CITY OF WOODINVILLE, WASHINGTON

ORDINANCE NO. 278

AN ORDINANCE OF THE CITY OF WOODINVILLE, WASHINGTON, ADOPTING INDUSTRIAL DESIGN GUIDELINES.

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 visually integrated industrial areas of the City as stated in the City's Comprehensive Plan; and

WHEREAS, the City Council directed Staff and the Planning Commission to prepare Industrial Design Guidelines; and

WHEREAS, at its December 15, 1999 Meeting, the Planning Commission held a Public Hearing and recommended approval and adoption of the Industrial Design Guidelines by the City Council; and

WHEREAS, at the May 1, 2000 and the November 13, 2000 Meetings, the City Council reviewed the Proposed Industrial Design Guidelines and directed staff to prepare the proposed "Industrial Design Guidelines" document in the form of an ordinance;

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

Section 1. Industrial Design Guidelines Document. The City Council hereby adopts Exhibit A as the Industrial Design Guidelines as set forth in full.

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.

PASSED BY THE CITY COUNCIL OF THE CITY OF WOODINVILLE THIS 4th DAY OF December 2000.

Randolph L. Ransom, Mayor

ATTEST:

Sandra Steffler, CMC
Sandra Steffler
City Clerk

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

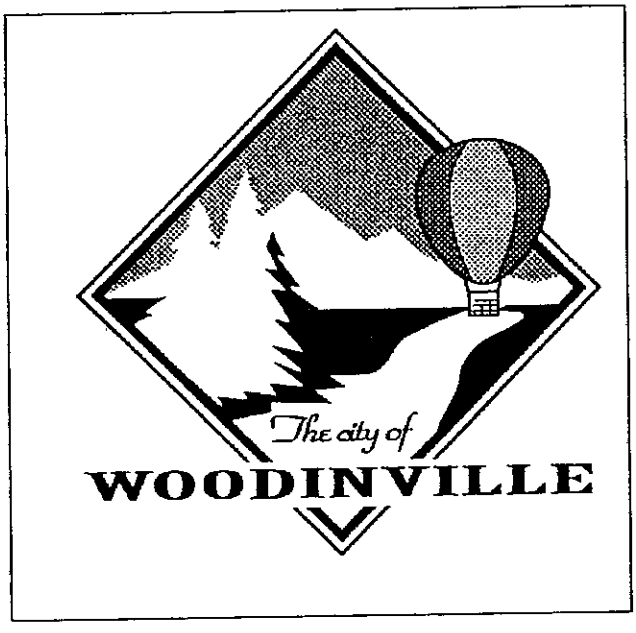
By: _____
Jeff Taraday
City Attorney

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NO. 278

Exhibit A to Ordinance No. 278

CITY OF WOODINVILLE

INDUSTRIAL DESIGN GUIDELINES



DECEMBER 4, 2000

City of Woodinville
Industrial Design Guidelines

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1. Administrative Procedures

The City of Woodinville (City) has developed design guidelines in the interest of those who live, work, and operate businesses here. The City and those who develop in the City have a common interest in assuring quality development that benefits property owners and the City.

The Director of Planning will report design review activity regularly to the Planning Commission who will serve as the monitor for these INDUSTRIAL DESIGN GUIDELINES.

The City is committed to incorporating design review procedures that:

- apply to all industrial designated property within the City;
- allow for flexibility to accommodate creative design that meets intent of adopted principles;
- do not prolong approval processes, and
- encourages design review that parallels development design for economy of design resources.

The procedures below are intended to accomplish the objectives above. The underlying premise of the procedures established for design review is to provide City review that parallels design processes. The developer has access to design review as design development progresses so that design resources are directed to known, expected results.

A. APPLICABILITY

All new construction Alteration of any structure on industrial designated property within the City that affects the exterior appearance of a building elevation visible from a public right-of-way or public space shall be subject to design review under the Design Guidelines. If fifty (50) percent or more of a building elevation of a structure subject to design review is altered within a period of three (3) years, the structure shall be subject to the applicable requirements of Chapters I, II, and IV of the Design Guidelines as determined by the Planning Director. Where there are conflicts between these guidelines and life safety code requirements, the life safety requirements shall prevail as determined by the Planning Director and the Building Official.

All industrial zoned property within the Tourist District Overlay shall comply with Woodinville Municipal Code 21.38.065 and the Tourist District Master Plan dated December, 1997.

The Design Guidelines Checklist will be used for addressing design issues in all review processes.

B. DESIGN REVIEW PROCEDURES

Design review is available and encouraged in phases described below:

1. SCHEMATIC DESIGN REVIEW

Schematic design, as used here, is 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 REVIEW is to provide a way for the developer to convey information that describes the developers objectives early so the Design Guidelines that relate to the development can be identified for 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:

a. Site Layout;

b. Pedestrian, bicycle and vehicular circulation on site and in relation to connecting walks and streets;

c. Building elevations;

d. Landscaping in concept and general material types;

e. Storm drainage system concept.

2. PERMIT DOCUMENT DEVELOPMENT DESIGN REVIEW

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

3. DISPUTE RESOLUTION

Either the applicant or the staff may request consultation with the Planning Commission as provided in Section C.9.a. below.

4. FINAL DESIGN REVIEW

A final Design Guidelines Checklist will be prepared using documents submitted for development permits. Staff will also prepare a final decision with conditions of approval as may be required.

5. APPEAL

Any appeal of the final decision shall be made to the City Council pursuant to Ordinance No. 18, 81, and Woodinville Municipal Code 17.19.

C. ALTERNATIVE REVIEW PROCEDURE

1. INTENT

a. To provide an alternative review procedure that recognizes the unique opportunities and special challenges of developments that merit special considerations. Such considerations include environmental constraints or circumstances or large lot development (five acres or larger);

b. To permit greater flexibility and encourage more creative and imaginative site planning and design than may be possible under procedures described I.A. above

c. Qualifying developments may utilize ALTERNATIVE REVIEW PROCEDURE to gain flexibility to vary from the strict requirements of certain of the City's Zoning development standards (WMC21A 12-18) and Industrial Design Guidelines provided that the City's Planning Director determines that the proposal complies with the City's Comprehensive Plan, Woodinville

Municipal Code 21.38.065, the Tourist District Master Plan as applicable, and meets the intent of the development standards, Industrial Design Principles, and provides public benefit by meeting items of I.A.1. SCHEMATIC DESIGN REVIEW and as further specified below.

(1) To promote more economical and efficient use of the land;

(2) To reduce the negative impacts to adjacent properties;

(3) To increase convenient pedestrian and vehicular circulation in the vicinity to the subject property;

(4) To upgrade the overall visual quality in the industrial areas of Woodinville and maintain a community and human architectural scale;

(5) To produce consistent design identity compatible with surrounding areas;

(6) To take advantage of special opportunities to create a pleasing composition of buildings and landscape features, and

(7) To reduce the impact of industrial activity on sensitive areas and surrounding residential areas.

2. APPLICABILITY

Alternate Review Procedures may be used by holders of an equitable interest in or option on property but the applicant must submit evidence of such interest.

3. PERMITTED USES

Land uses of the site plan review process shall be limited to those permitted in the underlying zone.

4. PUBLIC SERVICE AVAILABILITY

Design review under Industrial Design Guidelines shall consider sufficiency of public facilities such as water lines, sewer lines and streets. Sufficiency shall mean either the system(s) exist or are planned to serve the proposed development and integrate with total systems of which the reviewed system is a part.

5. SITE PLAN REVIEW CRITERIA

a. The Technical Review Committee may consider and recommend approval of plans submitted under the Alternative Review Procedures for development that vary from the development standards of WMC 21.12-18 and City adopted Industrial Design Guidelines provided that the TRC finds that, at a minimum, all of the following standards are met:

(1) The proposal is consistent with the INTENT of the City's Industrial Design Guidelines;

(2) The proposal complies with the City's Comprehensive Plan;

(3) The proposal complies with the Tourist District Overlay development standards and the Tourist District Master Plan if applicable;

(4) The site planning for developments reviewed under this Alternative Review Procedure shall demonstrate unifying organization as well as accomplish the following goals and provides a public benefit by meeting the following standards:

1). Mitigate transportation impacts and conform to the City's objectives for better circulation by connecting through streets;

2). Provide convenient, inviting pedestrian circulation connecting all on-site activities to adjacent pedestrian routes and street rights of way and encourage bicycle and transit access and use;

3). Encourage buildings to complement adjacent activities and visual character and create human scale;

4) Incorporate open space and landscape design as a <u>significant</u> unifying element;

5). Upgrade the quality of streets to meet design review purposes;

6). Incorporate screening, environmental mitigation, utilities and drainage as positive elements in site design such as creating a "natural" open space or wet pond as a site feature to accommodate surface water runoff;

7). Reduce the visual and functional impacts of parking through placement and design of parking lots;

8). Where it is warranted and feasible, incorporate shared or joint use parking, transit access and other parking/auto trip reduction measures.

6. SCHEMATIC SITE PLAN REVIEW

a. Before filing any application, the prospective applicant shall submit for review by the Technical Review Committee (TRC) information noted in I.A.1.a. through e. above for consideration and advice regarding the relation of the proposal to the City's Design Guidelines, policies and regulations . The TRC will review the information submitted for adequacy of public services.

b. The TRC will meet with the applicant who will provide information necessary for a complete application. A written record of the TRC's recommendations and comments may be provided to the applicant after the meeting if requested in writing prior to the meeting.

c. The Planning Director shall issue a letter indicating acceptance when documents submitted for Schematic SITE PLAN DESIGN REVIEW for major issues identified in A.1.a. through e. above are satisfactory to the City. Approved documents, marked for identification, will be provided to the applicant and retained in the files of the City.

7. PERMIT DOCUMENT DEVELOPMENT DESIGN REVIEW

a. Subsequent to SCHEMATIC SITE PLAN REVIEW, the City will provide periodic design review at the applicant's request and reasonably scheduled by the City during development of permit documents.

b. The City will reasonably schedule PERMIT DOCUMENT DEVELOPMENT DESIGN REVIEWs until the applicant is prepared to submit documents for Final Design Review.

c. The applicant may request tentative approval of design acceptance for this phase upon completion of the phase. The Director of Planning shall respond to the applicant by written tentative approval, approval with conditions, or disapproval with reasons for disapproval. The applicant and the City are to retain duplicates of documents accepted for design review as references for FINAL DESIGN CONFIRMATION.

8 FINAL DESIGN CONFIRMATION

a. Documents submitted for FINAL DESIGN CONFIRMATION are documents submitted for permit approval. Where the project is to be developed in phases, a master plan shall be prepared that indicates phasing and methods for ensuring functionality of phased utility, pedestrian and traffic circulation and drainage systems.

b. Submission requirements for FINAL DESIGN CONFIRMATION shall conform to permit submission requirements as follows:

(1). Building and Planning Departments requirements;

(2). SEPA Checklist or determination from prior SEPA review for the project proposed;

(3). Updated Design Review Check List indicating conformance with Design Principles of the final design compared with Checklist review conducted for SCHEMATIC SITE PLAN REVIEW and PERMIT DOCUMENT DEVELOPMENT DESIGN REVIEWs;

(4). A written description of phasing proposed and measures included in the design to assure the public, safety and welfare during all phases of the development.

c. FINAL DESIGN CONFIRMATION will be part of permit approval.

9. APPEALS

a. Request for dispute resolution to the Planning Commission:

(1). The applicant or the Planning Director may request consultation with the Planning Commission during SCHEMATIC SITE PLAN REVIEW or PERMIT DOCUMENT DEVELOPMENT DESIGN REVIEW to resolve interpretation disputes of the Industrial Design Guidelines.

(2). The Planning Director shall schedule a requested consultation with the Planning Commission within a reasonable time period after the request. The reasonableness of time shall give consideration to any time required to review an environmental checklist and make a threshold determination and to develop and review an environmental impact statement, if required under SEPA, as well as time consumed by Planning Commission optional review.

The Planning Commission shall render a recommendation on the design review issue(s) subject of the requested consultation. Thereafter, the Planning Director shall consider the recommendation of the Planning Commission and shall issue a final decision.

b. Appeal of Final Decisions to City Council:

(1). Design review decisions may be appealed to the City Council by the applicant after they are heard by the Planning Commission. Appeals to the City Council shall be considered on the basis of whether or not the proposed design(s) are consistent with the Design Guidelines and otherwise comply with the provision of law.

(2). Permitted land uses in the underlying zone cannot be appealed under design review processes.

(3). Appeals shall be made in accordance with the provisions of Ordinance No. 18, 81, and WMC 17.19.

10. AMENDMENT OF SITE PLAN

a. Major change(s) to plans approved by the Planning Director or City Council may only be amended by the same procedures provided herein for original site plan approval. Design review for amendments shall be limited to the proposed change except the proposed amendment shall be considered in context with approved design review.

A major change is a change that affects a design guideline reviewed in the original approval(s).

11. EXPIRATION

a. Site plan approval shall expire within two years of the date of approval, except as provided for phased site plan approvals below. A single two-year extension may be granted for good cause as determined by the Planning Director.

b. The Planning Director may grant site plan approval for large projects planned to be developed in phases over a period of years exceeding the normal time limits of subsection 11. a. above. Such approval shall include time limits for particular phases of the development as agreed upon by the applicant and the Planning Director. If the time limits of a phase cannot be met, a single two-year extension may be granted for good cause by the Planning Director.

