

ORIGINAL

CITY OF WOODINVILLE, WASHINGTON

ORDINANCE NO. 112

AN ORDINANCE OF THE CITY OF WOODINVILLE, WASHINGTON, ADOPTING INTERIM DESIGN PRINCIPLES AND INTERIM DESIGN PRINCIPLES ADMINISTRATIVE PROCEDURES.

WHEREAS, the residents of the City of Woodinville and the surrounding community participated in a series of workshops to develop a Vision for the City of Woodinville; and

WHEREAS, those persons who participated in the Visioning workshops were desirous of creating commercial areas that are both multi-functional and inviting to residents and visitors alike; and

WHEREAS, the City Council directed Staff and the Planning Commission to prepare draft Interim Design Principles and Interim Design Principles Administrative Procedures for Council's review and consideration; and

WHEREAS, at its February 15, 1995 meeting, the Planning Commission recommended Draft Interim Principles in Intent and Philosophy to the City Council; and

WHEREAS, at the February 21, 1995 Study Session, the City Council reviewed the Draft Interim Design Principles and directed staff to prepare the proposed Principles and Administrative Procedures in the form of an ordinance;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF WOODINVILLE, WASHINGTON, DO RESOLVE AS FOLLOWS:

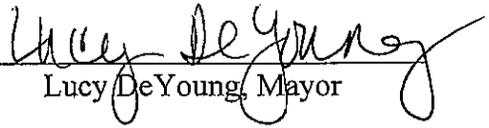
Section 1. The City Council hereby adopts the Interim Design Principles, which have been given Clerk's Receiving No. 257, and Interim Design Principles Administrative Procedures, which have been given Clerk's Receiving No. 258 copies of which are attached.

Section 2. Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 3. Effective Date. This ordinance, or a summary thereof consisting of the title, shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after publication.

ORIGINAL

PASSED BY THE CITY COUNCIL OF THE CITY OF WOODINVILLE THIS 13th DAY
OF MARCH, 1995.

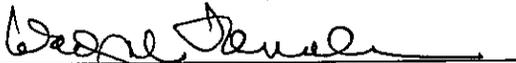

Lucy DeYoung, Mayor

ATTEST:



James K. Katica
City Clerk/Treasurer

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

By: 

Wayne Danaka
City Attorney

FILED WITH THE CITY CLERK: 2/23/95
PASSED BY THE CITY COUNCIL: 3/13/95
PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NO. 112

RECEIVING NO. 257
DATE 3/13/95
CITY CLERK [Signature]

INTERIM DESIGN PRINCIPLES



March 13, 1995

CITY OF WOODINVILLE INTERIM DESIGN PRINCIPLES

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CITY COUNCIL STATEMENT OF INTENT
FOR THE
INTERIM DESIGN PRINCIPLES

Woodinville has long had the character of a small town, although it is located on the edge of the metropolitan Puget Sound region. Residents appreciate this character while enjoying the proximity of urban benefits including expanded employment, commercial, and entertainment opportunities.

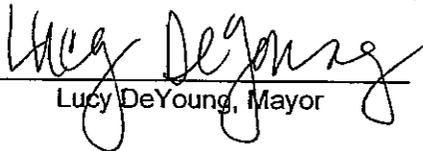
Growth in the Puget Sound region and expected development in Woodinville have the potential of changing the character of the City. Residents have expressed a strong desire to maintain the small town character in Woodinville.

In recognition of this desire, the City Council is committed to creating a long-term plan that will ensure the development in commercial areas conforms to the citizens' vision for the City.

The Interim Design Principles support this goal by encouraging developers to implement a full range of land uses in the creation of an inviting and friendly city center and neighborhood shopping areas that accommodate housing, retail, employment, and entertainment in a welcoming manner. The Zoning Code provides additional support by encouraging the retention of natural landscaping and the addition of new landscaping.

It is the intent of the City Council that the Interim Design Principles will contribute to a useable downtown and commercial areas whose characteristics highlight Woodinville as a special community.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF WOODINVILLE THIS 13th DAY OF March, 1995.



Lucy DeYoung, Mayor

ADMINISTRATIVE PROCEDURES

I. DESIGN REVIEW PROCEDURES

Design review is available and encouraged in phases described below:

A. SCHEMATIC DESIGN REVIEW

Schematic design, as used here, is a preliminary graphic representation of the proposed development that is based on information available. The graphic representation may be supplemented with written information.

The intent of schematic design is to provide a way for the developer to convey information that describes the developers objectives early in the development process so that needs of the City that relate to the development can be identified for the developer's consideration. Major issues will be addressed at Schematic Design Review with the understanding that details of these issues will be addressed subsequently.

Schematic design review will be conducted by the City's Technical Review Committee (TRC). Multiple TRC reviews may be justified for larger developments. TRC review will be most beneficial if the following items are included in schematic plans:

1. Site Layout;
2. Pedestrian, bicycle and vehicular circulation on site and in relation to connecting walks and streets;
3. Building elevations;
4. Landscaping in concept and material types;
5. Storm drainage system concept.

B. DOCUMENT DEVELOPMENT DESIGN REVIEW

The City will provide reasonable periodic design review, at the developer's option, during preparation of development permit documents. This review may be conducted by TRC or the Staff person responsible for the issue reviewed.

C. FINAL DESIGN REVIEW

A final Design Principles Checklist will be prepared using documents submitted for development permits.

II. ALTERNATIVE REVIEW PROCEDURE

A. INTENT

1. To provide an alternative review procedure that recognizes the unique opportunities and special challenges of developments that merit special considerations such as environmental constraints or circumstances or large lots development (five acres or larger);
2. To permit greater flexibility and encourage more creative and imaginative site planning and design than may be possible under procedures described above;
3. Qualifying developments may utilize site plan review to gain flexibility to vary from the strict requirements of certain of the City's Interim Zoning development standards (WMC21A.12. through 18.) and Interim Design Principles provided that the City's Planning Director determines that the proposal complies with the City's Comprehensive Plan, that the proposal meets the intent of the development standards and Interim Design Principles, and that the proposal provides public benefit by meeting the site plan principles of the applicable section as further specified below:
 - (a) To promote more economical and efficient use of the land;
 - (b) To reduce the negative impacts to adjacent properties;
 - (c) To increase pedestrian and vehicular circulation in the vicinity to the subject property;
 - (d) To upgrade the overall visual quality in the commercial areas of Woodinville; maintain a human architectural scale;
 - (e) To produce consistent design identity compatible with the rest of the surrounding commercial area;
 - (f) To take advantage of special opportunities to create a composition of buildings and landscaping features; and
 - (g) To create a focal point in the downtown.

I. Site Planning

A. Relationship to Street Front

1. INTENT

- a. To create an active, safe pedestrian environment.
 - b. To upgrade commercial areas to establish visual identity for each area.
 - c. To reflect the small village tradition in structures.
 - d. To unify streetscapes.
 - e. To improve circulation including options for pedestrians, bicycles and vehicles.
-

2. DESIGN PRINCIPLES

- a. Relate development to pedestrian-oriented street frontages.

IMPLEMENTING MEASURES

All development for properties fronting on a "Pedestrian-Oriented Street" as listed in Appendix A-Definitions, shall include: site planning measures to define the street edge; encourage pedestrian access amenities; and support the commercial area's design objectives stated in the Commercial Land Use Goals and Policies. Accordingly, the development shall comply with (1) and (2) or (3) below and thereby, subject to City approval, may be exempt from the 10' minimum street setback requirement of WMC 21A.12.040 and the 10' wide landscaping requirement of WMC 21A.16.050D between the building and street.

- (1) Adhere to the following standards unless the City determines that they prevent viable site development:
 - (a) Buildings must present a "Pedestrian-Oriented facade" (See Appendix A-Definitions) to the street.
 - (b) Building entries must have direct access to the public sidewalk (entries may be on the side of buildings but they must be visible from the street and connected by a pedestrian pathway).
 - (c) No more than 65' of the street frontage measured parallel to the curb, excluding public/access street rights of ways, may be occupied by

parking and driveways (vehicle access). Shared parking lots may have additional frontages.

Where parking and right of way create a frontage greater than 65', measures shall include pedestrian amenities and street visual continuity along the street frontage.

- (d) Driveways are limited to one entry lane and one exit lane per 300'; or one lane each way per lot if the site frontage is less than 300' except as provided in Section III.C.2.a.
- (e) If the public sidewalk is less than 12' wide, set the building back sufficiently to provide at least 12' of walking surface according to Section II.B.2.a.
- (f) No large item display areas (e.g. auto sales in the front yard area). Exception: Nurseries may be allowed if a suitable condition along the sidewalk is provided. Small, temporary displays for items such as groceries, hardware, books, etc. may be allowed along sidewalk edge.

The diagrams in Figure I.A.2.a. (See Appendix B - Figures) illustrate examples of acceptable site configurations along pedestrian-oriented streets.

- (2) Provide at least two of the following pedestrian amenities near the sidewalk.
 - (a) Pedestrian furniture such as seating space, lighting, drinking fountain, etc.
 - (b) Pedestrian weather protection.
 - (c) Pedestrian-Oriented open space. (See Section II-H-2.a.)
 - (d) Substantial perimeter landscaping (or lawn if configured in a "front yard" setting between building front and the sidewalk.)
 - (e) Artwork.
 - (f) Space for transit stop with seating.
 - (g) Window displays over the majority of the front facade.
 - (h) Decorative screen wall, trellis, or other building or site feature.
 - (i) Pedestrian lighting.
 - (j) Other elements that encourage pedestrian activities as approved by the City. All site configurations and elements shall be as approved by the City.
- (3) The City may permit deviation from the specific standards if it determines that public benefit can be achieved in terms of the intent described above. The applicant must demonstrate that the proposed deviation will result in increased pedestrian activity and visual interest along the street.

(b) Relate development to street fronts (other than Pedestrian-Oriented Streets).

IMPLEMENTING MEASURES

All development for properties not on Pedestrian-Oriented Streets shall include site planning measures to create an attractive street edge, accommodate pedestrian access, and the Commercial Land Use Goals and Policies. Accordingly the development must conform to provisions (1) through (5) below or Section I.A.2.

- (1) Physically define the street edge with building, landscaping or other feature.
- (2) Provide sufficient room for a sidewalk at least 8' wide if there is not space in the public right-of-way.
- (3) Provide direct access to building fronts from the sidewalk. Preferably these areas should be separate from the parking lot. If access traverses the parking lot, then it should be raised and/or specially marked (see Section II.B).
- (4) If parking is adjacent to street frontage, provide substantial landscaping that complies with Section V.C.2.C.(1) through (3). The landscaping or other treatment must be sufficient, in the City's opinion, to spatially define the street edge and create a distinctive perimeter along the street front. Views of building in the site are acceptable and may be accentuated by special treatment (see Section V - Landscaping).
- (5) The Applicant may demonstrate how additional development could occur on the site if parking reductions or joint-use parking can be achieved pursuant to WMC 21A.19.040-Shared Parking Requirements. (This provision is intended to encourage multimodal transportation objectives and efficient site utilization.)

The diagrams in Figure I.A.2.b. (see Appendix B - Figures) illustrate acceptable lot configurations.

B. Side Yards Compatibility

1. INTENT

To promote functional and visual compatibility between adjacent properties.

2. DESIGN PRINCIPLES

a. Minimize visibility and impacts of service areas.

IMPLEMENTING MEASURES

In addition to the requirements of WMC 21A.14.250 and in compliance with (1) through (4) below, locate service areas, outdoor storage areas, and other intrusive site features away from neighboring properties to reduce conflicts with adjacent uses. Where the City deems necessary, landscape screening, buffer, or other form of screening must be provided along property lines adjacent to "incompatible uses". Incompatible uses include: outdoor storage areas adjacent to any other use, service areas adjacent to any other use, commercial development adjacent to a residentially zoned or developed property. (Note: This requirement does not apply to existing uses in place before January 1, 1995, unless these uses expand toward the property line. See also Section V.A for parking lot screening.)

- (1) The buffer must conform with the requirements of WMC 21A.16.060 - Landscaping-interior lot lines.
- (2) Where outdoor storage is greater in size than 120 square feet and abuts another commercial area or industrial use, 10' width of Type II landscaping shall be provided.
- (3) Integrate outdoor storage areas and loading facilities into the site design to minimize their size, reduce visual impact, and where appropriate allow for pedestrian and vehicular movement between sites.
- (4) If changes in topography between the residentially zoned or developed property and adjacent property is sufficiently great, then modifications to some of the above buffer options may be allowed through the City's approval. The City may waive screening requirement if shared parking advantage and/or other landscaping is approved.

C. Multiple Building/Large Lot Developments

1. INTENT

- a. To reduce the negative impacts to adjacent properties.
 - b. To increase pedestrian, bicycle and vehicular circulation options in commercial areas.
 - c. To upgrade the overall visual quality in Woodinville's commercial areas.
 - d. To maintain a human and architectural scale in commercial areas.
 - e. To produce a consistent design identity compatible with the rest of the commercial area.
 - f. To take advantage of special opportunities to create a composition of buildings and landscape features.
 - g. To create a focal point for the downtown commercial area.
-

2. DESIGN PRINCIPLES:

- a. Take advantage of special opportunities and mitigate impacts of large developments.

IMPLEMENTING MEASURES

The site planning for all developments must demonstrate a unifying, organized design that:

- (1) Mitigates transportation impacts and conforms to the City's objectives for better traffic circulation by connecting public and/or private roadway as directed by the City and completing the downtown street grid. See Section II for pedestrian improvements associated with these streets and Section III for vehicular access and parking improvements.
- (2) Provides convenient pedestrian circulation connecting all on-site activities to adjacent pedestrian routes and street ROWs (see Design Principles II.A.1., II.B.1., II.D.1., II.E.1., II.H.1 and II.I.1. and 2.).
- (3) Encourages buildings to complement adjacent activities and visual character and create comfortable human environments (see Design Principles IV.A.1., IV.B.1., IV.C.1. and IV.I.1.).

