

CITY OF WOODINVILLE
TREE BOARD
Special Meeting Notes

Wednesday
April 18, 2012

6:00 p.m.
City Hall, Council Chambers

1. CALL TO ORDER:

The special meeting of the Woodinville Tree Board was called to order at 6:00 p.m. by Chair Luchsinger.

2. ROLL CALL:

PRESENT: Chair Johan Luchsinger, Commissioner Michael Munnick, and Commissioner Thomas L Quigley

ABSENT: Commissioners Olga Bonilla and Commissioner Jey Manickam

Also present were Hal Hart, Development Services Director; Susan Boundy-Sanders, Councilmember; Planning Commissioners Paula Waters, David Ormerod, and Kathy Heywood; and Sandy Guinn, Senior Administrative Assistant.

3. NEW BUSINESS:

Tree Board members toured Woodinville's Central Business District (CBD) with Planning Commissioners Waters, Ormerod, and Heywood, and Development Services Director Hart to review commercial design standards. Ms. Guinn remained in the Council Chambers.

Notes taken during tour:

Stop One: Discussion of the City Hall and N.W. Woodland Character

What are the components of design guidelines?

Northwest Woodland Character (NWC)

Wood

CMU

The City of Woodinville through successive ordinance updates has moved away from encouraging metal and does not allow it as a siding except perhaps if the Development Services Director wanted it for a specific reason. Rick Parks of TRF said the inspiration was "feed and seed" mercantile businesses of the past.

Hal – Allowed hammered metal shroud /screen for pizza oven vent cover.
Discussion and questions with regards to the blend of various materials.

The design intent was to ensure that we were drawing from the agricultural/agrarian forms of buildings of the past that were once common to the valley.

A significant component of NW woodland character is the specific setting of the building within its landscaping. Keeping and preserving trees where possible; creating a grove of trees can block the mass of the building.

Stop Two: Discussion of 133rd and 173rd intersection

Parallel parking on 133rd both sides;
12-foot sidewalks on pedestrian oriented streets;
8-foot sidewalks elsewhere or non-pedestrian oriented streets;
Discussion of what unencumbered sidewalk means – 12 feet is unencumbered;
No bike lanes at this location; and
No transit on 133rd.

Redevelopment of east side of 133rd was discussed. It would not be strip malls under the code. Trees would be 25-35 feet on center.

Johan (Tree Board) recommends providing the flexibility to have groves, not just strips of trees.

Stop Three: Discussion at the Mid Point of 173rd

173rd identification as a grid road.

173rd grid road was not needed as a capacity issue. It is to be used for access for Wilmot Gateway Park.

Molbak's says they'll need 173rd for access to their properties if/when Garden Way or Canterbury is built.

Currently the road is framed with trees. Tree Plan: Preserve trees where you can. You can mitigate for the loss of the trees by paying into the fund or through improved site design. Native trees are of value to the community. Road expansion and development will mean the loss of trees.

Question: Woodin Creek Stream Buffer?

It could be as little as 50 feet if stream functions can be shown to be preserved but the science would have to support the buffer.

We start with 115 feet buffer on the salmonid stream of this nature. We can mitigate these requirements to 100 feet through enhanced buffer work under the Woodinville code.

Conceptually, if a director's decision is provided as to whether or not the stream is urban or not and the answer is yes, then the potential for buffers less than 100 feet in width is open.

The applicants will have to provide science based evidence that buffers less than 100 feet to no less than fifty feet can work; e.g., still provide adequate protection to the stream's functions and values. The applicant must demonstrate that those values and functions are not damaged. Cool water shaded by trees, silt, water quality, and habitat enhancement. Salmon habitat is to be enhanced and maintained and monitored over time. It makes sense that they look at habitat from the Sammamish River at least through the project site. It may make sense that it is extended through the project site on to neighboring properties as well.

Johan question: Can we move the stream?

Hal: Yes, if the ecological concerns are satisfied/if it can be shown to benefit the resource. There is a significant amount of scrutiny in stream buffer moves.

Tribes have a significant resource role to play concerning salmon recovery. In this watershed, we have some known problems including silt and temperature issues. Habitat improvement must show how these issues are going to be addressed. The improvements must satisfy the Muckleshoot or other tribes, as well as the various resource agencies reviewing the project.

Molbaks (mostly out of sight from this location) properties cross the stream as will the Garden Way grid road cross the stream.

Albertsons is outside of the Pedestrian Core Design District, beyond the East Frame Design District. Albertsons is in the Transition Design District – potentially day-lighting the creek has been discussed previously and is outside the scope of the Canterbury question at this point.

Stop Four: Corner of 135^d and 173rd.

135th 12-foot sidewalks (currently six feet from curb edge).