12. NOTICE

Notice of the final staff decision for design review or the alternate review procedure shall be posted and published in the same manner as SEPA threshold determinations.

2. DESIGN PRINCPLES

I. Site Planning

1.0. Relationship to Street Front

1.1. Intent

1.1.1. To upgrade industrial areas to improve aesthetics by establishing a positive visual identity for Industrial areas.

1.1.2 To unify streetscapes.

1.1.3 To enhance valley vistas in the industrial zones

1.2. Design Principles

1.2.1 Partially screen parking lots in front yards.

Implementing Measures:

Parking located within the front yard and visible from a public right-of-way shall be separated from the public right-of-way by a Type I, II, or III screen at least 10 feet wide as described in the Woodinville Municipal Code (WMC) 21.16.040 or another treatment as approved by the Woodinville Planning Director (Director) that partially screens the view of the parking. See Figure I.1.2.1.(1).

1.2.2 Enhance roadway edge for sites with sales in front yard (e.g., materials storage).

Implementing Measures:

Outdoor sales areas located in the front yard and visible from a public right-of-way shall be screened with Type I, II, III, or IV screens of at least 10 feet wide as described in WMC 21.16.040 or another treatment as approved by the Director that enhances the street frontage. All sales areas visible from the street, residentially zoned or developed areas, and recreation facilities (e.g. public parks or trails) shall be paved with asphalt, concrete, unit paving, or decking.

or be landscaped with living plant materials. See Figure I.1.2.2.(1).

1.2.3 Screen outdoor storage and industrial activities.

Implementing Measures:

Outdoor storage areas and industrial activities shall be screened from public view with a Type I screen at least 10 feet wide as described in WMC 21.16.040. See Figure I.1.2.3.(1)

1.2.4 Screen buildings with blank walls.

Implementing Measures:

See Sections IV.1.2.1.3, IV.2.2.1.3, and IV.6.2.1. on blank walls.

1.2.5 Screen all chain link fences.

Implementing Measures:

Chain link fences shall be screened with a full landscape screen (Type I or alternative approved by the Director).

1.2.6 Provide "gateway entrance / welcome" into site obvious to arriving vehicles and that distinguishes access for smaller vehicles (e.g. passenger cars) from access for large vehicles (e.g. semi truck/trailers) at entry or on-site.

Implementing Measures:

Provide entry signs that identify the business establishment with address numbers readable from approach direction (or directions) of the access right-of-way. Provide on-site directional signs to direct motorized vehicles to appropriate parking or delivery areas pursuant to WMC 21.20.

1.2.7 Parking areas will be paved with asphalt or concrete. See Figure I.1.2.1.(1).

2.0. Side Yards Compatibility

2.1. Intent

2.1.1 To promote functional and visual compatibility between adjacent properties.

2.1.2 To provide a more aesthetic character in the I zone.

2.1.3 To increase the efficacy of biofiltration.

2.2. Design Principles

2.2.1 Establish a biofiltration swale and greenrow (see definition) between adjacent properties.

Implementing Measures:

Provide a "greenrow," as defined in Appendix A, at least 20 feet down both sides of the property (in side yards). A biofiltration swale may be located in one or both of the greenrows. The total dimension of the swale and greenrow must be sufficient for the trees to achieve their natural spread and provide the swale sufficient gradient, surface area, and sunlight to function. Therefore, the width of the greenrow/swale may vary, depending on the species of trees and swale configuration. Two adjacent property owners may collaborate to provide a swale and greenrow. For example, if a swale/greenrow requires 36 feet, each property owner can provide 18 feet and share the construction costs. In this case, the swale must be sufficient to filter surface water from both sites. See Figure I.2.2.1.(1).

3.0. Multiple Building/Large Lot Developments

3.1. Intent

3.1.1 To reduce the negative impacts to adjacent properties and the natural environment.

3.1.2 To increase pedestrian, bicycle, and vehicular circulation options in the Industrial Zone.

3.1.3 To upgrade the overall visual quality in Industrial Zone.

3.1.4 To take advantage of special opportunities for incorporating natural features into site design, such as Little Bear Creek and the Sammamish River.

3.1.5 To produce a consistent design identity compatible within each of the industrial areas.

3.1.6 To take advantage of special opportunities to create a composition of buildings and landscape features.

3.1.7 To preserve and enhance visual corridors in the City.

3.2. Design Principles

3.2.1 Take advantage of special opportunities and mitigate impacts of large developments.

Implementing Measures:

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

3.2.1.1 When the site is adjacent to Little Bear Creek and/or the Sammamish River, provides convenient pedestrian circulation to these waterways.

3.2.1.2 Where possible, incorporates screening, environmental mitigation, utilities, and surface water drainage as positive elements (e.g., create a "natural" open space or wet pond as a site feature to accommodate surface water

runoff - chain linked fences around ponds are discouraged). See Figure I.3.2.1.(1).

3.2.1.3 Provides for on-site surface water treatment.

3.2.1.4 Screens or locates service areas away from public view and adjacent sites.

See Figure I.3.2.1.(2).

3.2.2. Take precautions to mitigate negative impacts of industrial development on adjacent and/or surrounding properties.

Implementing Measure:

Site planning for industrial development shall consider adjacent and/or surrounding uses and exercise care to locate incompatible uses away from adjoining uses.

4.0 Service Area Location

4.1. Intent

4.1.1 To reduce the visibility of unsightly uses (e.g. trash containers, product storage) in the industrial zones.

4.1.2 To encourage more thoughtful siting of trash containers and service areas, balancing the need for service with the desire to screen negative aspects.

4.2. Design Principles

4.2.1 Reduce impact of service areas and mechanical equipment.

Implementing Measures:

4.2.1.1. When feasible, 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, SR 522 freeway, and adjacent residentially zoned or developed properties, as well as Little Bear Creek and the Sammamish River. One of the purposes of this principle is to reduce the noise impacts of service areas. When, because of steep topography or other physical site constraints, it is not feasible to so locate service areas, provide screening as in 4.2.1.2 below.

4.2.1.2. Service elements shall be screened when the elements are visible from the public street or sidewalk, adjacent properties, residentially zoned or developed areas, and recreational facilities (e.g. public parks and trails). Dumpsters, refuse, and recycling collection points shall be screened in accordance with WMC 21.14.250.D. See Section 2.0., Side Yard Compatibility, above.

5.0. Biofiltration Swales

5.1. Intent

5.1.1 To encourage attractive treatment of biofiltration swales.

5.1.2 To incorporate biofiltration swales and ponds into project site design and landscaping more effectively.

5.1.3 To enhance the water quality of Little Bear Creek and the Sammamish River.

5.2. Design Principles

5.2.1 Maximize biofiltration of surface water prior to its flow into Little Bear Creek and the Sammamish River.

Implementing Measures:

Where practical based on site topography, direct water to the side of the lot in such a manner as to provide the maximum length and effectiveness of the biofiltration swale. Wet ponds or other surface water treatment facilities may be required. Where possible, locate the biofiltration swale adjacent to or near a greenrow for maximum effect. Depending on site topography, swales located along sides of the property may be required to channel surface water runoff. Cooperation with adjoining development to complement like facilities is encouraged. Joint use of biofiltration facilities meeting acceptable water quality design measures is encouraged. See Figure I.5.2.1.(1).

6.0. Street Corners

6.1. Intent

6.1.1 To enhance "gateways" to each of the industrial areas.

6.1.2 To upgrade the industrial area's visual identity.

6.2. Design Principles

6.2.1 Enhance the visual quality of development at Principal and/or Minor Arterial street intersections.

Implementing Measures:

New development on any of the corners of a Principal and/or Minor Arterial street intersection *must* enhance the property's visual qualities at the corner by one or more of the following:

6.2.1.1. Incorporate human scale elements as described in IV.3.

6.2.1.2. Installing substantial landscaping (at least 200 square feet 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.

6.2.1.3. 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.

6.2.1.4. Other element or method approved by the Planning Director.

7.0. Open Space / Recreation

7.1. Intent

7.1.1. To promote on-site facilities that create amenities to enhance the workplace environment and blends adjacent natural amenities with the created open space.

7.2. Design Principles

7.2.1. Preserve recreation and habitat opportunities along the Sammamish River and Little Bear Creek.

Implementing Measure:

7.2.1.1 Encourage businesses to provide on-site open space for employees adjacent to public trails along the Sammamish River and Little Bear Creek.

7.2.1.2 Provide benches and trash cans where appropriate for pedestrian uses on industrial sites. These amenities may be provided off-site when it benefits the public as determined by the Planning Director.

7.2.1.3 Encourage property owners to provide public access to the Sammamish River and Little Bear Creek. Required public access shall be in accordance with the Shoreline Master Program sections 4.3(5) and 4.12.2(5).

II. Pedestrian Access

1.0. General Pedestrian Access Requirements

1.0 Intent

1.1. To support the City's efforts to establish a trail along Little Bear Creek and the Sammamish River as part of its comprehensive bicycle/pedestrian network.

1.2. To provide safe, pleasant, and continuous pedestrian access in the industrial areas of Woodinville.

1.3. 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.

1.2. Design Principles

1.2.1. Provide pedestrian connections to the trail along the Sammamish River.

Implementing Measures:

Provide pedestrian connections from street walks to the pedestrian trail according to parks trails standards of the City.

1.2.2. All pedestrian paths must correspond with federal, State, and local codes for handicapped access and the Americans with Disabilities Act.

1.2.3. Provide obvious pedestrian crossing access for busy streets abutting the site.

1.2.4. Develop an on-site pedestrian circulation conceptual plan.

An overall on-site pedestrian circulation plan is required and shall be implemented in compliance with WMC 21.18.100. Walkways should be integrated with the

required parking lot landscaping. See Figure II.2.2.2.(1).

2.0. On-Site Pedestrian Circulation

2.1. Intent

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

2.2 Design Principles

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

Implementing Measures:

2.2.1.1. 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 21.18.100C.5. excluding the use of speed bumps.

2.2.1.2. The pedestrian path from the street sidewalk to the building main entry shall be at least 60" wide (preferably 96" wide) per WMC 21.18.100C.2.

2.2.2. Provide clearly delineated pedestrian paths or walkways connecting all businesses and the entries of multiple buildings on the same development site as required by WMC 21.18.100.B.(1).

2.2.2.1. Integrate on-site pedestrian walks with site landscaping plans. See Figure II.2.2.2.(1). (Appendix B - Figures).

3.0. Pedestrian Access in Parking Lots

3.1. Intent

3.1.1. To provide safe pedestrian paths through parking areas.

3.2. Design Principles

3.2.1. Provide pathways through parking lots used by business patrons and members of the public.

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 street front) or more than 2 bays deep (approximately 75 feet measured perpendicular from street front) in accordance with WMC 21.18.100B.2. Generally, walkways should be provided. A maximum distance of 150 feet shall be maintained between paths. See Figures II.2.2.2.(1) and II.3.2.1.(1).

4.0 Pedestrian Paths to Adjacent Uses and Transit Facilities

4.1. Intent

4.1.1. To provide safe and continuous pedestrian access in industrial areas.

4.1.2. To minimize conflict between pedestrians and vehicular traffic.

4.1.3. To provide safe routes for the pedestrian and disabled person across parking, to entries, and between buildings.

4.1.4. To provide pedestrians with access to adjacent properties.

4.1.5. To provide continuous pedestrian and bike access to transit stops.

4.2. Design Principles

4.2.1. Provide feasible, pedestrian circulation routes in accordance with WMC 21.18.100 from building entries of businesses to:

4.2.1.1. Services within the same development;

4.2.1.2. Sidewalks along abutting roadways.

4.2.1.3. Integrate pathways and bike trails to transit areas. See Figure II.2.2.2.(1) (Appendix B-Figures) for an example.

4.2.2. Where possible, provide steps and ramps across retaining walls and slopes in accordance with and in addition to WMC 21.18.100.

4.2.3. Gates should be provided to breech fences if they impede pedestrian movement to transit, public trails, and other public areas.

4.2.4. Pedestrian paths must be safe and well lit.

4.2.5. In addition to WMC 21.12.200, adjacent landscaping shall not block visibility to and from a path, especially where it approaches a roadway or driveway.

4.2.6. In addition to WMC 21.18.090, 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.4.1. To act as an incentive, parking requirements may be reduced if convenient connections to transit are provided as determined by the Planning Director.

4.2.7. Encourage pedestrian connections to public open spaces.

Incorporate access to public open spaces where a site is adjacent to public open spaces

5.0. Pedestrian Areas at Building Entries

5.1. Intent

5.1.1. To use the architectural elements of a building and landscaping to highlight and define the entrance.

5.1.2. To enhance the visual character of buildings.

5.1.3. To improve the pedestrian environment.

5.2. Design Principles

5.2.1. Enhance the building entry access.

Implementing Measures:

The primary public entries of all industrial businesses shall be enhanced by two or more of the following:

5.2.1.1. 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.5.2.1.(1).

5.2.1.2. Provide at least 200 square feet of landscaping at or near the entry.

5.2.1.3. Provide bicycle parking according to WMC 21.18.030.D.

5.2.1.4. Provide a trellis, canopy, porch, or other building element that incorporates landscaping.

5.2.1.5. Provide building ornamentation, such as mosaic tile, relief sculpture, ornamental wood, metal trim, etc.

5.2.1.6. Other methods as approved by the Planning Director.

III. Vehicular Access and Parking

1.0 Incentives to Reduce Number of Surface Parking Stalls

1.1. Intent

1.1.1. To allow reductions in the number of parking stalls

1.1.2. To allow more efficient land utilization.

1.1.3 To reduce impacts of parking.

1.1.4 To provide convenient access to buildings.

1.1.5 To reduce curb cuts, making the street front safer for pedestrians and reducing traffic congestion.

1.1.6 To encourage shared driveway access to parking areas and parking between adjacent properties.

1.1.7 To encourage shared parking facilities between adjacent compatible land uses.

1.2. Design Principles

1.2.1. Minimize parking areas through joint use and management.

Implementing Measures:

1.2.1.1 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.1.2.1.(1) in Appendix A Figures.

