



Ordinance No. 459 - Exhibit 1

***DOWNTOWN AND  
LITTLE BEAR CREEK CORRIDOR  
MASTER PLAN***

***March 2008***



**“Woodinville is a pleasant place in which to live, work, play, and visit, with a compact, inviting downtown that is attractive and functional”**

***City of Woodinville  
Comprehensive Plan***



# ACKNOWLEDGEMENTS

The development of this City of Woodinville Downtown and Little Bear Creek Corridor Master Plan involved many groups and individuals who worked endless hours to shape a plan reflective of Woodinville's community character now and into the future.

## City Council

### City Council (2007)

Scott Hageman, Mayor  
Bob Vogt, Deputy Mayor  
Hank Stecker, Councilmember  
Don Brocha, Councilmember  
Jeff Glickman, Councilmember  
Liz Aspen, Councilmember  
Chuck Price, Councilmember

### Former City Council Members

Bob Miller  
Michael Huddleston  
Mike Roskind  
Cathy Von Wald  
Gina Leonard

## Planning Commission

### Planning Commission (2007)

Les Rubstello  
Pat Edmonds  
Michael Corning  
Phil Relnick  
Art Pregler  
Susan Webster  
Greg Baker

### Former Planning Commission Members

Terry DePolo  
Cherry Jarvis  
Rohn Amegatcher  
Mark Ramquist  
John Janson  
Shirley Martin  
Daniel Eigenberg

Hank Stecker  
Victor Orris

## Parks and Recreation Commission

### Parks and Recreation Commission (2007)

Norm Maddex  
Linda Sarpy  
Tom Anderson  
Tiffany Bond  
Paulette Bauman  
Helen Gottschalk  
Bernard Talmas  
Randy Ransom

### Former Parks & Recreation Commission Members

Kari Powers  
Kimberly Nunes  
Michael Knotz Sr.  
Bob Vogt  
Liz Aspen

## City Staff

### City Staff (2007)

Richard Leahy, City Manager  
Hal Hart, Development Services Director  
Tom Hansen, Public Works Director  
Lane Youngblood, Parks & Recreation Director  
Ray Sturtz, Planning Manager  
Debra Crawford, Environmental Planner

Sarah Ruether, Transportation Planner  
Charleine Sell, Senior Administrative Assistant  
Catherine Borghes, Permit Technician



# ACKNOWLEDGEMENTS

## Former City Staff

Pete Rose, City Manager  
Carl Smith, City Planner  
Erika Jenson, Senior Planner  
Patrick Lynch, Transportation Planner

Gina Coccia, Planning Intern  
Marie Stake, Communication Coordinator  
Mick Monken, Public Works Director  
Bob Wuotila, Senior Planner

## **Consultants**

Crandall Arambula  
Earth Tech  
DKS Associates  
Sedway Group  
Environmental Science Associates  
Berk Associates



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**APPENDIX**  
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- A. Recommendation Matrix
- B. Economic Analysis
- C. General Business Zone Background Information
- D. R48/Office Zone Reports
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- F. Height Examples
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- H. Park Blocks Options
- I. Traffic Analysis
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- K. Record of Public Involvement





## Executive Summary

This Plan has been developed to guide future downtown development in a manner that implements the vision of Woodinville's citizens as expressed in the Comprehensive Plan, City Council goals and as further refined by the public input received during the planning process. The City's most basic vision for the downtown is expressed in the Comprehensive Plan as follows:

*"Woodinville is a pleasant place in which to live, work, play and visit, with a compact, inviting downtown that is attractive and functional."*

The recommendations of the Plan have been more refined and developed through consultant studies and an extensive process of public involvement opportunities. Key characteristics for the future downtown that have been articulated through the planning process include:

- A vibrant, pedestrian-oriented place
- Compact, mixed-use design with new housing, commercial and retail opportunities
- Improved motorized and non-motorized transportation options, and
- Increased parks, open space and enhancements to environmental resources, especially the existing Little Bear Creek and Woodin Creek

Since the Plan was originally presented by the Planning Commission to the City Council in January 2004, much has transpired that warrants an update to the Plan prior to its adoption in 2008. Perhaps most importantly, significant recommendations of the 2004 Draft Plan have now been adopted by the City Council as regulations intended to implement the Plan. These areas are noted in the Plan as "Accomplishments".

Although regulations adopted to date provide the tools to implement much of the City's vision for downtown, there are still important reasons to adopt the Plan as a statement of the City's policy intent for its desired future downtown development. Having such an adopted policy document is a clear signal to citizens, businesses and developers of the City's desired goals and outcomes for downtown development that fulfills the Comprehensive Plan vision.

Additionally, having an adopted Plan also serves to establish the City's intention and methods of meeting the requirements of the Growth Management Act (GMA) in a way that preserves important overall quality of life and community values for the City of Woodinville. This Plan helps the City balance somewhat competing goals under the GMA to accommodate growth at urban densities, promote economic development and also protect critical areas and anadromous fisheries. For instance, the Plan encourages new residential and commercial uses to locate in the downtown area. Emphasizing growth in the downtown helps meet the GMA goal to: *"include areas and densities sufficient to permit the urban growth that is projected to occur in the county or city for the succeeding 20-year period."* (RCW 36.70A.110 [2]).



A prime reason that Downtown is a good area for the City to direct a large share of future growth is that this is the area where the City has the most existing and planned infrastructure improvements, such as transportation facilities for handling the growth. This strategy is consistent with the GMA goal to *“encourage development where adequate public facilities exist or can be provided in an efficient manner” (RCW 36.70A.020 [1])*.

This Plan also makes provisions for a vibrant business environment where economic development opportunities can flourish. This addresses the GMA goal to identify *“...policies, programs and projects to foster economic growth and development and to address future needs” (RCW 36.70A [7])*.

The Plan also helps the City to comply with the GMA mandate to protect critical areas and resources, by requiring environmental restoration measures during development and by directing the majority of future growth downtown where land use is already urban in character, and thereby reducing the need to impact other areas with critical areas that are less developed. This strategy helps the City meet the GMA mandate to *“...protect the functions and values of critical areas. In addition, counties and cities shall give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries” (RCW (36.70A.[172])*.

By these measures, the Plan provides methods for the City to meet its vision, maintain its quality of life, improve its economic development and accommodate growth and development while also protecting natural resources in a manner that meets the City’s vision as well as the requirements of the GMA and other state and federal requirements.



# INTRODUCTION

## Background

Great cities don't just happen, they're planned! They are the result of a shared vision, a desire by the public for a place of character and quality, governing initiative, and the collaboration of public and private stakeholders. Woodinville's vision for the future is laid out in our Comprehensive Plan. In 1996, the Woodinville City Council adopted the Comprehensive Plan, and this document has undergone annual revisions. While the Comprehensive Plan provides an overall roadmap for the City, it is not detailed enough to suggest specific planning strategies and recommendations to support Woodinville's unique sub-areas including the Downtown, Little Bear Creek Corridor, Tourist District, Northwest Gateway and the Industrial areas. These unique sub-areas require individual master plans which allow an area to be defined, planned and integrated into the fabric of the City at large. The result of this planning process is a blueprint for managing growth and opportunity within the City based on community vision and supported by regulations and standards that make the goals of the master plan achievable over specific periods of time.

This master plan is a merger of two originally distinct sub-area master plans: the *Downtown Plan* and the *Little Bear Creek Corridor Plan*. As the plans began to take shape, the interrelated nature of the two sub-areas became apparent. In June 2002, the City Council authorized the merging of the two master plans into a single plan. The combined Plan contained within these covers is now known as the *Downtown/Little Bear Creek Corridor Master Plan*. From this point forward the combined plan is referred to as the "Plan".

## Why this Plan was Developed

This Plan was developed to describe a preferred vision for the major commercial areas within the City of Woodinville. The vision and recommendations described in the Plan were guided by the Comprehensive Plan as well as extensive input from the City Council, Planning Commission, Parks and Recreation Commission, community groups, business owners, property owners, city staff, and consultants. The visions that guided the development of this plan are as follows:

### City Council Land Use Goal

Establish land use patterns and guide population growth in a manner that maintains or improves Woodinville's quality of life, environmental attributes, and northwest woodland character. Continue to plan, refine, and define the development characteristics of Woodinville through master and sub-area planning.

- A. Adopt Downtown Little Bear Creek Master Plan
  1. Regulatory update
  2. Initial Implementation
    - a. Conduct implementation studies as directed by City Council
    - b. Conduct a downtown parking study

### Comprehensive Plan Vision



The City's Comprehensive Plan contains several goals and policies for the Plan area. The Comprehensive Plan overall vision statement identifies the community's desire:

“Woodinville is a pleasant place in which to live, work, play, and visit, with a compact, inviting downtown that is attractive and functional.”

The vision for the Plan is also guided by Comprehensive Plan Policies such as:

ED-4.3 “Develop programs and projects which encourage a healthy, vibrant business community and set priorities for capital facilities, such as a Downtown Master Plan and Little Bear Creek Corridor Plan.”

### Downtown Vision

The Comprehensive Plan recognizes that a master plan is needed in order to realize the desired future Downtown. The Comprehensive Plan implementation strategies for the Plan are as follows:

- Develop a street grid system that improves vehicular circulation while addressing the needs of pedestrians and bicyclists,
- Develop the Civic Campus as a focal point for community services and public events,
- Develop a pedestrian boulevard parallel and south of NE 175<sup>th</sup> Street and extending east from the Civic Campus,
- Address visual issues and opportunities,
- Use incentives and regulations to encourage housing in the downtown using such techniques as mixed-use development, thereby creating a livelier and diverse town center,
- Develop methods to create non-vehicular linkages (i.e., trails and sidewalks) to surrounding residential neighborhoods and recreational opportunities, as well as appropriate transitions and interface between downtown and these neighborhoods,
- Create strong linkages between downtown and the Tourist District, and
- Encourage open space and mini parks.

### Little Bear Creek Corridor Vision

The Corridor became a focus of attention when the City decided to develop the main road, NE 177<sup>th</sup> Place, as a major arterial to improve traffic flow, add pedestrian facilities, and relieve traffic pressure in other areas of the City. Two other events, the purchase of 6.4 acres along the Little Bear Creek for a park, and the federal listing of certain salmon species as endangered, created additional need for a master plan to guide use in this area in a thoughtful, complementary and cohesive manner.

The goals for the Corridor area were drafted based on Comprehensive Plan goals and input from the Parks & Recreation and Planning Commissions in the fall of 2001. These goals represent the City's desire to create a commercial corridor that takes advantage of all the valuable amenities and unique opportunities of Woodinville's natural and man-made environments. The goals of the Corridor area are as follows:

- To promote a viable economic future for the Corridor,
- To preserve, protect, and enhance environmentally sensitive areas with a focus on



- wildlife habitat and mature native vegetation within the corridor,
- To create a variety of recreational and public education opportunities within the Corridor including Little Bear Creek Linear Park,
- To define and develop the “gateways” of the Corridor from the entrance to Woodinville at the west end, to the transition between King and Snohomish Counties,
- To protect, enhance, and preserve valley vistas in and above the Corridor area,
- To preserve and protect the mature trees that provide a visual and noise buffer along SR 522,
- To ensure infrastructure improvements meet the needs for development capacity, and
- To create a dynamic and visually pleasing link between the Corridor and adjacent areas.

## Public Process Summary

The development of the Downtown portion of the Plan was guided by a series of public workshops that began in January 2002 and concluded in July 2002. The Corridor portion of the Plan began in the fall of 2001. In June of 2002, the two plans were merged and additional workshops contained both study areas.



At the first workshop, participants were asked what improvements they would like to see in the Downtown portion. The most frequent responses were:

1. Create an improved pedestrian-friendly environment,
2. Improve traffic circulation on NE 175<sup>th</sup> Street and add more downtown streets, and
3. Add more parks and open space.

The results of this first workshop were tallied and used to prepare urban design concepts to implement the desired improvements. These concepts were further refined and prioritized through a series of successive workshops that produced the first draft Plan. The Planning Commission then thoroughly reviewed and revised the Plan.

Given the importance of the Plan, an extensive outreach program was conducted to solicit as much public input as possible. In addition to the workshops, the City held community information sessions at area retail establishments, individual stakeholder meetings, round table discussions between the Commissions and the public, and a neighborhood forum. The City also mailed a detailed brochure to all City residents that contained a brief description of the Plan features and a response card to return with citizen comments. To date, over 70 public input opportunities have been held, and over 600 written and over 200 verbal comments have been received in developing this Plan.





In addition to the above, the City conducted a telephone survey in the spring of 2002 to assess residents' views on a variety of issues. In one question, respondents were asked what would make the downtown more appealing, vibrant or interesting. The most frequent responses were:

- Reduce traffic congestion,
- Make downtown more pedestrian-friendly,
- Bring in more retail business, and
- Add or expand parks.

## **How this Plan Responds to the Community Vision**

This Plan responds with recommendations and implementation strategies to achieve the Comprehensive Plan vision and community input received at the workshops and surveys. The features of the Plan are organized under the three main headings of land use, transportation, and parks and open space. All of the Plan features are intended to lead to improvements in the main areas of community concerns. The primary Plan features are identified on Figure 1-1, page 6.

For example, the Plan contains grid streets and circulation objectives to aid traffic flow and improvements to streets to make them safer and more inviting. A mix of retail, office and housing, for a variety of income levels, will add residents and workers to the central business district. This, in turn, will increase foot traffic and help create a more vibrant downtown. The Plan further encourages pedestrian activity through an interconnected system of non-motorized trails to allow access to all parts of Downtown and the Little Bear Creek Corridor area by foot or bicycle.

