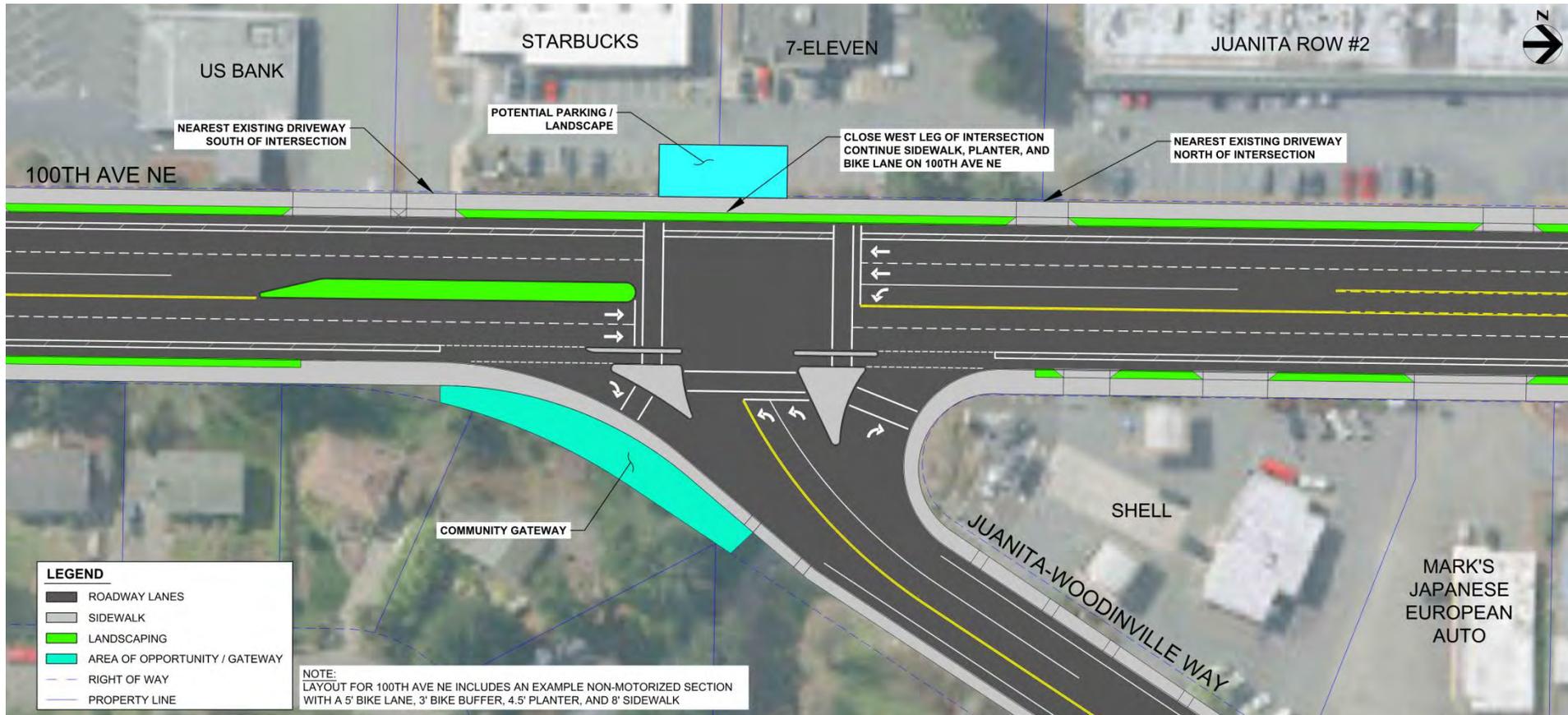
## Juanita-Woodinville

- West – Retain, East - Retain



## Juanita-Woodinville

- West – Close, East - Retain



## Juanita-Woodinville

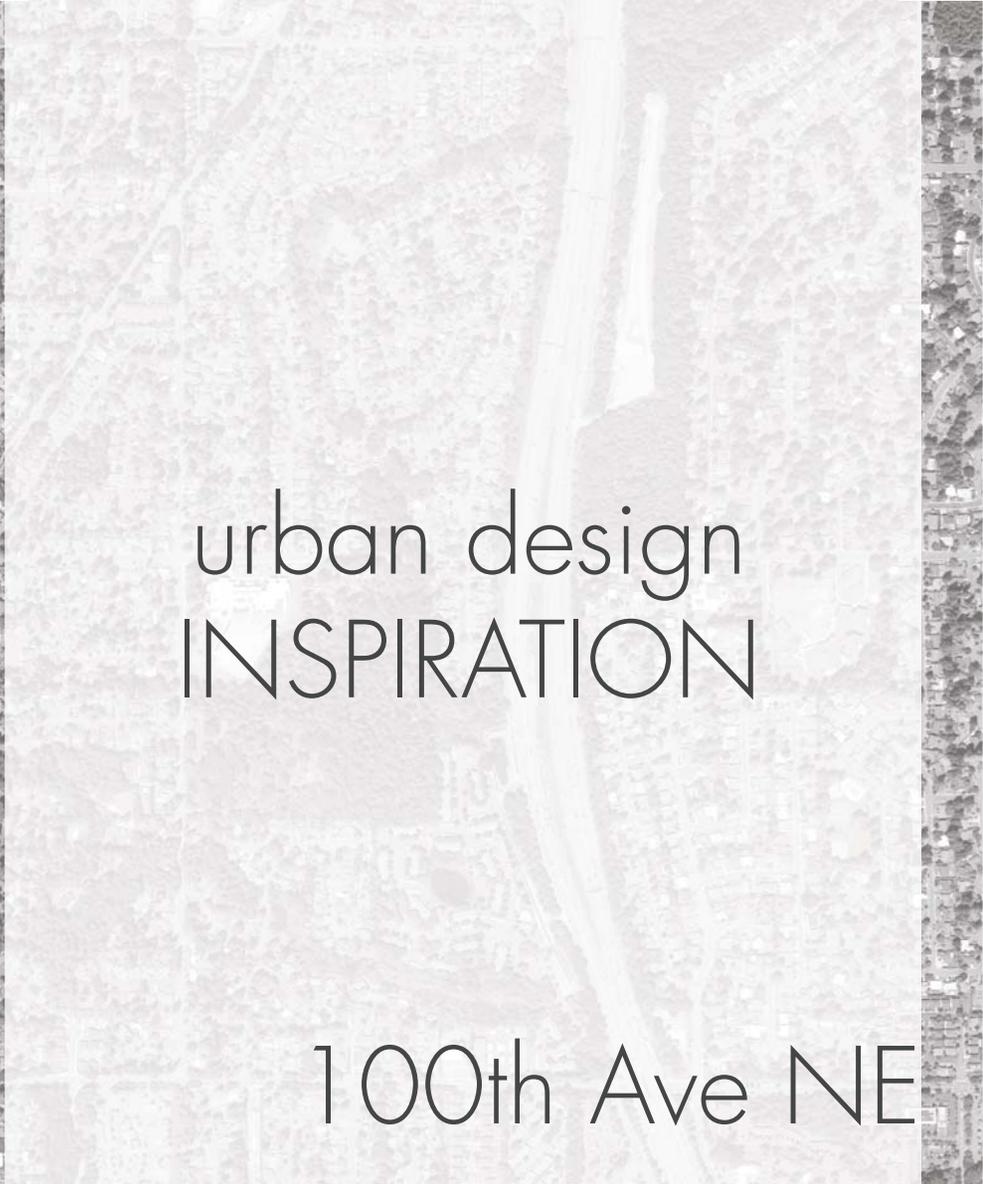
- **Group Discussion and Input**
  - What do you like about each option?
  - What do you dislike about each option?
- **Additional considerations?**
  - Bike connectivity to Juanita-Woodinville Way
  - Available space for a community gateway
  - Driving path from east approach to west approach