1.2.1.2 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.)

1.2.1.3 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.

1.2.1.4 Parking ratios may be reduced if the property/business owner has an approved commuter

trip reduction program incorporating transit and car pools.

1.2.1.5 Reduce parking ratios if development is within reasonable walking distance of transit opportunities as determined by the Planning Director.

1.2.1.6 No parking lots are permitted in sensitive area buffers pursuant to the City's Shoreline Master Plan.

2.0 Vehicle Entrances and Driveways

2.1. Intent

2.1.1. To provide safe, convenient access to commercial sites without diminishing pedestrians and visual qualities.

2.1.2 To locate entrances for large vehicles (semi-trucks), where feasible, away from pedestrian and other small vehicle (passenger cars) entrances

2.2. Design Principles

2.2.1. Minimize driveway impacts.

Implementing Measures:

Parking lot entrances, driveways, and other vehicle access routes onto private property from a public right-of-way shall be restricted to no more than one entrance lane and one exit lane per 300 linear feet of property line, as measured horizontally along the street face. Properties with less than 300 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 feet 0 inches 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 by the Public Works Director.

2.2.1.1 Exceptions:

2.2.1.1.a. The Public Works Director may allow additional entrances or vehicle access lanes if they do not significantly impact vehicle circulation, public safety, pedestrian movement, or visual qualities.

2.2.1.1.b. The Public Works Director 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.

IV. Building Design

1.0 Community Scale

1.1. Intent

1.1.1. To visually integrate large industrial structures into the community when viewed from City streets and from residential areas that overlook industrial areas.

1.2. Design Principles

1.2.1. Reduce the scale of large industrial buildings.

Implementing Measures:

Industrial buildings with a building height (measured per Woodinville Municipal Code 21.12.050) in excess of twenty-four feet, longer than 100 feet in overall length, and visible from a public street, trail, path or open space, shall incorporate measures as follows:

1.2.1.1 Landscaped area(s) not less than 200 square feet spaced not more than 50 feet apart with the edge closest to the building not more than 10 feet from the building. Each landscape area shall have not less than three large scale trees that will attain a height of not less than 20 feet within three years. See figure IV.1.2.1.(1).

1.2.1.2 The requirements of IV.1.2.1.(1) may be altered where loading dock openings occur. The loading dock opening may substitute for the landscaped areas provided the opening meets the following criteria (See figure IV.1.2.1.(2):

1.2.1.2.a. The opening design element is not less than 0.75 of full wall height.

1.2.1.2.b. The opening is a unified design that incorporates the opening with any adjacent wall treatment and weather protection overhang.

1.2.1.2.c. The designed opening extends from finish grade with the top of the opening design element extending to not less than one-fourth of the wall height from the top of the wall.

1.2.1.3 Incorporate wall treatments so the maximum area of a blank wall is less than 600 square feet. (See Chapter 6.0 – Blank Walls, and Appendix A – definition of Blank Wall). The following treatments may be used to meet the blank wall requirement:

1.2.1.3.a. Articulate a vertical panel joint that is visible from 200 foot distance. See figure IV.1.2.1.3.(a).

1.2.1.3.b. Incorporate wall finish color that is integral to the finish material (not painted on) in a pattern or composition with no component panel having an area greater than 200 square feet. See figure IV.1.2.1.3.(b).

1.2.1.3.c. Provide a textured composition wall panel with no single textured element of the composition greater than 200 square feet. See figure IV.1.2.1.3.(c).

In addition, the requirements of Section 6.2.1 must be met if the blank wall is visible from a public street, public park or trail, residential area, or is within 20 feet of the street right-of-way. These requirements are supplemental to, and do not replace, the underlying Industrial zone height limit in WMC 21.12.040A.

2.0. Architectural Scale

2.1. Intent

2.1.1. To encourage industrial development and redevelopment to be compatible with adjacent areas architectural size and character.

2.1.2. To encourage human scale where structures accommodate pedestrians such as entries, public walks and trails, etc.

2.2 Design Principles

2.2.1. Reduce the apparent scale of industrial buildings as perceived by the public.

Industrial buildings are inherently large structures designed to house activities that require large volumes. Industrial buildings are to incorporate measures to integrate new and redeveloped industrial structures with existing nearby uses that are not industrial in character.

All new or redeveloped industrial structures shall incorporate at least two of the following:

Implementing Measures:

2.2.1.1. Reduce the height of industrial structures within 150 feet of residentially zoned property to not more than 18 feet.

2.2.1.2. Reduce the height of industrial structures facing the street to 24 feet within 100 feet of the street or incorporate awnings, sun shades or other window treatment not more than 24 feet to the top of the treatment from finish grade across the building elevation facing the street.

2.2.1.3. There shall be no blank walls in excess of 200 square feet on building elevations facing the street. (See Section 1.2.1.3 and Chapter 6 for additional guidelines regarding blank walls.).

2.2.1.4. Include sloped roofs over lower building elements facing the street.

3.0. Human Scale

3.1. Intent

3.1.1 To recognize human interaction with industrial buildings and encourage buildings to comfortably relate elements commonly used by people to the size of the human body.

3.2. Design Principles

3.2.1 Incorporate human-scale building elements in all new and redeveloped industrial buildings.

Implementing Measures:

3.2.1.1. Provide weather protection at all entries designed for people.

3.2.1.2. Provide at least 200 square feet of sidewalk area or pedestrian-oriented open space at the principle entry(s) of industrial buildings.

3.2.1.3. Comply with accessibility requirements at the principle entry(s) of the building.

4.0. Building Details

4.1. Intent

4.1.1 To ensure that buildings are visually interesting when viewed from a public street.

4.2. Design Principles

4.2.1 Enhance buildings with appropriate details.

Implementing Measures:

When large scale buildings are viewed from one-quarter to one-half mile or more, the most noticeable elements are contrasting colors and forms of building components. Contrasting colors of the roof and exterior walls of a structure are very noticeable when viewed from above the roof level. Roof mounted mechanical equipment and ducting, usually light color, are most noticeable on a dark roof. Roofs and roof mounted equipment are often not as carefully considered for design considerations as are building components visible from street or site level. Special consideration is to be given to all building components for design in the industrial areas because these zones are so visible from residential areas overlooking the areas.

When buildings are seen from a distance of approximately one city block, the most noticeable qualities are the overall form and color. A three-story commercial building that is 100 feet wide and 35 feet tall must be observed from at least 200 feet 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 feet to 80 feet 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.

4.2.1.1. All new buildings shall include on the façade visible from the public street, residentially developed or zoned areas, public recreational spaces or freeway at least three of the following:

4.2.1.1.a. An entryway that is set back to provide a protected entry or that includes a porch, canopy, or pedestrian covering.

4.2.1.1.b. Canopy, awning, or porch over at least 50 percent of the length.

4.2.1.1.c. Landscaped trellises, screens, or similar treatment over at least 20 percent of the façade wall surface area, excluding windows and doors.

4.2.1.1.d. Varied courses or panels of materials.

4.2.1.1.e. An exposed structural framework or other element.

4.2.1.1.f. Articulated wall panels with accentuated joints, edges, or reveals visible from the street.

4.2.1.1.g. Articulated roofline or building base.

4.2.1.1.h. Transparent fenestration (windows, doors, or other openings) over at least 20 percent of the building.

See Figure IV.4.2.1.(1) for examples.

4.2.1.2 All new buildings visible from residential development on higher elevations of the valley walls overlooking industrial areas shall demonstrate measures incorporated in the building design to enhance the appearance of roofs that include the following:

4.2.1.2.a. Color of roofing materials in comparison with exterior wall finishes including the roof side of parapet walls.

4.2.1.2.b. Indicated location and plan configuration, color, and profile above roof level of all roof mounted equipment, ducts, exhaust hoods, and electronic equipment visible from an elevation above roof level and describe

measures incorporated to enhance the appearance of said equipment by screening or camouflage.

4.2.1.3 The visual transition of the joining of a building to the site is critical. The abrupt joining of the vertical wall plane with a horizontal hard, paved surface, without transitional space and landscaping is awkward visually, for use of the paved surface (a walk) and for maintenance.

All new buildings shall:

4.2.1.3.a. Provide a minimum four foot landscape space between the exterior wall and horizontal paved surfaces except at entrances / exits, loading docks and service entries.

5.0. Materials

5.1. Intent

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

5.2. Design Principles

5.2.1. Retain existing facades.

Implementing Measures:

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.

5.2.2 Use compatible building materials.

Implementing Measures:

5.2.2.1. Detail requirements for metal siding: If metal siding is used as a siding material over more than 25 percent of a building's façade, 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 Planning Director. If metal siding is used over 25 percent of a building façade, then the building design must include the following elements:

5.2.2.1.a. Visible window and door trim painted or finished in a complementary color.

5.2.2.1.b. Corner and edge trim that covers exposed edges of the sheet metal panels.

5.2.2.1.c. Other detail/color combinations for metal siding approved by the Planning Director, provided design quality and performance meet the intent of this section.

5.2.2.2 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 the following ways:

5.2.2.2.a. Use of textured blocks with surfaces such as split-face or grooved.

5.2.2.2.b. Use of colored mortar.

5.2.2.2.c. Use of other masonry types, such as brick, glass block, or tile, in conjunction with concrete blocks

5.2.2.2.d. Use of decorative coursing to break up blank wall areas. (See Sections 1.2.1.3 and 2.2.1.3, and Chapter 6 for additional guidelines regarding blank walls.)

5.2.2.3. Concrete tilt-up structures: If concrete tilt-up structures are used for walls visible from a public street, park, or pedestrian route, then the concrete wall must be treated in one or more of the following ways:

5.2.2.3.a Provide a texture scaled to be visually perceptible at the distance viewed by the public.

5.2.2.3.b Provide a pattern or composition created by casting relief in the exposed face of the concrete of sufficient depth to have shadow define the pattern or composition created.

5.2.2.3.c Create compositions with horizontal profiles characteristic of agrarian scenes. A repetitive pattern applied to multiple panels is acceptable, however subtle differences to differentiate the panels for interest is encouraged.

5.2.2.4. Prohibited materials: The following materials are prohibited in visible locations unless an exception is granted by the Planning Director:

5.2.2.4.a Corrugated fiberglass.

5.2.2.4.b Crushed colored rock/crushed tumbled glass.

5.2.2.4.c Striated plywood.

5.2.2.4.d Non-durable materials.

6.0 Blank Walls

6.1. Intent

6.1.1. To reduce the visual impact of large, undifferentiated walls.

6.2. Design Principles

6.2.1. All blank walls (See Figure IV.6.2.1.(1)) visible from a public street, public park or trail, residential areas, or within 20 feet of the street right-of-way shall be treated in one or more of the following ways:

Implementing Measures:

6.2.1.1. Installing a vertical trellis in front of at least one-half the wall spaced the full length of the building with climbing vines or plant materials. The trellis need not be attached to the building, and the plant materials on the trellis do not have to be allowed to grow onto the building wall.

6.2.1.2. Providing a landscaped planting bed that is the greatest of 5 feet wide or width that is 0.25 times the height of the wall. The planting bed is to be in front of the wall and planted with Type II landscaping pursuant to WMC 21.16.040(2), utilizing plant materials that are principally vertical and that will obscure or screen at least 50 percent of the wall's surface within three years.

6.2.1.3. Other method as approved by the Planning Director.

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

(See Sections IV.1.2.1.3 and IV.2.2.1.3 for additional provisions regarding blank walls.)

7.0. Mechanical Equipment and Service Areas

7.1. Intent

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

7.2. Design Principles

7.2.1. Locate and/or screen roof-mounted equipment as described in IV.D.2.a above so as not to be visible from the street, from the ground level or adjacent properties, or from SR-522.

Implementing Measures:

The screening shall be done so that it blends with the architecture of the building. See Figure IV.7.2.1.(1).

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

Implementing Measures:

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

7.2.3. Locate and/or screen exterior mechanical equipment to assure that noise from said equipment is not perceptible above the ambient noise level after 6:00 PM outside on evenings at residential areas above the valley.

V. Landscape and Site Design

1.0. Landscape Concept

1.1. Intent

1.1.1. To define plant species that are attractive, provide multi-seasonal interest, require low maintenance, are resistant to drought, and are otherwise appropriate for conditions within the Industrial districts.

1.2. Design Principles

1.2.1. Develop a site landscape design concept.

Implementing Measures:
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.

1.2.1.1. At a minimum, the landscape concept should include greenrows and surface water biofiltration features.

1.2.1.2. Screen development from SR-522, SR-202 and/or other public ways and enhance vegetation in the Sammamish River and Little Bear Creek corridors.

1.2.1.3. Plantings and/or site features should be scaled to larger industrial structures and enhance the architectural qualities of buildings.

1.2.1.4. In addition, the concept should consider the following landscape design objectives where appropriate:

1.2.1.4.a. Coordinate the selection of plant material to provide a succession of blooms, seasonal color, and a variety of texture.