The Plan envisions a new open space somewhere in the downtown core area that could be a public gathering place. A pedestrian and bikeway loop trail system would connect Wilmot Park eastward along the future extension of 173<sup>rd</sup> Street to the proposed Garden Way and along 140<sup>th</sup> Avenue or Woodinville-Duvall Road to connect to a trail system along the west side of Little Bear Creek. This trail would provide access to the new Rotary Community Park and the Sammamish River Trail. Additional non-motorized features in this Plan include an overpass connecting the Wedge Neighborhood with the Corridor and Downtown. A new active park is planned for the City-owned property along Little Bear Creek. The natural environment and salmon habitat along the Creek could be enhanced and new public access added as adjacent redevelopment occurs.

## **How to Use This Plan**

This Plan is a focused and concise document representing the results of a larger planning process. It is intended to be a long-term (15-20 year) vision of the Plan area. Although not included in this Plan, studies of major capital expenditures, transportation issues, and implementation of due diligence will be required in the years to come following Plan adoption. This Plan will serve as a framework to guide future planning decisions and the



development of regulations and standards that serve to implement the Plan. It will be periodically reviewed and may be amended as conditions throughout the City change, as Comprehensive Plan goals warrant, or as a result of additional studies and analysis.

The land use, motorized transportation, and parks, trails, and open space elements of this Plan are each presented in a separate chapter. Following a brief background statement, the Plan's recommendations are presented. A separate Appendix document contains background reports and results of the public review process, including professional studies and reports provided by stakeholders who participated in the process. Also included in the Appendix is a summary of the alternatives, a preferred alternative, and guiding principles that were considered during the planning process.

For a comprehensive view of topics relevant to this Plan, some features already existing or planned by the City are included on the Plan maps and described in the text. These include features, such as the proposed trail and active park along Little Bear Creek, the proposed extension of Garden Way, and proposed improvements to the Civic Campus.

This Plan can be used by all interested parties as an indication of City policy, desired outcomes and implementation strategies to achieve the City's vision for the Downtown and Little Bear Creek Corridor areas as described in the City's Comprehensive Plan.

This Plan is also a link to other City plans that will serve to inform the reader of the infrastructure features or policies for the Downtown and Little Bear Creek Corridor areas that are identified in other Plans.



**Figure 1-1  
City of Woodinville  
Downtown and Little Bear Creek Corridor Master Plan**

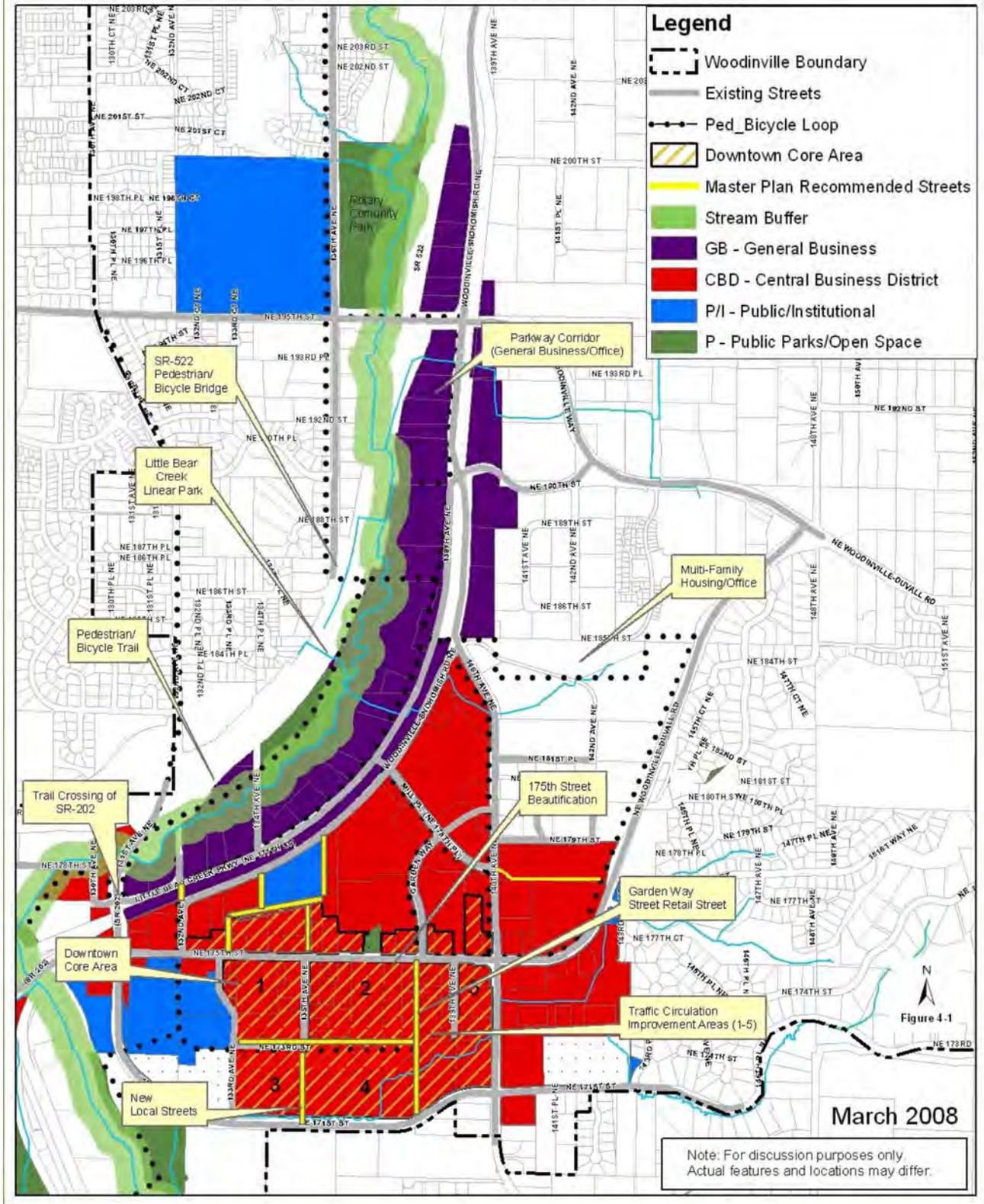


Figure 4.1

March 2008

Note: For discussion purposes only. Actual features and locations may differ.



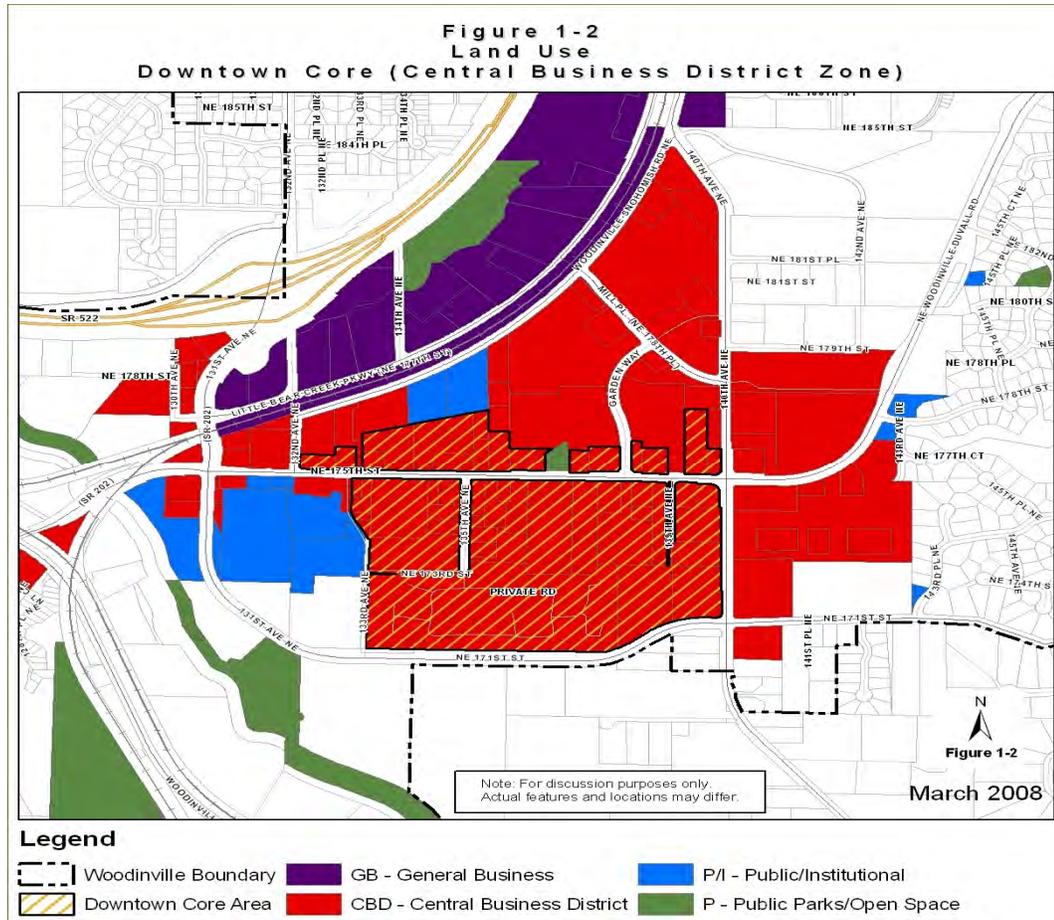
# LAND USE CHAPTER





# LAND USE

## 1.0 DOWNTOWN (CENTRAL BUSINESS DISTRICT ZONE)



The City's downtown Central Business District (CBD) zone contains a total of approximately 176 acres. Vacant land in this area totals approximately 1.97 acres, while land that is considered "re-developable" totals approximately 45 acres. Most of the re-developable land is located south of 175<sup>th</sup> Street. To achieve the City's vision for a vibrant, pedestrian-friendly mixed use downtown, the most promising initial opportunities will be found during redevelopment. The area between 175<sup>th</sup> Street and 171<sup>st</sup> Street, and extending from the Civic Campus to 140<sup>th</sup> Avenue is considered as having a high potential for redevelopment. The Plan also acknowledges that there is a potential for redevelopment on the majority of parcels in the downtown designated CBD (Central Business District).

The entire CBD within the Plan study area contains approximately 1,895,000 square feet of commercial space. This area is shown in Figure 1-3, page 15. The Downtown Core Area contains approximately 543,000 square feet of commercial space.



The following is a summary of the guiding principles considered in arriving at recommendations for the Downtown Area.

**GUIDING PRINCIPLES USED FOR DEVELOPING RECOMMENDATIONS**  
**For the Downtown Area**

**Summary of Desired Outcomes and Benefits of Recommendations**

- *To achieve the City's vision for a vibrant pedestrian-oriented downtown that is functional, attractive and unique. This vision is further defined in the introduction of this Plan, and the Comprehensive Plan goals shown below.*
- *To stimulate economic development consistent with other community values.*
- *To accommodate growth that is projected to occur under the City's Comprehensive Plan.*
- *To accommodate projected growth where adequate public facilities exist or can be provided in an efficient manner.*
- *To protect the functions and values of critical areas and give special consideration to measures necessary to preserve or enhance anadromous fisheries.*

**Comprehensive Plan Goals and Policies**

Land Use

*LU-2.1 Provide a compatible mix of residential and commercial land uses downtown to:*

1. *Make it possible for people to safely walk or bicycle to work and shopping;*
2. *Reduce reliance on automobiles and reduce commuting time and distance;*
3. *Make area transit service more viable;*
4. *Provide greater convenience for residents.*

*LU-3.6 Encourage medium and moderate density housing throughout the community where sufficient public facilities and services are available, where the land is capable of supporting such uses, and where compatible with adjacent land uses.*

*LU-3.7 Permit a range of densities to encourage a variety of housing types that meet the housing needs of residents with a range of incomes.*

*LU-4.1 Create a vibrant compact downtown Woodinville that is an inviting place to work, shop, live, and socialize.*

*LU-4.2 Encourage mixed-use development that balances residential and business uses within commercial areas.*

*LU-7.1 Encourage a mix of commercial, office and residential land uses to locate in the downtown.*

*LU-8.1 Encourage a mix of housing types in and around downtown for all economic segments of the community.*

*LU-8.4 Encourage the development of underground or multistory parking structures in downtown as an alternative to surface parking.*

Economic Development

*ED-1.3 Offer a menu of incentives for businesses to develop or expand in a manner consistent with the goals and policies of the Comprehensive Plan.*

*ED Implementation Strategies (13): Continue to review and update land uses design and zoning regulations to allow flexibility in development that encourages higher densities, mixed uses, innovative approaches to land assembly, utilization, redevelopment, in-fill development, and rehabilitation of significant or economically viable buildings.*



## 1.1 Downtown Area Land Use

There is significant opportunity in the Downtown Area to implement the Comprehensive Plan vision to “create a vibrant compact downtown Woodinville that is an inviting place to work, shop, live and socialize.” Key features proposed for the Downtown are as follows:

- New pedestrian-oriented retail street as an extension of Garden Way between 175<sup>th</sup> Street and 171<sup>st</sup> Street,
- New grid road extensions to improve traffic flow,
- Additional road connections in “traffic circulation improvement areas” to provide additional ways to get through downtown,
- Incentives for multi-story, mixed-use buildings with structured parking, with either retail, office or housing on the ground floor and housing or office uses on upper floors, to encourage a vibrant downtown neighborhood,
- New open space for aesthetics, urban amenity, and environmental quality benefits,
- The opportunity for a limited height increase to provide the economic incentive for the type of pedestrian-oriented development envisioned in the Comprehensive Plan, and
- Street improvements for aesthetics and safety.