# Urban design features

Frank Reinart & Guy Michaelson





urban design  
INSPIRATION

100th Ave NE

# INSPIRATION

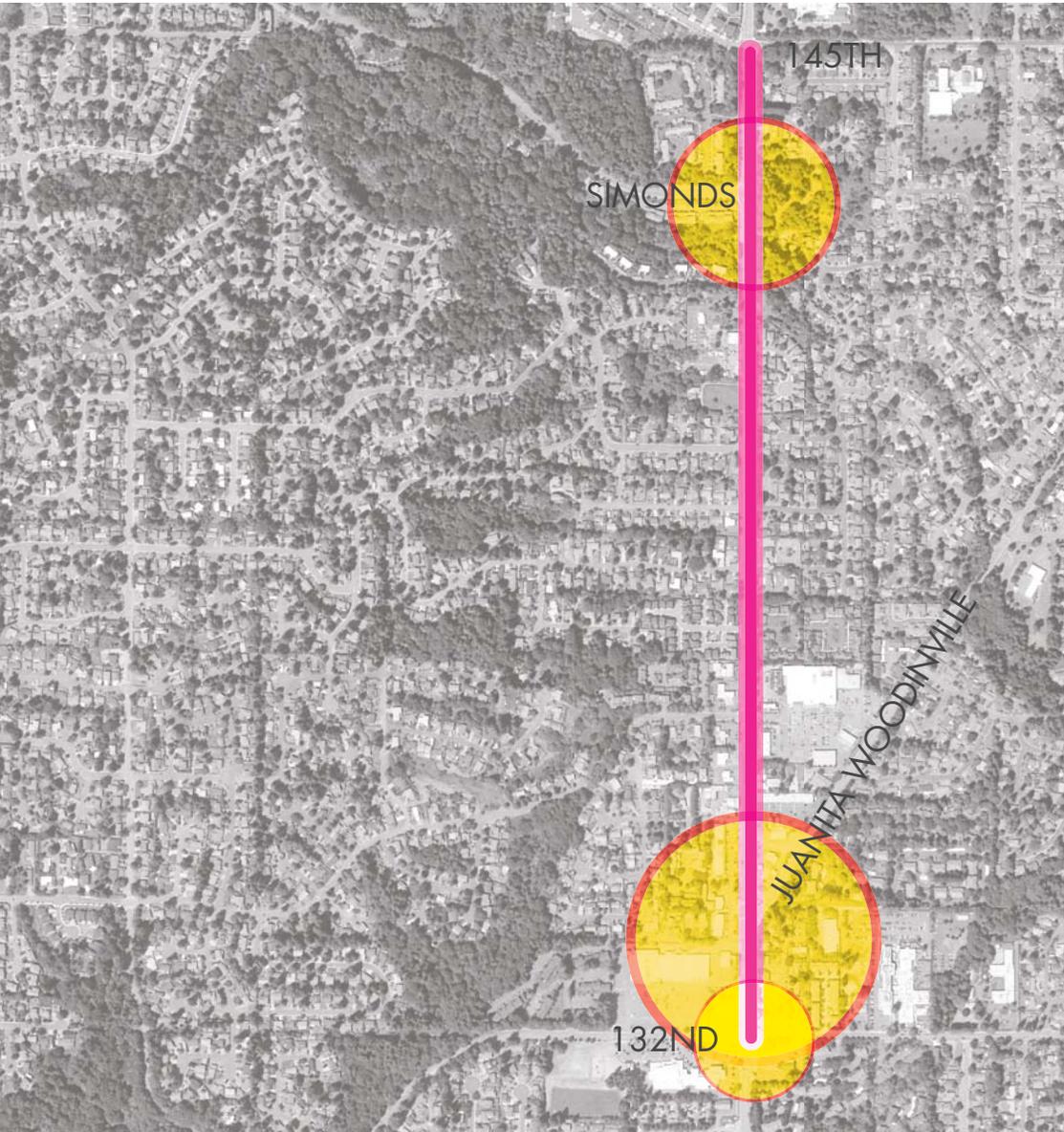


The story of 100th Ave NE is the story of the evolution of this community.

From quiet rural forests and farms to Car-shaped suburbia to An increasingly vibrant and strong urban community

We take inspiration from the best of this ever evolving car-shaped culture.