1.2.1.4.b. Provide a transition in landscaping design between adjacent sites, within a site, and from native vegetation areas in order to achieve greater continuity.

1.2.1.4.c. Design landscaping to create definition between public and private spaces.

1.2.1.4.d. Design landscaping to provide a transition between built structures (vertical planes) and the site (horizontal planes).

1.2.1.4.e. Use plantings to accent and highlights significant site features and to define the function of the site, including parking, circulation, entries, and open space.

See Figure V.1.2.1.(1).

2.0. Preferred Plant Materials

2.1. Intent

2.1.1. 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.

2.1.2. To provide visual continuity by using plant materials from a City-specified plant list of a limited number of native varieties and species.

2.1.3. To encourage the use of trees and shrubs as an important unifying element within the industrial areas to strengthen the image and continuity of the streetscape.

2.2. Design Principles

2.2.1. Plantings along the frontage shall be coordinated to unify the roadway image, according to the City's adopted Street Tree Plan

2.2.2. 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.

2.2.3. Plantings along the north sides of buildings and in other shady locations shall use shade-tolerant plant materials from the City of Woodinville's tree and shrub list.

2.2.1.1.c. Corner lots may have one entrance per street, provided the owner proves to the satisfaction of the Public Works Director that it is unable to arrange joint access with an abutting property.

2.2.1.2 The following are encouraged:

2.2.1.2.a. Driveways on adjacent development sites are encouraged to be located at least 300 or more feet from one another for access control. By maintaining this spacing, the number of curb cuts should be kept to a minimum and thereby contributing to the reduction of local traffic impacts. See also Section III.1.2.1.

2.2.1.2.b. To allow for vehicular access, shared driveways are encouraged.

2.2.1.2.c. Vehicular access to corner lots shall be located on the lower 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.

3.0 Parking Lot Landscaping

3.1. Intent

3.1.1. To develop a positive image for the industrial areas.

3.1.2. To reduce the summertime heat and glare within and adjacent to parking lots.

3.1.3. To improve the views of parking areas for employees, customers, service providers, area residents, and residents at higher elevations.

3.1.4. To provide landscaped areas within parking areas in addition to landscape buffers around the perimeters of parking lots.

3.1.5. To provide pleasant pedestrian ways through parking lots.

3.2. Design Principles

3.2.1. Provide surface parking area landscaping in accordance with WMC 21.16.

Exception

Parking lots that are screened from view from public rights-of-way and adjacent properties do not need interior landscaping.

3.2.2. An alternative landscaping plan to the required surface parking area landscaping may be submitted in accordance with WMC 21.16.100, "Landscape alternative options."

Implementing Measures:

In addition to the criteria contained in WMC 21.16.100, the alternative landscaping proposal shall provide for one or more of the following:

3.2.2.1. Integrate interior surface parking landscaping with required biofiltration swales and surface water detention ponds. See Figure I.5.2.1.(1).

3.2.2.2. Incorporate or protect natural features, including wetlands, significant trees and vegetation, and slopes. See Figure I.3.2.1.(1).

3.2.2.3. Preserve distant views.

3.2.2.4. Provide significant pedestrian-oriented spaces along the Sammamish River or Little Bear Creek, such as a "pocket park" or amphitheater integrated with re-vegetation plans, in excess of what is required under the City Codes and Industrial Design Guidelines.

3.2.2.5. Create an extension or connection to a local park or a regional bicycle/pedestrian trail system.

3.2.3. Meet the standards for plant material, installation, and maintenance in WMC 21.16.090, "Landscaping." Plant species will be as approved by the Planning Director.

Implementing Measures:

The landscaping required for perimeter screening shall be in addition to the landscaping required under WMC 21.16.050, "Landscaping – street frontages," and WMC 21.16.060, "Landscaping – interior lot lines."

4.0 Retention of Significant Trees

4.1. Intent

4.1.1. To create and retain public open space that provides adequate access to the community.

4.1.2. To preserve and protect stands of mature trees.

4.1.3. To aid in the stabilization of soil by preventing erosion.

4.1.4. To reduce storm water runoff and costs associated with it.

4.1.5. To provide and important visual buffer and screen from traffic.

4.1.6. To conserve and enhance the aesthetic value of the area and protect and increase property values.

4.1.7. To provide natural settings for paths connection industrial areas with transit stops.

4.2. Design Principles

4.2.1. Adhere to the requirements of WMC 21.16.130, "Significant trees – preservation required."

4.2.2. Consider alternative building and parking siting strategies to preserve existing trees.

4.2.3. Consider the integration of pedestrian and bicycle paths with stands of mature trees where feasible to connect adjacent uses.

5.0. Site Lighting

5.1. Intent

5.1.1. To encourage the use of uniform lighting with concealed lighting sources as an integral design component to enhance buildings, landscaping, or other site features.

5.1.2. To encourage night skies' visibility and to reduce the general illumination of the sky in Woodinville.

5.1.3. To reduce horizontal light glare and vertical light trespass from a development site onto adjacent parcels and natural features.

5.1.4. To encourage the judicious use of lighting in conjunction with other security methods to increase site safety.

5.1.5. To discourage the use of lighting for advertising purposes.

5.2. Design Principles

5.2.1. Provide adequate lighting levels in all areas used by pedestrians or automobiles, including building entries, walkways, parking areas, circulation areas, and other open space areas.

New development shall provide site lighting that meets the following design criteria:

Implementing Measures

5.2.1.1. All public areas shall be lighted with minimum and maximum levels as follows:

Minimum (for low or non-pedestrian and vehicular traffic areas): 0.5 foot candles

Moderate (for moderate or high volume pedestrian areas): 1-2 foot candles

Maximum (for high volume pedestrian areas and building entries): 4 foot candles.

5.2.1.2. Lighting shall be provided at consistent levels, with gradual transitions between maximum and

minimum levels of lighting and between lit areas and unlit areas. Highly contrasting pools of light and dark areas shall be avoided.

5.2.1.3. Parking lot lighting fixtures shall be non-glared and mounted no more than 25 feet above the ground. All fixtures over 15 feet in height shall be fitted with a full cut-off shield.

5.2.1.4. Pedestrian-scaled lighting is encouraged in areas of pedestrian activity.

5.2.1.5. Lighting shall enable pedestrians to identify a face 15 yards away in order to promote safety.

5.2.1.6. Lighting shall not be permitted to trespass on to adjacent parcels or rights-of-way. Nor shall light source (luminaire) be visible at the property line.

5.2.1.7. All building lights shall be directed onto the building itself and/or the ground immediately adjacent to it. The light emissions should not be visible above the roofline of the building.

5.2.1.8. Light fixtures other than traditional cobra heads are encouraged.

3. Definitions:

1.10 Blank Wall – Any portion of a wall surface that has a vertical rectangular surface area of 600 square feet or more, or any ground level wall over four (4) feet in height that is longer than 25 feet in length, measured horizontally, with no visible window, door, articulated joint or textured composition unless more specific requirements are noted.

1.20 Greenrows - A row of trees and other vegetation planted along a property line or other site feature sufficient to create a year-around visual screen at least 10 feet high within three years of planting and at least 35 feet high at maturity. A greenrow must be sufficiently wide to accommodate the spread of the trees and other vegetation, 20 feet wide at a minimum. The greenrow may consist of one or more species, with evergreen planting predominating. Greenrows may be formal lines of regularly spaced trees or more naturalistic, asymmetric plantings.

1.30 Minor Arterial Street – Those streets identified on the Comprehensive Plan Map, Figure 9-3 dated June 1996, as "Minor Arterial" within the vicinity of the Industrial zones of the City. The streets included are:

1.30.1 Woodinville - Snohomish between NE 185th St. and the King/Snohomish County boundary;

1.30.2 NE 195th Street at Woodinville-Snohomish Road; and

1.30.3 NE Woodinville Drive.

1.40 Principal Arterial – Those streets identified on the Comprehensive Plan Map Figure 9-3 dated June 1996, as "Principal Arterial" within the vicinity of the industrial areas of the City. The streets included are:

1.40.1 State Route 202 from the SR-522 interchange to 148th Ave. NE; and

1.40.2 NE North Woodinville Way.

1.50 Valley Vista – Visual scene from any perspective overlooking or within a valley or lowland area of the City.

4. APPENDIX B

FIGURES

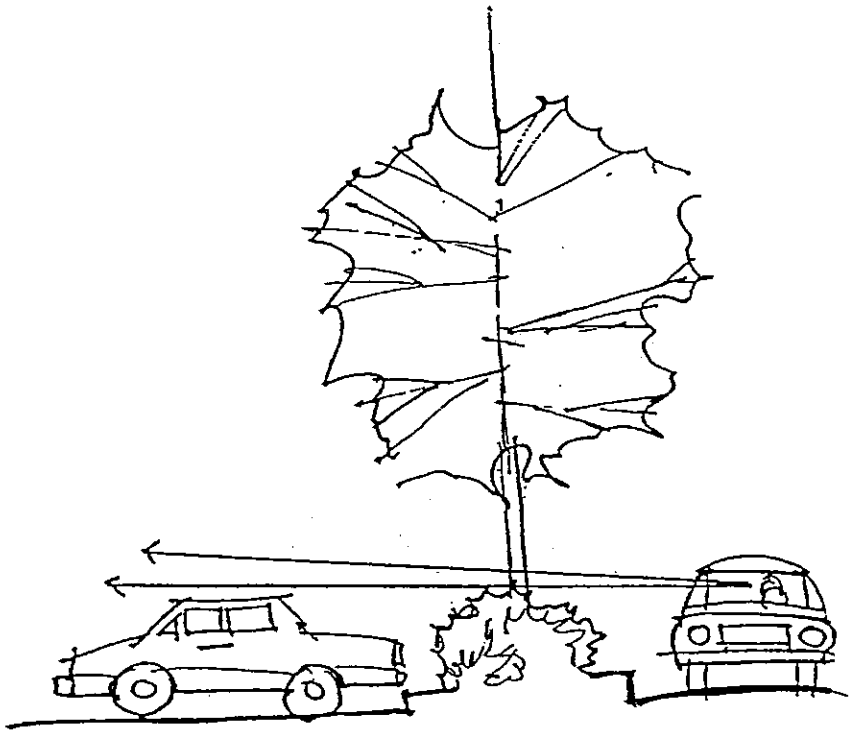


Figure I.1.2.1(1): ***For sites with parking in the front yard, trees and low shrubs will screen parking but allow view to businesses.***

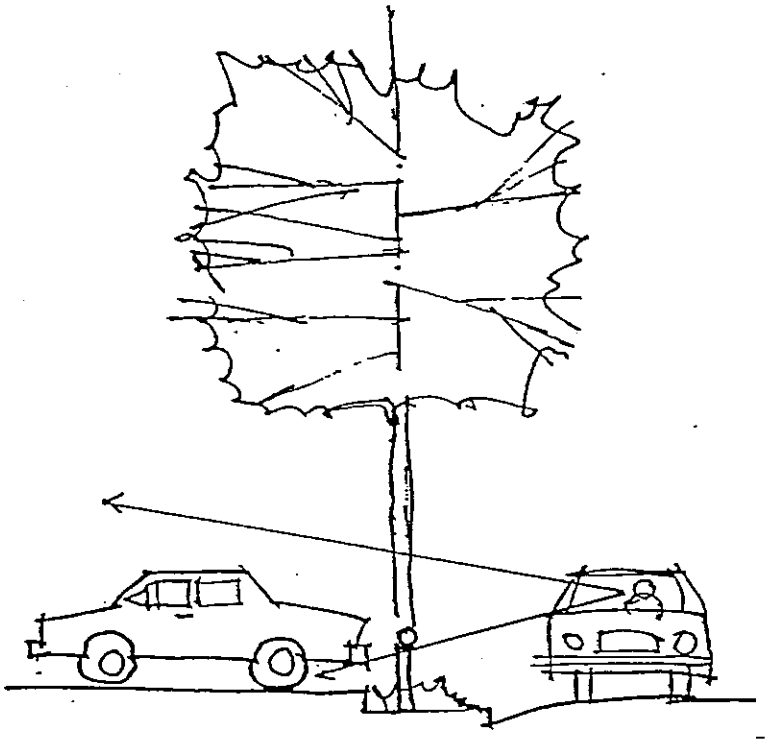


Figure I.1.2.2.(1): ***For sites with sales activities in the front yard, street trees trimmed high and low bollards allow full view of merchandise.***

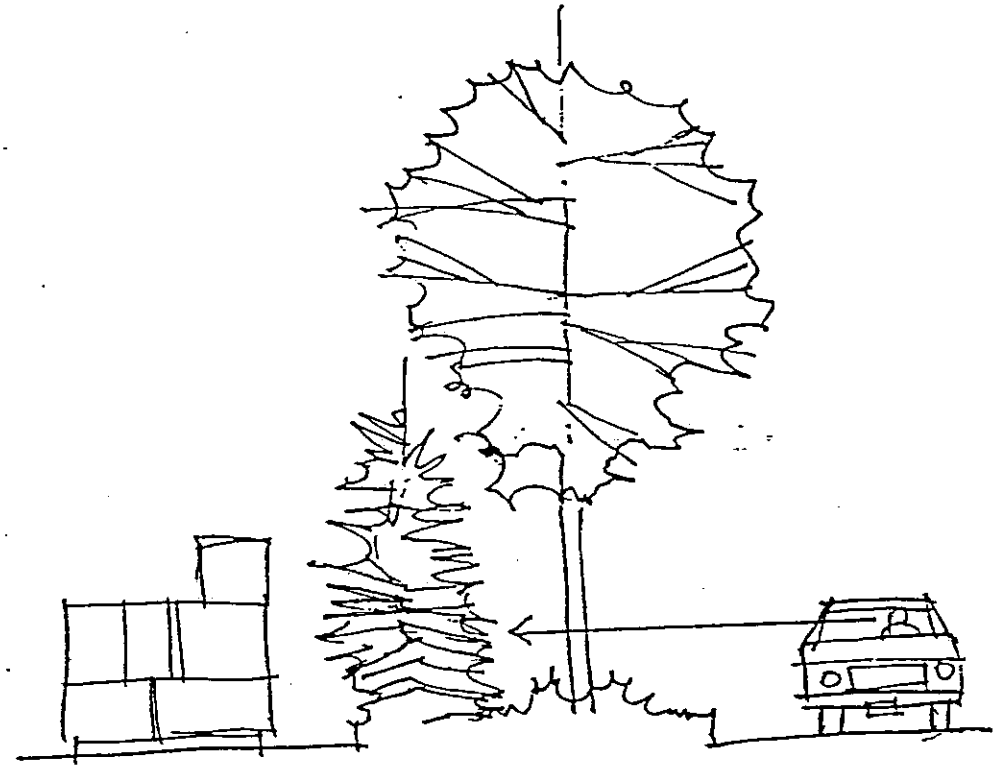


Figure I. 1.2.3.(1): For sites with outdoor storage or industrial activities, a full screen will prevent views into unsightly areas.