Discussion of the Public Works/Transportation Master Plan Scenarios:

High growth scenario meant more intersections around the City fell to Level of Service (LOS) F;

Medium growth scenario meant fewer intersections around the city fell to Level of Service (LOS) F;

Low growth scenario meant still fewer intersections around the city fell to Level of Service (LOS) F over time.

Question: What is the status of the Canterbury Proposal?

Answer: It is in its due diligence period. During this period the developer must determine whether the project is viable. To do this, he has asked the City Council to docket the question. For the developer then the questions that are important include:

- The stream which we have discussed. That did not need to be docketed.
- The issues of height and density were the key issues for the developer during this time period (in addition to the stream determination).

If they can have the answers within their due diligence time period, then the project may progress to the formal application stages.

Question from Council member liaison Boundy-Sanders : Why Setbacks/step-backs, could you have the building on the north side of the street with no step back at the upper floor, since the sun is from the south and a step back on the building on the south side of the street would allow more sun exposure.

Johan: Answered avoiding the canyon feel in town is important. If there is a 4 story + building on both sides of the streets, the modulation improves the feel along the street.

Question: Build ability of Canterbury?

Preliminary indications that SW portions of Canterbury site have peat-like soils that will require pilings to build larger structures (note pilings were used across the street at 21 acres as well).

Discussion of notched corner treatments, pedestrian plazas.

Question: How do we get public plazas? As the developer wants height, it is one of the requirements to provide a greater set of pedestrian amenities under the code. Corner treatments also provide for space. The design of that space to be functional is critical. Johan commented on public spaces must be designed with various seasons and sunlight conditions/access to sunlight makes a big difference at different times of the year/seasons.

Stop Five: 175th and 135th Intersection

175th will have five-foot bike lanes;
175th 12-foot sidewalks; and
175th will have fewer driveways over time, as we apply the design code. Driveways create safety issues. This is recognized in the Commercial Design portion of the code.

Imagine the progression of the development of the downtown into a more dense community. Parking garages will replace surface parking driveways as growth occurs. We try to balance good signage for the parking structure entrance with safety concerns for pedestrians, cars, and turning movements. On 175th, this will be important due to the traffic volumes.

Want to make sure that parking is still convenient to retail doors. Significant discussion on 175th look and feel. Significant noise difference between the intersection at 135th and 173rd and 135th and 175th.

Rick Parks noted that you want to make sure that driveways take customers to the parking lot behind the structure that is fronting 175th.

Discussion of the balance between getting customers to the stores and events in the downtown. Molbak's wanting advanced notice of events being schedule on 175th since this is a critical artery for customers who may visit his store. It was commented on that the grid roads should help in this matter since alternative routes will be increased for automobiles and pedestrians with 135th connecting to either 171st to the south or to Woodinville Snohomish to the north.

Rick Parks noted there was a good example at Sixth and Union in Seattle (US Bank Tower) where you want to avoid just on ingress/exit where possible.

The group engaged in a "debate about speed limits" along 175th. Some comments that it should be slower NOT faster to encourage window shopping and a walking experience. Acknowledgement that there may be a trade off between speed relating to capacity and slower movement for pedestrian orientation at intersections, along the street with parking movements etc....

Dave Witt commented that we want to serve Woodinville business customers and not just the traffic through, we want those pass through trips to stop in town.

TRF's Rick Parks noted that bypass will take more traffic if the 135th and Garden Way Grid roads are completed/built.

Discussion about keeping 175th as an access road for future retail shops along the street. It becomes "Main Street" with retail shops on the ground level and residential above, a walking street for those living in the downtown and those coming to downtown for the walking and shopping experience. The north and south by-pass roads should take the traffic that wants to drive thru town to get to Bothell to the west and Duvall to the east. Therefore, traffic is slower on 175th with those who want to stop in town to pick up something at a store and come into downtown on the grid roads or on 175th.

Another discussion took place with regards to whether or not parking on 175th was a good way to improve the pedestrian experience.

Doug's Boat property was discussed. Retailers such as Bartell's and others have wanted to break into the Woodinville market. Land values have made that difficult. How can they be accommodated at the various sites under our current code? The retailers are looking at various properties, but price is an issue and the businesses do not have unlimited resources to place a store.

With regards to the Doug's Boats/Spady property and the intersection (175th and 135th), biggest issues include both access and odd shape of the internal parcels. The Bell property has recently completed a lease agreement running for 10-15 years for the gas station.

Discussion about land assembly for new projects at the intersection (175th and 135th) and the required grid road. Mr. Hart noted that one of the land use issues that developers continually mention with regards to this property is the odd shape and the need for a land assembly effort, plus the surplus Fire Department land would be needed to build the grid road from 175th to Woodinville Snohomish Road.