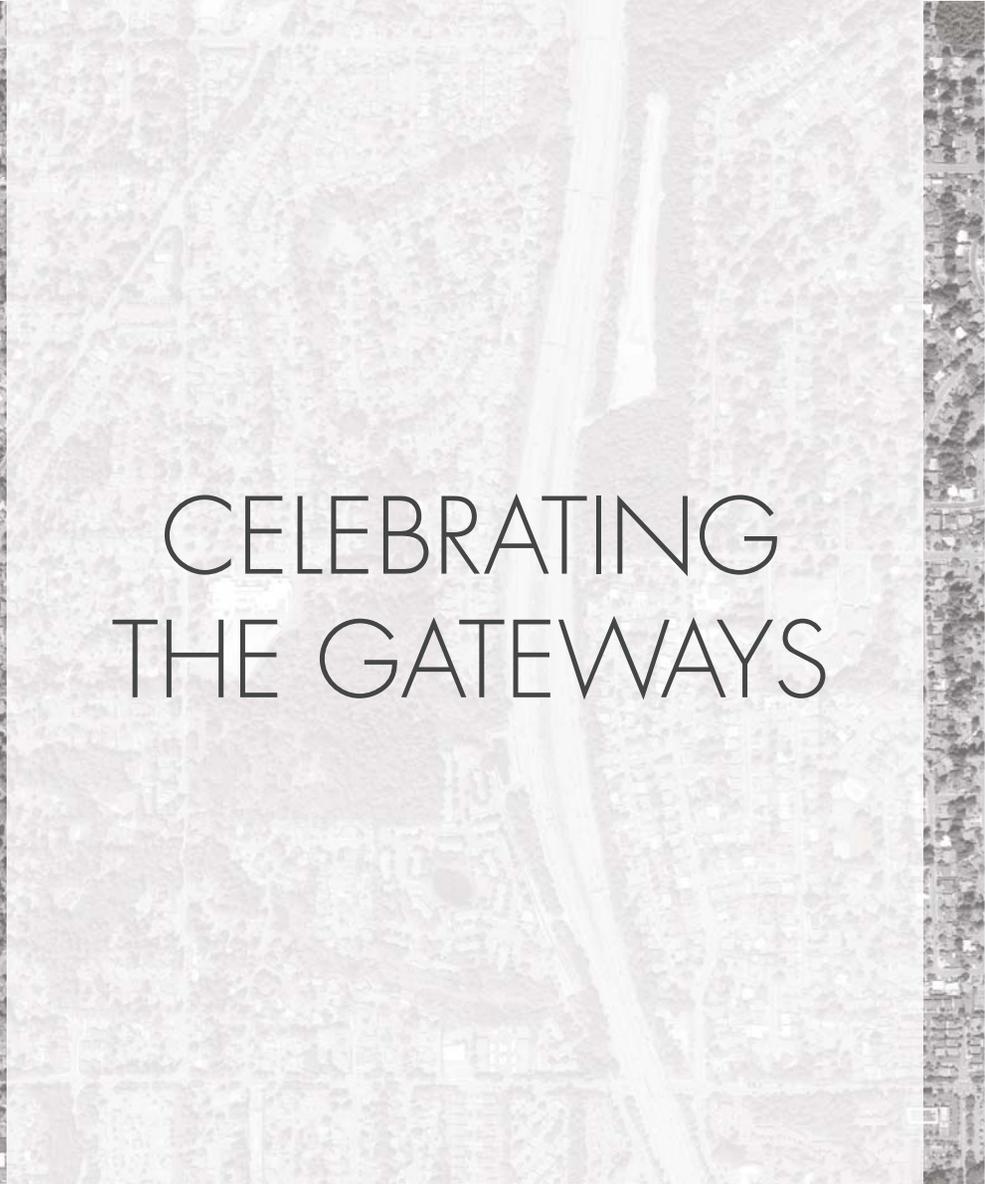
the story of 100th



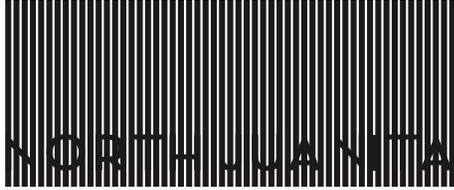
100th  
is the gateway  
to this community

and Kirkland.