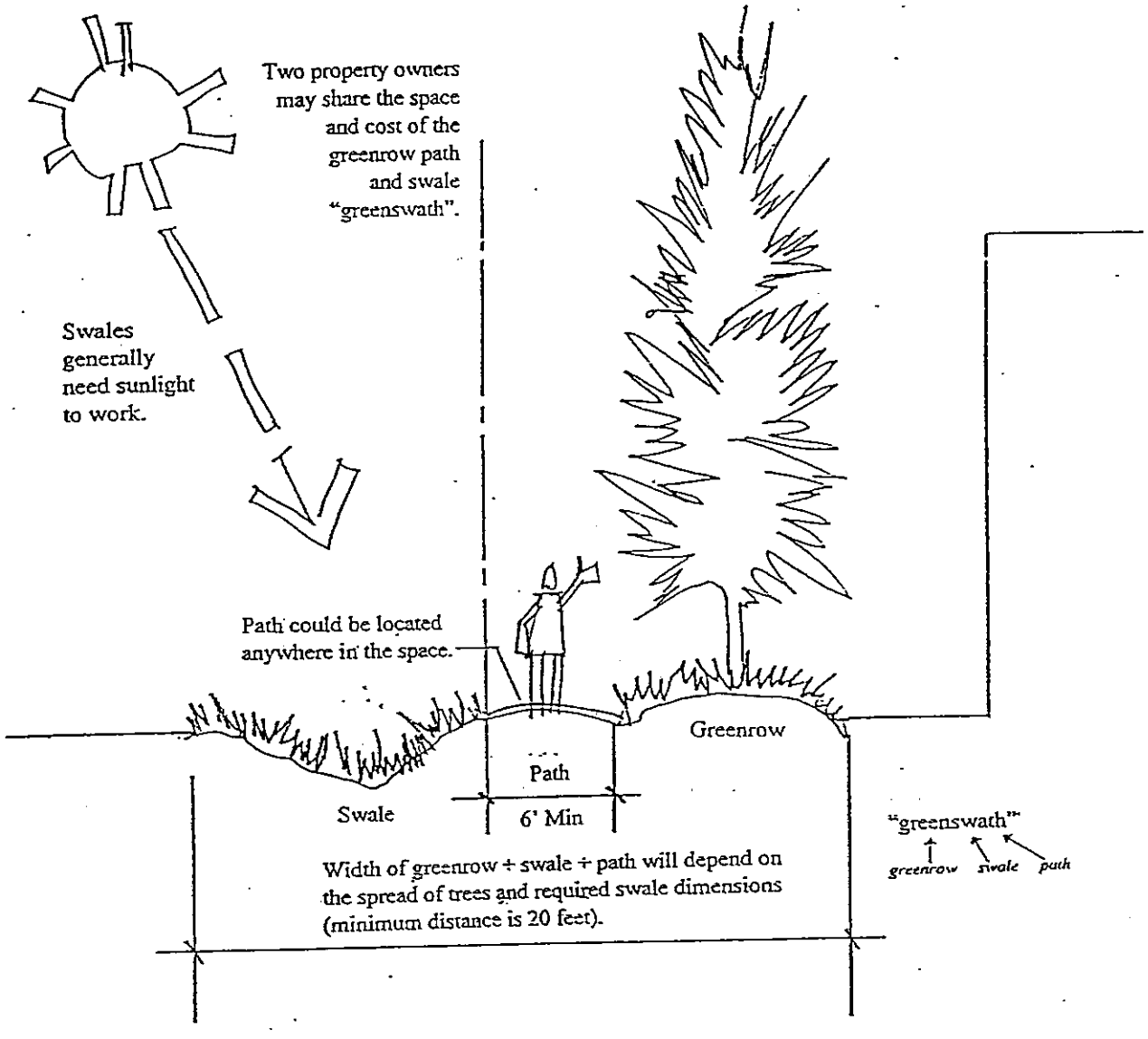


Figure I.2.2.1.(1): Description of greenbelt, swale, and path dimensions and requirements.

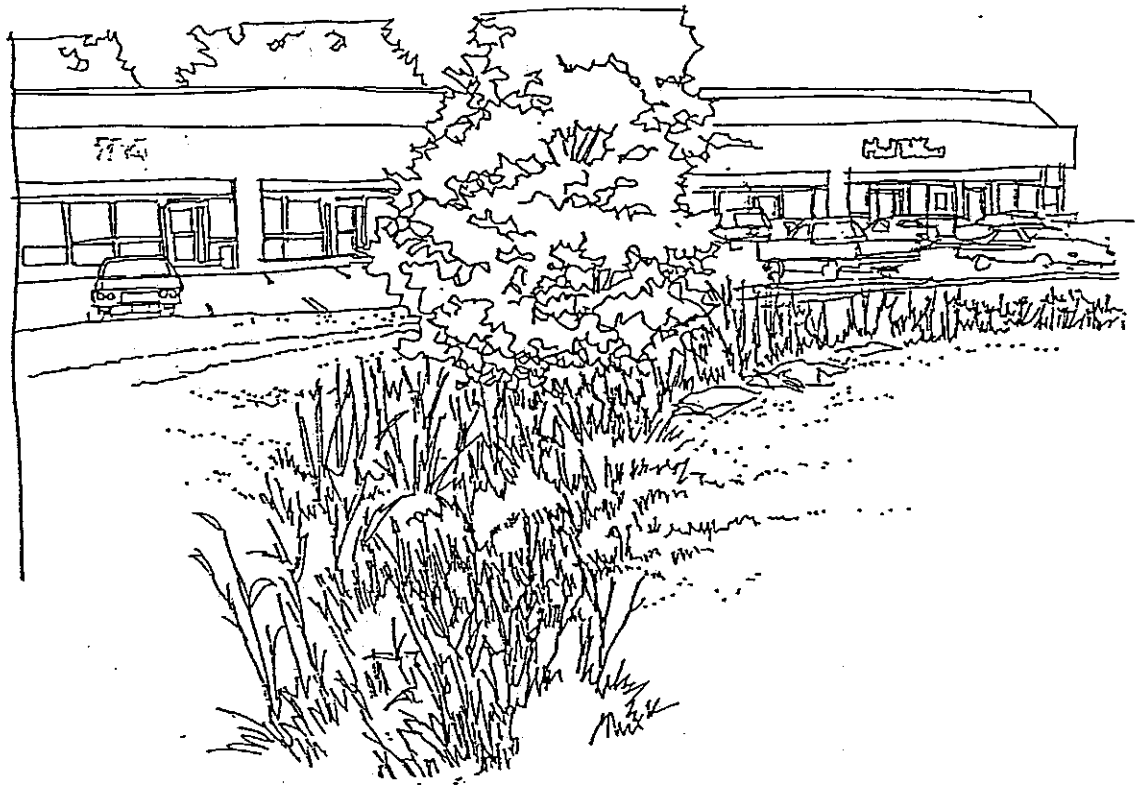


Figure I.3.2.1.(1): Biofiltration swales can incorporate stormwater management in a soft, attractive, naturalistic way. At this industrial space, a drainage swale in a central open space serves as a visual amenity.

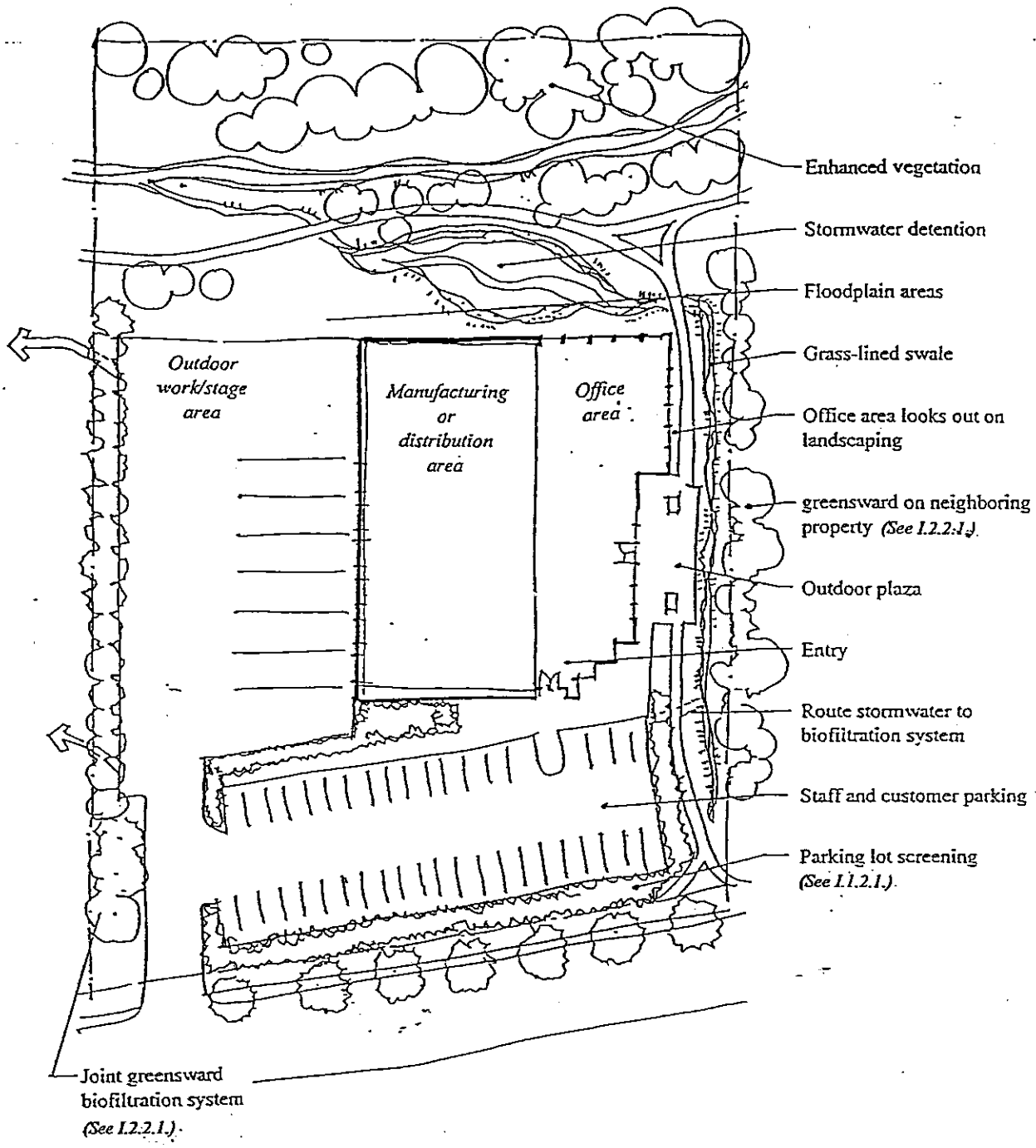


Figure I.3.2.1.(2): Example site plan illustrating how a joint manufacturing/distribution business, typical of the area, can achieve efficient site use, amenities for worker, and site design objectives.