These land use concepts also respond to the Comprehensive Plan vision to create a “compact, inviting downtown that is attractive and functional.” It also responds to Comprehensive Plan implementation strategies to encourage housing in the downtown to create a more lively and diverse town center, development of the grid system, provision for additional parks and open space, and a pedestrian boulevard extending east from the Civic Campus. Some of these concepts are further described in the Transportation Chapter and the Parks and Open Space Chapter.



## 1.2 Downtown Building Height

In analyzing the goal of how to encourage the redevelopment necessary to make downtown more pedestrian-friendly, with additional mixed-use development, residential uses, parks and open space, and reduced surface parking, the issue of development economics was reviewed in the areas of building height and residential density. A consultant report (Appendix B) found that under the City's existing regulations (maximum height, 45 feet), development of a four-story building was difficult due to the cost of the structured parking requirement, whereas a fifth floor allows the cost of the structured parking to be amortized over additional dwelling units or commercial space. Due to the prevalence of a relatively high water table throughout most of downtown and the Little Bear Creek Corridor, it is expected that structured parking will be constructed, for the most part, above ground rather than below grade, as is often found in other communities.

Other factors cited in support of a height increase include: (1) the cost of commercial land in the downtown area, and (2) the traffic report (Appendix I) found that mixed-use development, in general, results in a lower vehicle trip generation than does more auto-oriented development. The combination of these factors lead the planning process to recommend a maximum of five stories in the downtown core as a way to increase mixed-use development downtown, pay for structured parking to make the density possible and reduce surface parking, and help provide the public revenues through new development taxes and fees to pay for infrastructure and amenities desired, such as additional parks and open space.

For these reasons, a potential height increase in the Downtown Core area is suggested in order to encourage the kind of development the Comprehensive Plan envisions (pedestrian friendly, compact mixed-use with reduced surface parking and smaller block sizes).

The City Council accepted these findings and responded by adopting Ordinance No. 397 in July, 2005, and Ordinance No. 400 in December, 2005, that directly implement these Planning Commission recommendations (see "Accomplishments"). The increased height (150% of base) was allowed through the Development Agreement process to provide:

- Open and transparent process,
- Direction and control, and
- Predictability and certainty.

<b>BUILDING HEIGHT LIMITS</b>				
	Existing (March, 2008)		Recommended	
	CBD zone	GB zone	CBD zone	GB zone
Base	35 feet	35 feet	39 feet	39 feet
with Incentives	45 feet	45 feet	51 feet	51 feet
with Structured Parking	45 feet	45 feet	57 feet	60 feet
Plus 10 feet with pitched roof				

Note: A building height of 52.5 feet can be achieved in the Pedestrian Mixed Use Overlay (CBD) with an approved Development Agreement.



## Recommendations for Downtown Building Heights:

### Downtown Core Area

Upon confirmation and approval of the updated traffic model analysis and mitigation identified meet levels of service, the following recommendations are identified. Continued research and deliberations on possible changes to building heights will be done concurrently with the traffic studies.

- **Base Height:** Increase the base height from the present 35 feet to 39 feet, not to exceed three floors. For example, this would allow a ground floor of retail and two floors of office or housing (15 feet + 12 feet + 12 feet = 39 feet).
- **Step-back Requirement:** Require a step-back on street facing elevations for buildings over two stories (not to exceed 28 feet).
- **Additional Incentive Potential:** An additional floor (maximum of four floors, with a height not to exceed 51'), can be obtained through the provision of one or more additional City approved incentives. For example, this would allow a ground floor retail and three floors of office or residential (15' + 12' + 12' + 12' = 51'). The additional incentives are intended to mitigate the impacts to the City of taller buildings and/or provide a public benefit. These can be determined at the time of development review from an approved list in the City's development regulations or design standards.
- **Structured Parking Incentive:** With the structured parking incentive the building could be up to five floors in height, not to exceed 57 feet. For example, this would allow a ground floor of retail, one floor of office and three floors of residential (15 feet + 12 feet + 10 feet + 10 feet + 10 feet = 57 feet).

### Implementation Strategies:

- Review and amend the City's development regulations to establish design standards that include incentives and procedures intended to mitigate development impacts, provide a public benefit and encourage development that meets the goals of the Comprehensive Plan. Examples of incentives include features such as structured parking, public open space, courtyards, art, water features, kiosks, weather canopies, street furniture, pedestrian, bicycle and transit facilities, affordable housing, and exceptional design in architectural features of structures and/or site layout. This list of features is not all inclusive and will be expanded upon at the time the applicable regulations are amended.
- Consider the use of Development Agreements as a tool to implement measures intended to mitigate the impacts of increased building heights in the downtown.
- Review the permitted uses for the Central Business District Zone as shown in WMC 21.08, and amend if/as required for the Downtown area.
- Extend the Pedestrian Mixed-Use Development Special District Overlay to all parcels designated CBD.



- Conduct a study to evaluate potential impacts on property values due to view conflicts that could occur due to the recommended increased building heights.
- Evaluate and consider staggered building heights in the downtown between NE 175<sup>th</sup> Street and NE 171<sup>st</sup> Street.
- Conduct an update of the City's Traffic Model analysis last done in 2006 utilizing the recommended building heights to identify transportation improvements required to mitigate and support the increase in development brought about by the increased building heights prior to adopting development regulations allowing development to occur at the increased building heights.
- Use Development Agreements and other tools to provide integrated functions and overall coordination to Downtown development.
- Review and amend the City's development regulations and standards to require adequate protection of any below grade structure from flooding and ground water infiltration.

## Accomplishments

- Ordinance No. 397, adopted in July, 2005, provides an incentive for developments to include pitched roofs by exempting up to 10 feet from the building height calculation for the height created by the slope of the roof pitch (WMC 21.12.170 [3]).
- Ordinance No. 400, adopted in December, 2005, provides for a potential height increase of up to 150% of the base height for developments that meet certain conditions that implement the vision for Downtown as identified in this Plan (WMC 21.38.050 [6]).
- Ordinance No. 400 also provides for increased control over urban design to meet the Downtown Vision by adoption of updated, codified Commercial Design Standards (WMC.21.14.300).





### 1.3 Downtown Residential Density

Encouraging additional residential density in downtown has numerous benefits. These include:

- More housing choices for citizens,
- Helps support downtown businesses,
- Encourages pedestrian activity and transit use, and
- Reduces the need to add density to single family zones to meet Growth Management housing targets.

The City currently allows a base of 36 units per acre with up to 48 units per acre with the use of incentives. During the review of this issue, the Planning Commission heard from housing and development professionals who advised the City that higher densities might be necessary to achieve our Comprehensive Plan goal of mixed-use, pedestrian-oriented development. The Planning Commission reviewed use of the Floor Area Ratio (FAR) method to control density. This method has the advantage of allowing greater flexibility in determining unit size and, therefore, can better respond to market conditions in the type of housing provided and price range.

Floor Area Ratio is a way to determine the total building area allowed on a site. For example, if a site has 20,000 net square feet, a FAR of 2.0 would allow a building to have 40,000 square feet of floor area. FAR provisions can be used with other zoning bulk regulations to control the building size, shape and usage. FAR gives greater flexibility for market conditions to determine use of space, especially in determining the number of dwelling units. For instance, in the conceptual example below, the same FAR, lot and building size could result in a different number of units on the site, depending on unit size (hallways, etc. not included).

Example	Development	Number of Stories	Lot Size (square feet)	FAR	DU Size (sq. ft)	DU's/ Net Acre
1	3-Story apartment over parking	4	20,000	2.0	1,000	65
2	3-Story apartment over parking	4	20,000	2.0	1,500	43

When using the FAR method, the size and look of the building is still controlled by zoning regulations and design guidelines/standards, just as it is done presently. These factors lead the Planning Commission to support the use of FAR, as shown under “Recommendation.” For other FAR examples, see Appendix G.



An increase in residential density is proposed to achieve Comprehensive Plan goals to encourage residential uses in the downtown, encourage pedestrian oriented development, transit use and a vibrant downtown. Increased multi-family residential development is intended to meet a variety of housing needs in the downtown area. New residential development could be in stand-alone structures, as well as, within mixed-use buildings. Additional housing downtown can help foster a downtown neighborhood that provides housing for persons with a range of income levels, support local businesses, and help create a “vibrant,” pedestrian-oriented downtown.

A conceptual view of how the downtown might develop in the future is shown in the artist’s rendering in Figure 1-4.

**Figure 1-4  
Artist’s  
rendering of  
Potential Future  
Downtown  
Mixed Use  
Development**



The City Council supported the Planning Commission’s recommendations through certain provisions of Ordinance No. 400 (see “Accomplishments”)

### Recommendations for Downtown Residential Density:

- Regulate residential density in the Downtown Core Area by use of the “Floor Area Ratio” (FAR) method instead of the existing method using dwelling units per acre. Establish a FAR that results in additional residential density and provides for flexibility in dwelling unit sizes, development cost and price range.
- Allow the use of FAR when a proposed project includes public benefits such as structured parking, public open space and art, additional landscaping beyond minimum code requirements and superior building and site design. This public benefits list is not all inclusive and will be expanded upon at the time the applicable regulations are amended.

### Implementation Strategies:

- Determine a recommended FAR after analyzing the traffic impacts on a range of FARs using the City’s traffic model.
- Review for possible amendment, the City’s existing zoning incentives shown in WMC 21.12.040, and permitted uses shown in WMC 21.08.



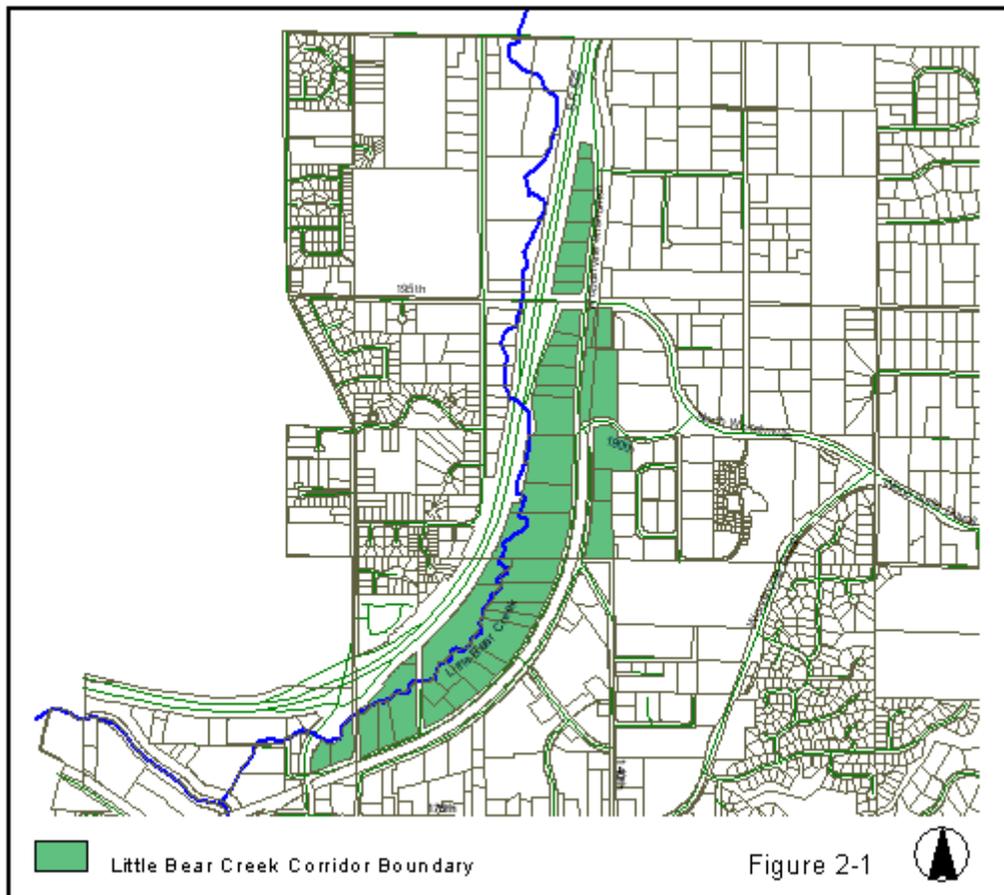
- Establish design standards for quality development within the Downtown.
- Review and amend Commercial Design Standards to increase human scale elements requirements and emphasize the need for human scale elements during individual project design review.
- Review and amend street light standards to provide for pedestrian friendly street lighting.
- Consider the use of Development Agreements as a tool to mitigate impacts that may occur by using “Floor Area Ratio” (FAR) to regulate residential density and increased building heights in the downtown.
- Continue to allow both vertical and horizontal mixed use development. Vertical mixed use allows for both commercial and residential uses in the same building while horizontal mixed use provides a mix of residential use buildings and commercial use buildings on the same project site.

### Accomplishments:

- Ordinance No. 400 provides for the potential use of a Floor Area Ratio method of calculating residential density for developments that meet the Downtown Vision (WMC 21.38.050 [6]).
- Ordinance No. 400 revised the permitted use in the Downtown to encourage additional pedestrian-oriented uses consistent with the Downtown Vision (WMC 21.38.050 [7]).
- Ordinance No. 400 provides greater City control over urban design and greater guidance to developers through updated, Codified Commercial Design Standards (WMC 21.14.300).