the gateways



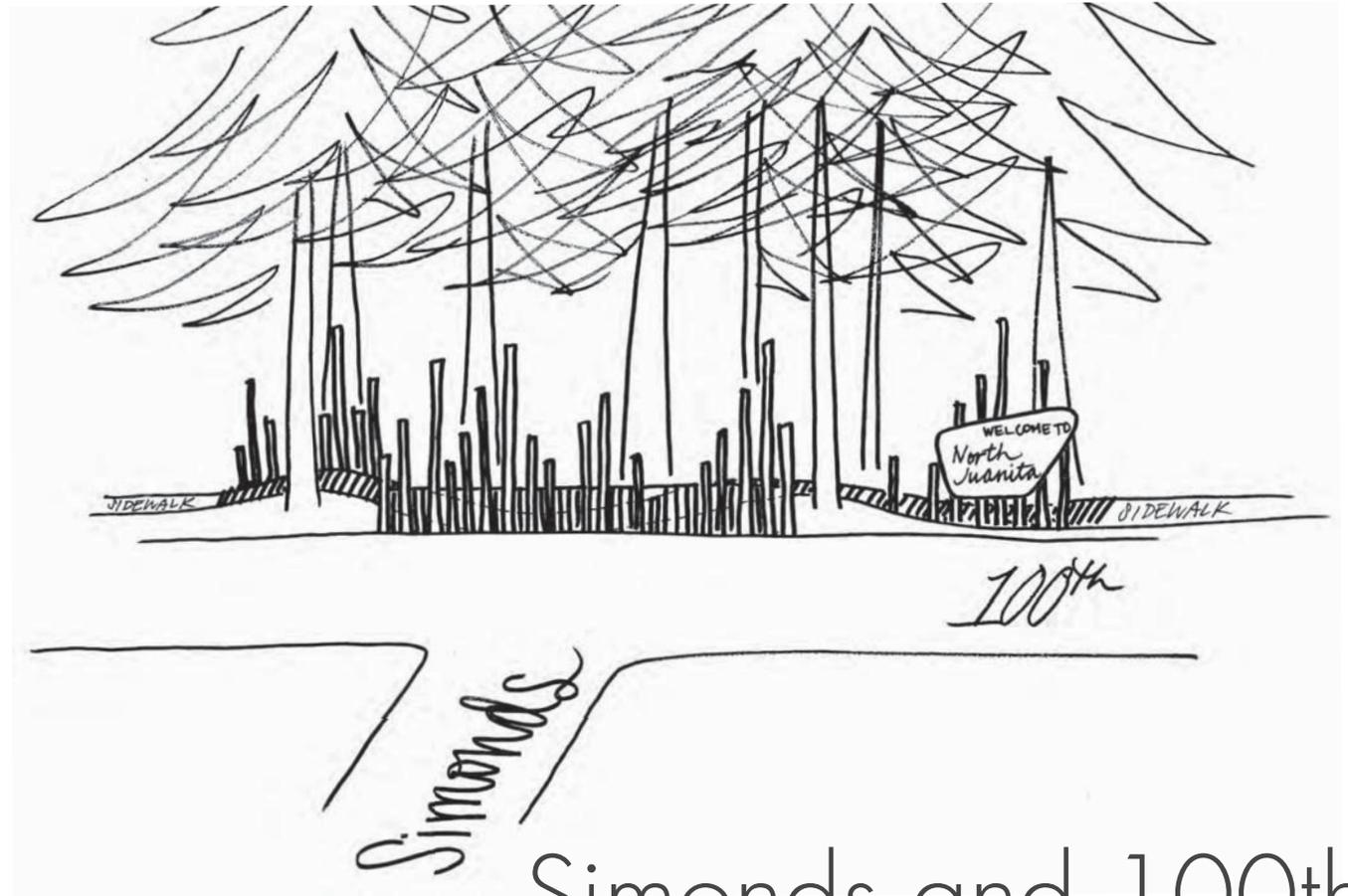
# CELEBRATING THE GATEWAYS



As one drives down 100th the character changes from treed residential to car-shaped commercial to community oriented institution. We propose enforcing this changing character with the rich car-shaped history of this region.

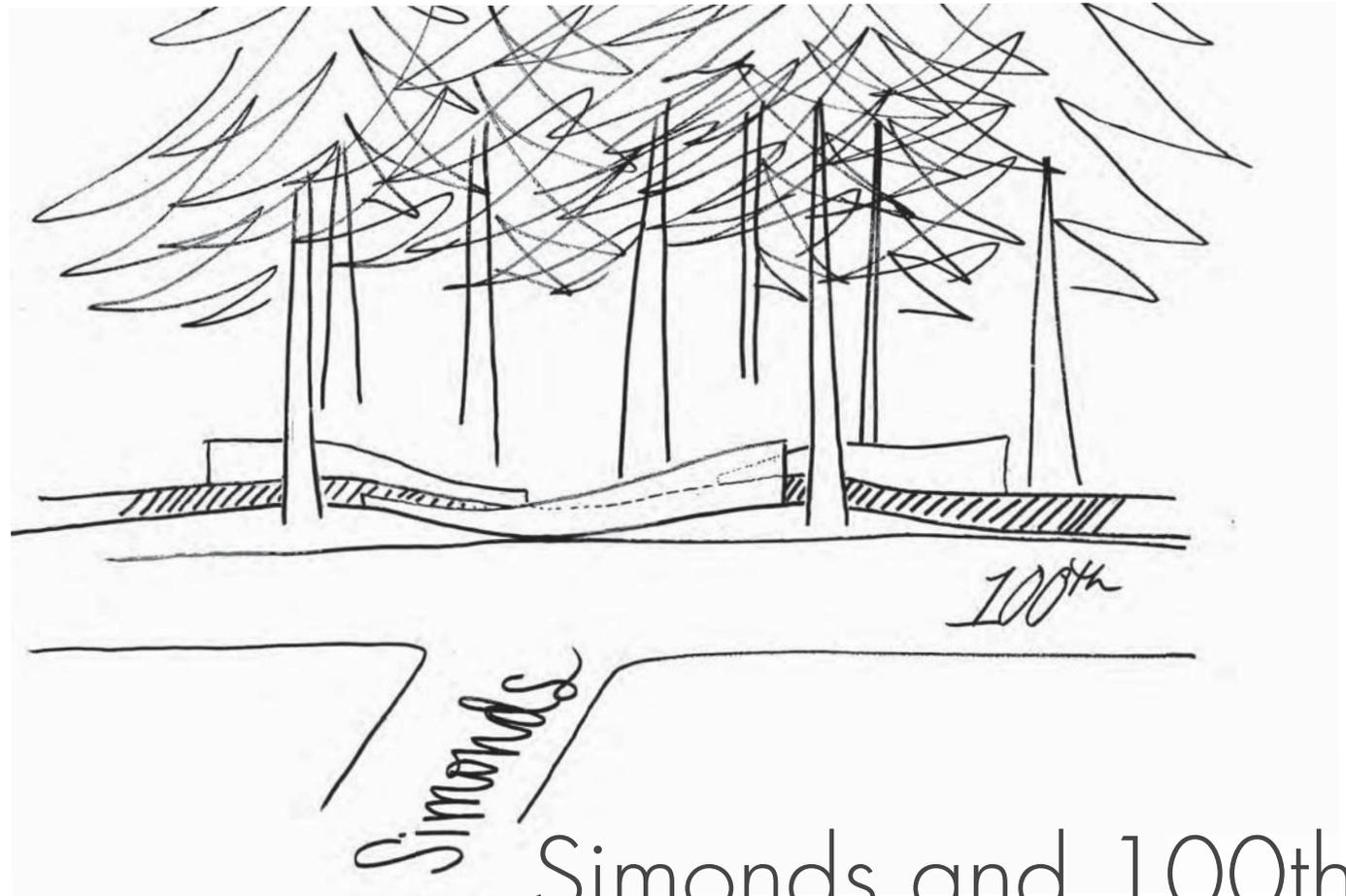
Simonds and 100th, with it's large trees and residential nature, becomes the forest drive.