There may be easements connecting the properties between TRF's holdings. That may be a beneficial link taking internal shopping traffic off of 175th, perhaps from Top Foods to other shopping as far south as 133rd in the future. There are currently a variety of business activities on the Doug's boat properties, and they own other notable businesses, including Challenger Ridge Winery.

The property owners are looking for a bigger variety of uses than the current code allows for. Question: Does the Downtown CBD Allow for drive-through windows?

At the present, 175th is "still devoted to the car." Next iteration of the downtown may be to move the car uses from the downtown and enhance the pedestrian experience. (Note: This is more of natural progression of real estate prices according to some, rather than a stated design standard per se).

Stop Six: TRF Development/DeYoung Park Fronting 175th

The street metrics are the same as what we were discussing at the previous intersection.

Eaves under the old code could meet our standard at 4 feet. The new standard is six feet. On this tour we will start to see the difference. One question for the group is could it be even wider, to say eight feet? Another question was: How could the designs be enhanced?

Discussion of the street and sidewalk issues. Public Works concerns are safety and liability of having our citizens or visitors in harm's way as they sit on the City's right-of-way. Public Works/City concerns as to the outdoor café issues have been addressed in a variety of ways.

Rick Parks explained who the business owners association group is and how difficult it is to get 43 business owners to sign on to a new agreement – bound by recording in public record of proration of all the costs, including storm-water, etc..., etc., that would include some additional property fronting 175th beyond what they currently have.

The Tree Board's Tom Quigley was asked to comment upon what he sees going on with the street trees along 175th generally. He sees soil compaction issues, buckling sidewalks, and root zone issues with the existing tree pits. He suggest that the City of Woodinville look at alternative ways to design for the things that trees need. New designs will increase the root zone area.

A question as the group moved along 175th about the DeYoung Park was raised. Why is the park under-utilized?

It was commented by various members that current grove is nice; but, there is visual blockage and not connection into the park, as the bushes have grown up over time and the structure adds to the visual blockage as well. Some members of the tour commented that they enjoyed the art at this park. There is no grass in the park, maybe a water-feature?

Noted that the Wood Element was added to Big Fish along 175th. The wood trellis and the paint colors add to the NW Woodland character.

New landscaping planting strip along 175 in front of the Panera, Taco del Mar, etc. installed by the City was praised. There is a wall that has been placed under the sidewalk as a root barrier. There is more room for the roots to expand parallel with the sidewalk as Tom Quigley mentioned.

The new awnings standard of six feet provided coverage for two two-person café seating. The tables are often found grouped together to seat four patrons outside. The TRF land area only accommodated enough for one two person table in a row against the building at the present time. People tend to rearrange these tables daily.

Stop Seven: Garden Way - 175th

12-foot sidewalk;
Parallel parking;
No bike lane;
Street trees; and
Standard travel lanes.

Discussion of how to break up mass of a building...e.g. how TRF did it under the code that the City had at the time. Agrarian past was highlighted in the TRF design using metal siding. Discussion of Molbak's landscaping providing a green frame to 175th currently creates a different feel along the street. Molbak's screen lends something important to the community's character. From a design perspective, we want the business doors up to the sidewalk or close with some areas set aside for plantings.

Discussion about the TRF visual entry way into the site. The original wood structure was a wood pole structure that wicked water and began rotting through. It was no longer safe

according to Rick Parks. Discussion by Johan and others as to how the pedestrian oriented space in front of Jamba Juice can be made even more successful.

Recommendations from the architects present: For inarticulate buildings like Jamba Juice, add exterior or external articulations, including awnings. People like shelters. The term 'tenanting' was used in this conversation, meaning "to hold or occupy as a tenant; dwell in; inhabit." Therefore, if people are going to occupy the space in front of these stores for a while, a bit of shelter may be useful and create a greater sense of security to the pedestrian.

The use of roll up doors was commented upon...that people like the indoor/outdoor experiences. Use of landscape in front of Jamba Juice along 175th, similar to what happened to the south in front of Taco Del Mar, would probably make people more comfortable and more interested in sitting outdoors. Looking at Starbucks site across the street, the use of trellis structure created an outdoor room with some setback from 175th and the materials used enhanced the NW woodland character.

Question: Who maintains the flower pots downtown? Answer from Brian Meyer of Woodinville Public Works: The City takes care of the ones no one else does (that means approximately 3/4 of the pots down 175th are taken care of by the City.) TRF, however, has their own care taker who handles the TRF potted plants.

Stop Eight: 140th Street and 175th Street Intersection

12-foot sidewalk;

Parallel parking exists in places – although, the City does not envision placing more parking on this street;

No bike lane though bikers use it;

Street trees required; and

Standard travel lanes 4 with a center turn lane.

A key issue at the intersection would be determining what improvements could make the intersection more pedestrian friendly.