## 2.0 LITTLE BEAR CREEK CORRIDOR (GENERAL BUSINESS ZONE)



Future development in the Little Bear Creek Corridor offers the opportunity to achieve the Community's vision for this area to have a viable economic future, improved aesthetics, and enhancement of Little Bear Creek and salmon habitat. The Corridor is currently zoned General Business (GB) and is recognized as an important commercial district with significant attributes, including proximity to freeways, trails, parks, and nearby retail services. This area contains a total of 104 acres with an estimated 409,000 square feet of existing commercial development. This area is shown on Figure 2-1 above and on Figure 2-2, page 21.

The most notable natural amenity is the salmon-bearing stream, Little Bear Creek. This natural feature functions as a fish and wildlife habitat, walking-hiking connection, and open space. The need to address environmental protection in this area also presents significant development challenges for the adjoining properties.



The following is a summary of the guiding principles considered in arriving at recommendations for the Corridor.

**GUIDING PRINCIPLES USED IN DEVELOPING RECOMMENDATIONS  
FOR THE CORRIDOR**

**Summary of Desired Benefits of Proposals**

- *Increases office zoned property in Woodinville – currently a deficiency,*
- *The Office development would allow and encourage high tech industries to locate in Woodinville in an attractive well-planned campus setting,*
- *This use would diversify employment and economic development opportunities,*
- *Provide for greater employment quantity,*
- *Located near regional motorized and non-motorized transportation corridors, and*
- *Encourage uses that are compatible with Little Bear Creek protection and would lead to improved aesthetics of new development and public areas.*

**Comprehensive Plan Goals and Policies**

Land Use

LU-4.4 *Provide an adequate supply of land zoned for employment to support 20-year employment projections.*

LU-7.1 *Encourage a mix of commercial, office and residential land uses to locate in the downtown.*

Economic Development

ED-1.3 *Offer a menu of incentives for businesses to develop or expand in a manner consistent with the goals and policies of the Comprehensive Plan*

ED-4.3: *Develop programs and projects that encourage a healthy, vibrant business community and set priorities for capital facilities, such as a Downtown and Little Bear Creek Corridor Plan.*

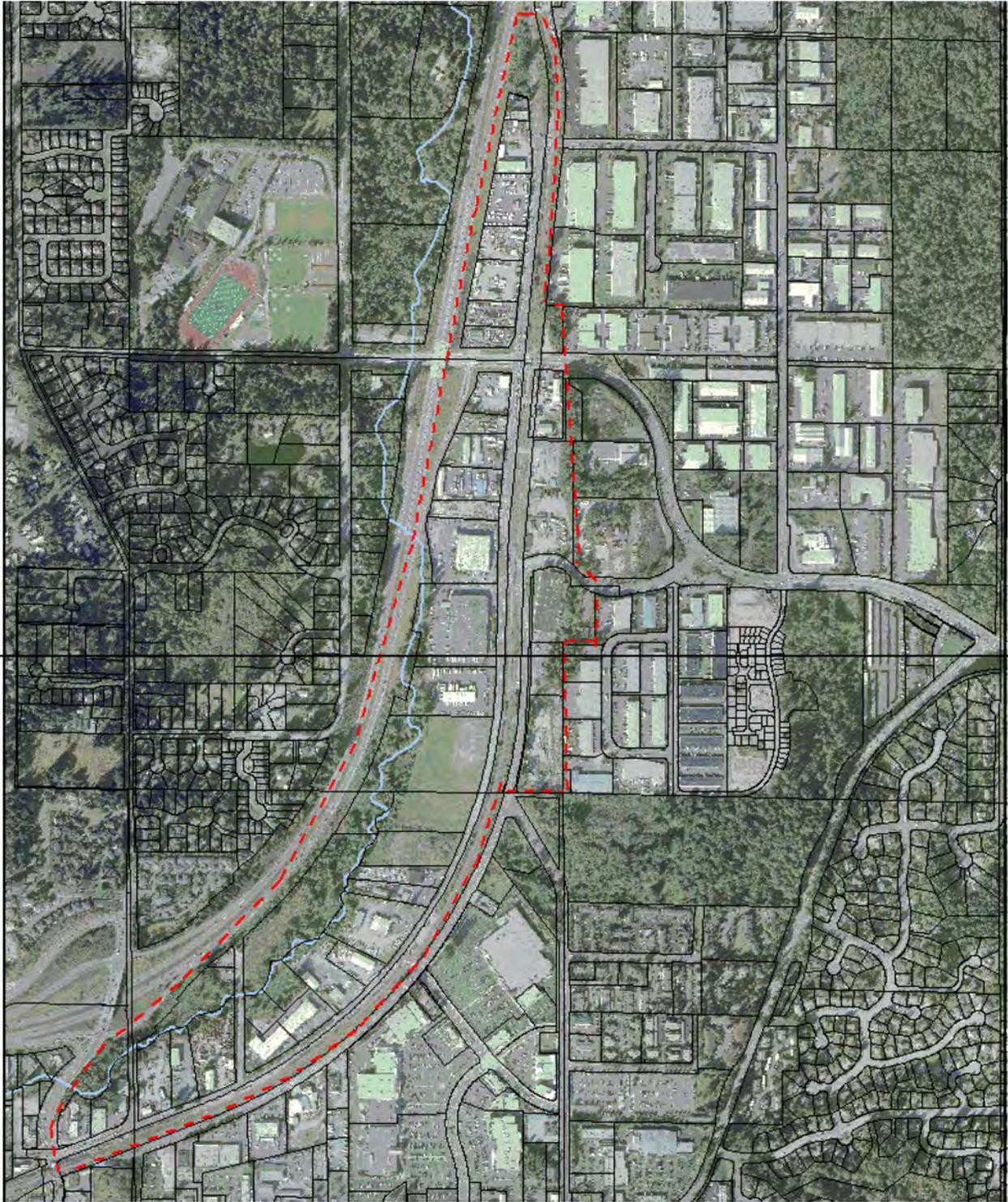
ED-3.2: *Increase the intensity of commercial, and industrial area by encouraging redevelopment and infill development.*

Environmental

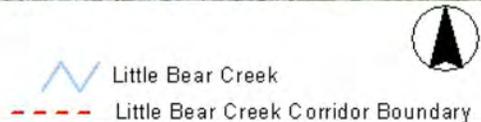
ENV-5.2: *Include enhancement of shoreline and waterways with adjacent development activities.*

ENV-5.3: *Minimize impervious surface.*





**Figure 2-2**  
**City of Woodinville**  
**Downtown /Little Bear Creek Corridor Master Plan**



## 2.1 Little Bear Creek Corridor Land Use

The existing land use pattern in this area is characterized by motor vehicle oriented sales, a fueling station, storage, warehousing, light manufacturing, indoor and outdoor storage of construction materials, and wholesale service and distributors. The area also supports some retail in the form of eateries, wineries and service businesses.

The City has acquired a six-acre parcel along Little Bear Creek and plans an interconnected trail and park in this area. Little Bear Creek is a known salmon spawning stream. The challenge in this area is to attain economic vitality in an aesthetically pleasing, flexible land use pattern, while also protecting and enhancing salmon populations and providing opportunities for increased public education, recreation and enjoyment of this area.

The economic vision for the Corridor supports business diversity and flexibility in terms of use and type. The aesthetic character will be protected through design standards that address how development integrates with other Corridor elements and features. Economic vitality is essential to preserving, creating, and sustaining the City's vision, goals, and policies identified in the Comprehensive Plan.

During initial review of this area, the consultant proposed a primarily office park land use that would emphasize a unified architectural theme for professional office park development, and the elimination of most of the present uses allowed in the GB zone. After further consideration of the vision for the area, the Plan recommends a preferred land use scenario with additional flexibility to respond to market conditions and to encourage the redevelopment that would provide new opportunities to enhance this area. This approach results in maintaining most uses presently allowed in the GB zone and adding most uses presently allowed in the Office (O) zone.

Examples of uses allowed under the Office zone that are proposed to be added in the GB zone include: professional office, medical clinics, vocational schools, and general personal services, such as beauty and barber salons, laundry and dry cleaning shops, photo studios, shoe repair and tax preparation services. While the final list of permitted uses will be developed as an implementation strategy, a working list of these proposed uses is shown in Appendix C.

This area is also seen as a gateway to the City with its two prominent entrance and exit points along Little Bear Creek Parkway. Therefore, enhancing the aesthetics of the area is important. Improved design guidelines and the adoption of design standards is proposed to ensure compatibility with adjoining land uses and promote quality architectural design, and environmental quality.

### Recommendations for Little Bear Creek Corridor Land Use:

To enhance the flexibility of commercial uses and add to the City's limited supply of land zoned for office uses;



- Retain most of the uses currently permitted in the General Business (GB) zone,
- Include most uses currently permitted in the Office (O) zone, and
- Maintain the current prohibition on residential use.

### Implementation Strategies:

- Modify the Comprehensive Plan description of the GB designation to include the range of uses and the inclusion of office development. Office use addresses the shortage of Office designated property in the City,
- Amend WMC 21.08 to allow additional permitted uses with the intent of promoting flexible compatible land use,
- Make design review more prescriptive by adopting design standards to ensure quality site and building design,
- Study for possible revision of the existing incentives as shown in WMC 21.12.040 to assure their appropriateness in relation to adopted recommendations, and
- Evaluate potential incentives for access to the Little Bear Creek Corridor.
- Use Development Agreements and other tools to provide integrated functions and overall coordination to Downtown development.
- Review and amend the City's development regulation contained in WMC 21.26.070(3)(b) to require monopole (cell) towers to be designed so the structure also provides camouflage and screening.

## 2.2 Little Bear Creek Corridor (GB Zone) Building Height

In order to encourage the kind of future development and character envisioned for the Little Bear Creek Corridor, including more flexible land use, environmental protection and improved aesthetics, a building height increase is proposed for this entire area.

In addition to encouraging greater economic vitality, new development that results from a building height increase can provide opportunities for the community to attain Comprehensive Plan goals during the development review process. These opportunities include enhancement of Little Bear Creek, public access to the Corridor, improved development aesthetics in site design and landscaping, and public amenities such as sidewalks and trails.

One issue regarding a potential height increase in this area, as well as in the downtown, is the potential impact that taller buildings could have on the look and feel of the community, both directly in the area of the buildings, and from residential neighborhoods. To address this concern, a height study with examples of taller structures and buildings in Woodinville was prepared. This is shown in Appendix F. The study indicates the proposed height increase would allow views from surrounding single family residential areas to be maintained.



## Recommendations for Corridor Building Height:

Upon confirmation and approval of the updated traffic model analysis and mitigation identified meet levels of service, the following recommendations are identified. Continued research and deliberations on possible changes to building heights will be done concurrently with the traffic studies.

- **Base Height:** Increase the base height from the present 35 feet to 39 feet, not to exceed three floors. For example, this would allow a ground floor of commercial or industrial and two floors of office (15 feet + 12 feet + 12 feet = 39 feet).
- **Step-back Requirement:** Require a setback on street facing elevations for buildings over two stories (not to exceed 30 feet). "Streets" does not include SR-522.
- **Additional Incentive Potential:** An additional floor (maximum of four, with a height not to exceed 51 feet), can be obtained through the provision of one or more additional City approved incentives. For example, this would allow a ground floor of commercial or industrial and three floors of office (15 feet + 12 feet + 12 feet +12 feet = 51 feet). The additional incentives are intended to mitigate the impacts to the City of taller buildings and/or provide a public benefit. These can be determined at the time of development review from an approved list in the City's development regulations or design standards.
- **Structured Parking Incentive:** With the structured parking incentive, the building could be up to five floors in height, not to exceed 60 feet. For example, this would allow five floors of office (12 feet + 12 feet + 12 feet +12 feet +12 feet = 60 feet).