# Simonds and 100th the forest drive

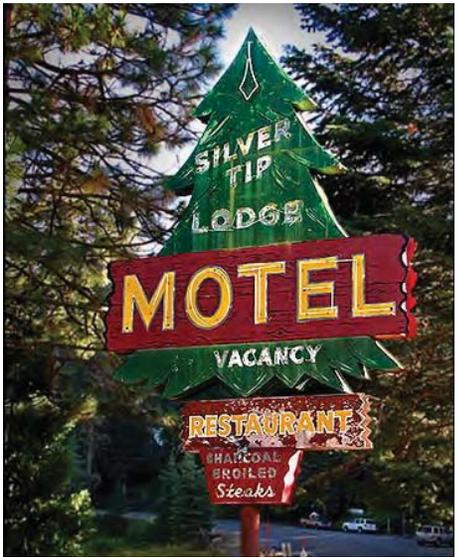


Simonds and 100th  
the forest drive

NORTH JUANITA



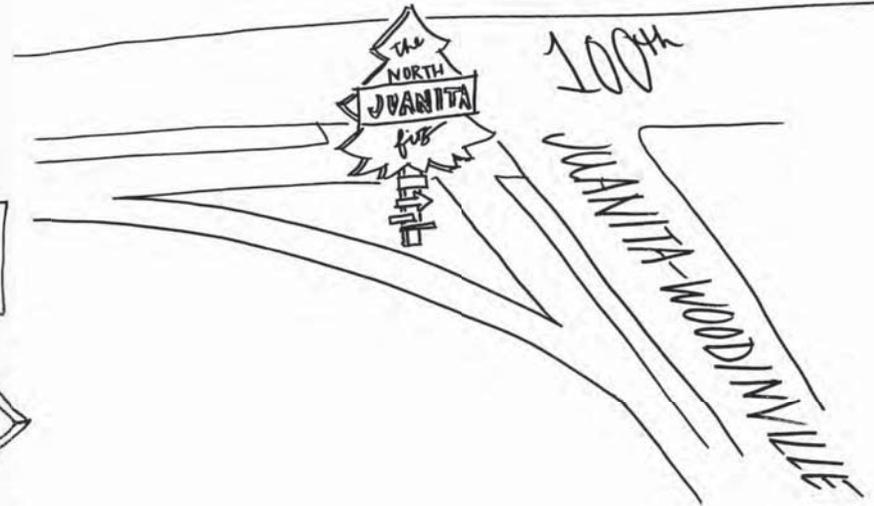
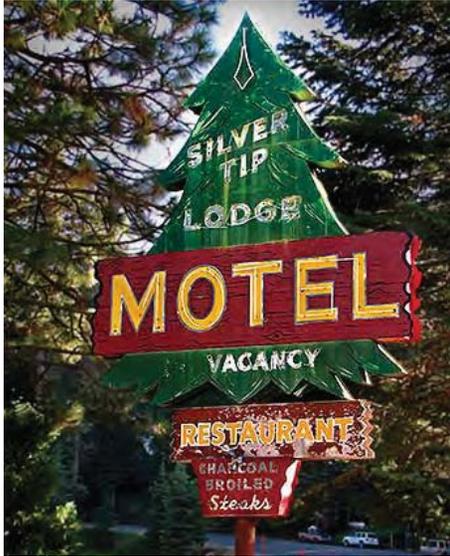
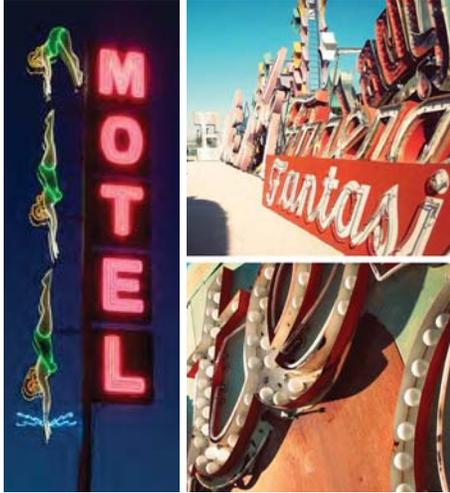
Simonds and 100th  
the modern forest drive



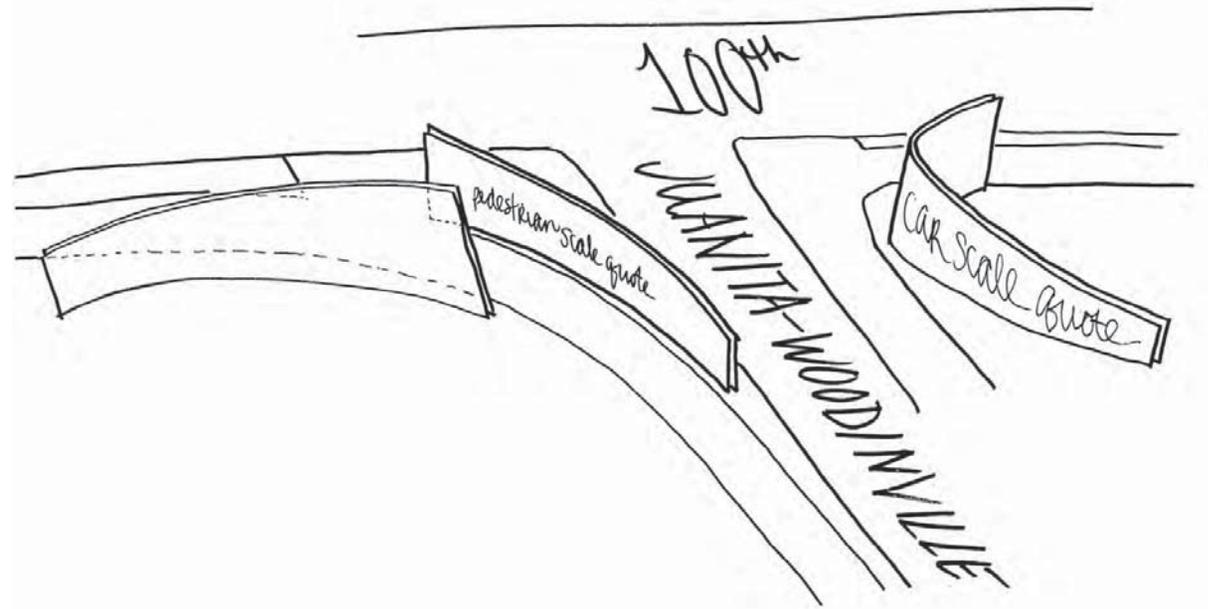
At Juanita Woodinville, instead of a forest of trees we have a collection of commerce.

We propose iconic, vibrant signage welcoming drivers to this community and celebrating the present and historic commercial nature of car-culture.