- (4) Incorporates open space and landscaping as a unifying element (see Design Principle V.A.1).
- (5) Upgrades the quality of Pedestrian-Oriented streets, if adjacent to applicable street fronts (see Design Principle I.A.1.).
- (6) Where possible, incorporates screening, environmental mitigation, utilities and drainage as positive elements (ex: create a "natural" open space or wet pond as a site feature to accommodate surface water runoff).

b. Coordinate Design Principles to produce innovative organizational schemes.

IMPLEMENTING MEASURES

While the referenced design principles apply to smaller lots as well, the intent of this principle is to encourage project designers to coordinate design principle requirements into innovative organizational schemes such as a "village green," "small town grid," "pedestrian square," "perimeter walk," etc. that integrate the new development into the existing/proposed structure and create a Pedestrian-Oriented focus.

See Figure I.C.2.b. (see Appendix B - Figures) for an example.

c. Provide for bicycle circulation and safe bicycle parking.

D. Siting Service Areas

1. INTENT

- a. To reduce the visibility of unsightly uses (trash containers for example) in the commercial zones.
 - b. To encourage more thoughtful siting of trash containers and service areas, balancing the need for service with the desire to screen negative aspects.
-

2. DESIGN PRINCIPLES

- (a) Reduce impact of service areas and mechanical equipment.

IMPLEMENTING MEASURES

- (1) Locate service areas (loading docks, trash dumpsters, compactors, mechanical equipment, and storage yards) to avoid negative visual, auditory (noise), or physical impact on the street environment, and adjacent residentially zoned or developed properties. One of the purposes of this principle is to reduce the noise impacts of service areas. See Figure I.D.2.a.(1) in Appendix B - Figures for example.
- (2) When service elements are visible from the sidewalk and adjacent properties, the elements shall be screened. Dumpsters, refuse, and recycling collection points shall be screened in accordance with WMC 21A.14.250.D. (See Section I.B. Side Yard Compatibility, above) See Figure I.D.2.a.(2) in Appendix B - Figures for example.

E. Biofiltration Swales

1. INTENT

- a. To provide attractive options for the provision of grass-lined biofiltration swales.
- b. To incorporate biofiltration swales and ponds into project site design and landscaping more effectively.

Note: Biofiltration swales must be provided on site according to City standards. In order to be effective, grass-lined swales must meet specific standards related to slope, capacity, vegetation growth, etc. The design principles below are intended to better integrate grass swales into site design while maximizing their biofiltration efficiency.

2. DESIGN PRINCIPLES:

- a. Integrate biofiltration swales and ponds into the overall site design through one of the following:

IMPLEMENTING MEASURES

- (1) (Generally, first preference where topography and other site conditions will allow.) Locate biofiltration swales, ponds, or other approved biofiltration systems at the side or rear of the lot and incorporate as part of a landscape screen. Trees may be planted near the grass swale as long as they do not substantially shade the grass within the swale. The swale or pond should be oriented so it does not impede pedestrian circulation or shared parking between two or more properties.
- (2) (Generally, second preference where topography is favorable.) Locate biofiltration swale, wet pond, or other approved biofiltration system within the paved parking or service area. The swale or pond should be oriented so it does not impede pedestrian circulation, and landscaped as part of the required internal parking lot landscaping.
- (3) (Generally, employ this option only when options (1) and (2) above are not practical.) Locate swale along the front edge of the property. Incorporate landscaping and screening to visually enhance the swale without reducing maintainability and sun exposure. Biofiltration ponds should not be located along the front edge of the property.
- (4) The incorporation of screening elements and/or landscaping into biofiltration swale designs is encouraged if the biofiltration swales is located and/or designed as a positive landscaping feature with an approved

designed and plant materials. It may be counted as part of the required site landscaping.

- b. **Integrate consistent planting theme (plant forms and types) for biofiltration swales and site landscaping.**

F. Street Corners

1. INTENT

- a. To add landmarks to the commercial areas.
-

2. DESIGN PRINCIPLES:

- a. **Enhance the visual quality development on corners at intersections of public streets.**

New development on corner lots at street intersections must enhance the property's visual qualities at the corner by one or more of the following:

IMPLEMENTING MEASURES

- (1) Locating a building within 15 feet of either or both front property lines.
- (2) Installing substantial landscaping (at least 200 SF of ground surface area with trees and shrubs or living ground cover) at or near the corner of the lot. Landscaping may include plant material to form a low hedge. However, care should be taken to not create a visibility or security problem.
- (3) Installing a decorative screen wall (at least 2 feet 6 inches high), a trellis, or other continuous architectural element, with a length of at least 20 feet, along the front property line. Height and location of elements should not create a visibility or security problem.
- (4) Providing paved pedestrian walkway from the street corner to the building entrance to encourage walking between businesses, especially from one street corner to another.
- (5) Other element or method approved by the City..

II. Pedestrian Access

A. General Pedestrian Access Requirements

1. INTENT

- a. To improve the pedestrian environment by making it easier, safer, and more comfortable to walk between businesses, to the street sidewalk, to transit stops, and through parking lots. Pedestrian facilities such as sidewalks, crosswalks, and bus shelters should connect all modes of transportation.
 - b. To provide safe, pleasant, and continuous pedestrian access in the commercial areas of Woodinville.
 - c. To provide the pedestrian and transit user, including disabled persons, with a safe and clear path to the entry door of a building.
 - d. To provide safe pedestrian routes across busy streets by a variety of means, including signalized intersections at driveways with heavy traffic volumes and distinctively marked crosswalks.
-

2. DESIGN PRINCIPLES

- a. At a minimum, provide pedestrian access in accordance with WMC 21A.18.100 (Pedestrian Circulation and Access), unless otherwise directed by these design principles.
- b. In addition to WMC 21A.18.100, provide pedestrian access onto the site from the main street off of which the use is located. Where a use fronts two streets, access shall be provided from the road closest to the main entrance or, preferably, from both streets.
- c. All pedestrian paths must correspond with Federal, State and local codes for handicapped access, and the Americans with Disabilities Act.
- d. Provide adequate lighting at building entries, and along all walkways including paths through parking lots.

For safety, at least 4 foot-candles of light are recommended at the entry and 2 foot-candles at the paths.

B. On-Site Pedestrian Circulation

1. INTENT

- a. To provide safe, convenient, on-site pedestrian circulation.
-

2. DESIGN PRINCIPLES

- a. Provide paved pedestrian path from the street sidewalk to the main entry of all buildings.

IMPLEMENTING MEASURES

- (1) Buildings with entries not facing the street should have a clear and obvious pedestrian accessway from the street sidewalk to the entry. This path should be separate from vehicular traffic or raised above the vehicular pavement per WMC 21A.18.100C.5. excluding the use of speed bumps. See Figure II.B.2.a. (Appendix B - Figures).
 - (2) The pedestrian path from the street sidewalk to the building main entry shall be at least 60" wide (preferably 96" wide) per WMC 21A.18.100C.2.
- b. Provide pedestrian paths or walkways connecting all businesses and the entries of multiple buildings on the same development site as required by WMC 21A.18.100.B.(1). See Figure II.B.2.b. (Appendix B - Figures).

C. Pedestrian Access in Parking Lots

1. INTENT

- a. **To provide safe and convenient pedestrian paths from the street sidewalk through parking lots to building entries in order to encourage walking between businesses and reduce local traffic impacts.**
-

2. DESIGN PRINCIPLES

- a. **Provide pathways through parking lots.**

The following distance should be considered somewhat flexible to account for the length of the parking lot and driveway locations. A specially marked or paved crosswalk must be provided through parking lots greater than 150 feet long (measured parallel to the streetfront) or more than 2 bays deep (approximately 75 feet measured perpendicular from street front) in accordance with WMC 21A.18.100B.2. Generally, walkways should be provided every four rows and a maximum distance of 150 feet shall be maintained between paths.

- b. **Develop an on-site pedestrian circulation concept.**

An overall on-site pedestrian circulation plan is required and shall be implemented in compliance with WMC 21A.18.100. Walkways should be integrated with the required parking lot landscaping.

D. Sidewalk Widths

1. INTENT

- a. To provide safe, convenient, comfortable pedestrian circulation along all streets.
-

2. DESIGN PRINCIPLES

- a. Provide at least 12' wide sidewalks along both sides of Pedestrian-Oriented Streets and thereby, subject to City approval, may be exempt from the requirements of WMC 21A.12.040.A and compliance with Ordinance No. 49, Appendix G, Table IV-A, the City's adopted street standards. The ground level of all new buildings located adjacent to a Pedestrian-Oriented Street shall be set back from the front property line sufficiently to provide a sidewalk at least 12' wide, distance as measured from the back of the curb to the front edge of the building. This dimension must be paved with concrete or unit paving in a manner suitable for pedestrian traffic. If the City of Woodinville (City) has a programmed street improvement for the public ROW in front of the building, then the required 12' minimum width shall be measured from the proposed back of the curb location and may include public right of way and private property. Upper building stories may extend to the front property lines as long as they do not restrict pedestrian traffic. All new fences, screen walls, and other obstructions to pedestrian traffic shall also be set back 12' from the back of the curb if located on a Pedestrian-Oriented Street.
- b. Where street ROW is insufficient to provide adequate sidewalks, buildings and other site features must be set back from the public ROW to achieve at least the minimum sidewalk widths in accordance with the City's adopted standards.

E. Pedestrian Amenities

1. INTENT

- a. To provide safe, comfortable pedestrian circulation throughout commercial areas.
-

2. DESIGN PRINCIPLES

- a. Provide pedestrian weather protection.

IMPLEMENTING MEASURES

- (1) All buildings located along Pedestrian-Oriented Streets shall provide pedestrian weather protection at least 3' wide along sidewalks and pedestrian routes of the building's front face. The weather protection may be in the form of awnings, marquees, canopies, or building overhangs. The City may allow gaps in the covering for architectural features, landscaping, or to provide visual variety in the facade.
- (2) Canopies or awnings shall not be higher than 15' above the ground elevation at the highest point or lower than 8' at the lowest point.
- (3) The color, material, and configuration of the pedestrian coverings shall be as approved by the City. Coverings with visible corrugated metal or corrugated fiberglass are not permitted unless approved by the City. Fabric and rigid metal awnings are acceptable if they meet the applicable standards. All lettering and graphics on pedestrian coverings must conform to the City of Woodinville's Sign Code (see WMC 21A.20 Development Standard - Signs).

- b. Provide pedestrian-friendly building facades.

The ground story facades facing Pedestrian-Oriented Streets and public parks shall feature pedestrian-friendly streetfront facades which consist of one or some combination of the following:

IMPLEMENTING MEASURES

- (1) Transparent window area or window displays along at least 50% of the length of the ground floor facade.
- (2) Sculptural, mosaic, or bas-relief artwork over 50% of the length of the ground floor facade.

- (3) "Pedestrian-oriented space," as defined in the Appendix A-Definitions and Section II.H.2.a., below, located adjacent to the sidewalk. At least 500 SF of Pedestrian-Oriented Space must be provided for every 100 linear feet of facade, as measured along the property lines adjacent to the street ROW.
- (4) Other special landscaping or building design feature approved by the City.

F. Pedestrian Paths to Adjacent Uses and Transit Facilities

1. INTENT

- a. To provide safe and continuous pedestrian access in commercial areas.
 - b. To minimize conflict between pedestrians and vehicular traffic.
 - c. To connect residential neighborhoods with safe pedestrian and bike paths to needed shopping and services.
 - d. To provide safe routes for the pedestrian and disabled person across parking, to entries, and between buildings.
 - e. To provide pedestrians with access to adjacent properties.
 - f. To improve businesses by making them more accessible and convenient, by allowing people to walk between businesses to comparison shop if they wish and to safely walk and bike to commercial nodes from adjacent residential areas.
-

2. DESIGN PRINCIPLES

- a. Provide feasible, pedestrian circulation routes in accordance with WMC 21A.18.100 from building entries of businesses to:
 - (1) Services within the same development;
 - (2) Building entries of nearby residential complexes; and
 - (3) Sidewalks along abutting roadways.See Figure II.F.2.a. (Appendix B - Figures) for an example.
- b. Where possible, provide steps and ramps across retaining walls and slopes in accordance with and in addition to WMC 21A.18.100.
- c. Gates should be provided to breach fences if they impede pedestrian movement to shopping and other common activities, especially to transit.
- d. Pedestrian paths must be safe and well lit.
- e. In addition to WMC 21A.12.200, adjacent landscaping shall not block visibility to and from a path, especially where it approaches a roadway or driveway.

- f. **In addition to WMC 21A.18.090, integrate transit stops into the development of adjacent site improvements.**

This may be done by providing extra space for waiting areas, incorporating bus pull outs or stops into the site's circulation scheme, and/or providing a walkway (preferably covered) directly from the transit stop into the project's entrance. Pavement for expanded waiting areas and connecting walkways may be located within required setbacks and may count as landscape areas, provided the areas meet the intent of Section II.H.2. To act as an incentive, parking requirements may be reduced if convenient connections to transit are provided.

- g. **Encourage pedestrian paths from all transit stops through commercial areas to residential areas within 1200 feet of the site.**

Easements for pedestrian access should be provided to facilitate the future extension of these paths as adjoining properties are improved. Relaxation of other site planning requirements may be appropriate as long as the relaxation does not interfere or conflict with the intent of other requirements and design principles.

G. Pedestrian Areas at Building Entries

1. INTENT

- a. To use the architectural elements of a building and landscaping to highlight and define the entrance.
 - b. To enhance the visual character of buildings.
 - c. To improve the pedestrian environment.
-

2. DESIGN PRINCIPLES

- a. Enhance building entry access.