## Implementation Strategies:

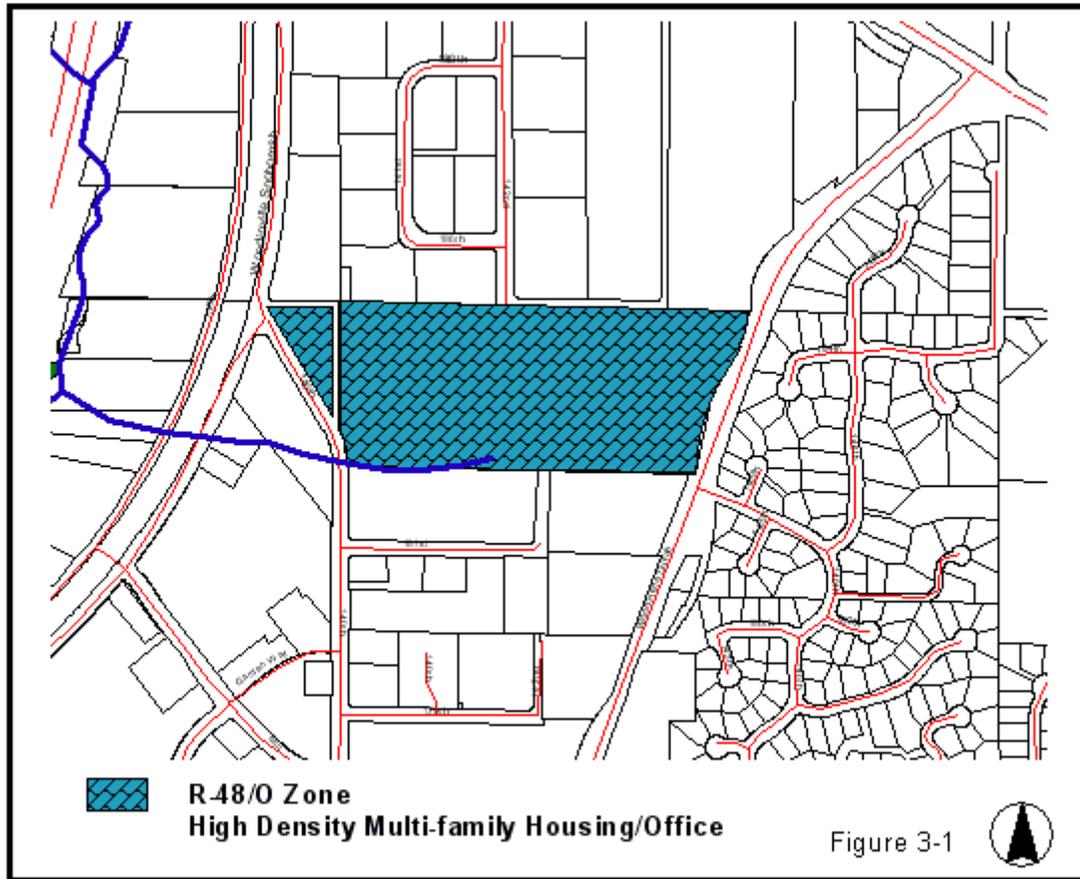
- Review and amend the City's development regulations to establish design standards that include incentives and procedures intended to mitigate development impacts, provide a public benefit and encourage development that meets the goals of the Comprehensive Plan. Examples of incentives include features such as structured parking, public open space, courtyards, art, water features, kiosks, weather canopies, street furniture, pedestrian, bicycle and transit facilities, and exceptional design in architectural features of structures and/or site layout. This list of features is not all inclusive and will be expanded upon at the time the applicable regulations are amended.
- Utilizing the recommended building heights for the Corridor to define build-out, conduct an update of the City's Traffic Model analysis to identify transportation infrastructure improvements required to support the development brought about by the increase building heights.
- Consider the use of Development Agreements as a tool to implement measures intended to mitigate the impacts of increased building heights in the Little Bear Creek Corridor.

## Accomplishments

- Ordinance No. 448 revised the permitted uses in the General Business (GB) zone to allow offices and hotels/motels to be located in the Little Bear Creek Corridor.



### 3.0 RESIDENTIAL – 48 UNITS PER ACRE/OFFICE ZONE (R48/O)



The R48/O zone is comprised of a single 24-acre parcel and is included in the Plan area due to its location, size, and relevance to Comprehensive Plan goals supporting a pedestrian-oriented downtown, transit use and protection of environmentally sensitive areas. The site is within one quarter mile of downtown retail shopping and the Park & Ride lot. This area is shown on Figure 3-1 above and on Figure 3-2, page 28.

The Comprehensive Plan designates this location as an area where high-density mixed residential and office uses are appropriate with the goal of achieving at least 300 dwelling units. Focusing growth here provides the benefit of nearby amenities and may reduce growth pressures on existing neighborhoods.

This site is significantly impacted by steep slopes and wetlands that result in a large reduction in total developable acres. The City's code allows recapture of some, but not all, of the density lost due to sensitive areas. Due to these sensitive areas, the developable portion has been reduced to approximately 30 percent of the site. Building permits for four (4) buildings containing a total of 458 dwelling units has recently been issued for the site.

The following is a summary of guiding principles considered in arriving at recommendations for the R48/Office zone.

**GUIDING PRINCIPLES USED IN DEVELOPING RECOMMENDATIONS**  
**For the R48/Office Zone**

**Summary of Desired Benefits of Recommendations**

*To encourage high density housing and office use where it is permitted and can take advantage of nearby public transit facilities, along transit corridors, commercial and employment areas, and community facilities such as parks and community centers. Appropriate development of this feature would also facilitate protection of on-site sensitive areas and provision of portions of the pedestrian bike loop.*

**Comprehensive Plan Goals and Policies**

**Land Use**

*LU-2.1 Provide a compatible mix of residential and commercial land uses downtown to:*

- 1. Make it possible for people to safely walk or bicycle to work and shopping;*
- 2. Reduce reliance on automobiles and reduce commuting time and distance.*
- 3. Make area transit service more viable;*
- 4. Provide greater convenience for residents.*

*LU-3.7 Permit a range of densities to encourage a variety of housing types that meet the housing needs of residents with a range of incomes.*

*LU-4.1 Create a vibrant compact downtown Woodinville that is an inviting place to work, shop, live and socialize.*

*LU-4.2 Encourage mixed-use development that balances residential and business uses within commercial areas.*

*LU-7.1 Encourage a mix of commercial, office and residential land uses to locate in the downtown.*

*LU-8.1 Encourage a mix of housing types in and around the downtown for all economic segments of the community.*

**Housing**

*H-1: To preserve existing housing and neighborhoods and provide a diversity of housing types that promotes housing opportunities for all economic segments of the City's population.*

**Environmental**

*ENV-3.2 Identify and ensure the protection of a sensitive habitat areas including wetlands, streams and shorelines.*

*ENV-6.2 Protect and conserve open space, including transition buffers between urban and rural areas.*

*Env-6.2 Encourage public access where appropriate to environmentally sensitive areas and sites that are unique to Woodinville.*



### 3.1 R48/Office Building Height

Given the proximity of the site to the downtown retail center and the Park & Ride lot, and the environmental constraints present, a height increase would be consistent with Comprehensive Plan goals to support a pedestrian-oriented downtown, transit use, and protection of environmentally sensitive areas.

In consideration of these factors, a height increase is proposed for this zone in order to meet Comprehensive Plan goals to encourage high density housing while protecting sensitive areas that reduce the developable area to approximately 30 percent of the site. The site is not able to achieve its Comprehensive Plan potential of 48 dwelling units per acre due to the presence of wetlands and slopes coupled with the current height restrictions. Since there are significant sensitive areas on the parcel, much of the mature vegetation and natural environment features must be retained, providing a significant visual buffer between the site and other nearby development.

Achieving the Comprehensive Plan vision for this site would be possible at the current density of 48 units per acre, subject to the ability to increase height in order to accommodate units in a small footprint due to sensitive areas on site. Therefore, no increase in density is proposed for this site.

The site contains the proposed alignment of a portion of the pedestrian/bike trail. Development of the site, currently underway, includes this trail system. Appendix D contains additional background information, including a previous Planning Commission staff report and information provided by representatives of the property owners.

The City Council has supported the Planning Commission's recommendations through adoption of Ordinance No. 397 (see "Accomplishments").

#### Recommendations for R48/Office Building Height:

- Increase allowable building height from the current 45 feet up to 55 feet, subject to compliance with existing design guidelines or new standards.

#### Implementation Strategy:

- Review, for possible amendment, the existing design guidelines with the goal of enhancing the ability of these measures to control development impacts and provide flexibility in design review.

#### Accomplishments:

- In July of 2005, the City Council adopted Ordinance No. 397, which provides for a maximum height of 55 feet in the R-48/O zone, to implement the vision for this area as identified in this Plan (WMC 21.38.030.[5] [b]).





Figure 3-2  
 City of Woodinville  
 Downtown / Little Bear Creek Corridor Master Plan

 R-48/O High Density Multi-Family Housing/Office

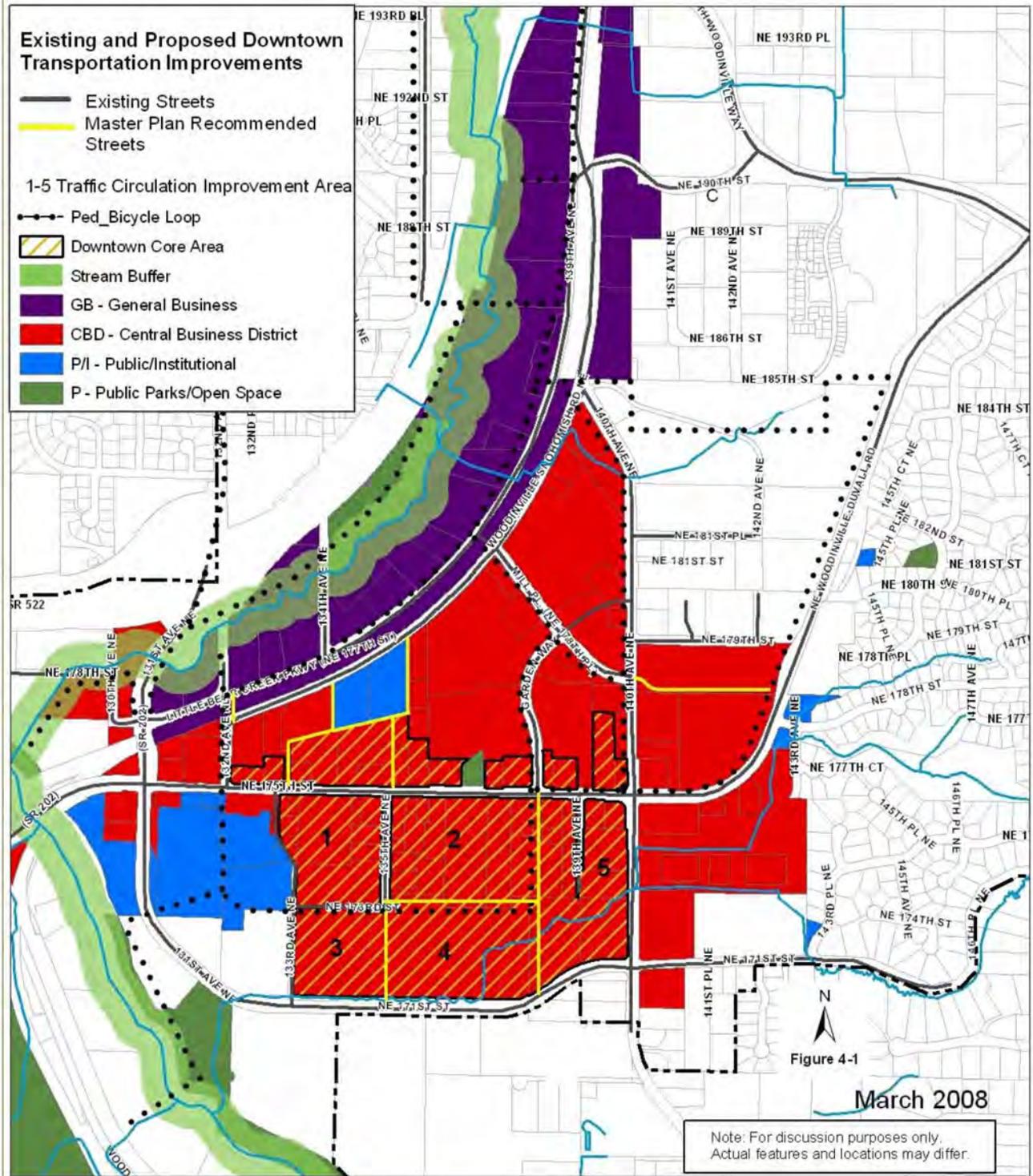


# TRANSPORTATION CHAPTER





Figure 4-1  
 Transportation  
 Existing and Proposed Improvements



## 4.0 EXISTING AND PROPOSED IMPROVEMENTS

Transportation improvements are key to the success of downtown Woodinville and the Corridor. This chapter describes motorized circulation improvements that are either proposed in this Plan, are already in adopted plans, or recently constructed. (Non-motorized improvements are shown in the Parks and Recreation Open Space chapter.)

Studies have shown that the majority of Woodinville's traffic is "pass-through", meaning that vehicle trips originate and end outside the City limits with no stops in between. In order to improve the traffic flow, the City must continue to enhance its own roadway network. The City must also actively coordinate with surrounding jurisdictions and the State to improve regional connections affecting Woodinville traffic.

In addition to the new improvements proposed with this Plan, the City has other significant improvements either recently completed or in adopted plans. Due to the importance of those improvements to the downtown transportation system, they are identified under the heading, "Master Plan Proposed Streets."

The transportation system improvements identified in this Plan are grouped in five categories as follows:

- Master Plan Proposed Streets,
- Garden Way Retail Street,
- Traffic Circulation Improvement Areas,
- Street Design Types, and,
- Rail Line Right of Way Improvements.

These system improvements or areas are shown on Figure 4-1, page 31, or on Figure 4-5, page 42



The following is a summary of guiding principles considered in arriving at recommendations for Master Plan Street Improvements, Garden Way Retail Street, and Traffic Circulation Improvement Areas.