# Juanita Woodinville a commercial classic



Juanita Woodinville  
a commercial classic



Juanita Woodinville  
a roadside garden



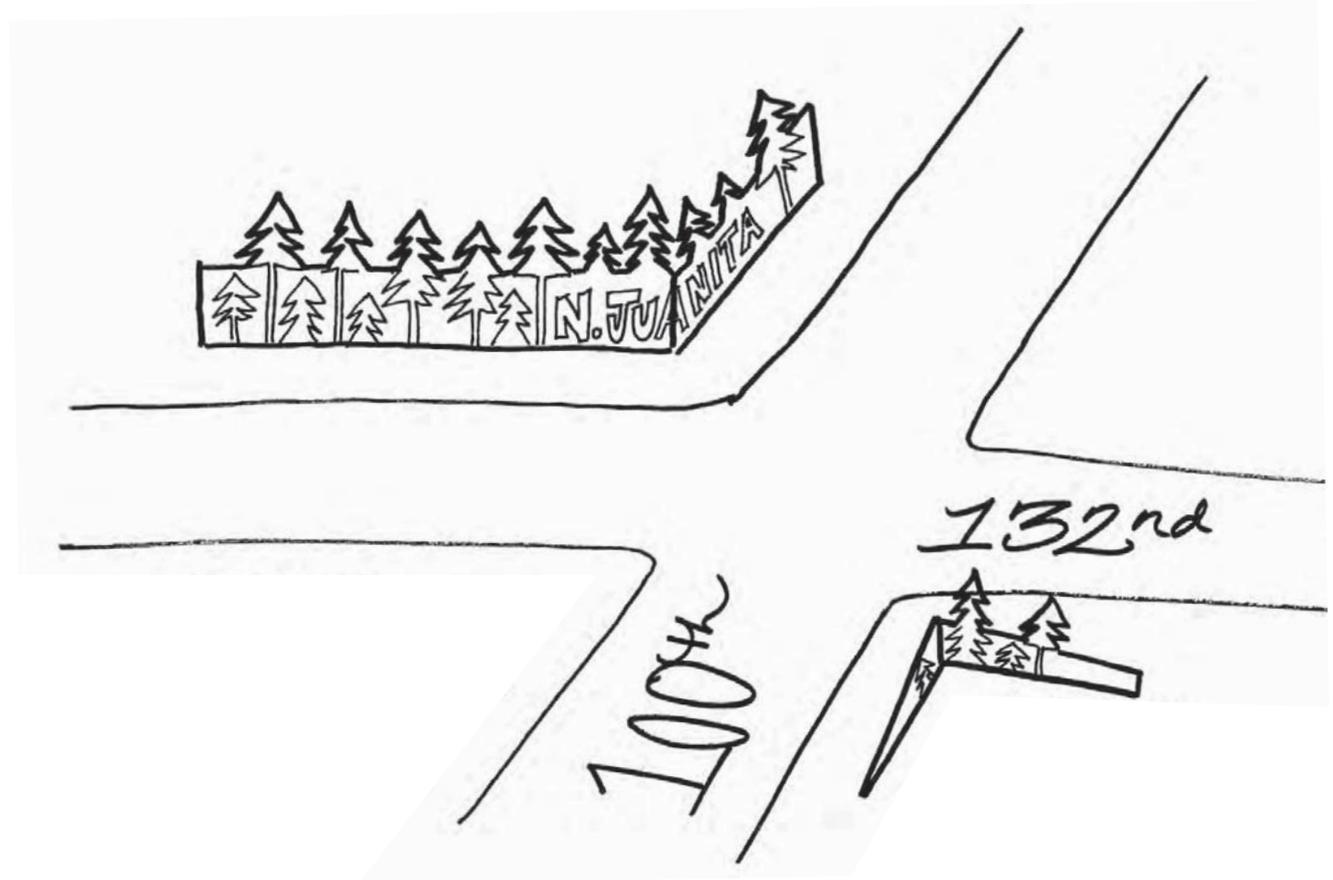
The 132nd intersection is defined by the community institutions of Juanita Elementary and the Juanita Community Church. Future development on the Goodwill corner will further define this intersection.



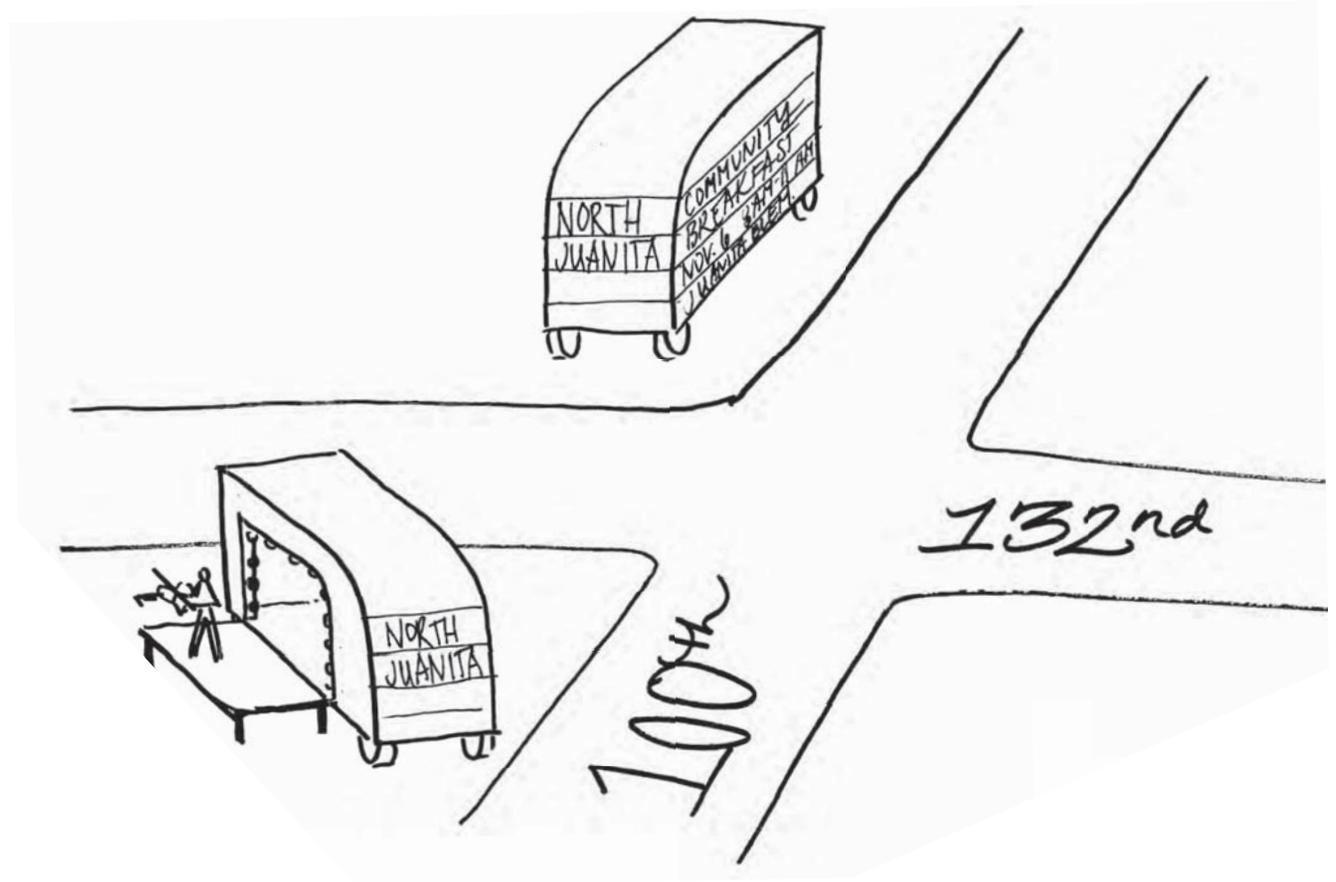
Partnering with the Elementary school and the Church, temporary or movable installations advertising community events celebrate the life of the neighborhood.