Discussion of the mature street trees creating a beautiful frame for the street at different seasons. Discussion of the importance of undergrounding utilities so that the trees do not have to be cut so often.

Small grove of existing Douglas Firs at the 7-11 site noted. Noted that topping trees and limbing up trees is a constant educational effort by the City to the development community. However, looking around town you will at least note the limbing up process.

Napa Auto store's magnificent Castaneda sativa or Spanish Chestnut was pointed out by Tom Quigley and other Tree Board members. The plaque notes: The City of Woodinville "Heritage Tree" Presented to the Adair Family January 12, 1998.

Stop Nine: Ilahie Holding Company's Woodinville Towne Center

Site issues:

The project was built prior to current codes. This limits what can be accomplished under existing code to what is being proposed to be upgraded. Marketing efforts for grocery stores tend to fall into different market segments. For example: The Americans with Disability Act (ADA) accessibility issues must be addressed so that disabled individuals can negotiate the sidewalks, ramps, stairs, etc., etc....

The owners recently completed a market demand study.

- Segment one is the value segment – marketing to customer looking for great value – price sensitive could be a smaller end store.
- Segment two was the larger store – marketing to traditional chain stores in the 40,000 to 60,000 square foot range.
- Segment three is the upscale store – marketing the lifestyle experience around food. These stores can range from smaller to larger stores; e.g., a Trader Joe's to a Metropolitan Market.

A big problem/or significant problem is visibility at this location according to a variety of sources (including realtors and others). Things that inhibit that visibility include the gas station and row of businesses on either side of the main grocery store, as well as the geography of the site itself.

According to Ilahie, their private sector analyses notes that there is a significant leakage of grocery dollars from this trade area.

At one point, the QFC had come to the City and discussed various properties around town, including the site of an existing church on 171st and 140th across the street from the Woodinville Medical Center.

They were willing to consider, at least in discussion, looking at structured parking opportunity in the City of Woodinville. Ultimately, the site they were looking at was not willing to sell the property and the firm looked elsewhere for expansion opportunities.

Future upgrades to the center could include items such as: (1) improved access from 140th street. This may mean creating a new path for automobiles as they enter the upper parking lot trying to access a future grocery tenant.

Other updates: They already removed pine trees and updated with a deciduous variety. They may improve the parking lot as well. No specific details have been offered other than a coat of black tar over the existing asphalt.

UW Physicians is an outstanding tenant/client for Ilahie.

Stop 10: Mill Place and Garden Way

This was the final tour stop. The intersection was discussed. The Tree Board members pointed out the large tree that had been planted adjacent to the BCC Credit Union banking kiosk at this

location. Generally, the landscaping was appreciated by both members of the Tree Board and the Planning Commission at this location.

This is a signalized grid road intersection; and
This intersection is on the bus route.

Notice the additional bus kiosk that was added in this area south of the intersection on Garden Way is a relatively new concrete pour with public bus shelter.

Staff pointed out the maple leaves within the concrete, two-toned concrete colors.

Johan from the Woodinville Tree Board, along with others, noted that the corner seating didn't work perfectly next to the Pallino's restaurant. The exposure to sun was late afternoon. The back of the bench is at eye level for those in the restaurant due to grade issues, and the person potentially using the seating may not feel comfortable with so many eyes on them from the restaurant. There was a suggestion that, if the open area could somehow be linked to the restaurant, they could have outdoor seating. Since the south face of the restaurant is right up against the parking area, there is no opportunity for outdoor seating on that side of the building.

The question was raised about the design of the TRF center – why a huge parking lot on the street and the stores so far back? Discussion about this being the nature of suburban development for many, many years and, until very recently, the accepted mode reflecting a car-centered lifestyle.

At the intersection to the west side. Architects agreed that, by linking the notched seating area together with a set of small steps, they could improve the space from the parking lot directly to the corner itself. People are obviously using the break in landscaping for a cut-through now, so this would simply formalize the use of the site that is taking place already. Also, adding a Sequoia tree to the site might give it a balance, since the other corner diagonally across the street has such a specimen tree.

TRF shopping from the intersection was discussed. Director Hart noted that Ross Dress For Less was already a significant (top 20) store for the City of Woodinville in terms of tax base. Hart pointed out the lighting was brighter than originally anticipated.

Discussion of University Village at this point – there was a brief overview - started in the 1950s and it evolved, as did the store line up and anchors. In the 1950s, the store anchor was Rhodes Department Stores, later Lamont's Department Stores, and finally it was Barnes and Noble. The Barnes and Noble is now gone and being replaced by a home furnishings store, but not for the entire space.

Discussion of the shopping shed: The question was what was the size (population of the area) for the existing shopping shed. Hal Hart thought it might be around 68,000. Staff will need to check to confirm that number.

4. ADJOURNMENT

Meeting adjourned at 8:00