**GUIDING PRINCIPLES USED IN DEVELOPING RECOMMENDATIONS**  
**(For Master Plan Street Improvements, Garden Way Retail Street, and**  
**Traffic Circulation Improvement Areas)**

**Summary of Desired Benefits of Recommendations**

- *New grid streets provide additional route choices for getting around downtown for vehicles and pedestrians. Adding on-street parking where possible, wide sidewalks, landscaping and well-designed features such as benches, street lights and waste receptacles make these streets inviting for business and pedestrians.*
- *Construction of the Garden Way extension implements the City's TIP by construction of an adopted grid road.*
- *A Garden Way retail street would provide a "destination" at the eastern end of the Park Blocks and connection between this downtown commercial area and other commercial areas and the civic center.*
- *Street Improvements would make streets more visually appealing, convenient, safe and pedestrian-friendly for residents, visitors, and business. Where appropriate, on-street parking would add convenience to shoppers and businesses, and contribute to a pedestrian sense of safety and comfort.*

**Comprehensive Plan Goals and Policies**

Transportation

- T-2.3 *Require plan and approval of vehicle access, pedestrian access, and circulation schemes for major public or private developments.*
- T-2.5 *Require that parking facilities be designed to encourage transit use and pedestrian access.*
- T-2.7 *Require pedestrian amenities as part of all new public and private development in the City.*
- T-2.18 *Reduce block size through the development of a grid road system.*
- T-2.21 *Promote a "boulevard" concept on downtown streets using access control and pedestrian friendly design to promote pedestrian activity. A "boulevard" concept would incorporate street trees on both sides of the roadway and a center-landscaped median.*
- T-10.2 *Where there is an identified need, require new local access streets or missing sections of existing ones to be provided on-site as part of the permit for development. Encourage circulation improvements to include non-motorized mobility, where appropriate.*
- T-9.3.1(4) *Implementation: Require joint driveway access and internal site circulation as a condition of new development for adjacent properties that have compatible land uses pursuant to adopted street standards and Design Guidelines.*

Land Use

- LU-2.2 *Connect residential, open space, and recreation areas by an appropriately planned network of streets walkways, bicycle paths, and utility corridors.*
- LU-4.1 *Create a vibrant downtown Woodinville that is an inviting place to work, shop, live, and socialize.*

Community Design

- CD-1.5 *Enforce visual character through use of adopted design review for commercial, industrial, and multi-family projects.*
- CD-4 *To create pedestrian friendly environments throughout Woodinville.*
- CD-4.3 *Plan for safe and convenient pedestrian traffic in the design of streets and building facades.*
- CD-4.4 *Accommodate pedestrian traffic in the design of streets and building facades.*



## 4.1 Master Plan Proposed Streets

The projects identified below are either included in the City's adopted 20-year list of Capital Improvements Plan (CIP) or recently constructed. These projects are expected to significantly improve traffic flow in the downtown and Corridor area. Although most of these projects exist independently from the Plan, they are included here to illustrate how the transportation system as a whole will accommodate future development in the downtown and Corridor area. The Map Letter for each improvement below corresponds to the letter identifying the improvement on Figure 4-5, page 42.

Map Letter	Project Description	CIP Project No.
a.	132 <sup>nd</sup> Ave NE extension. This two-way street would cross the railroad tracks, connecting downtown with Little Bear Creek Parkway.	RM 16-B
b.	133 <sup>rd</sup> Ave NE from NE 175 <sup>th</sup> St to Woodinville-Snohomish Road.	
c.	(reserved)	
d.	135 <sup>th</sup> Ave NE from NE 175 <sup>th</sup> to Woodinville-Snohomish Road. This road would add a new north-south grid road to improve traffic circulation between downtown and the Little Bear Creek Corridor area.	GR-17
e.	New 173 <sup>rd</sup> Street, from 135 <sup>th</sup> Ave NE to 138 <sup>th</sup> Ave NE. This street would connect the Civic Campus with the extension of Garden Way, improving east-west travel in downtown.	GR-6
f.	138 <sup>th</sup> Ave NE (Garden Way) from NE 175 <sup>th</sup> Street to NE 171 <sup>st</sup> Street. This extension of Garden Way would provide a connection between the downtown and the Little Bear Creek Parkway.	GR-2
g.	135 <sup>th</sup> Ave NE from NE 173 <sup>rd</sup> Street to NE 171 <sup>st</sup> Street. This street would complete a north-south connection through the downtown area.	GR-10
h.	NE 178 <sup>th</sup> Street from 140 <sup>th</sup> Ave NE to Woodinville-Duvall Road. This street would improve east-west travel in the downtown and improve access to the Park & Ride lot.	GR-7
i.	131st Ave NE (202)/NE 177th Place Intersection Improvements (CIP Project completed).	No. I-16
j.	Little Bear Creek Parkway: widen existing 2 lane road to road with center turn lane.	RM-16
k.	133rd Ave NE Grid Road (CIP Project completed).	GR-16
l.	171 <sup>st</sup> St/131st Ave NE Signal.	I-17
m.	175th Street/131st Ave right turn pocket (CIP Project completed).	I-14
n.	SR202/522 Overpass: CCRP.	RM-25



o.	SR 202 Corridor improvements – From NE 175 <sup>th</sup> St. to NE 182 <sup>nd</sup> (Bottleneck Relief Project BNRP).	RO-27D
p.	SR 202 (127th PI NE to 131st Ave) widening to add lanes, pedestrian improvements (CIP Project construction estimated 2009).	RM-12
q.	SR 522/NE 195 <sup>th</sup> St North Ramps Set.	RM-15A
r.	Woodinville-Duvall Road widening 178 <sup>th</sup> St to NE 190 <sup>th</sup> St.	RO-4
s.	140th Ave NE improvements 185 <sup>th</sup> Ave NE north of NE 175 <sup>th</sup> Street: additional capacity lanes, signal improvement.	RM-7
t.	Woodinville-Snohomish Road Southern Corridor (NE 175th St – 140th Ave NE Left turn lane, pedestrian improvement, bike lanes.	RM-27
u.	Woodinville-Snohomish Road widening north of NE 190th Street.	RM 3/5

## 4.2 Garden Way Retail Street

The Garden Way Retail Street (NE 138<sup>th</sup> Avenue) is identified here since it is a centerpiece of the Plan for its importance in influencing the future development of downtown. It is not a new street in this Plan since it is on the City's existing 20-year CIP. Beneficial aspects of this new street include:

- Improvement of traffic circulation throughout downtown by providing a key new north-south grid street that connects 171<sup>st</sup> Street through 175<sup>th</sup> Street to the existing Garden Way, Mill Street and Woodinville-Snohomish Road.
- Creation of a new retail “destination” in proximity to the Civic Campus and new downtown housing. This would help implement the City's vision for a vibrant downtown Woodinville that is an inviting place to work, shop, live and socialize.
- As a new commercial street, it would incorporate the City's vision for urban design. The emphasis would be on a comfortable pedestrian environment with mixed-use development oriented to the sidewalk, safe and attractive streets, local shops, design features, and public amenities that make the area special and unique to Woodinville. Design features of this retail street are envisioned to include those shown on the “Downtown Street” illustrations under “Street Design Types” (page 37).



### 4.3 Traffic Circulation Improvement Areas

In the Downtown Area, there are significant areas of development located between existing or planned streets. These areas are numbered 1-5 on Figure 4-1, page 31. Additional public or private roadways in these areas are desirable to improve downtown traffic circulation as well as to serve the land uses located there. However, to provide flexibility and tailor access needs with future land use, the street types and alignments in these areas should be determined at the time of future development review.

#### Recommendations (for Master Plan Proposed Streets, Garden Way Retail Street and Traffic Circulation Improvements areas):

- New commercial development along Garden Way and other downtown commercial streets should incorporate strong design standards to make the development pedestrian-oriented,
- The street standards should follow the “downtown street” design with pedestrian-oriented features such as on-street parking, wide sidewalks, and corner “bulb-outs” with special pavement or markings for pedestrian crossings, and
- In areas identified as numbered “Traffic Circulation Improvement Areas”, maintain the intent of additional point to point road connections as described in Comprehensive Plan policies T-2.3, T-2.10, T-2.18 and T-9.3.1(4) to improve circulation as part of future development approval.
- Develop gateway policies and standards to be applied at major portals to the City and the downtown.

#### Implementation Strategies:

- Add any additional streets adopted as part of this Plan to the Comprehensive Plan 20-year list of Capital Improvements and consider them for funding during the annual CIP process, and
- Review and revise, as necessary, the City’s street standards to achieve the intent of the Plan, subject to sound engineering principles and life-safety needs.



## 4.4 Street Design Types

Street improvements include features designed for pedestrian and motorist safety, as well as beautification measures. Improving streets means thoughtful design of new streets and retrofitting of existing streets to meet the guiding principles.

New streets should be carefully designed for safety, aesthetics and to balance the needs of pedestrians and motorists. In addition to proposed new streets, the City has numerous existing streets that can also be improved. These kinds of improvements include addition of corner “bulb-outs,” on-street parking where feasible, street trees and other landscaping, decorative lighting, and paving, and pedestrian amenities, such as



additional pedestrian crossings, benches, kiosks and potentially landscaped medians on some streets.



Urban design and zoning have a significant influence on creating streets that are comfortable, safe and inviting for pedestrians. For instance, continuous storefronts at the sidewalk edge, awnings, street furniture, public art, human scale signs, landscaping,

and the absence of large expanses of surface parking are examples of features that contribute to an inviting area that is pedestrian-friendly. Examples of pedestrian-friendly design features and street improvements are shown in the photos and illustrations of Section 4.4, “Street Design Types”.

Appropriate improvements vary by the type of street. This Plan identifies three general street types that could be used as models for new streets or for retrofitting existing streets. The three types are: Downtown, Parkways, and Garden Lanes.



The following text and diagrams illustrate key features of the three street types and identify existing or proposed streets where the street type is recommended.

#### 4.4.1 Downtown Streets

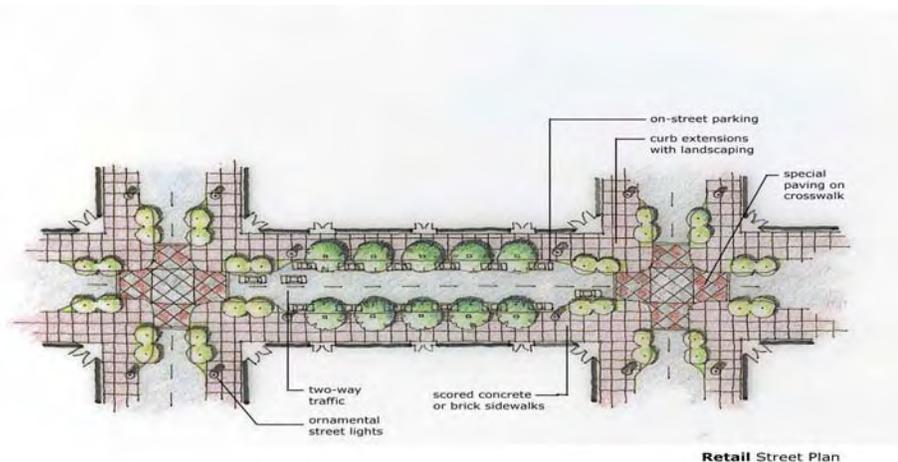
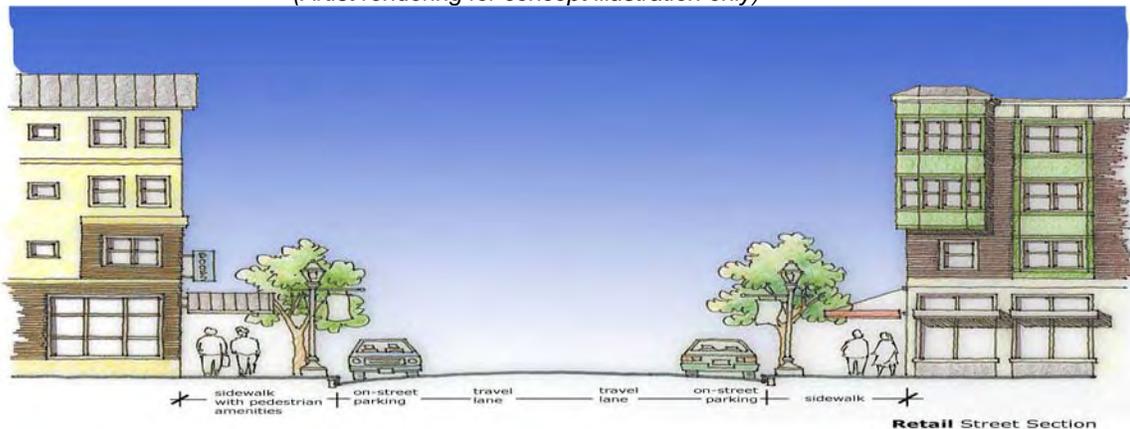
Downtown streets are defined as two-way streets with on-street parking on both sides, with wide sidewalks, street trees and well designed street amenities. Most new streets are envisioned to have features of the “Downtown” streets. Examples of proposed Downtown Streets include the future extensions of 135<sup>th</sup> Avenue, 138<sup>th</sup> Avenue (Garden Way), 133<sup>rd</sup> Avenue and 178<sup>th</sup> Street (Mill Place). (See Figure 4-2)

Features:

- Two-way traffic
- On-street parking
- Significant Street Trees in sidewalk area
- Wide sidewalks
- Ground floor retail preferred
- Pedestrian canopy cover along building edge
- Decorative concrete or brick sidewalk accents
- Ornamental street lights