The primary public entries of all businesses and multifamily residential buildings shall be enhanced by two or more of the following:

IMPLEMENTING MEASURES

- (1) Provide weather protection such as an awning, canopy, marquee, or other building element to create a covered pedestrian open space of at least 100 square feet. See Figure II.G.2.a.(1) in Appendix B - Figures.
- (2) Provide at least 200 square feet of landscaping at or near the entry.
- (3) In addition to WMC 21A.18.030.D regarding bicycle parking, provide pedestrian facilities, such as benches, kiosks, special paving, etc.
- (4) Provide a trellis, canopy, porch, or other building element that incorporates landscaping.
- (5) Provide special pedestrian scaled lighting.
- (6) Provide adjacent window displays.
- (7) Provide building ornamentation such as mosaic tile, relief sculpture, ornamental wood, or metal trim, etc.
- (8) Provide artwork or special pedestrian-scaled signs.
- (9) Other methods as approved by the City.

See Figure II.G.2.a.(1) in Appendix B - Figures.

H. Pedestrian Activity and Plazas

1. INTENT

- a. To provide a variety of Pedestrian-Oriented Areas to attract shoppers.
-

2. DESIGN PRINCIPLES

- a. Provide Pedestrian-Oriented Open Space (see Appendix A - Definitions) at key locations.

IMPLEMENTING MEASURES

Development shall comply with the following measures and thereby may be exempt from WMC 21A.12.040 and WMC 21A.16.050.D.

Where the front building facade on a Pedestrian-Oriented Street is not directly adjacent to the sidewalk, the space between the sidewalk pavement and the building (the front yard) shall be developed as a garden, lawn, and/or pedestrian-oriented space meeting the criteria stated below.

- (1) To qualify as a "Pedestrian-Oriented Space" an area must have:
 - (a) Visual and pedestrian access (including handicapped access) into the site from the public ROW;
 - (b) Paved walking surfaces of either concrete or approved unit paving;
 - (c) On-site or building mounted site lighting providing at least 4 foot candles (avg.) on the ground in accordance with WMC 21A.18.100.C.2; and
 - (d) Seating: at least 2 linear feet of seating area (bench, ledge, etc.) or one individual seat per 60 SF of plaza area or open space.
- (2) A "Pedestrian-Oriented Space" is encouraged to have:
 - (a) Landscaping that does not act as a visual barrier.
 - (b) Site furniture, artwork, or amenities such as fountains, kiosks, etc.
- (3) A "Pedestrian-Oriented Space" shall not have:
 - (a) Asphalt pavement, gravel surface, or crushed, tumbled glass.

- (b) Adjacent non-buffered parking lots.
- (c) Adjacent chain link fences.
- (d) Adjacent "blank walls" (see Appendix A-Definitions) without "blank wall treatment" per Section IV.F.2., below.
- (e) Any similar features to (a) through (d), above, deemed by the City to be inappropriate.

See Figure II.H.2.a. in Appendix B - Figures for an example.

III. Vehicular Access and Parking

A. Access Roads

1. INTENT

- a. To mitigate traffic impacts.
 - b. To create a safe, convenient network for vehicle circulation and parking.
-

2. DESIGN PRINCIPLES

- a. Provide access roads through large lots with more than one street frontage.

IMPLEMENTING MEASURES

The City may require all development projects on properties which front on two streets to provide access between the streets. Required access streets (see Appendix A - Definitions) may be part of the parking lot/site circulation; but parking, other than parallel parking, fronting directly on the access street shall be prohibited. Street trees and sidewalks or pedestrian paths are required along access streets in accordance with Section II.C.2. Location of ingress to and egress from the access street shall be as approved by the City.

B. Incentives to Reduce Number of Surface Parking Stalls

1. INTENT

- a. To allow reductions in number of parking stalls.
 - b. To allow more efficient land utilization.
 - c. To reduce impacts of parking.
 - d. To provide convenient access to buildings.
 - e. To reduce curb cuts, making the street front safer for pedestrians and reducing traffic congestion.
 - f. To encourage shared driveway access to parking areas and parking, between adjacent properties.
 - g. To encourage shared parking facilities between adjacent compatible land uses.
-

2. DESIGN PRINCIPLES

- a. **Minimize parking areas through joint use and management.**

Pursuant to WMC 21A.18.040 - Shared Parking Requirements, the City may allow the overall parking ratio to be reduced if, through a quantified parking demand analysis, it can be demonstrated that the uses on parcels with shared parking are consistent with the requirements of WMC 21A.18.030 and the following:

IMPLEMENTING MEASURES

- (1) A reduction of ten percent (10%) of the required parking is possible with coordinated design and shared access to consolidated parking areas linked by pedestrian walkways, see Figure III.B.2.a.(1) in Appendix B - Figures.
- (2) Multiple parcels may be treated as a single development site if all owners sign an agreement. (This may provide advantages in the design review process.)
- (3) In accordance with WMC 21A.18.040.C.3, the requirement for primarily night-time uses such as theater, bowling alleys, and restaurants may be supplied

by parking serving primarily day-time uses such as banks, offices, and retail stores.

- (4) Off-site parking areas are located within five hundred (500) feet of the associated uses, and a pedestrian walkway is provided between parking and uses.
- (5) Parking ratios may be reduced if the property/business owner has an approved commuter trip reduction program incorporating transit and car pools.
- (6) Reduce parking ratios if development is within walking distance of residential development or transit.

b. Encourage underground parking.

The City may allow greater development intensity (floor area) if structured parking is provided. As a general criterion, one extra square foot of occupiable building floor area might be allowed for every square foot of structured parking. Structured parking would not count as part of floor area ratio (F.A.R.) calculation.

C. Vehicle Entrances and Driveways

1. INTENT

- a. To provide safe, convenient access to commercial sites without diminishing pedestrian and visual qualities.
-

2. DESIGN PRINCIPLES

- a. Minimize driveway impacts.

Parking lot entrances, driveways and other vehicle access routes onto private property from a public ROW shall be restricted to no more than one entrance lane and one exit lane per three hundred linear feet of property line as measured horizontally along the street face. Properties with less than three hundred linear feet of street frontage shall be limited to one entry and one exit lane for vehicle access. Driveway lanes crossing a public sidewalk shall be no wider than 13'-0" wide per entry or exit lane. The City may impose additional restrictions to parking lot and vehicle access point location to reduce impacts to public safety, pedestrian movement, on-street vehicle circulation, and visual qualities. Additional entrance and exit lanes may be permitted subject to a traffic report acceptable to the City.

IMPLEMENTING MEASURES

(1) Exceptions:

- (a) The City may allow additional entrances or vehicle access lanes if they do not significantly impact vehicle circulation, public safety, pedestrian movement, or visual qualities.
- (b) The City may permit additional driveways or vehicle access lanes if such a driveway allows parking lot design that reduces the traffic impacts of the parking lot.
- (c) Corner lots may have one entrance per street provided the owner proves to the satisfaction of the Planning Director that they are unable to arrange joint access with an abutting property.

(2) The following are encouraged:

- (a) Driveways on adjacent development sites are encouraged to be located at least 300' or more from one another for access control. By maintaining this spacing, the number of curb cuts should be kept to a

minimum and thereby contribute to the reduction of local traffic impacts. (See also Section II.A.2.a.)

- (b) To allow for vehicular access, some driveways are encouraged to be shared.
- (c) Vehicular access to corner lots shall be located on the lowest classified roadway and as close as practical to the property line most distant from the intersection. Location of vehicle access to streets shall be subject to City street standards. By encouraging vehicular access to be on a side street to an arterial, and as far as possible from the intersection, potential conflicts with traffic should be reduced.

IV. Building Design

A. Human Scale

1. INTENT

- a. To encourage buildings that are comfortable by relating building elements to the size of the human body.
-

2. DESIGN PRINCIPLES

- a. Incorporate human-scale building elements.

All new buildings and major exterior remodels must employ at least two of the following elements or techniques toward achieving a "human scale" (See Appendix A-Definitions). If a proposed building is over 3 stories in height, or more than 100' wide as measured along any facade facing a street and visible from that street, then the building shall use at least three of the following:

IMPLEMENTING MEASURES

- (1) Balconies or decks in upper stories, at least one balcony or deck per upper floor on the facades facing streets. Balconies are encouraged to be at least six feet deep and ten feet wide.
- (2) Bay windows that extend out from the building face.
- (3) At least 150 SF of pedestrian-oriented space (see Appendix A-Definitions) that meets the standards stated in Section II.H.2.a., above.
- (4) Individual windows, generally less than 32 square feet per pane and separated from other windows by at least a 6-inch molding.
- (5) Gable or hipped roof, provided that the hipped or gable roof covers at least one half of the building's footprint and has a slope greater or equal to 3 feet vertical in 12 feet horizontal.
- (6) A porch or covered entry.
- (7) Spatially defining building elements such as a trellis, overhang, canopy, or other that define an occupiable space.

- (8) Upper story setbacks, provided one or more of the upper stories are set back from the face of the building at least 6 feet.
- (9) Composing smaller building elements near the entry or Pedestrian-Oriented Street fronts of large buildings as in the example provided by Figure IV.A.2.a. in Appendix B - Figures.
- (10) The City may consider other methods to provide human-scale elements not specifically listed here. The proposed methods must satisfy the intent of the design principles.

All proposals for achieving human scale are subject to approval by the City.

B. Architectural Scale

1. INTENT

- a. To encourage new development to be compatible with the adjacent commercial area's architectural size and character.
-

2. DESIGN PRINCIPLES

- a. Reduce scale of large buildings.

All new buildings over three stories, or over 10,000 SF in gross building footprint, shall provide along their facades visible from public ROW and pedestrian routes and entries two or more of the following:

IMPLEMENTING MEASURES

- (1) Upper story setback - To qualify for this option, buildings must have a setback of upper stories from the ground floor by at least ten feet from the face of the second floor facing the public ROW, see figure IV.B.2.a.(1) in Appendix B - Figures.
- (2) Horizontal Building Modulation - Horizontal building modulation is the stepping back or projecting forward of portions of a building facade within the specified intervals of a building width and depth as a means of lessening the apparent bulk of a structure's continuous exterior wall. Buildings may satisfy the regulation for architectural scale if all building facades within 400' of a public ROW or park, and/or visible from that ROW or park, conform to the following standards:
 - (a) The maximum width (as measured horizontally along the buildings exterior) without building modulation shall be 100 feet.
 - (b) The minimum depth of modulation shall be 6 feet.
 - (c) Roof decks or balconies may be used as all or part of the building modulation so long as each individual balcony has a floor area of 100 square feet. See Figure IV.B.2.a.(2) in Appendix B - Figures for illustration of facade modulation standards.
- (3) Modulated roof line - Buildings may satisfy the regulation by modulating the roof line of all facades visible from a public ROW or park according to the following standards:

- (a) For flat roofs or facades with a horizontal wave, fascia, or parapet - change to roofline so that no unmodulated segment of roof exceeds 100'.
 - (b) For gable, hipped, or shed roofs - a slope of at least 3' vertical to 12' horizontal.
 - (c) Other roof forms - Other roof forms such as arched, vaulted, dormer, or saw-toothed may satisfy this design principle if the individual segments of the roof without a change in slope or discontinuity are less than 100' in width (measured horizontally). See Figure IV.B.2.a.(3) in Appendix B - Figures.
- (4) Building "articulation" with design elements such as the following, so long as the interval does not exceed 100'. See Figure IV.B.2.a.(4).
- (a) Repeating distinctive window patterns at intervals equal to the articulation interval.
 - (b) Providing a porch, patio, deck, or covered entry for each interval.
 - (c) Providing a balcony or bay window for each interval.
 - (d) Changing the roofline by alternating dormers, stepped roofs, gables, or other roof elements to reinforce the modulation or articulation interval.
 - (e) Changing materials with a change in building plane.
 - (f) Providing a lighting fixture, trellis, tree, or other landscape feature within each interval. See Figure IV.B.2.a.(5) in Appendix B - Figures.
- (5) Clustering smaller uses and activities around entrances on street-facing facades.
- (6) Including massing of substantial landscaping and/or pedestrian-oriented open spaces along the building facade.
- (7) The City may consider other methods to provide architectural scaled elements not specifically listed in (1)-(6) above. The proposed methods must satisfy the intent of the design principles. Scale reduction can be accomplished by a combination of methods. Buildings not facing public ROWs and/or pedestrian routes do not require scale reduction. Note that the City may increase the 100' interval for modulation and articulation to better match surrounding structures or to implement an approved design concept pursuant to Section I.C. or Section V.A..

All proposals for achieving architectural scale are subject to approval by the City.

C. Building Corners

1. INTENT

- a. To encourage unique, identifiable architectural features at highly visible building corners.
-

2. DESIGN PRINCIPLES

- a. Architecturally accentuate building corners at street intersections.

All new buildings located within 15' of a property line, at the intersection of two public streets, are encouraged to employ one or more of the following design elements or treatments to the building corner facing the intersection. Any of the following implementing measures may count as required elements to satisfy design principles for architectural scale, human scale, and building details.

IMPLEMENTING MEASURES

- (1) Provide at least 100 SF of sidewalk area or pedestrian-oriented open space in addition to the otherwise required building setback. Upper stories may or may not be set back from the corner.
- (2) Provide a corner entrance to courtyard, building lobby, atrium, or pedestrian pathway.
- (3) Include a corner architectural element such as:
 - (a) Bay window or turret.
 - (b) Roof deck or balconies on upper stories.
 - (c) Building core setback "notch" or curved facade surfaces.
 - (d) Sculpture or artwork either bas-relief, figurative, or distinctive use of materials.
- (4) Special treatment of pedestrian weather protection canopy at the corner of the building (Note: fabric or vinyl awnings do not qualify for this option.)
- (5) Other similar treatment or element approved by the City.