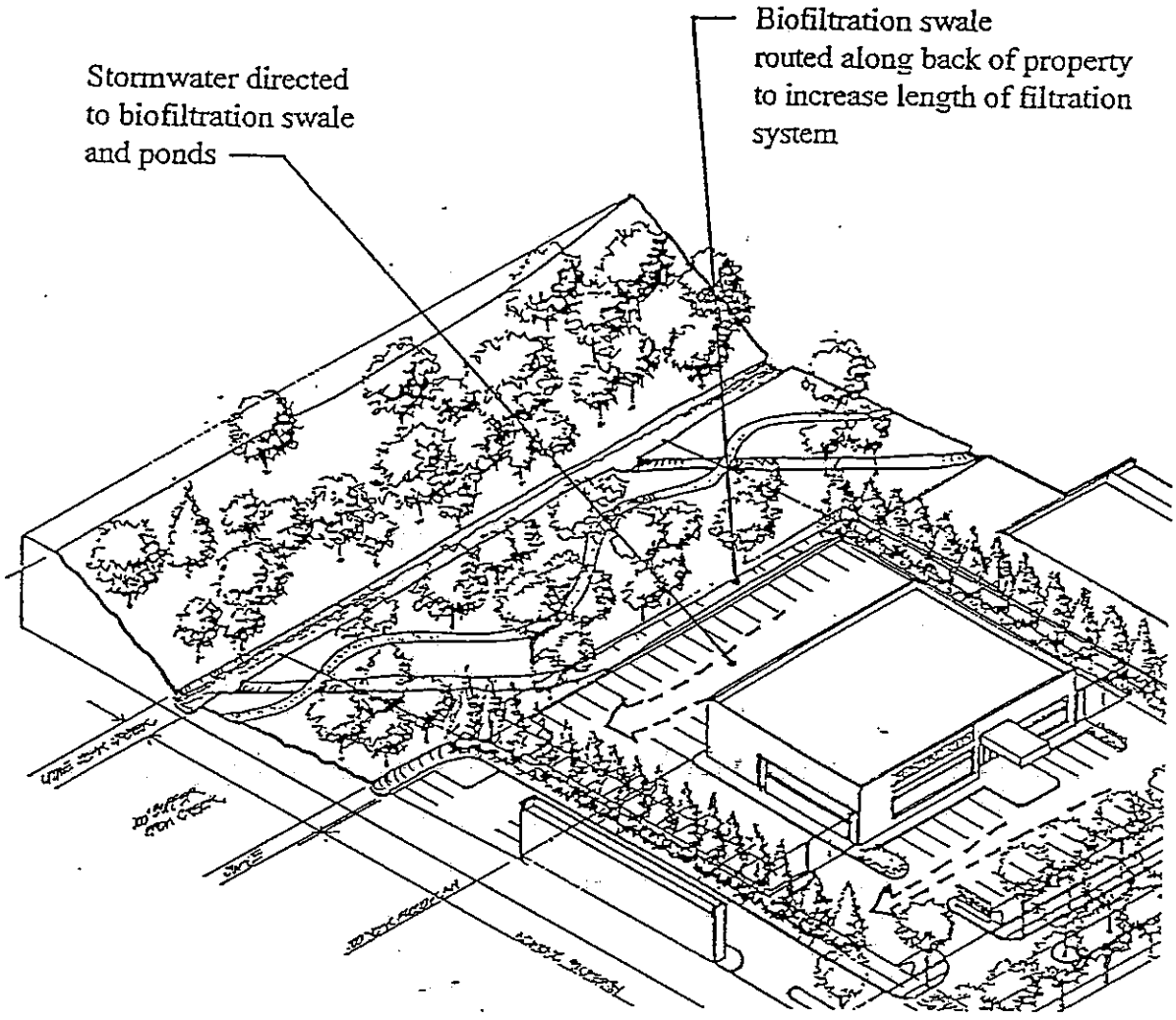


Figure I.5.2.1.(1): Maximize biofiltration system effectiveness.

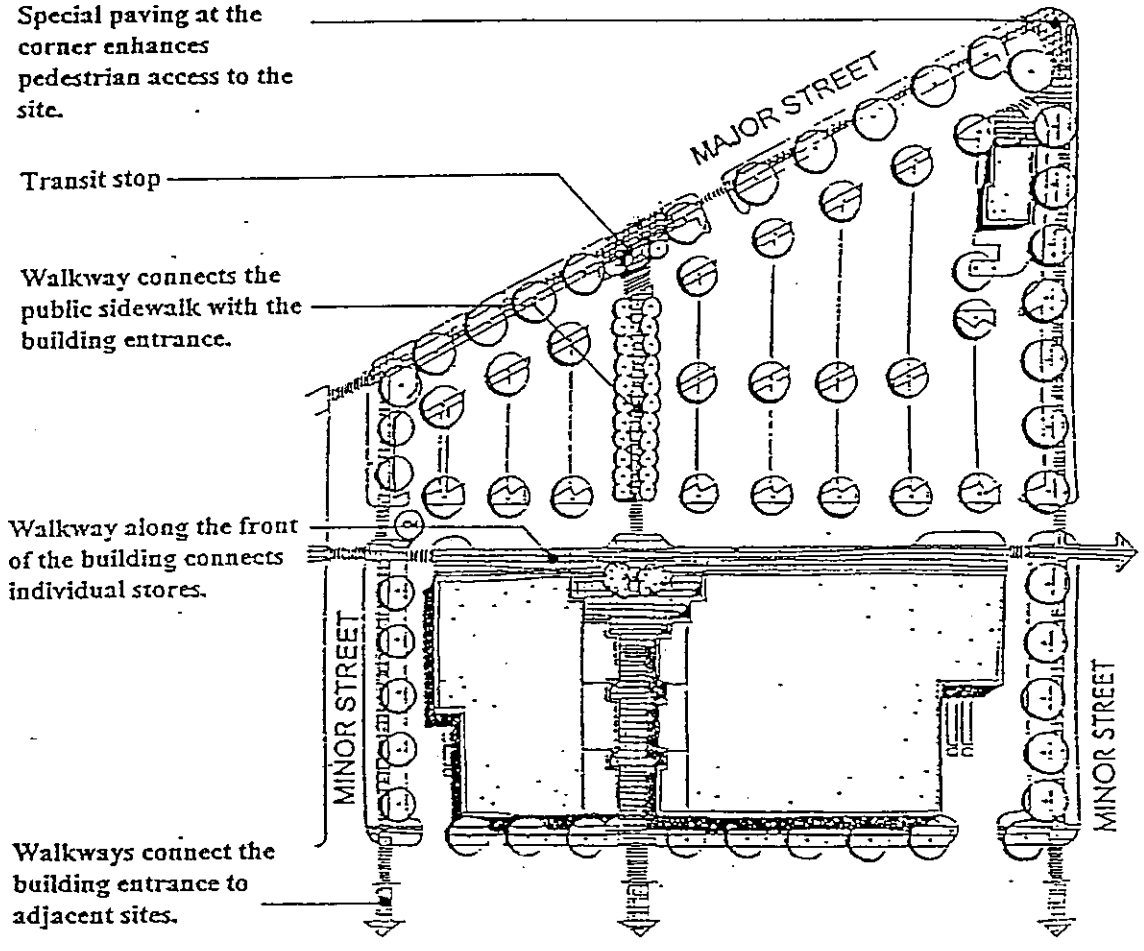


Figure II.2.2.2.(1): In this industrial site, landscaped walkways provide pedestrian connections.

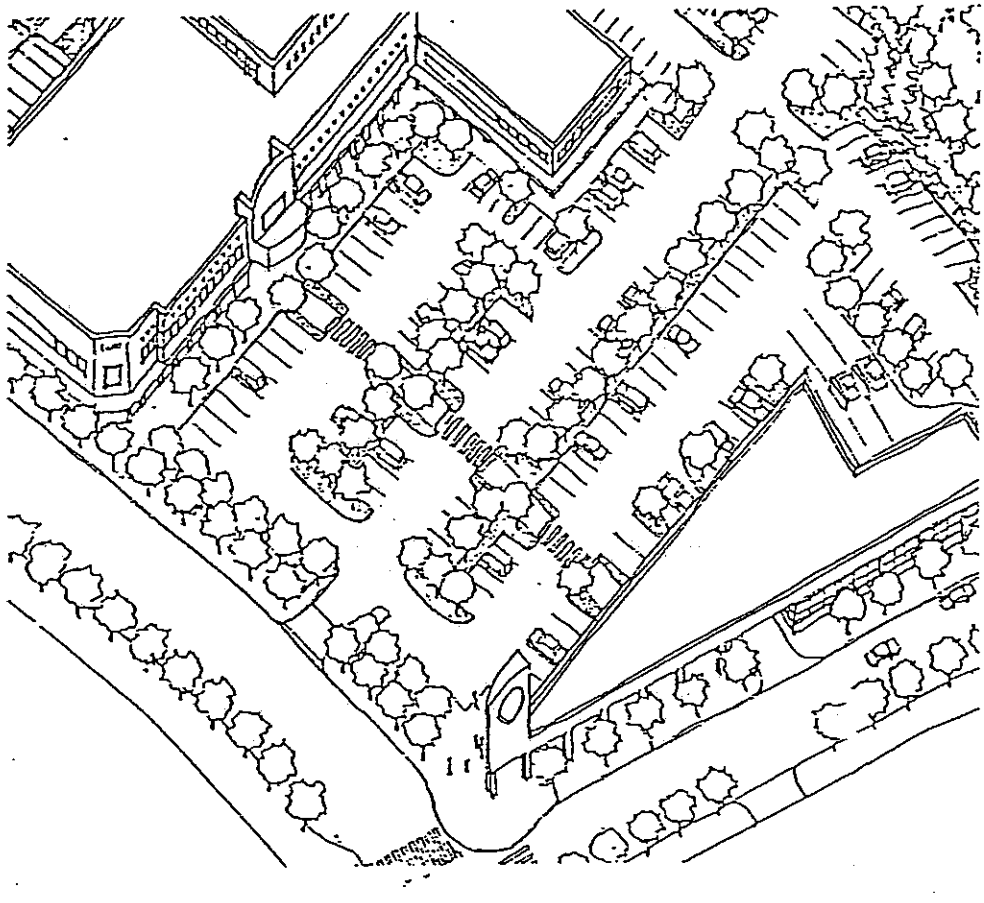


Figure II.3.2.1.(1): Pedestrian circulation through parking lots is an important consideration.

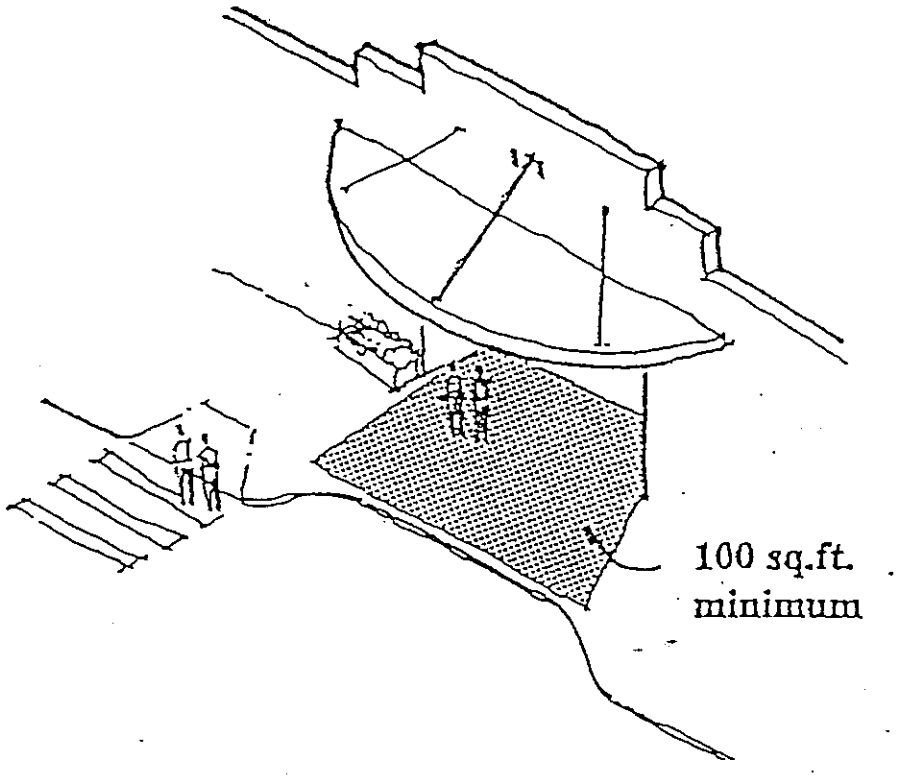


Figure II.5.2.1.(1): ***Provide a covered pedestrian open space (100 sf minimum) adjacent to each entry of industrial buildings facing parking lots.***