**Figure 4-2 Downtown Streets Typical Section and Plan Views**

*(Artist rendering for concept illustration only)*





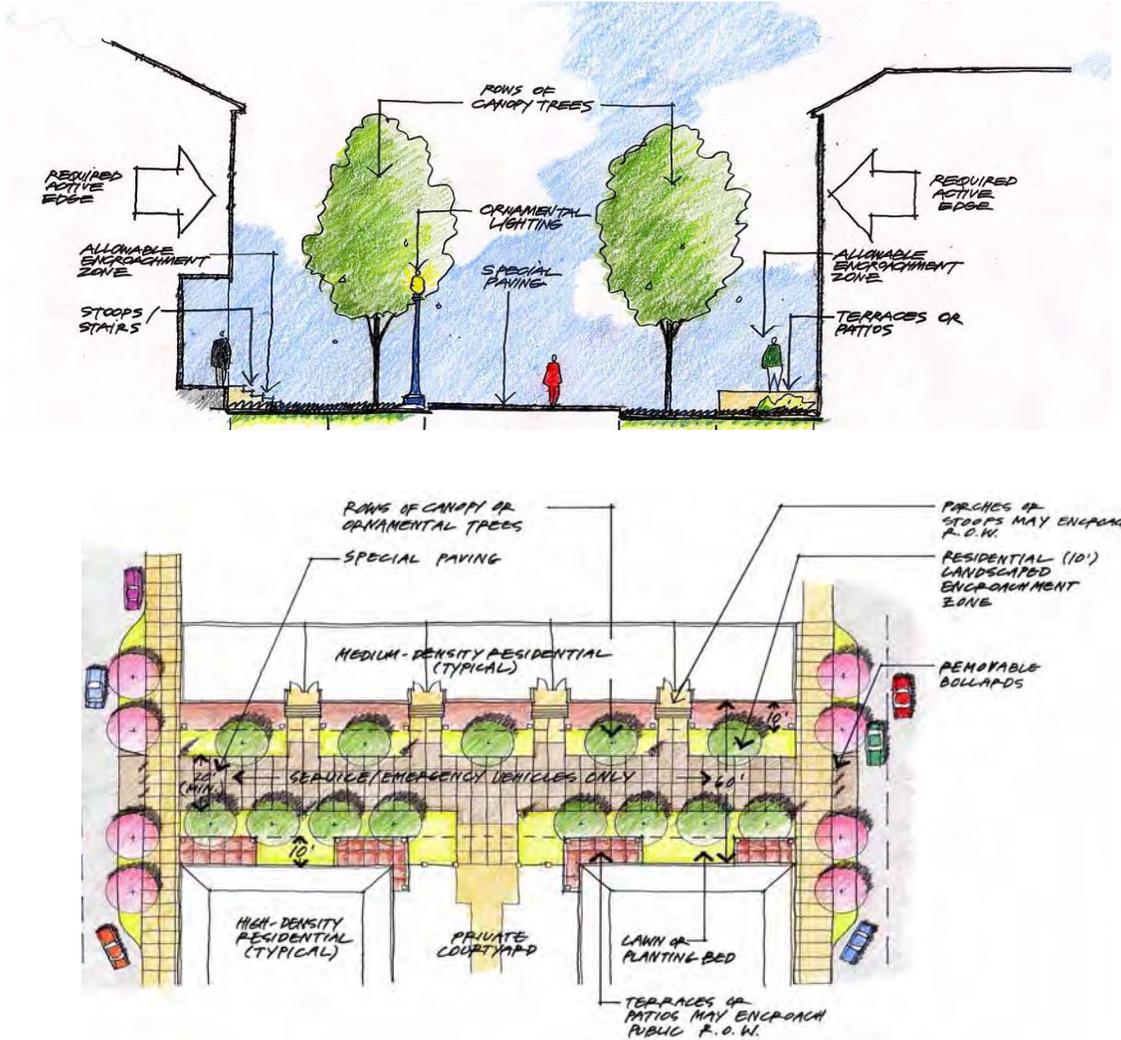
### 4.4.3 Garden Lanes

Garden Lanes would be primarily pedestrian malls that would allow emergency vehicle access. The use of Garden Lanes would be highly dependent on particular development proposals and are suggested primarily for internal circulation in mixed use developments that could occur in the numbered “traffic circulation improvement areas.” These areas could also have Downtown Street types. (See Figure 4-5, page 42)

Features:

- Primarily pedestrian access to high-density residential or mixed use
- Removable bollards for emergency and service vehicles
- Leads to small residential courtyards
- Significant landscaping strip on both sides of access street

**Figure 4-4** Garden Lanes Typical Section and Plan Views  
(Artist rendering for concept illustration only)



## Recommendations for Street Design Types:

- Revise the City's street standards to incorporate improvement schemes,
- Landscaping plans for future medians and any additional street trees or landscape standards should include input from the Tree Board,
- Street improvement schemes should include design "themes" to be determined by the Planning Commission based on community input, and
- New street improvement schemes should be carefully reviewed to ensure adequate emergency access and access to businesses along the street.

## Implementation Strategies:

- Review and revise, as necessary, the City's street standards to achieve the intent of the Plan subject to sound engineering principles and life-safety needs.
- Develop Low Impact Development (LID) standards for street design and improvements along with any mitigation necessary to address potential liability associated with adopting LID standards.
- Review and update the City's Street Tree List.

## 4.5 Rail Line Right of Way Improvements

The rail lines going through the downtown area and their rights-of-way are significant features that separate the downtown from the Corridor area. The area between City owned right-of-way and railroad right-of-way is referred to here as a "transition area." To date, the City has successfully worked with the Burlington Northern (BNSF) railroad company to landscape some rail line right-of-way near the trestle over 131<sup>st</sup> Avenue NE. Similarly, the improvements suggested below are intended to improve aesthetics of other transition areas along the rail line throughout the City. Current negotiations between the Port of Seattle, King County and the BNSF may significantly alter the railway right-of-way in the next seven to ten years. Once the final disposition of the BNSF right of way within the City is known, amendments to this Plan may be required.

## Recommendations for Rail Line Right-of-Way Improvements:

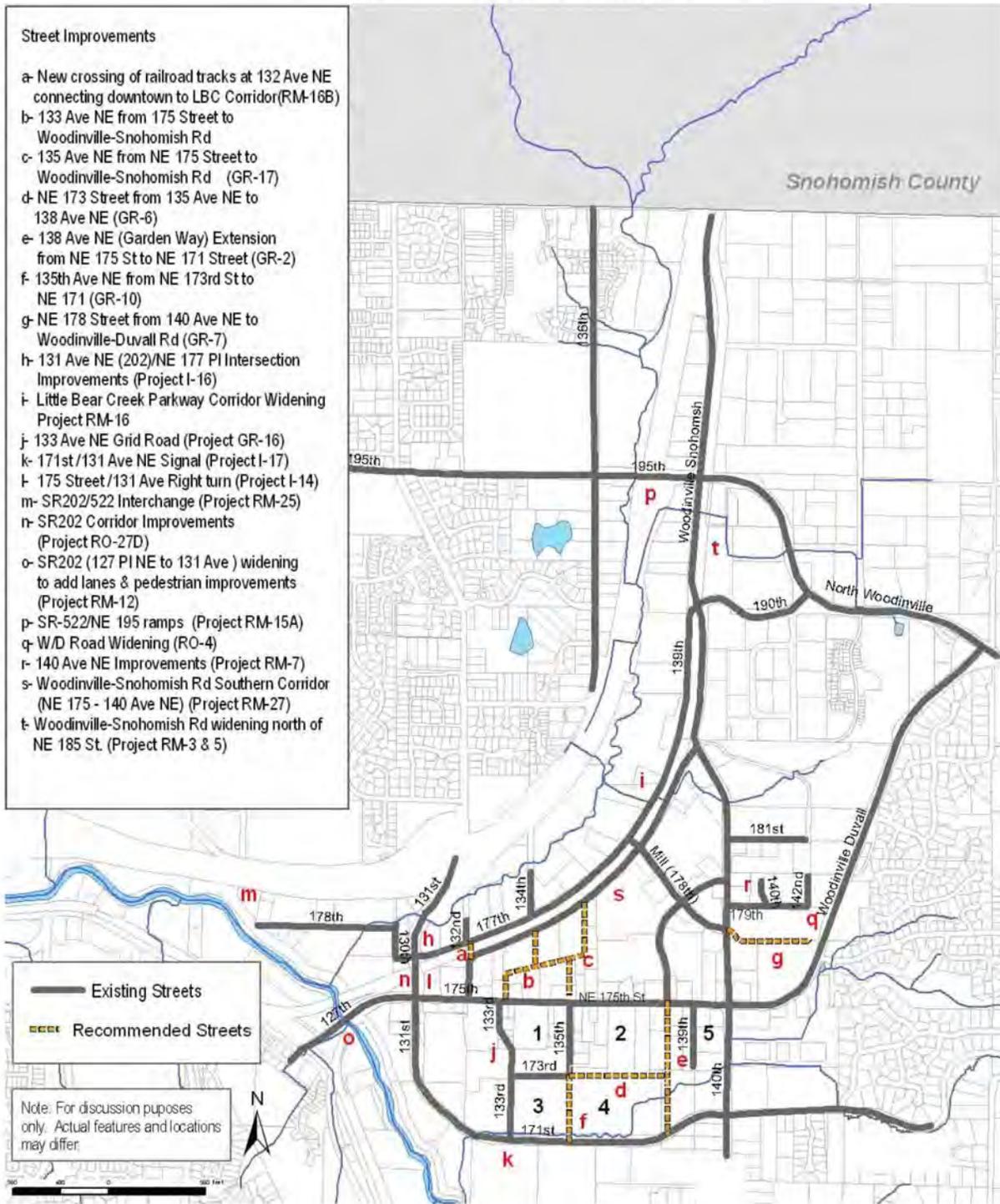
- Add landscape screening to transition areas, and
- Add pedestrian amenities to transition areas such as informative signs, historic markers or plaques, view points and pathways.

## Implementation Strategy:

- Work with owners of the railway right-of-way toward agreement on the recommended measures to improve the aesthetics along railroad transition areas in the City.



Figure 4-5  
 City of Woodinville  
 Downtown and Little Bear Creek Corridor Master Plan  
 Existing and Proposed Street Improvements

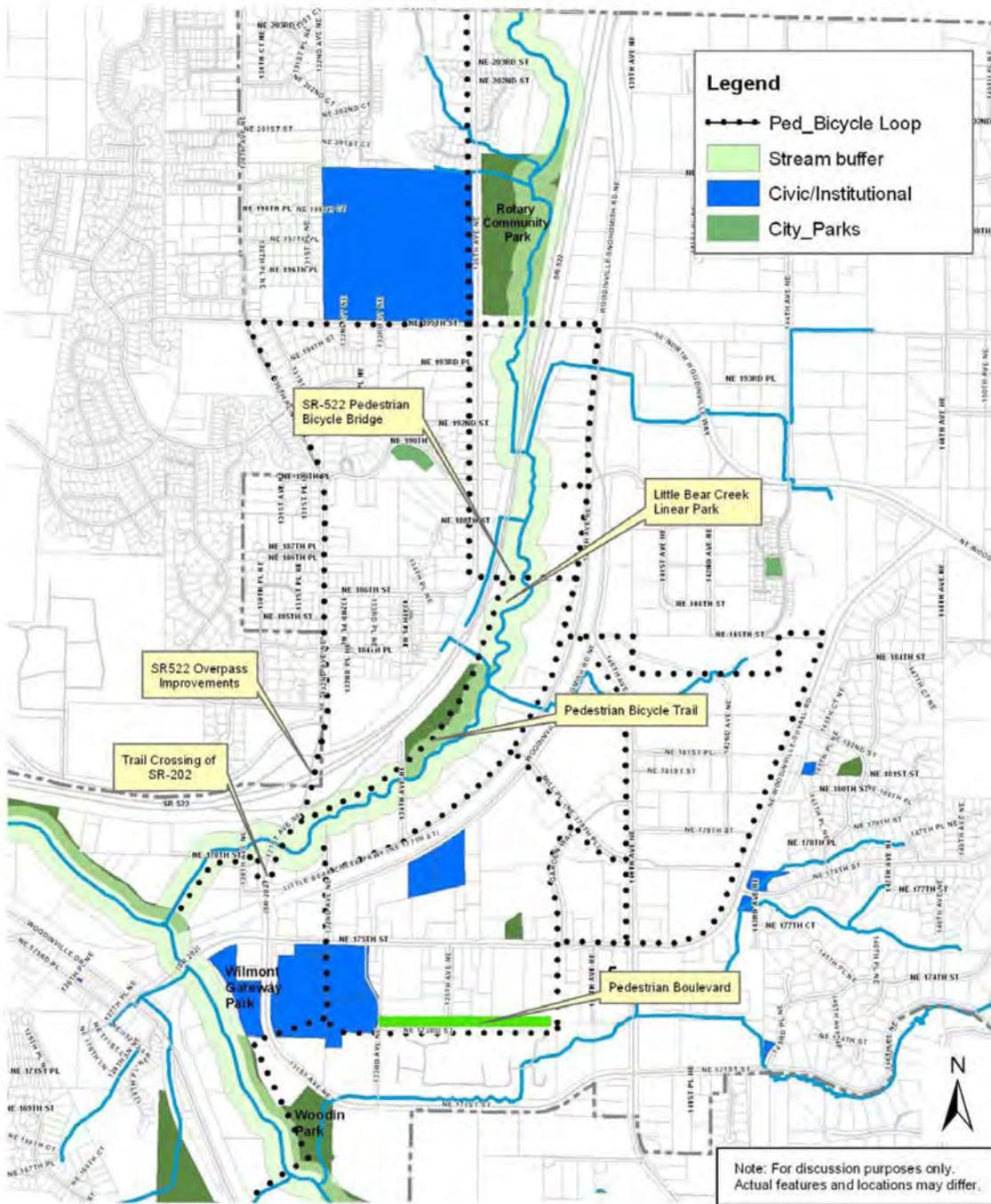


# PARKS AND OPEN SPACE CHAPTER





**Figure 5-1  
City of Woodinville  
Downtown and Little Bear Creek Corridor Master Plan  
Parks, Trails & Open Space**



## PARKS AND OPEN SPACE

### 5.0 EXISTING AND PROPOSED IMPROVEMENTS

This chapter describes park and open space improvements that are either existing, described in adopted plans, or are proposed here. These improvements are intended to meet Comprehensive Plan goals to enhance the City's park, recreation and open space resources for the benefit of residents, visitors and businesses.