See Figure IV.D.2.a. in Appendix B - Figures for examples of acceptable architectural elements for corner treatment.

D. Building Details

1. INTENT

- a. To ensure that buildings are interesting at all observable distances.
-

2. DESIGN PRINCIPLES

- a. Enhance buildings with appropriate details.

When buildings are seen from a distance, the most noticeable qualities are the overall form and color. A three-story commercial building that is 100' wide and 35' tall must be observed at least 200' away in order for the building to fit within a person's cone of vision so its overall shape can be perceived. At that distance, windows, doors, and other major features are clearly visible. However, within 60' to 80' from the building (approximately the distance across a typical downtown street) a person notices not so much the building's overall form as its individual elements. Closer, the most important aspects of a building are its design details, texture of materials, quality of its finishes, and small, decorative elements. In a pedestrian-oriented business area, it is essential that buildings and their contents be attractive up close. Therefore, these design principles include implementing measures which require all buildings to incorporate design details and small scale elements into their facades.

All new buildings shall include on the facades that face a public street, park, or pedestrian route at least three of the following:

IMPLEMENTING MEASURES

- (1) **Decorative Rooflines:** For example, an ornamental molding, entablature, frieze or other roofline device visible from the ground level. If the roofline decoration is in the form of a linear molding or board, then the molding or board must be at least 8" wide.
- (2) **Decorative Treatment of Windows and Doors:** For example, decorative molding/framing details around all ground floor windows and doors, decorative glazing, or door designs located on facades facing public streets or parks.
- (3) **Decorative Railings, Grill Work, or Landscape Guards.**
- (4) **Landscaped Trellises.**

- (5) Decorative Light Fixtures: with a diffuse visible light source such as a globe or "acorn" that is non-glaring or a decorative shade or mounting.
- (6) Decorative Building Materials, including the following:
 - (a) Decorative masonry, shingle, brick or stone.
 - (b) Individualized patterns or continuous wood details such as fancy butt shingles in a geometric pattern, decorative moldings, brackets, wave trim or lattice work, ceramic tile, stone, glass block, carrera glass, or similar materials.
 - (c) Other materials with decorative or textural qualities as approved by the City.

The applicant must submit architectural drawings and material samples for approval.

- (7) Decorative Paving or Artwork: The artwork may be freestanding or attached to the building, and may be in the form of mosaic mural, bas-relief sculpture, light sculpture, water sculpture, fountain, free standing sculpture, art in pavement, or other similar art work. Painted murals or graphics on signs or awnings do not qualify. All artwork used to satisfy this condition is subject to approval by the City.
- (8) Other similar features or treatment approved by the City.

All proposed methods for satisfying this design principle are subject to City approval.

E. Materials

1. INTENT

- a. To encourage the use of high-quality compatible materials that upgrade the visual qualities of commercial areas of Woodinville.
-

2. DESIGN PRINCIPLES

- a. Retain existing facades.

Use of metal siding, metal screening, plastic, plywood, sheet wood products, or fiberglass to cover over existing facades is discouraged. Wood should not be used to cover over existing brick or cast stone masonry.

- b. Use compatible building materials.

- (1) Detail requirements for metal siding:

If metal siding is used as a siding material over more than 25% of a building's facade, the metal siding must have a matte finish in a neutral or earth tone such as buff, gray, beige, tan, cream, white, or a dulled color such as barn-red, blue-gray, burgundy, ocher, or other color specifically approved by the City. If metal siding is used over 25% of the building facade, then the building design must include the following elements:

- (a) Visible window and door trim painted or finished in a complimentary color.
- (b) Corner and edge trim that cover exposed edges of the sheet metal panels.
- (c) Other detail/color combinations for metal siding approved by the City, provided design quality and permanence meets the intent of this section.

- (2) Requirements for concrete block walls:

If concrete blocks (concrete masonry units or "cinder blocks") are used for walls that are visible from a public street, park, or pedestrian route then the concrete block construction must be architecturally treated in one or more of following ways:

- (a) Use of textured blocks with surfaces such as split face or grooved.
- (b) Use of colored mortar.
- (c) Use of other masonry types such as brick, glass block, or tile in conjunction with concrete blocks.
- (d) Use of decorative coursing to break up blank wall areas.

(3) Prohibited materials:

The following materials are prohibited in visible locations unless an exception is granted by the City:

- (a) Mirrored glass.
- (b) Corrugated fiberglass.
- (c) Chain link fencing (except for temporary purposes such as a construction site).
- (d) Crushed colored rock/crushed tumbled glass.

F. Blank Walls

1. INTENT

- a. To reduce the visual impact of large, undifferentiated walls.
 - b. To reduce the apparent size of large walls through the use of various architectural and landscaping treatments.
-

2. DESIGN PRINCIPLES

- a. All blank walls (as defined in Appendix A-Definitions) within 50' of the street ROW, park, or adjacent lot, and visible from that street, park, or adjacent lot, shall be treated in one or more of the following ways:

IMPLEMENTING MEASURES

- (1) Installing a vertical trellis in front of the wall with climbing vines or plant materials.
- (2) Providing a landscaped planting bed at least 5' wide or raised planter bed at least 2' high and 3' wide in front of the wall, and planted with plant materials that can obscure or screen at least 50% of the wall's surface within 3 years.
- (3) Providing artwork (mosaic, mural, sculpture, relief, etc.) over at least 50% of the blank wall surface.
- (4) Other method as approved by the City.

All of the proposed methods are subject to City approval. Applicant must submit architectural plans and elevations showing proposed treatments for approval. The City may waive the requirement for blank wall treatment where the requirements conflict with the fire code regulations.

G. Mechanical Equipment and Service Areas

1. INTENT

- a. To minimize adverse visual, olfactory, or auditory impacts of mechanical equipment and service areas.
-

2. DESIGN PRINCIPLES

- a. Locate and/or screen roof-mounted mechanical equipment so as not to be visible from the street, from the ground level of adjacent properties, or from adjacent residential areas at higher elevations.

The screening shall be done so that it blends with the architecture of the building.

- (b) Locate and/or screen utility meters, electrical conduit, and other service and utilities apparatus so as not to be visible from the street.

This is intended to include public utilities along the street, where feasible.

V. Landscape and Site Design

A. Landscape Concept

(1) INTENT

- a To define plant species which are attractive, provide multi-seasonal interest, of low maintenance, resistant to drought, and otherwise appropriate for conditions within the business district.
-

2. DESIGN PRINCIPLES

- a. Develop a site landscape design concept.

The landscaping concept should be suitable and fitting with the character of Woodinville as a community bordering rural and agricultural areas. Existing substantive vegetation and native materials in informal plantings and arrangements should be considered in the concept.

More structured or formal landscaping may be allowed where it is necessary to control planting due to limited space.

IMPLEMENTING MEASURES

- (1) At a minimum, the landscape concept should include a unified pedestrian circulation system with amenities and plantings.
- (2) A coordinated system of open spaces and/or planted areas that provide the required pedestrian areas. The plan should indicate how the various spaces and plantings relate to and achieve the project's site design objectives of continuity, variety, activity, etc.
- (3) Plantings and/or site features that enhance the architectural qualities of the building.
- (4) In addition, the concept should consider the following landscape design objectives where appropriate:
 - (a) Coordinate selection of plant material to provide a succession of blooms, seasonal color, and a variety of texture.

- (b) Provide a transition in landscaping design between adjacent sites, within a site, and from native vegetation areas in order to achieve greater continuity.
- (c) Design landscaping to create definition between public and private spaces.
- (d) Design landscaping to provide a transition between built structures (vertical planes) and the site (horizontal planes).
- (e) Use plantings to highlight significant site features and to define the function of the site, including parking, circulation, entries, and open space.

B. Preferred Plant Materials

1. INTENT

- a. To encourage the use of hardy, attractive, and easily maintained plant material that provides multi-seasonal interest and is of appropriate height to avoid overhead wires and negative impacts on public safety.
 - b. To provide visual continuity by using plant materials from a specified plant list of a limited number of varieties and species.
 - c. To encourage the use of trees and shrubs as an important unifying element within the commercial areas to strengthen the image and continuity of the streetscape.
-

2. DESIGN PRINCIPLES

- a. Plantings along the frontage as defined in Appendix A - Definitions shall be coordinated to unify the roadway image.
- b. Selected plant materials from the City of Woodinville's list of trees and shrubs shall be used to satisfy landscape requirements to provide visual continuity along the roadway.
- c. The following is a list of plant materials that are approved for use in commercial areas of Woodinville. Proponents may use other plant materials approved by the City.

1. Street Trees

Deciduous Trees

Bowhall Maple	<i>Acer rubrum "Bowhall"</i>
Pacific Sunset Maple	<i>Acer rubrum "Pacific Sunset"</i>
Autumn Blaze Maple	<i>Acer rubrum "Autumn Blaze"</i>
Sweetgum	<i>Liquidambar styraciflua</i>
Flowering Pear	<i>Pyrus calleryana "aristocrat"</i>
Chancellor Linden	<i>Cordata "Chancellor"</i>
Redspire Pear	<i>Pyrus calleryana "Redspire"</i>

2. Street Frontage

Evergreen Shrubs (2-4 feet in height)

Darwin Barberry	<i>Berberis darwinii</i>
Winged Eunonymus	<i>Eunonymus alata "compacta"</i>
Oregon Grape	<i>Mahonia aquafolium "compacta"</i>
Otto Luyken Laurel	<i>Prunus i. Otto Luykens</i>
Japanese Holly "Convexa"	<i>Illex crenata "Convexa"</i>
Larusfinus "Spring Bouquet"	<i>Viburnum tinus "Spring Bouquet"</i>
Evergreen Enonymus	"Sarcoxie" <i>Enonymus fortunei radicans "Sarcoxie"</i>

3. Ground Cover

Lawn

Cotoneaster Lowfast	<i>Cotoneaster "Lowfast"</i>
Common Winter Creeper	<i>Euonymus fortunei radicans</i>
Creeping Mahonia	<i>Mahonia repens</i>

C. Parking Lot Landscaping

1. INTENT

- a. To develop a positive image for the neighborhood business areas and downtown.
 - b. To reduce the summertime heat and glare within and adjacent to parking lots.
 - c. To improve the views of parking areas for shoppers, area residents, and residents at higher elevations.
 - d. To provide landscaped areas within parking areas in addition to landscape buffers around the perimeters of parking lots.
 - e. To provide pleasant pedestrian ways through parking lots.
-

2. DESIGN PRINCIPLES

- a. Provide surface parking area landscaping in accordance with WMC 21A.16.
- b. An alternative landscaping plan to the required surface parking area landscaping may be submitted in accordance with WMC 21A.16.100 - Landscape alternative options.

In addition to the criteria contained in WMC 21A.16.100, the alternative landscaping proposal shall provide for one or more the following:

- (1) Integrate interior surface parking landscaping with required biofiltration swales and surface water detention ponds.
- (2) Incorporate or protect natural features including wetlands, significant trees and vegetation, and slopes.
- (3) Preserve distant views.
- (4) Provide significant Pedestrian-Oriented Spaces such as a "pocket park" or amphitheater in excess of what is required under the City Codes and Interim Design Principles.
- (5) Create an extension or connection to a local park or a regional bicycle/pedestrian trail system.

c. Screen all parking lots within 100' and visible from a public ROW, pedestrian route, or park, in one or more of the following ways:

- (1) **Constructed Screen Wall** - The constructed screen wall shall be made of masonry or concrete and shall be between 2'-6" and 3'-0" in height above the ground elevation. The screen wall shall not be constructed of metal or of concrete masonry units (cinder blocks) that are not architecturally treated as provided for in the requirements for concrete block walls contained in Section IV.E.2.b.(2). The City may allow a screen wall to be constructed of wood provided the design and materials match the primary building on the lot.
- (2) **Landscape Hedge and Perimeter Trees** - Provide 5'-0" wide strip of Type III landscaping as described in WMC 21A.16.040 Landscaping - types and description.
- (3) **Other methods**, subject to approval by the City that separate street ROW or pedestrian area/walkway from parking and screens the lot from the ground plan to at least 2'-6" high. Examples include the use of existing vegetation, berms, planters, or other techniques.

Breaks in the parking lot screen may be allowed to accommodate pedestrian access.

d. Meet the standards for plant material, installation and maintenance in WMC 21A.16.090 - Landscaping. Plant species will be as approved by the City.

The landscaping required for perimeter screening shall be in addition to the landscaping required under WMC 21A.16.050 Landscaping - street frontages and WMC 21A.16.060 Landscaping - interior lot lines.

e. An alternative street frontage parking lot landscaping may be proposed, provided:

- (1) The alternative does not reduce the total amount of landscaped area or material.
- (2) The reduction is compensated for by increasing the amount of landscaping provided in areas that are either contiguous to other portions of the street frontage parking area landscaping, or that are visible from the street frontage.

D. Retention of Significant Trees

1. INTENT

- a. To preserve the stands of evergreen trees adjacent to or near NE 175th St.
 - b. To create and retain public open space that provides adequate and equitable access to the community.
 - c. To preserve and protect stands of mature trees.
 - d. To aid in the stabilization of soil by preventing erosion.
 - e. To reduce storm water run-off and costs associated with it.
 - f. To provide an important visual buffer and screen from traffic.
 - g. To conserve and enhance the aesthetic value of the area and protect and increase property values.
 - h. To provide natural settings for paths connecting residential districts with the commercial areas and transit.
-

2. DESIGN PRINCIPLES

- a. Adhere to the requirements of WMC 21A.16.130 Significant trees - retention required.
- b. Consider alternative building and parking siting strategies to preserve existing trees.
- c. Consider the integration of pedestrian and bicycle paths with stands of mature trees where feasible to connect adjacent uses.