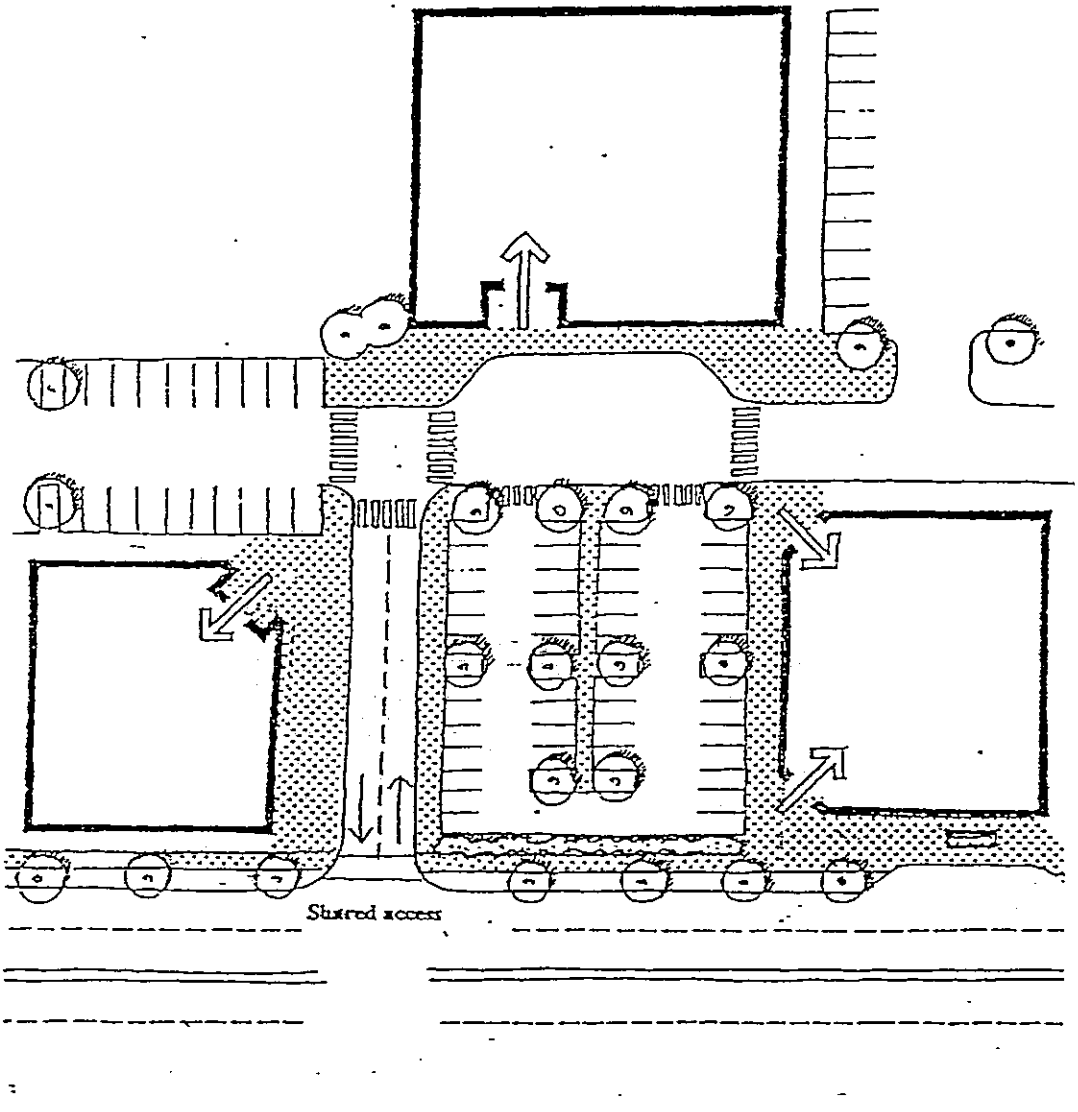
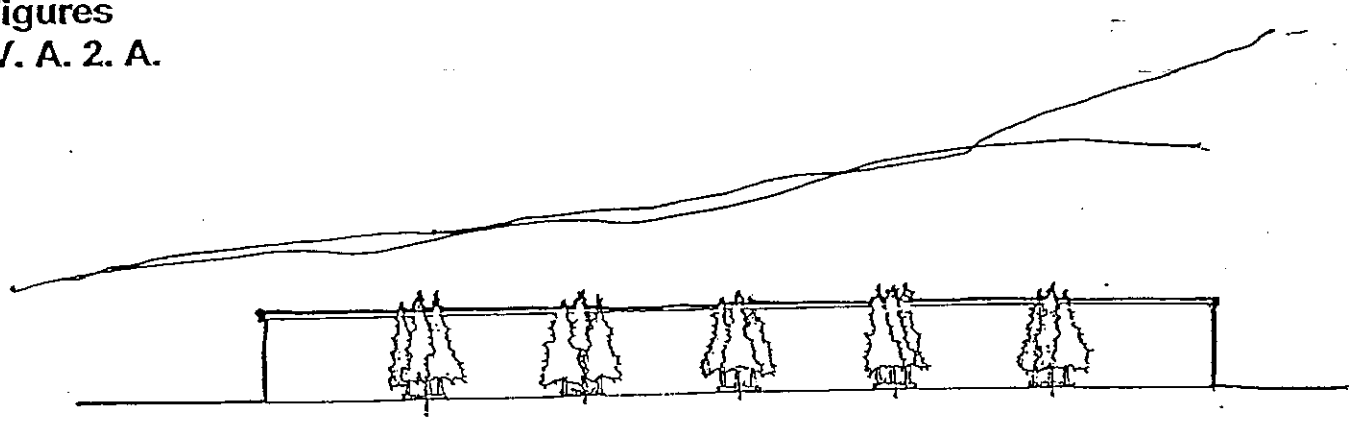
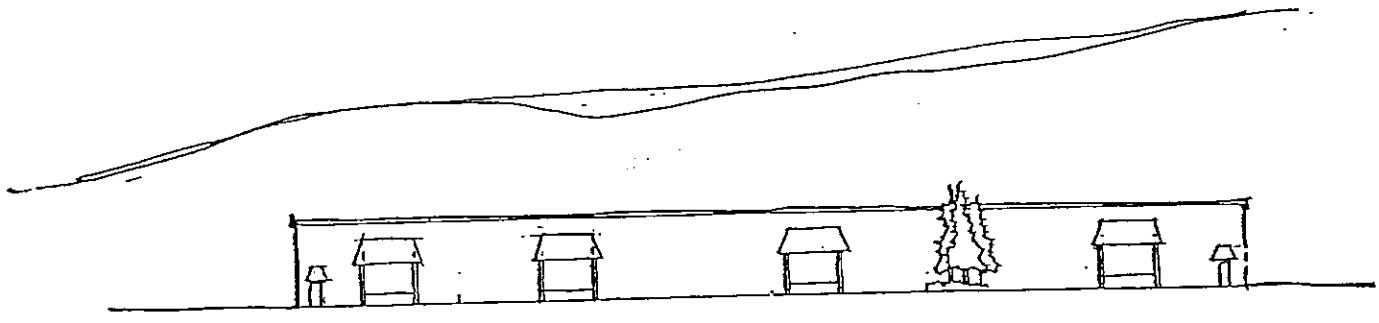


Figure III.1.2.1.(1): ***Shared driveways and consolidated parking Lots can reduce parking requirements while also creating more pedestrian-friendly environments by reducing curb cuts along streets.***

Figures
IV. A. 2. A.

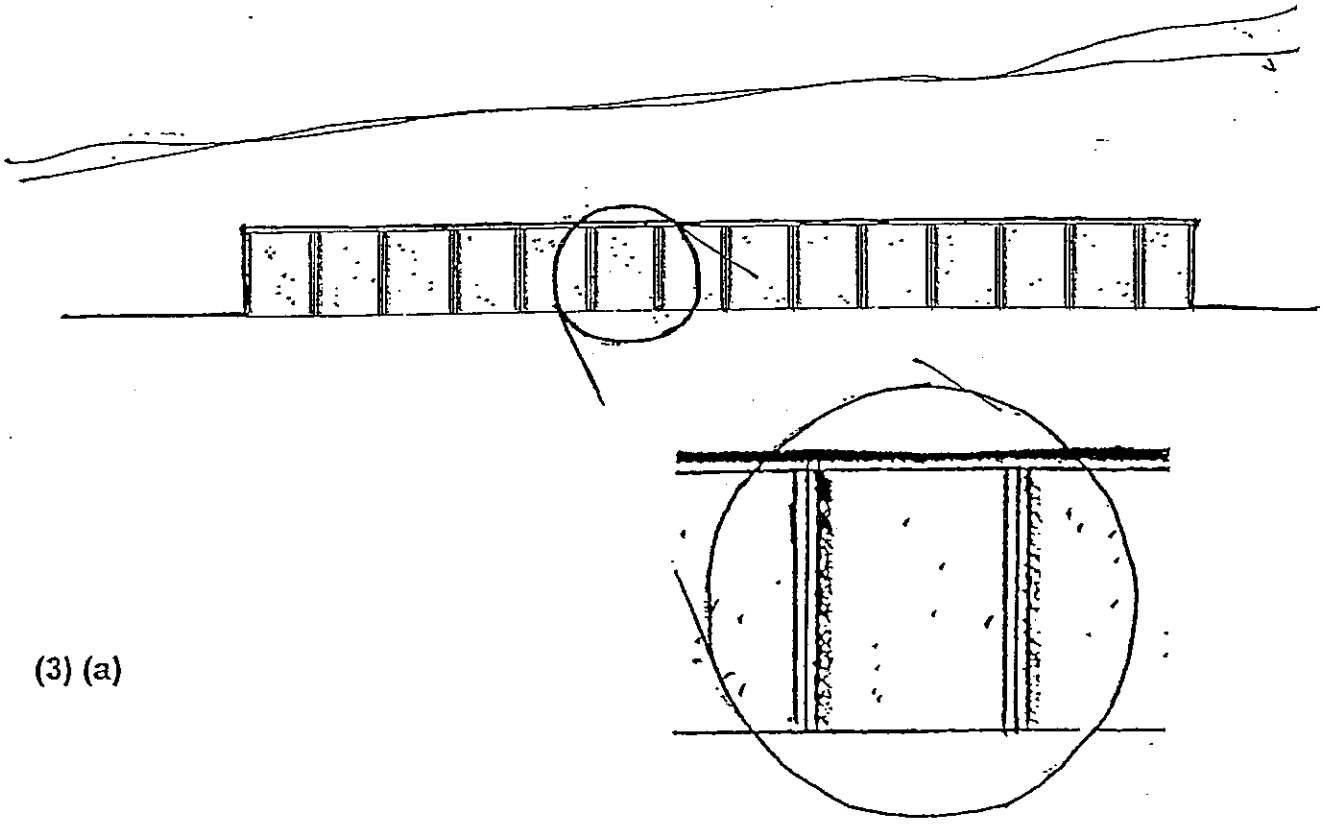


(1)



(2)

Figure IV.1.2.1



(3) (a)

(3) (b)

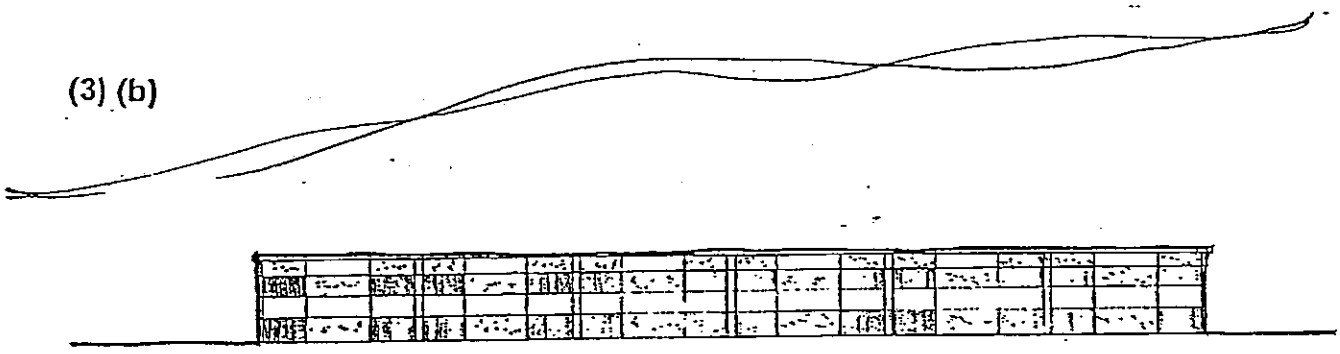
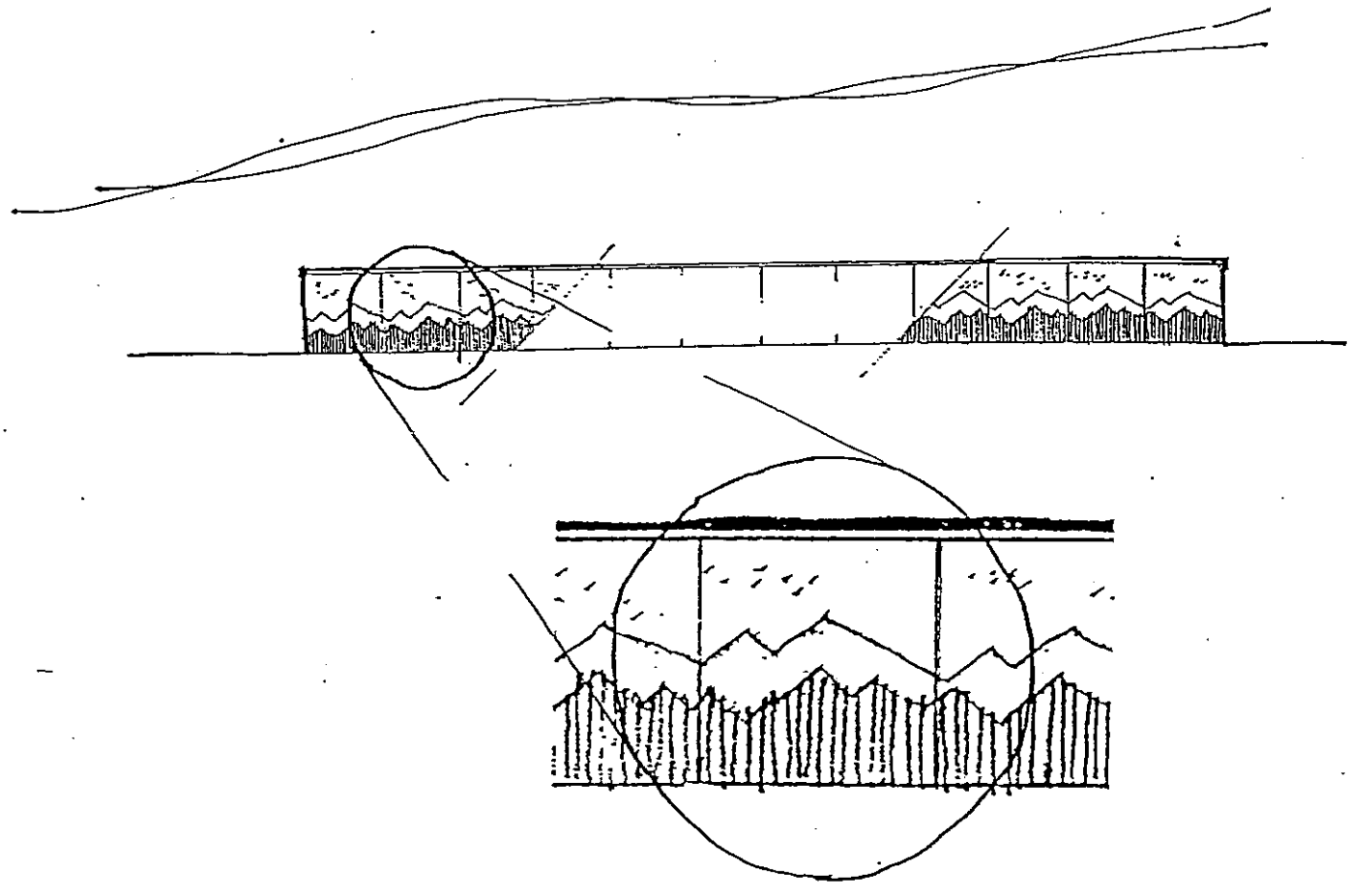