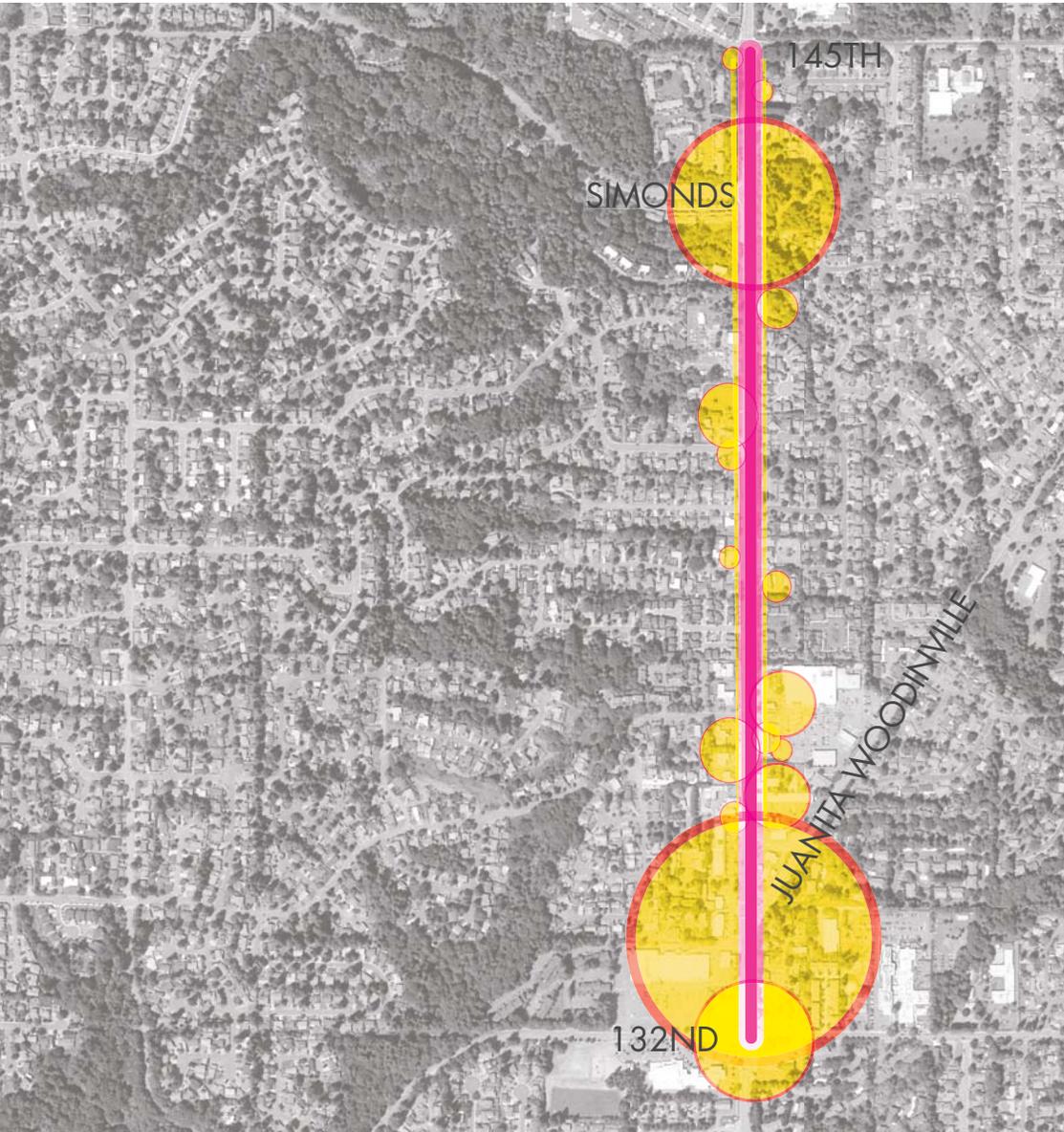
# 132nd and 100th the community board



132nd and 100th  
the temporary forest



132nd and 100th  
the community unit

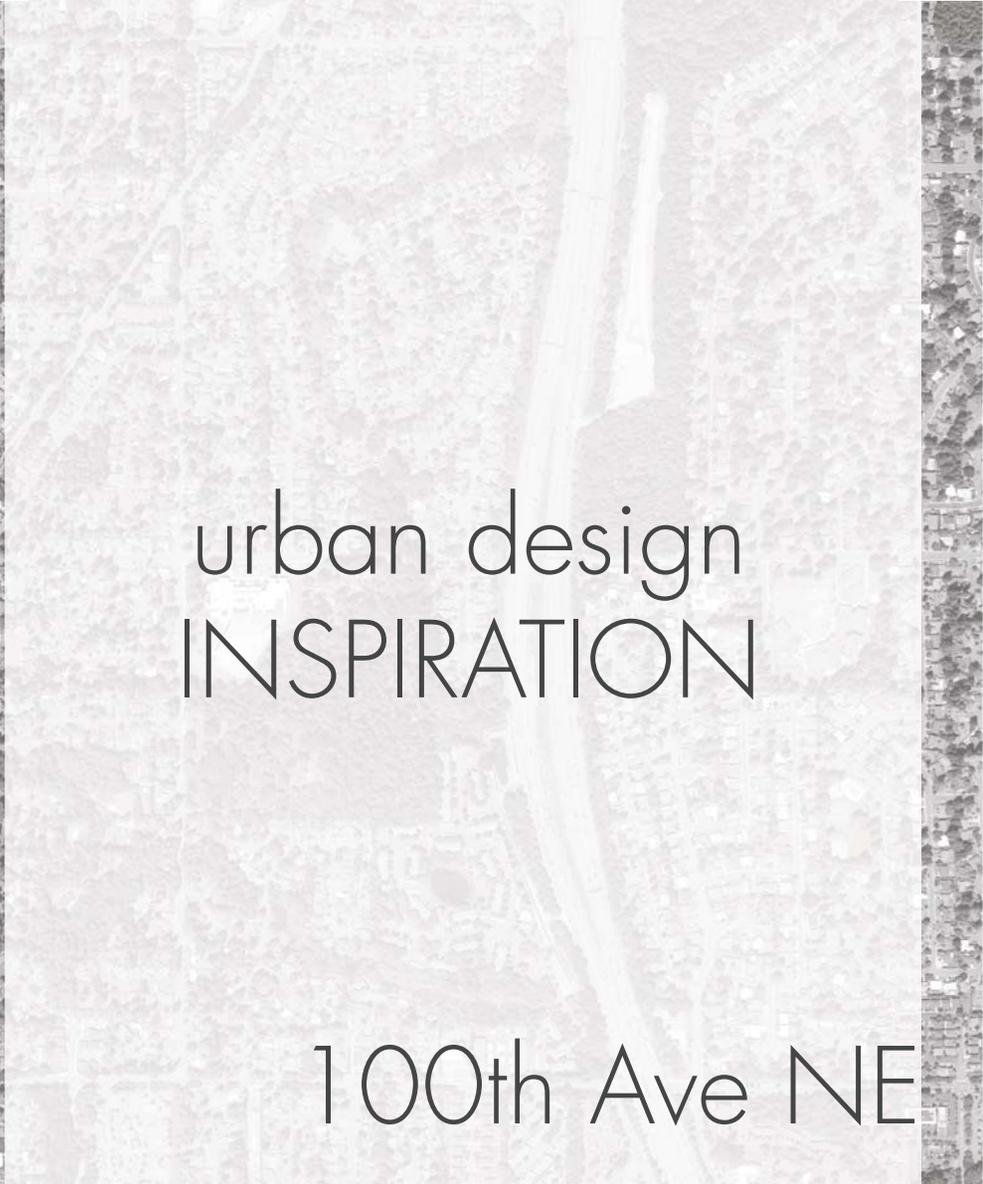


# THE DETAILS

## Gateway elements resonate throughout

Gateways dictate the subtle repeating elements and details that will be integrated throughout the corridor to create a cohesive and interesting pedestrian, vehicular, and biking experience.

100th Ave NE



urban design  
INSPIRATION

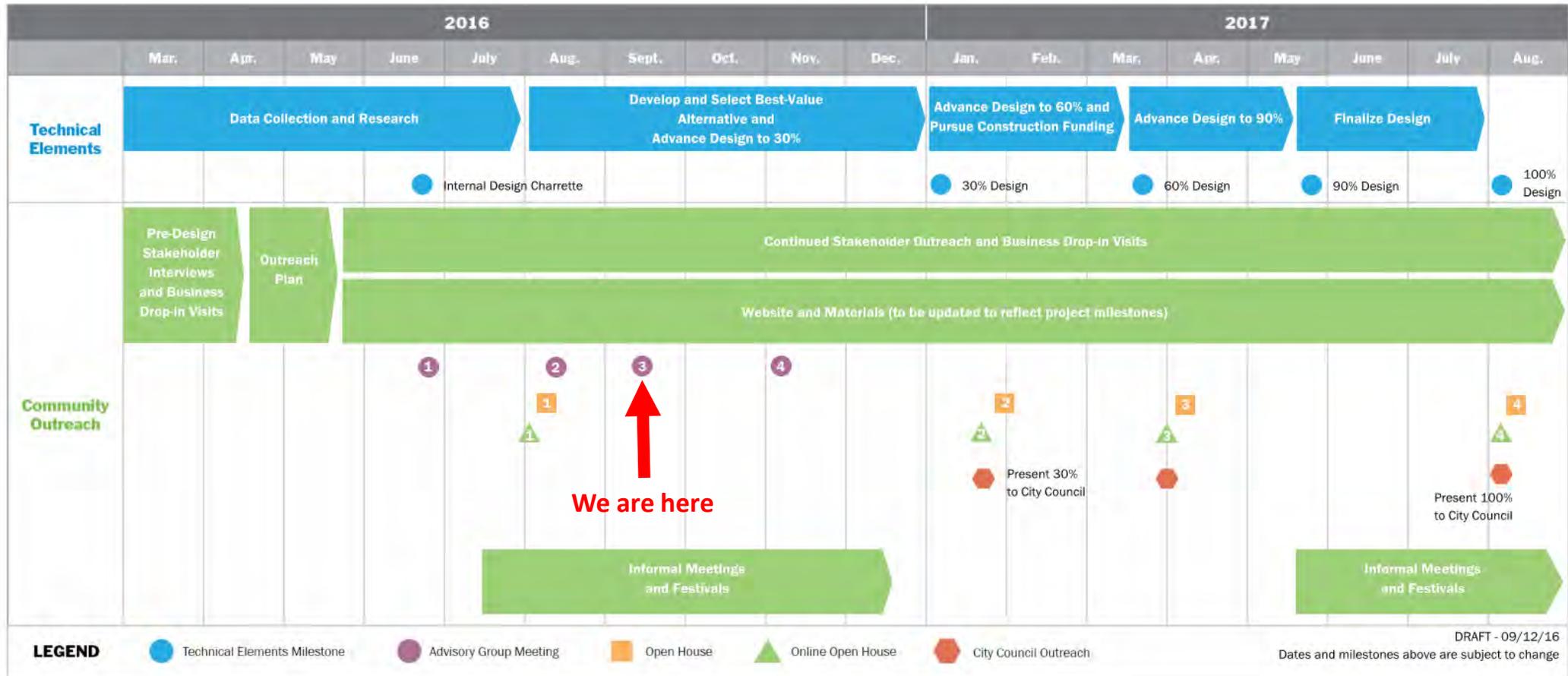
100th Ave NE

# Next steps and action items

Dennis Sandstrom



## Project Timeline



## Advisory Group meeting #4

- **Date – TBD**
  - **Timing: 1) after the best value alternative/option has been determined; 2) prior to the public open house**
- **Purpose:**
  - **Share the best value alternative/option to the Advisory Group**
  - **Receive feedback and clarifying questions from the Advisory Group**
  - **Talk about next steps for the project**
- **Final meeting of the Advisory group**



**Thank you!**