Appendix A

Definitions

Interim Design Principles
March 13, 1995

Appendix A -- Definitions:

Art, Artwork - A device, element or feature whose primary purpose is to express, enhance or illustrate aesthetic quality, feeling, physical entity, idea, local condition, historical or mythical happening, or cultural or social value. Examples of artwork include sculpture, bas-relief sculpture, mural, or unique specially crafted lighting, furniture, pavement, landscaping, or architectural treatment that is intended primarily, but not necessarily exclusively, for aesthetic purpose. Signs, upon approval by the City, may be considered artwork provided they exhibit an exceptionally high level of craftsmanship, special material or construction and include decorative devices or design elements that are not necessary to convey information about the business or product. Signs that are primarily names or logos are not considered art.

Access Street - A private street that is independent of parking lot circulation and connects public rights of way or provides primary access to and on a site

Balcony - A balcony is an outdoor space built as an above-ground platform projecting from the wall of a building and enclosed by a parapet or railing.

Bay Window - A bay window protrudes from the main exterior wall. Typically, the bay contains a surface which lies parallel to the exterior wall, and two surfaces which extend perpendicularly or diagonally out from the exterior wall. To qualify as a bay, the bay must contain a window pane which extends at least 60 percent of the length and 35 percent of the height of the surface of the bay which lies parallel to the exterior wall. There need not be windows in the surface which extend out from the exterior wall.

Blank Walls - Walls subject to "blank wall" requirements meet the following criteria:

- Any wall or portion of a wall that has a surface area of 400 square feet (SF) of vertical surface without a window, door, or building modulation as defined below or other architectural feature (see figure below for measuring methods).
- Any ground level wall surface or section of a wall over 4' in height at ground level that is longer than 15' as measured horizontally without having a ground level window or door lying wholly or in part within that 15' section (see below).

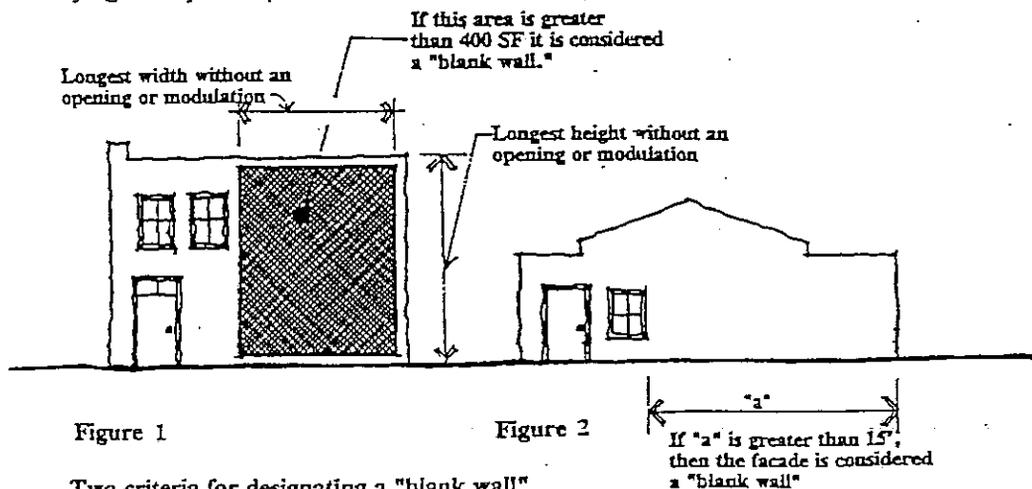


Figure 1

Figure 2

Two criteria for designating a "blank wall"

Courtyard - A courtyard is a landscaped space enclosed on at least three sides by a single structure.

Curb Cut - A curb cut is a depression in the curb for the purpose of accommodating a driveway that provides vehicular access between private property and the street.

Deck - A deck is a roofless outdoor space built as an above-ground platform projecting from the wall of a building and connected to the ground by structural supports.

Facade - A facade is any portion of an exterior elevation of a building extending from the grade of the building to the top of the parapet wall or eaves, for the entire width of the building elevation.

Frontage - As used in the code, frontage refers to the length of a property line along a public street or right of way (ROW).

Front Yard - Area between the street ROW and the nearest building facade.

Large Lot Development - A proposed or existing development of five acres or more.

Landscaping - An area is considered to be landscaped if it is:

- Planted with vegetation in the form of hardy trees, shrubs, or grass or evergreen ground cover maintained in good condition; or
- Occupied by sculpture, fountains or pools, benches, or other outdoor furnishings; or
- Occupied by such recreational facilities as playground equipment, swimming pools, game courts, etc.
- See also the definition for Landscaping provided in WMC 21A.06.348.

Major Exterior Remodel - A proposed improvement to any existing building structure or property that changes the exterior appearance of the property and meets either of the criteria below:

Estimated value of construction exceeds 50 percent of the value of the existing built facilities as determined by the City of Woodinville's building valuation procedure.

Construction includes an addition to or extension of an existing building.

Minor Exterior Remodel - Any improvement that changes the visual appearance or exterior configuration of a building structure or property, and which has a value less than 50 percent of the existing built facilities as determined by the City of Woodinville's building valuation procedure. Painting and restorative maintenance are not considered *minor remodels*.

Modulation - In the design principles, modulation is a stepping back or projecting forward of portions of a building face within specified intervals of building width and depth, as a means of breaking up the apparent bulk of a structure's continuous exterior walls.

Pedestrian-Friendly Building Facades - The ground floor facades facing *Pedestrian-Oriented Streets* and public parks shall feature "pedestrian-friendly" street front facades which consist of one or more of the following characteristics:

1. Transparent window area or window displays along the majority of the ground floor facade.
2. Sculptural, mosaic, or bas-relief artwork over the majority of the ground floor facade.
3. "*Pedestrian-Oriented Space*" - As defined below, at least 500 SF must be located along the sidewalk for every 100 linear feet of facade as measured along the property line adjacent to the street ROW. The pedestrian-oriented space shall also include at least 200 SF of landscaping for every 100 linear feet of building facade as measured along the property line adjacent to the street ROW. The landscaping must conform to the planting standards contained in WMC 21A.16.

Pedestrian-Oriented Space - A pedestrian-oriented space is an area between a building and a public street or along a pedestrian path which promotes visual and pedestrian access onto the site and which provides pedestrian-oriented amenities and landscaping to enhance the public's use of the space for passive activities such as resting, reading, picnicking, etc. To qualify as a "*pedestrian-oriented space*," an area must have:

Visual and pedestrian access (including handicapped access) into the site from the public ROW.

Paved walking surfaces of either concrete or approved unit paving.

On-site or building-mounted lighting providing at least 4 foot candles (avg.) on the ground.

At least 2' of seating area (bench, ledge, etc.) or one individual seat per 60 SF of plaza area or open space.

A "*pedestrian-oriented space*" is encouraged to have:

Landscaping that does not act as a visual barrier.

Site furniture, artwork, or amenities such as fountains, kiosks, etc.

A "*pedestrian-oriented space*" shall not have:

Asphalt or gravel pavement.

Adjacent non-buffered parking lots.

Adjacent chain-link fences.

Adjacent "*blank walls*" without "*blank wall treatment*."

Pedestrian-Oriented Streets consist of :

NE 175th St. between 131st Ave. NE and 140th Ave. NE.

SR202 located in the Tourist District Overlay described in WMC 21A.38.065.

An undefined north/south corridor connecting NE 171st Street and Woodinville-Snohomish Road in the vicinity of 135th Avenue NE.

Pedestrian-Oriented Use (or Business) - A pedestrian-oriented business is a commercial enterprise whose customers commonly arrive to the business by foot; or whose signage, advertising, window display, and entryways are oriented toward pedestrian traffic. Pedestrian-oriented businesses may include restaurants, retail shops, personal service businesses, travel services, banks (except drive-through windows) and similar establishments.

Scale, Human - The perceived size of a building relative to a human being. A building is considered to have "good human scale" if there is an expression of human activity or use that indicates the building's size. For example, traditionally sized doors, windows, and balconies are elements that respond to the size of the human body, so these elements in a building indicate a building's overall size.

Scale, Architectural - The perceived relative height and bulk of a building relative to that of neighboring buildings. A building's apparent height and bulk may be reduced by modulating facades.

Streetscape - The streetscape is the visual character of a street as determined by various elements such as structures, greenery, open space, view, etc.

TRC (Technical Review Committee) - An administrative review panel composed of department heads or designated representatives that conduct development review for the City.

Appendix B

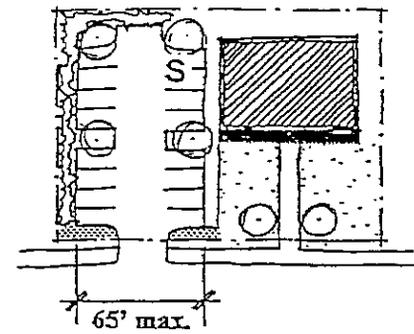
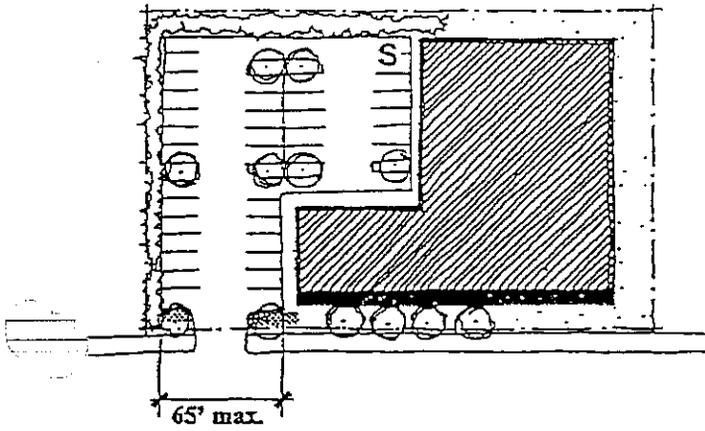
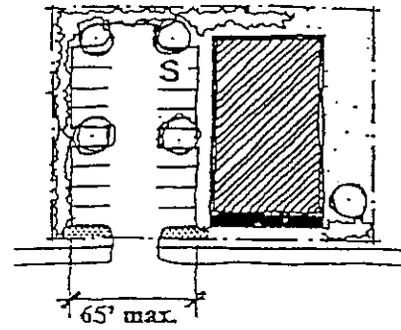
Figures

Figure I.A.2.a

Acceptable configurations for development on pedestrian-oriented streets

Legend

-  pedestrian friendly facade
-  screening or approved landscaping
- S** service area



Development on corner of two pedestrian-oriented streets

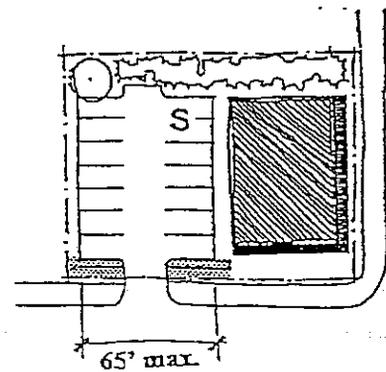
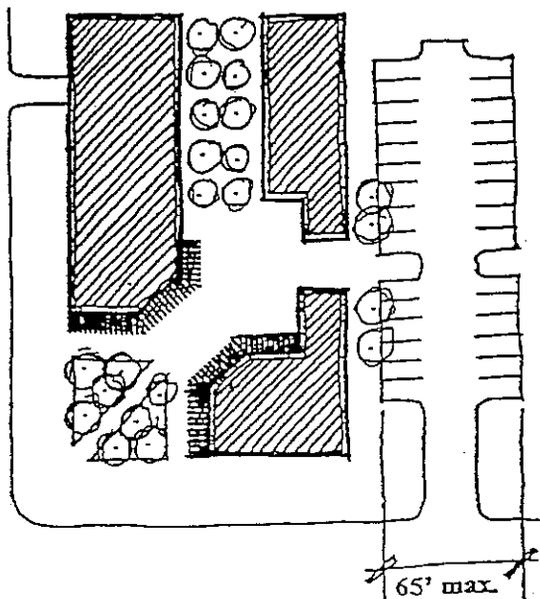
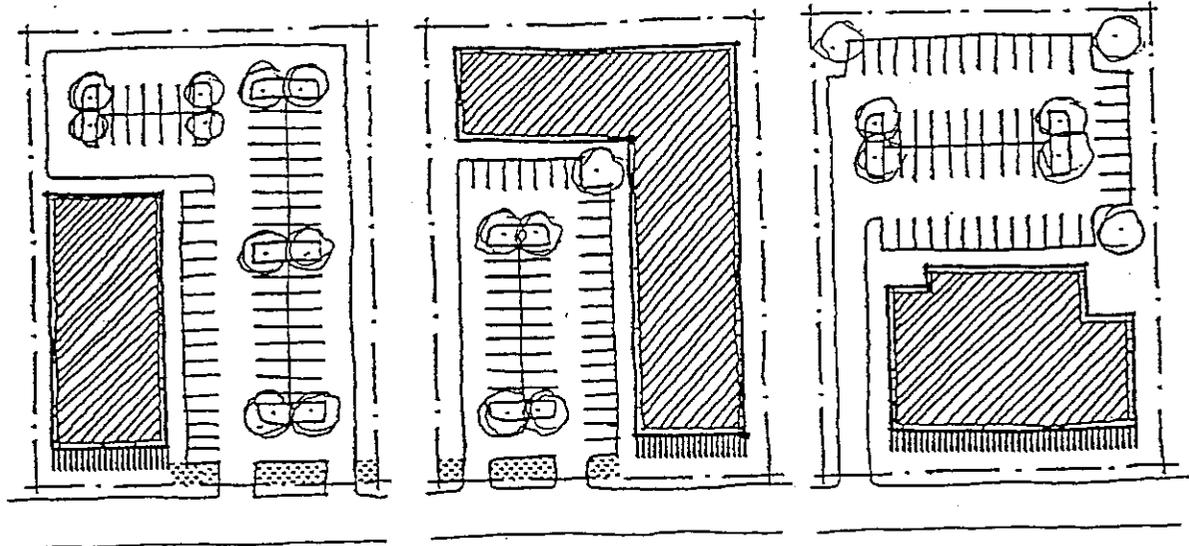
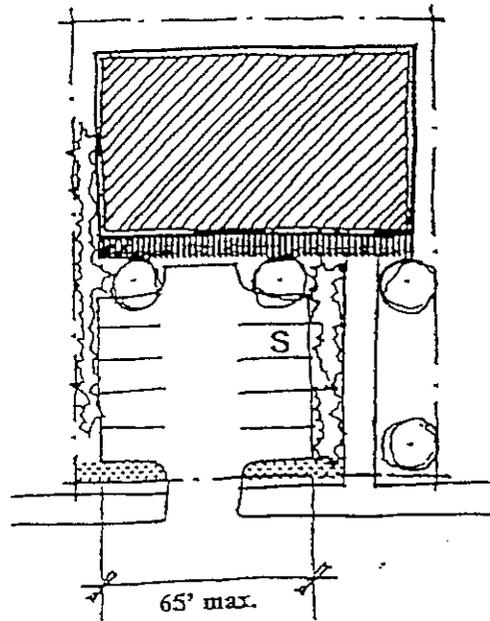


Figure I.A.2.a

Acceptable configurations for development on streets other than pedestrian-oriented streets

Legend

-  pedestrian friendly facade
-  screening or approved landscaping
- S service area



Alternate site plans illustrating different building configurations to give building more prominence and utilize site more efficiently. Note that there is only a 15' required front yard setback for commercial buildings. However, street facades must conform to visual design guidelines.