Figure IV.1.2.1.3



(3) (c)

Figure IV.1.2.1.3

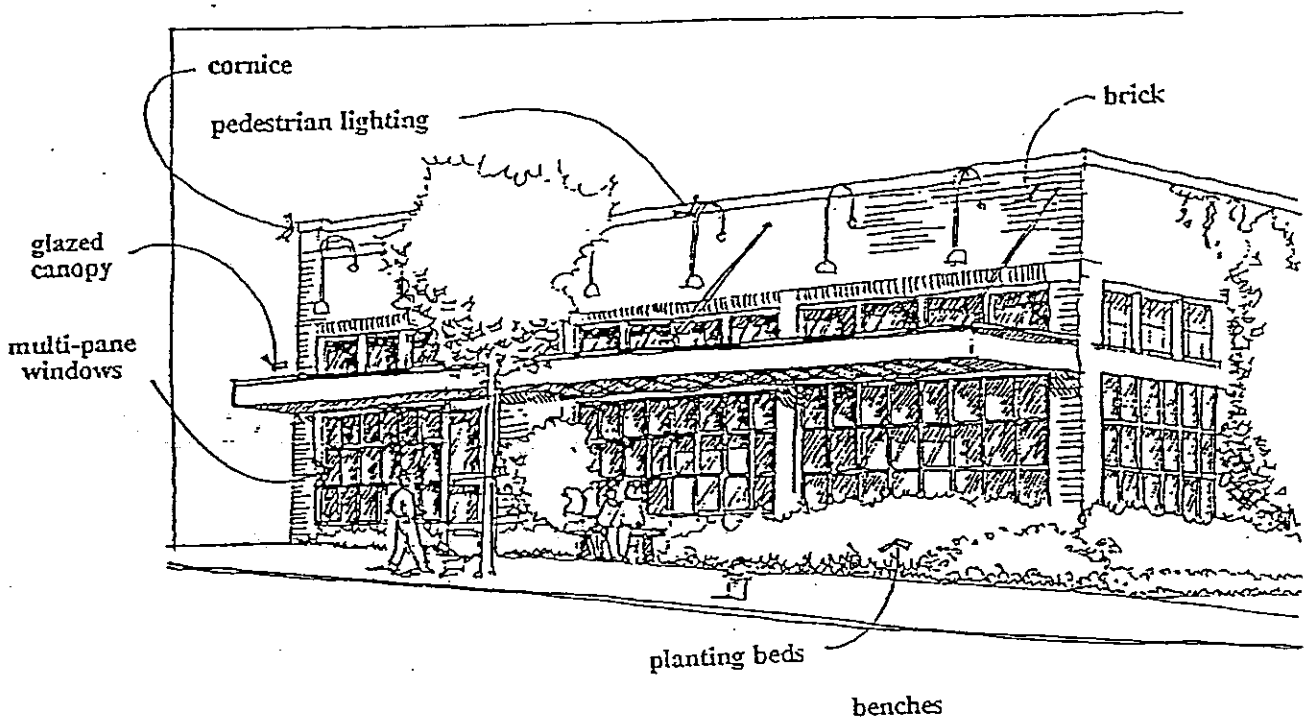


Figure IV.4.2.1.(1): Even simple buildings can feature a number of functional design details that increase a building's attractiveness and efficiency.

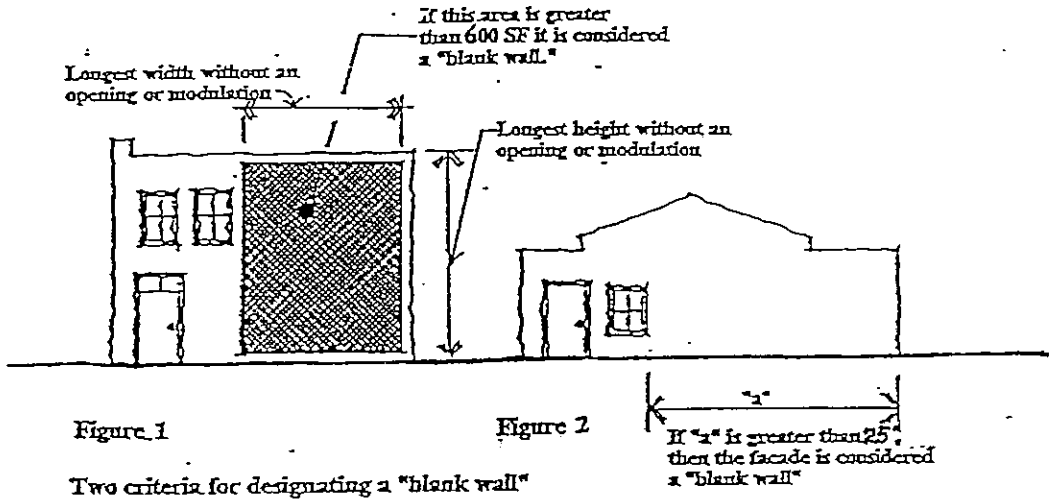


Figure IV.6.2.1.(1): ***Within 20 feet of the street right-of-way, any portion of a wall that has a surface area of 600 square feet or more without a window, door, or building modulation. Alternatively, any ground level wall over 4 feet in height that is longer than 25 feet in length, measured horizontally ("a").***

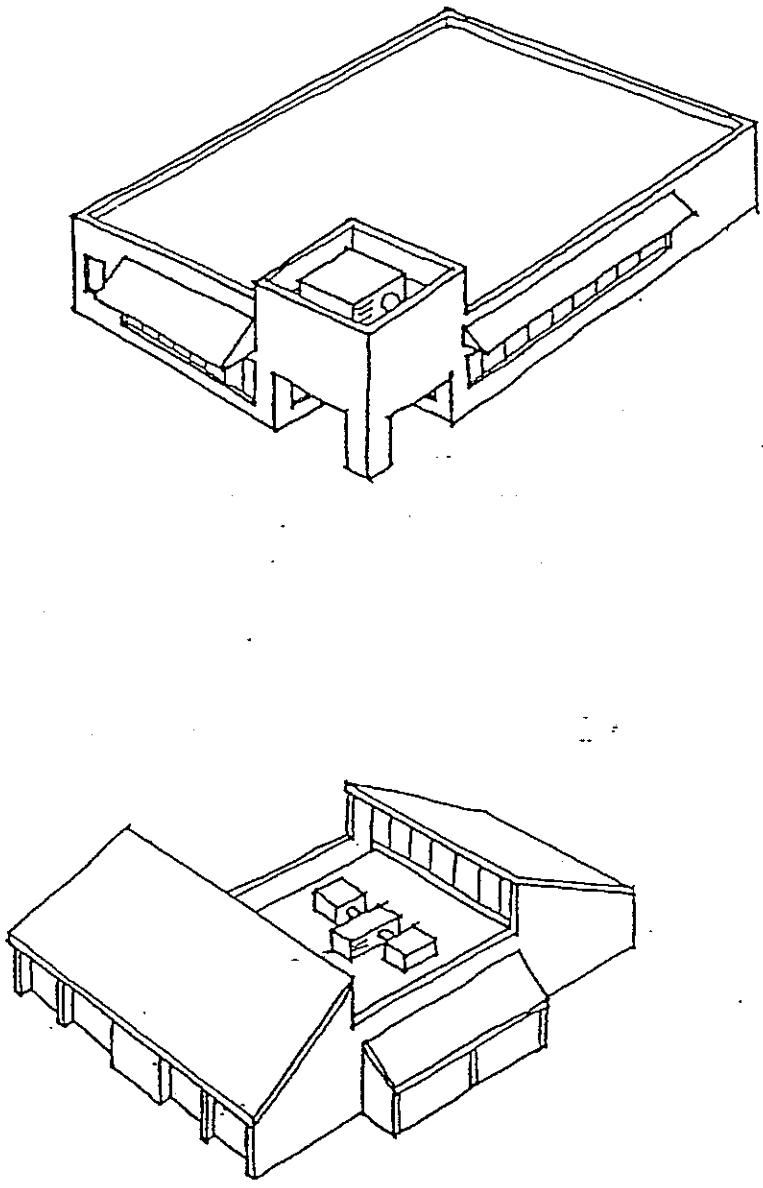


Figure IV.7.2.1.(1): Mechanical equipment and service areas should be screened from view.

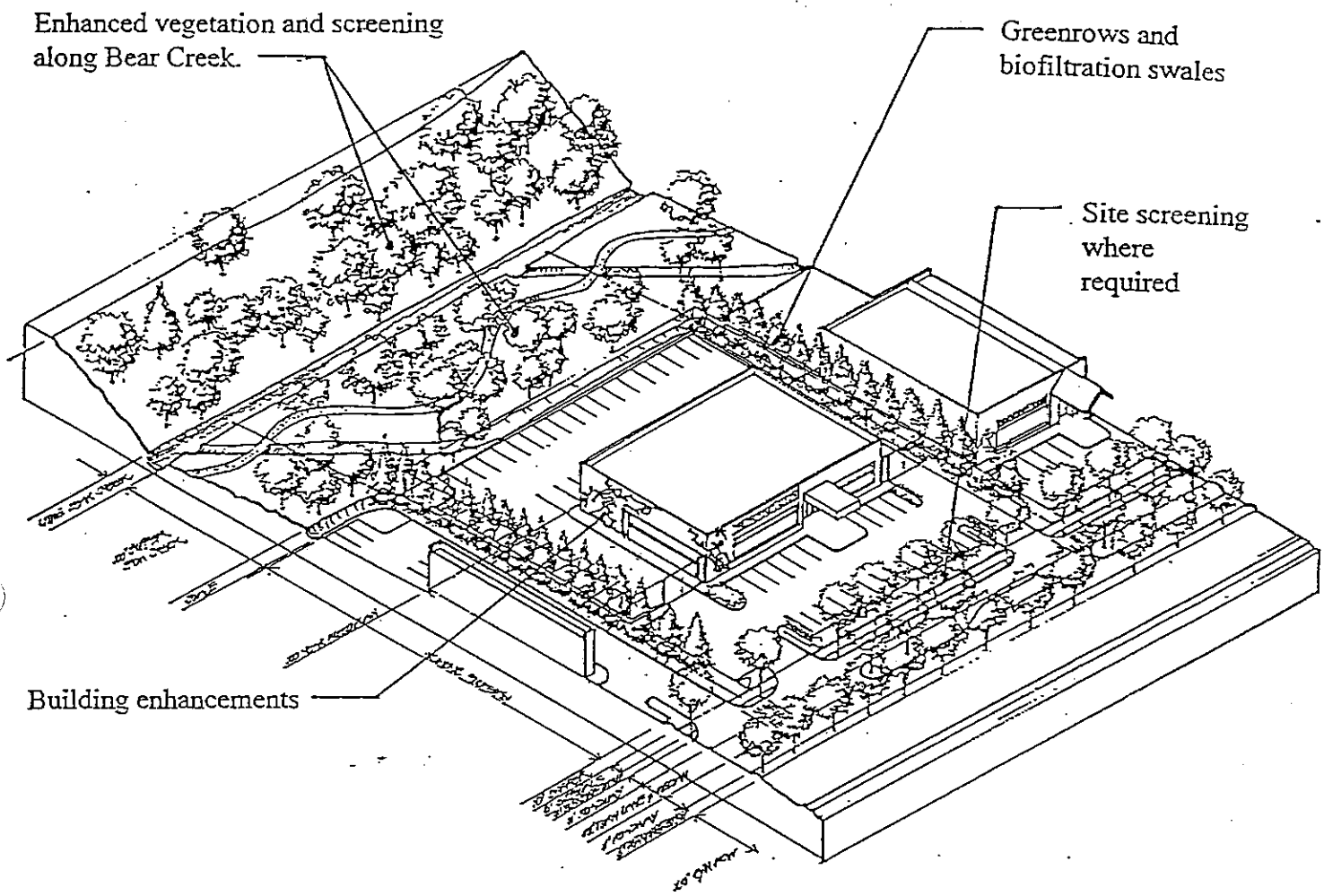


Figure V.1.2.1.(1): Elements of a landscape design concept.