Figure I.C.2.b. Example of a large lot development that furthers objectives in

Transit-Compatible Features:

1. Canopies offer pedestrian protection from the weather.
2. A mixture of uses including retail, office, bank, day care, grocery. Residential is adjacent.
3. Several pedestrian plazas.
4. A wide, safe walkway in front of stores.

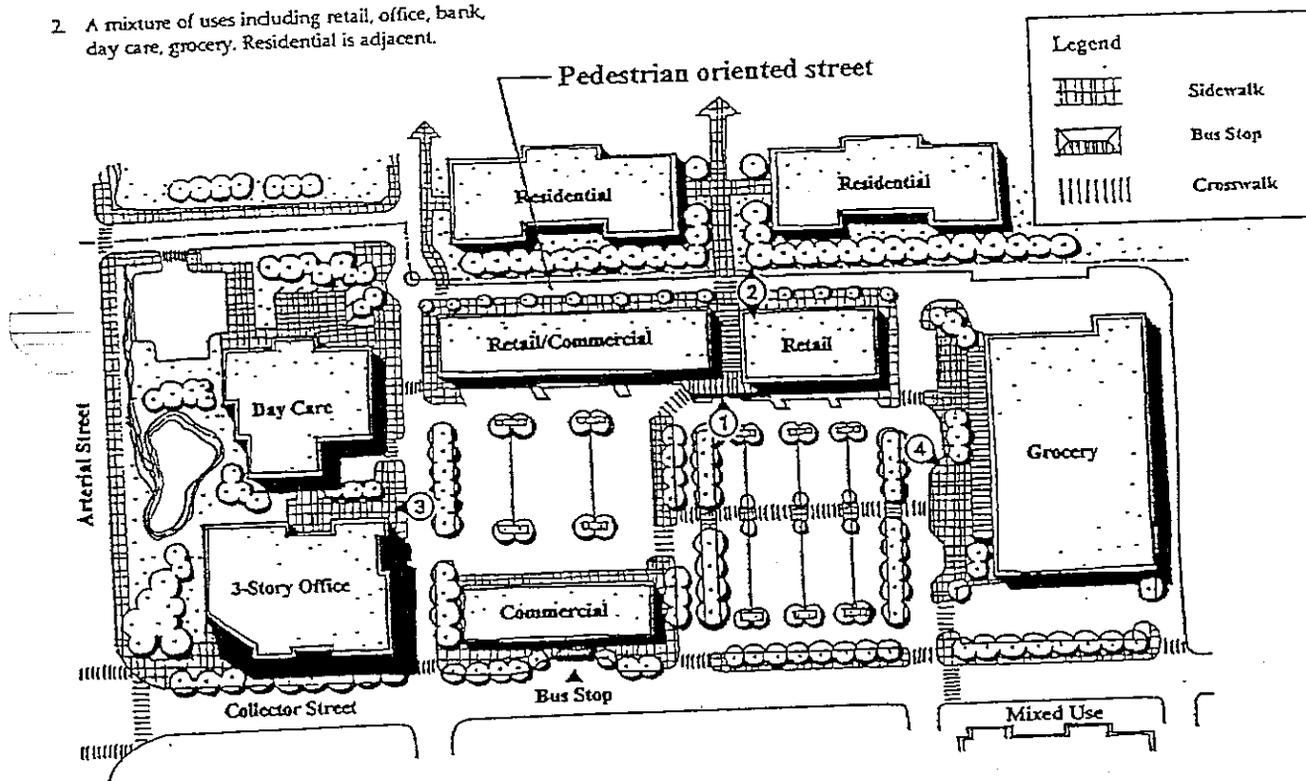
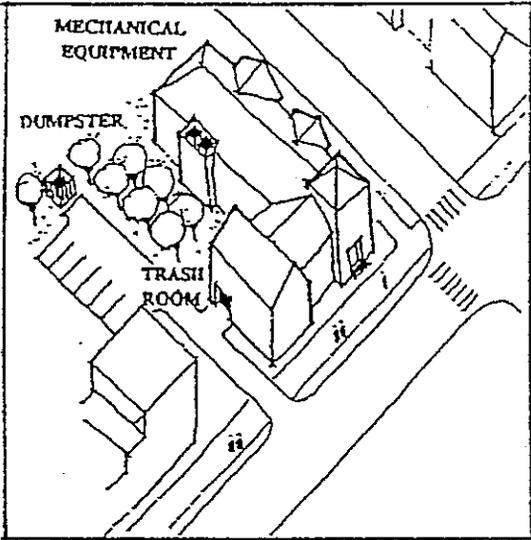


Figure I.C.2.b.

Figure I.D.2.a.(1)



The proper location of service elements is important to reduce their impact.

Figure I.D.2.a.(1)

Figure I.D.2.a.(2)

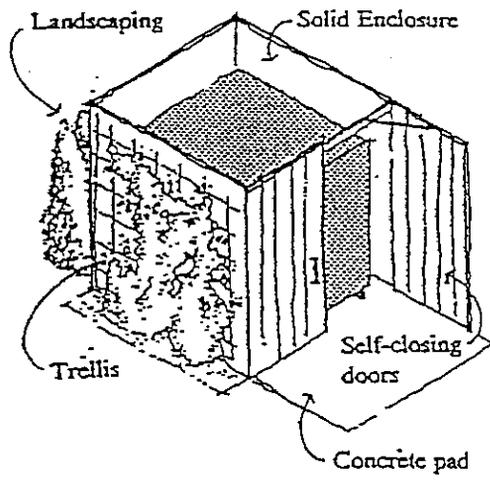


Figure I.D.2.a.(2)

Figure II.B.2.a.

Provide a clear pedestrian path
to the main entry of all buildings
from the sidewalk along the
street.

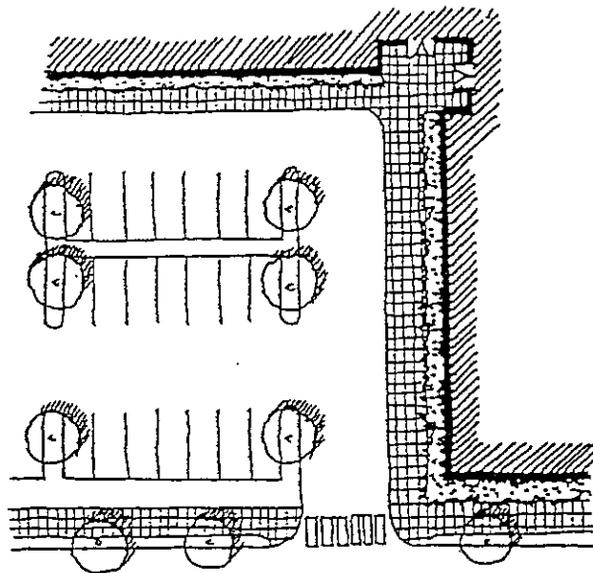


Figure II.B.2.a.

Figure II.B.2.b. Example of development that adequately supports on-site pedestrian circulation

Desired Features:

1. A wide, safe walkway in front of stores (16 feet minimum, 20 feet preferred).
2. Driveways located away from fronts of stores to minimize conflicts between pedestrians and cars.
3. Safe internal pedestrian access and circulation with connections to surrounding properties.
4. Canopies in front of stores offer weather protection to the patrons.

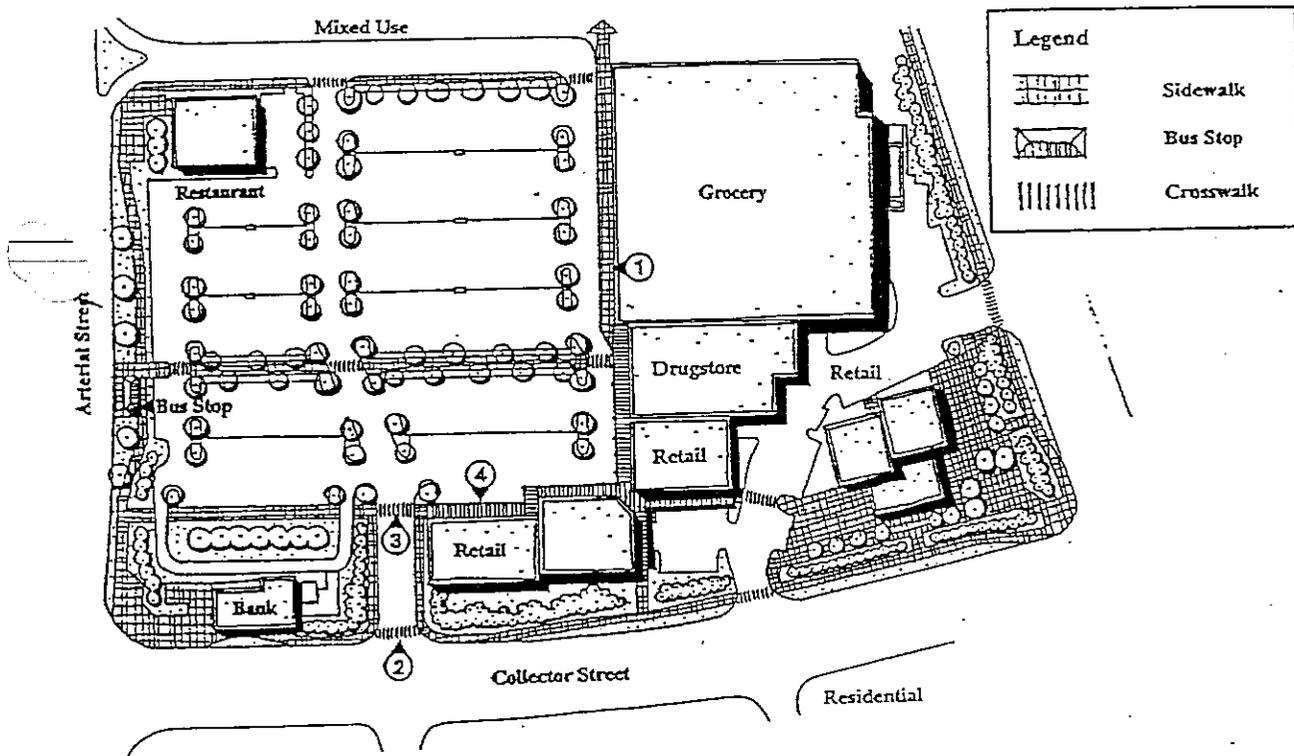


Figure II.B.2.b.

Figure II.D.2.b. Minimum sidewalk dimensions and street tree requirements for sidewalk adjacent to building face or pedestrian oriented space

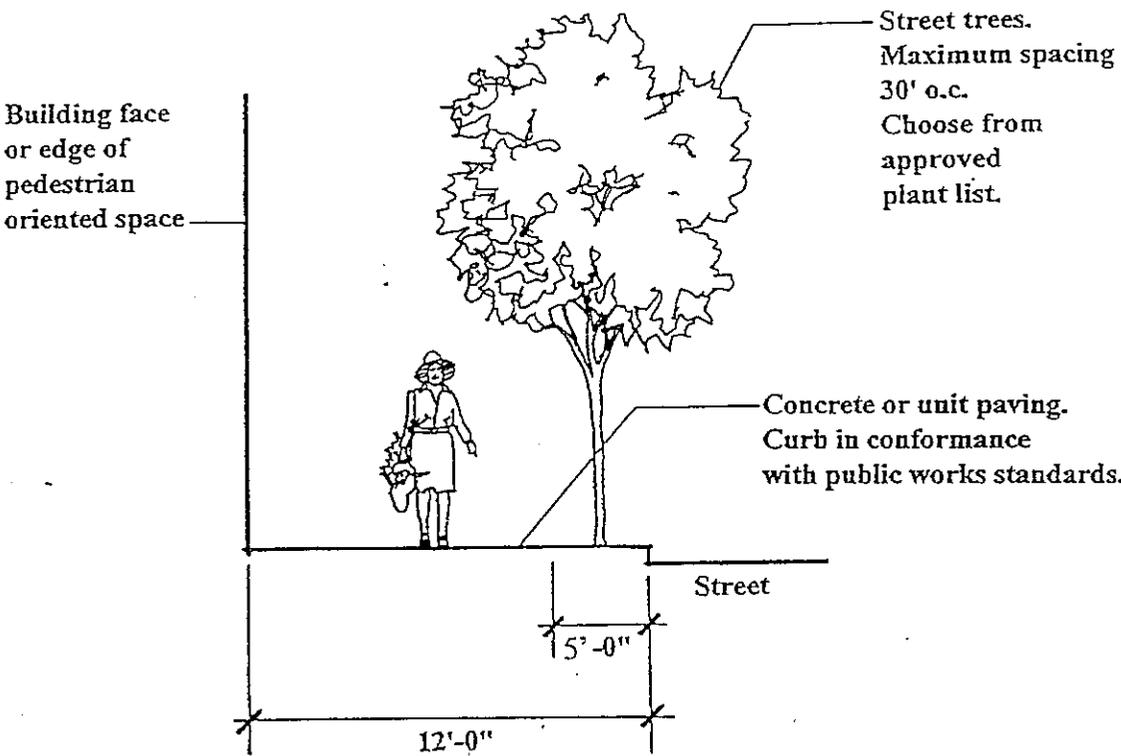


Figure II.D.2.b.

Provide clear pedestrian paths connecting residences with adjoining compatible uses.

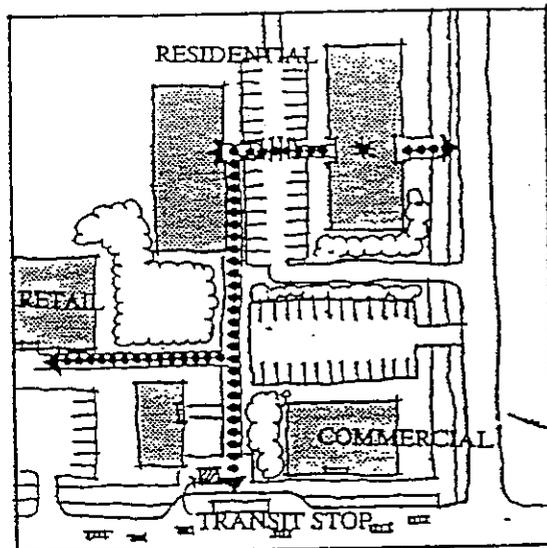
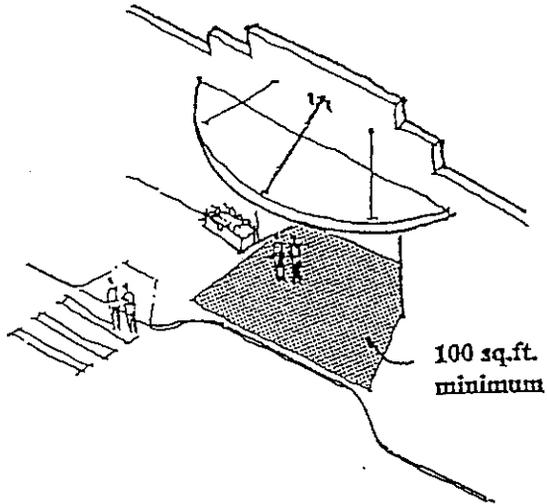


Figure II.F.2.a.

Figure II.F.2.a.

Figure II.G.2.a.(1)

Provide a covered pedestrian open space of a minimum 100 SF adjacent to the entry of all commercial buildings facing parking lots.



Space and plaza for outdoor dining, sales etc.

Arcades and other weather protection



Multi story buildings

Pedestrian oriented uses

Pedestrian oriented facades (window displays)

Desirable pedestrian qualities at building entries

Figure II.G.2.a.(1)

Figure II.H.2.a Desirable qualities in a "pedestrian oriented space"

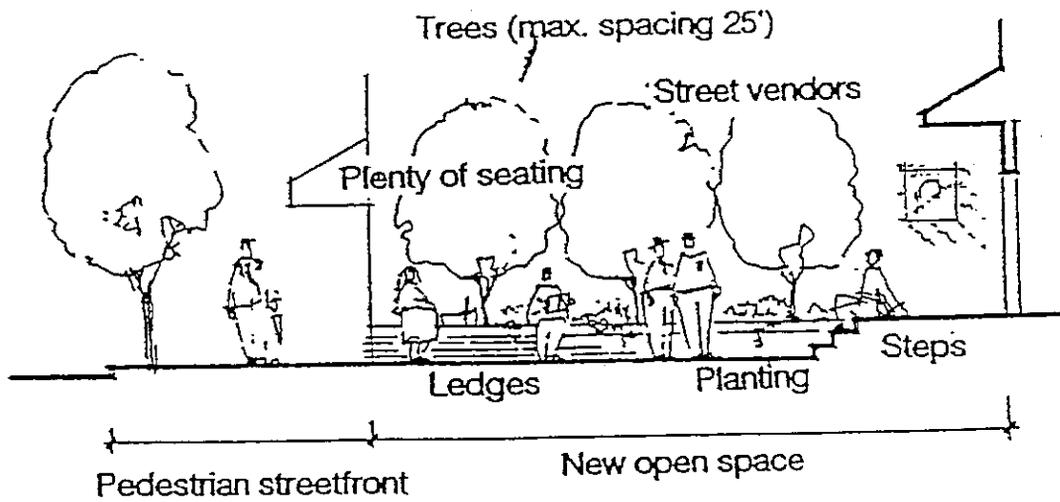
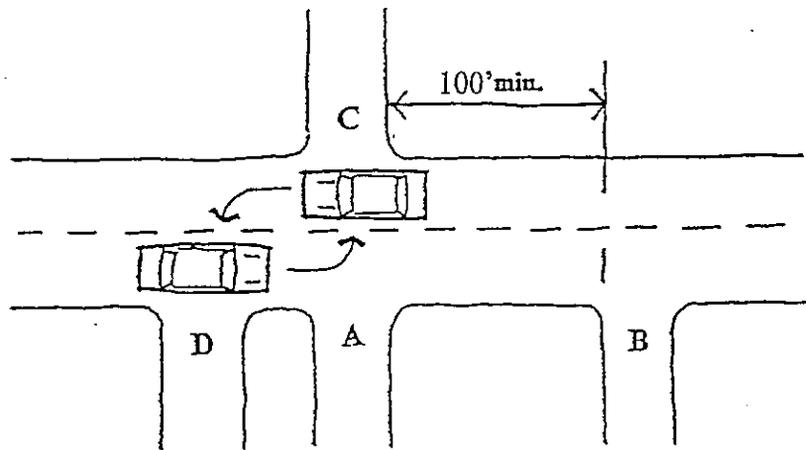
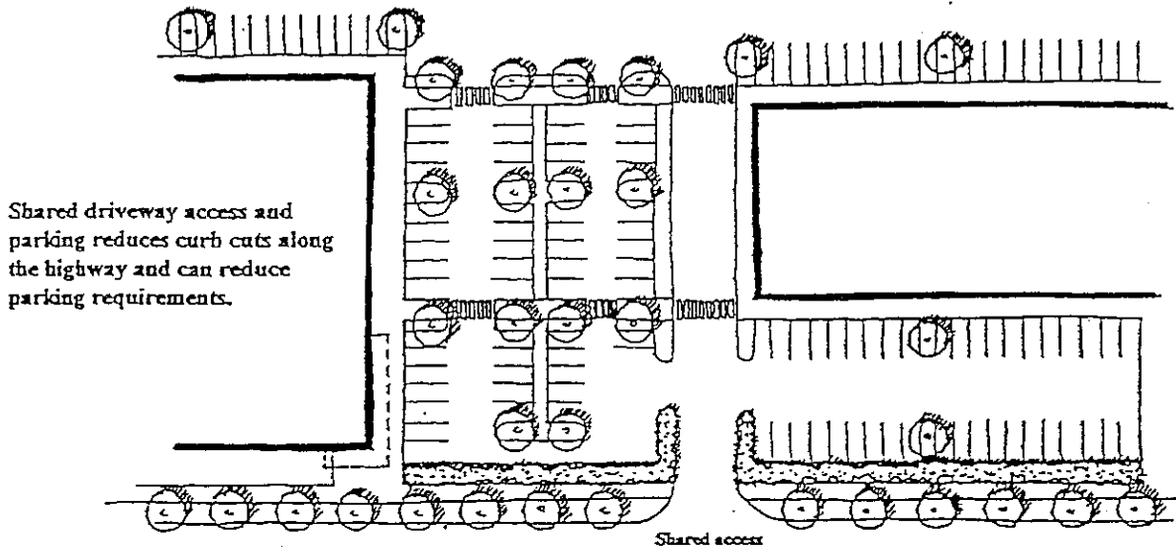


Figure II.H.2.a

Figure III.B.2.a.(1)



Driveway Combination A/C and B/C are most desirable while D/C should be avoided.

Figure III.B.2.a.(1)

Figure IV.A.2.a

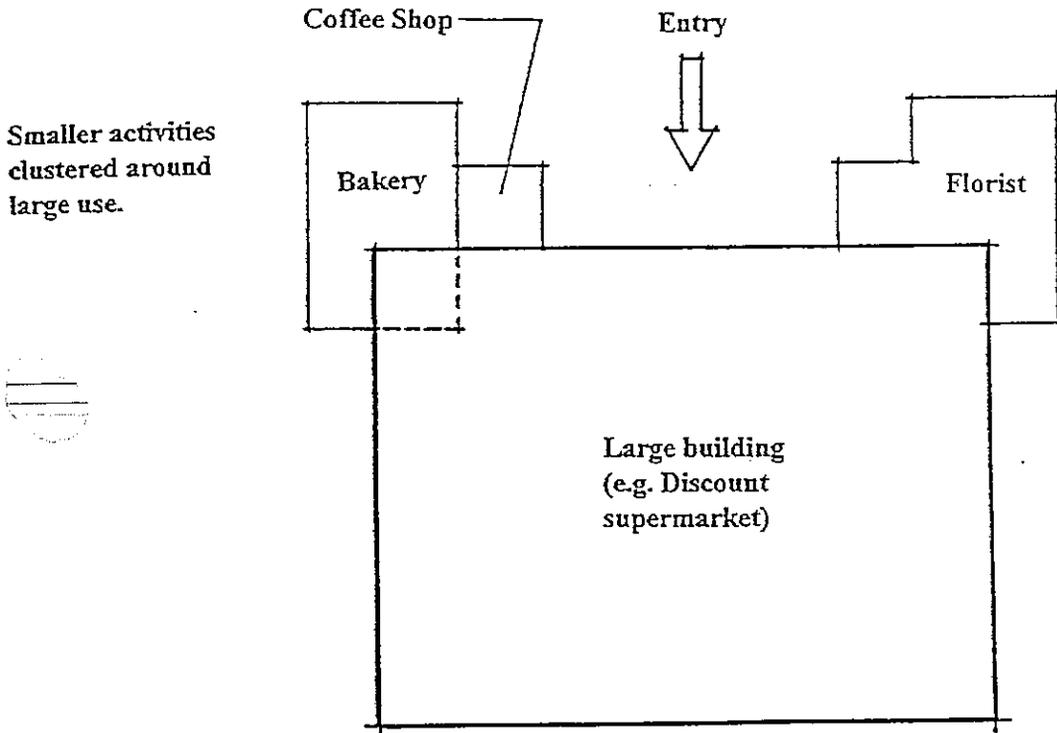
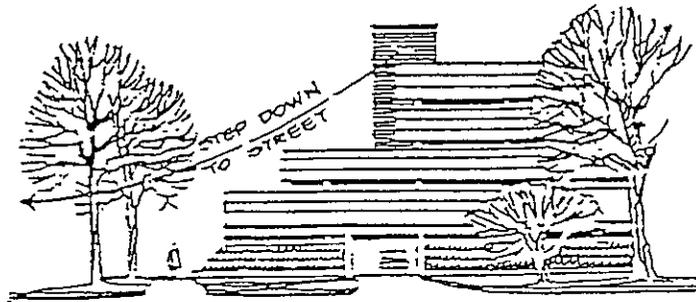


Figure IV.A.2.a

Figure IV.B.2.a.(1) Upper story setback



The upper stories of this garage are set back to reduce the apparent bulk of the building.
(Ann Arbor, Michigan, Planning Dept).

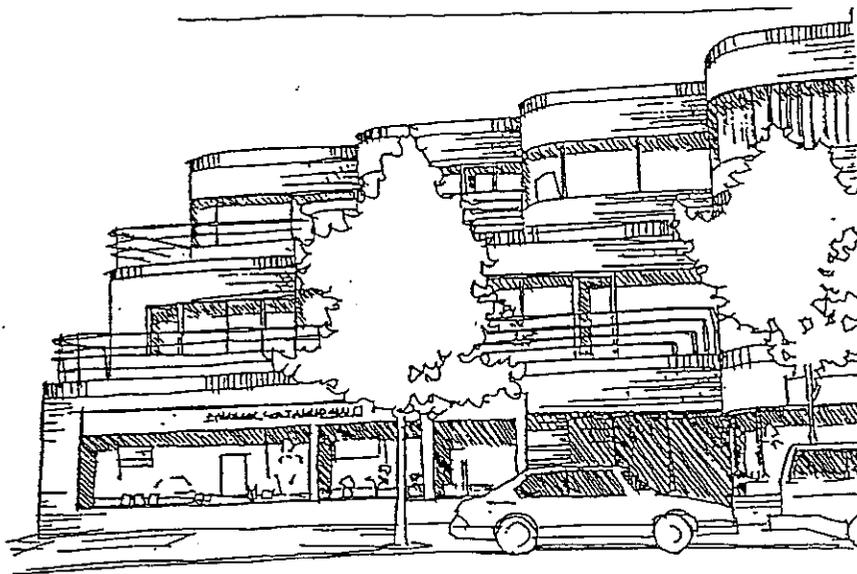


Figure IV.B.2.a.(2) This building's facade is horizontally modulated through setbacks to upper stories. Notice how it reduces the apparent size (or scale) of the building.

*Figure IV.B.2.a.(1)
Figure IV.B.2.a.(2)*

Figure IV.B.2.a.(3) Illustration of different flat roof modulation options.

Note: the dimensions are suggested but not required.

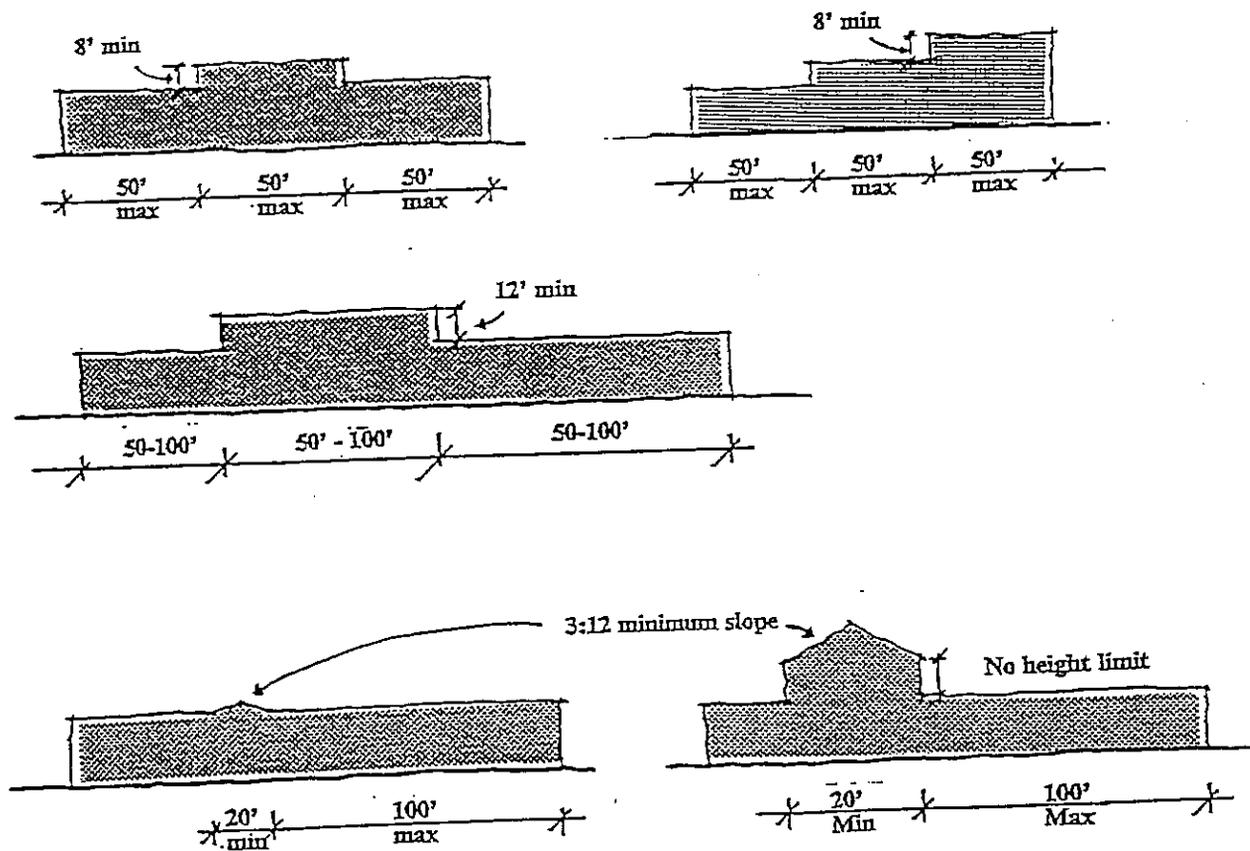


Figure IV.B.2.a.(3)

Figure IV.B.2.a.(4) Building articulation to reduce the scale of a building

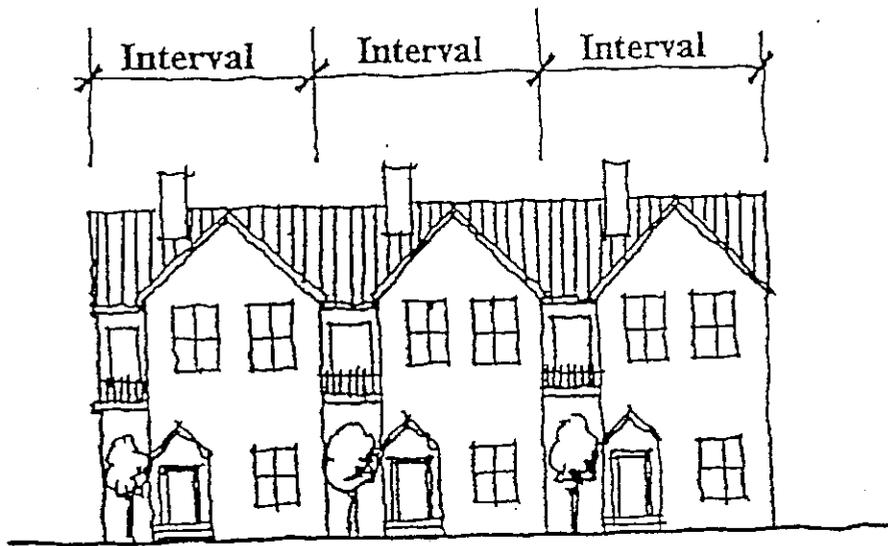
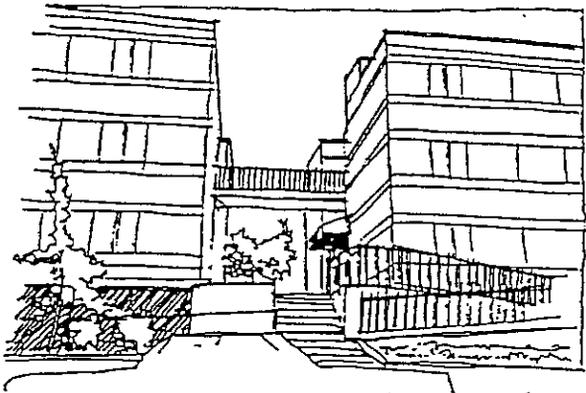


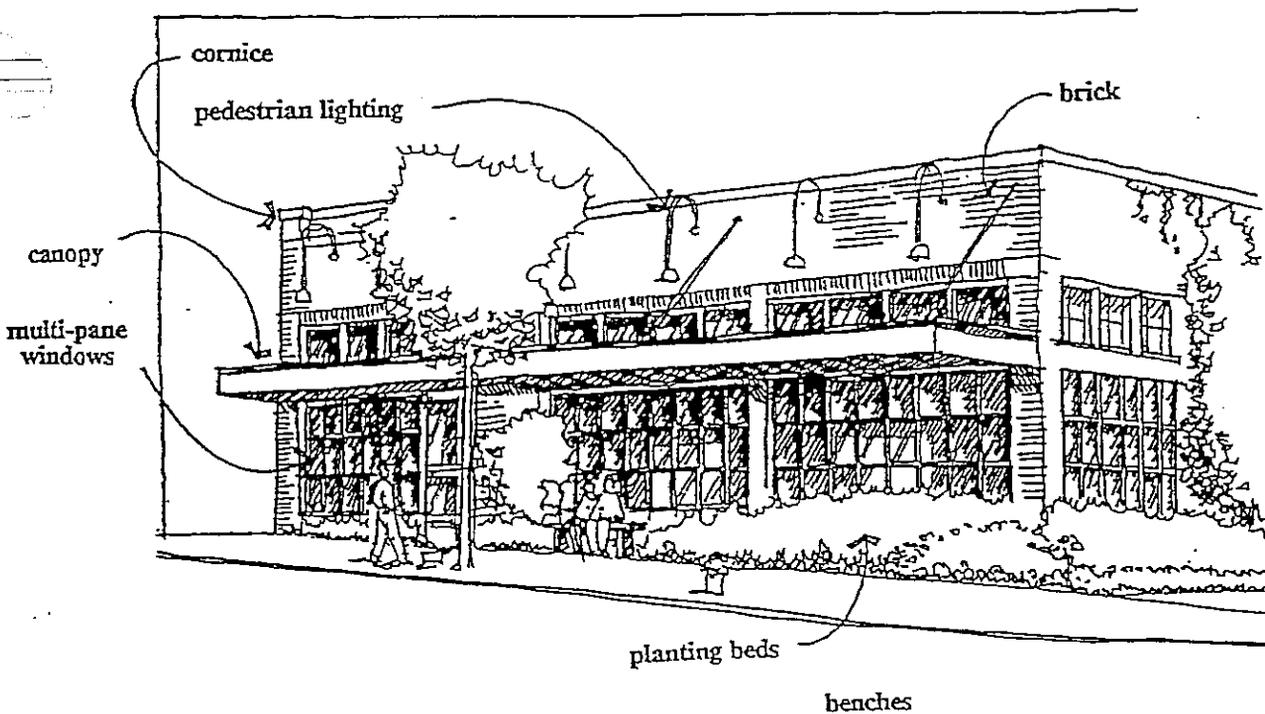
Figure IV.B.2.a.(4)

Figure IV.B.2.a.(5)



These two projects point out the importance of architectural elements. They are essentially the the building except that the project on the right employs roof lines, window details,

building articulation, a trellis, chimneys, entry, details and other features to add interest and a greater sense of quality.



Example of a building that uses a variety of elements to satisfy guidelines in Pedestrian Friendly Facades, Pedestrian Areas at Building Entries, Human Scale, and Building Details.

Figure IV.B.2.a.(5)

Figure IV.D.2.a. Examples of acceptable architectural elements for corner treatment

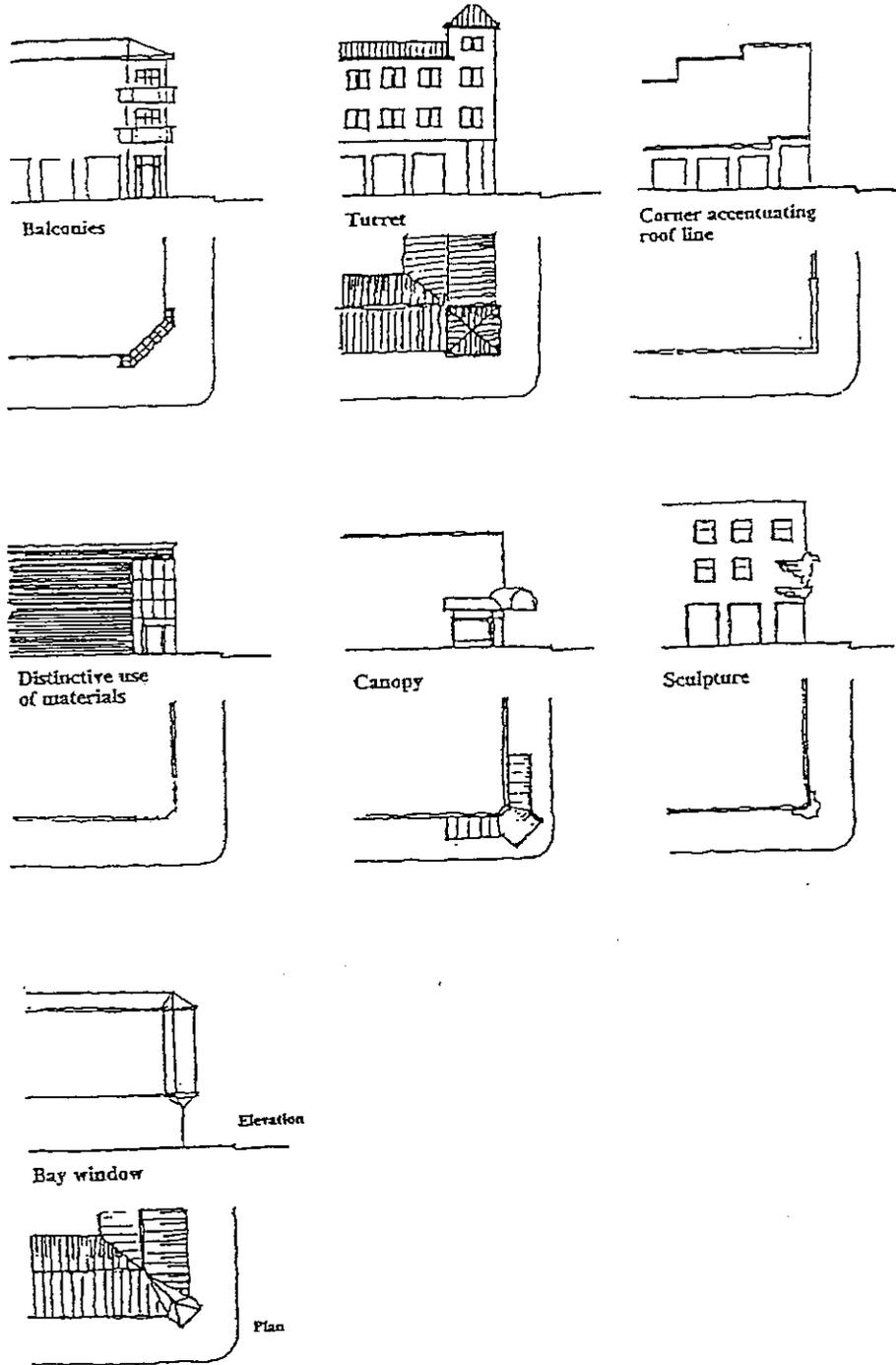


Figure IV.D.2.a.