The overall parks and open space concept for the Plan is an integrated system of parks and trails that provides additional open space for passive and active recreation as well as pedestrian/bicycle connections between neighborhoods and the local and regional park system and the downtown. It also provides a new public gathering place. The key features of this concept include:

- "Central Park," a new attractive public space in the downtown for public gatherings, special events, markets and fairs,
- A combination of a trail within the Civic Campus and tree lined sidewalks along the 173<sup>rd</sup> Avenue Pedestrian Boulevard that connects the Civic Campus to the Garden Way extension,
- A system of pedestrian and bike trails throughout the downtown commercial area,
- A pedestrian/bicycle bridge crossing over SR 522,
- Civic Campus improvements, and
- A surface pedestrian/bike crossing of SR 202 (131<sup>st</sup> Avenue), to provide direct access between the Sammamish River Trail and the proposed Little Bear Creek Linear Park.

The general location of these features is shown on Figure 5-1, page 45.

### 5.1 Central Park

The Central Park would provide a new downtown park located somewhere in the Downtown Core area.



The Park provides an identifiable center and community focus for public gatherings, civic events, and informal recreation. It would also provide a desirable amenity for businesses and residents.

The following is a summary of



guiding principles considered in arriving at recommendations for the new Downtown Park.

**GUIDING PRINCIPLES USED IN DEVELOPING RECOMMENDATIONS**  
**For the new Downtown Park**

**Summary of Desired Benefits of Recommendations**

- *Implements Comp Plan Strategy 1.1, shown below.*
- *Helps the Civic Campus become the “hub” of civic life by providing public access to and from the Civic Campus.*
- *Provides an attractive public space downtown for public gatherings, passive recreation and an amenity for nearby businesses and residents.*
- *Provides an important link in the proposed non-motorized trail system throughout the City.*
- *Enhances the quality of life downtown for residents and helps downtown become a destination, supporting local businesses.*
- *Promotes a vibrant downtown Woodinville.*
- *Provides a connection between Wilmot Park, the civic center campus, and downtown residences and businesses.*

**Comprehensive Plan Goals and Policies**

**Land Use**

*Implementation Strategy 1.1 for the Downtown Master Plan includes as two of the items to address:*

- 1) *Development of a pedestrian boulevard parallel and south of NE 175<sup>th</sup> Street and extending east from the proposed Civic Campus.*
- 2) *Encourage open spaces and mini parks.*

**Parks, Recreation, and Open Space**

- PRO-1.3 Use the Woodinville Zoning Code and a combination of creative financing alternatives, impact fees, developer mitigation, grants, and cooperative strategies with the private sector to pay for the acquisition and construction of parks and open space.*
- PRO-1.6 Provide parks within and adjacent to the City’s Central Business District to serve as focal points for downtown Woodinville.*
- PRO-3.5 Consider incentives to preserve valuable open space in new development.*
- PRO-3.6 Utilize a variety of public and private tools in the preservation of open space including donations, land banking, mitigation, impact fees, grants, and partnerships, or transfer of development rights, regulatory restrictions, and tax relief programs,*

**Community Design**

- CD-1.3 Promote an image of quality and distinction by blending the natural and built environments.*



## Recommendations for the new Downtown Park:

- Work with development applicant toward achieving a new Downtown Park.

## Implementation Strategy:

- Use the Woodinville Zoning Code and a combination of incentives, creative financing alternatives, impact fees, developer mitigation, grants, and public-private partnerships to acquire and create the Central Park.



## 5.2 Pedestrian/Bicycle Trail

This feature is an integrated trail system that would allow pedestrian and bike travel throughout the Downtown and Corridor, with connections to neighborhoods, parks, commercial areas and the Sammamish River Trail. The general location of the trail and other pedestrian/bike features is shown on Figure 5-1, page 45.



The following is a summary of guiding principles considered in arriving at recommendations for the pedestrian/bicycle trail.

### **GUIDING PRINCIPLES OF RECOMMENDATIONS** **For the Pedestrian/Bicycle Trail**

#### **Summary of Desired Benefit from Recommendation**

- *Provides alternative to motor vehicle transportation,*
- *Helps connect neighborhoods to the downtown and the regional trail,*
- *Helps make Woodinville unique,*
- *Provides source of recreation, and*
- *Helps make downtown a “destination” for visitors and supports downtown business and “vitality.”*

#### **Comprehensive Plan Goals and Policies**

##### Land Use

*LU-10.2 Encourage linkage of paths and trails from the downtown to the rest of the Town Center Neighborhood and to the entire community.*

##### Community Design

*CD-4.4 Promote and plan for pedestrians/bicycle connections to and through residential neighborhoods.*

##### Parks, Recreation and Open Space

*PRO-4.1 Plan bike paths, trails, and non-motorized transportation routes to improve access to parks, recreation facilities, open space, residential neighborhoods, employment centers, downtown, and other local and regional non-motorized systems.*



The Pedestrian/Bicycle Trail would include a continuous network of trails, bike lanes and sidewalks and would extend eastward from the Sammamish River Trail and Wilmot Park, along the proposed extension of 173rd Avenue NE Pedestrian Boulevard to connect with the future Garden Way extension.



East-west travel through the downtown could also occur on a soft trail along Woodin Creek. North-south travel could occur along 140th or Woodinville-Duvall Road connecting to trails within the Corridor.

Off-street trails will connect to sidewalks to create an unbroken loop. A goal of this system would be to have as much of the trail system as possible in dedicated off-street lanes.



Examples of pedestrian-bike trails are shown on pages 49, 50 and 51. For more detail regarding pedestrian/bicycle plans and improvements, see the City of Woodinville Parks, Recreation and Open Space Plan and the City's Non-motorized Plan. The City's existing walkway standards and requirements can be found in WMC 21.14.820 and the Public Works Infrastructure Standards and Specification manual.



## Recommendations:

- Include the pedestrian/bike system in the Plan and show connection of the system to other neighborhoods to the Sammamish River Trail and across the river, using pedestrian and bike bridges.
- Include the Plan's pedestrian/bike system in the City's Non-motorized Plan.

## Implementation Strategies:

- Future public projects, such as parks, streets, storm water or utility improvements, should include adjacent sections of the pedestrian/bike loop as part of the overall project priority, funding, design and construction.
- Amend the CIP to include the Master Plan's recommended Pedestrian/Bike Loop improvements as a high priority.
- Include pedestrian/bicycle access in all project planning and review to assure seamless and direct routes are provided to the Downtown/Corridor pedestrian and bicycle trail system, see Figure 5-1, page 45.



### 5.3 SR 522 Pedestrian/Bike Gateway Overpass

The construction of the overpass bridge, described below, will require significant funding from state and/or federal resources. This need will likely result in the overpass not being constructed in the near future. It is therefore essential that the existing pedestrian/bicycle corridors (132<sup>nd</sup> Avenue NE and NE 195<sup>th</sup> Street) connecting the Wedge Neighborhood and downtown be improved and maintained.

The SR 522 Pedestrian/Bicycle overpass will provide an important link in the trail system by providing an alternative route for people in the Wedge Neighborhood, regional trail system, downtown and employment centers. It will also provide a safe, non-motorized connection between downtown and other residential neighborhoods to the Rotary Community Park and Woodinville High School.

The pedestrian/bicycle overpass will connect to the area of 186<sup>th</sup> street and 136<sup>th</sup> Avenue NE in the Wedge Neighborhood and span SR 522 to a connection on the east side of SR 522 and west side of Little Bear Creek at approximately the 141<sup>st</sup> block. From this point, users may access Little Bear Creek Linear Park and Little Bear Creek Parkway. The overpass can be designed to provide a pleasant pedestrian experience with planters, landscaping and other architectural features. From the perspective of a motorist on SR 522, this bridge can be an important “gateway” symbol of the City. The design of the bridge can take advantage of this opportunity with attractive features and signage.

#### Recommendations:

- Until the overpass can be accomplished, consider the feasibility of improvements to surface routes to improve pedestrian safety.
- The pedestrian overpass should include thoughtful design and quality materials so the bridge can serve as a symbolic “gateway” to the City.
- The overpass should be constructed concurrently with sidewalk improvements along 136<sup>th</sup> Avenue and other improvements for the pedestrian circulation system.
- Siting of the overpass on the east side of SR 522 will need to be accomplished in cooperation with any affected private property owners.

#### Implementation Strategies:

- Amend CIP to include connections to the Wedge Neighborhood as high priorities.
- Include pedestrian/bicycle improvements in any NE 195<sup>th</sup> Street improvement projects.



## 5.4 Pedestrian/Bike Connection to the Sammamish River Trail

In order to provide for a continuous pedestrian bike trail system throughout the downtown and Corridor area, it is vital to provide connections to the Sammamish River Trail. For efficiency, quality of experience and avoidance of potential conflicts with motor vehicles, the most direct route from the Little Bear Creek Trail is preferred. This is challenging due to the presence of SR 202 (131<sup>st</sup> Avenue), which blocks pedestrian access along the Little Bear Creek buffer. Several possible routes to provide the linkage are briefly described below.

### **SR 202 Surface Route**

This route would direct Little Bear Creek Trail users to either side of SR 202. From here, users could walk on existing sidewalks to existing traffic lights and crosswalks at either 177<sup>th</sup> Street or at the SR 522 on and off ramps.

### **132<sup>nd</sup> Ave NE Surface Route**

This route would include a new surface crossing of the railroad tracks to connect 132<sup>nd</sup> Avenue NE between Woodinville-Snohomish Road and the Little Bear Creek Parkway. Bike lanes, wide sidewalks, landscaping, special paving, and signage would help the crossing be readily identifiable, safe and attractive and provide a direct link to the Civic Campus and regional trail.

### **SR 202 Underpass**

The initial concept for this crossing was a safe, bright pedestrian/bike underpass along Little Bear Creek to route pedestrian/bicycle traffic away from motor vehicles and provides a direct connection toward the Sammamish River regional trail. In addition, providing a trail link under SR 202 would keep the trail along the creek instead of diverting around the creek and provide a more direct link with the Sammamish River Trail. Concerns about the cost, feasibility, jurisdiction and safety of this concept have been raised, and the concept seems to be infeasible. Therefore, for reasons of cost, feasibility, and safety, the underpass should be the lowest priority.

### **Recommendations:**

- Enhancement of 132<sup>nd</sup> Avenue NE, including a new surface crossing of the railroad tracks, is the preferred initial method of providing pedestrian/bicycle linkage between the Little Bear Creek Corridor, downtown and the regional trail.
- To provide the most direct connection between the Little Bear Creek and Regional Trail should be a long term goal.

### **Implementation Strategies:**

- Include a pedestrian and bike route crossing and connections to other trail segments in any plans for improvements to 132nd Avenue or SR 202.



## 5.5 Civic Center Master Plan

The Civic Center Master Plan is a separate planning process used to define how the Civic Center can be enhanced as the “hub” or “heart” of the City’s civic life where the community can gather for civic events, recreation and government meetings and services.

The following is a summary of guiding principles considered in arriving at recommendations for the Civic Center Master Plan.

### **GUIDING PRINCIPLES USED IN DEVELOPING RECOMMENDATIONS** **For the Civic Center Master Plan**

#### **Summary of Desired Benefits of Recommendation**

- *Creates the “hub” or “heart” of the City’s civic life where the community can gather for civic events, recreation and government meetings and services,*
- *Adds to the vitality of downtown as the public focal point and identity of the downtown,*
- *Maximizes efficient City service being adjacent to City Hall, and*
- *Provides connections to the non-motorized path system and maximizes public access to the Civic Campus from all areas of the City.*

#### **Comprehensive Plan Goals and Policies**

##### Land Use

*Goal LU-9: To maintain the downtown area as the center for commercial, civic, cultural, and recreational activities.*

- *Policy LU-9.1: Encourage uses that will support day and evening activities for all ages.*
- *Policy LU-9.2: Encourage linkage of paths and trails from the downtown to the rest of the Town Center Neighborhood and to the entire community.*
- *Policy LU-9.3: Purchase and develop the Sorenson School campus and adjacent properties as a civic center for use as a City Hall, as well as cultural, meeting, and recreational facilities for all groups.*



The Civic Campus is also an important link in the non-motorized trail system that maximizes public access to the Civic Campus from all areas of the City. The Civic Center Master Plan includes concepts and designs for a new community center, additional parking, and improvements to ball fields. Although a separate planning process, it is identified here due to its importance to the downtown area.

### Recommendation for the Civic Center Master Plan:

- Support the on-going work on the Civic Center Master Plan consistent with future Council actions.

### Implementation Strategy:

- Civic Center improvements should be consistent with the Downtown/Little Bear Creek Corridor Master Plan.

### Accomplishments:

- City Council approved Resolution No. 273 adopting the Civic Center Master Plan.

## 5.6 Little Bear Creek Linear Park Master Plan

The Little Bear Creek Linear Park Master Plan is a separate planning process, but integral to the Downtown Little Bear Creek Corridor Master Plan. It provides a detailed description of park and open space features in the Little Bear Creek Corridor area, including analysis, schematic plans, and implementation strategies to support the park and open space goals of the Downtown and Little Bear Creek Corridor Master Plan.

The Little Bear Creek Linear Park Master Plan features active recreation where appropriate, such as play-courts, playgrounds, and more traditional neighborhood park features. Passive recreation in the plan is focused on educational opportunities such as sensitive area interpretive signage and observation decks to highlight wildlife and the native landscape. It also includes a woodland trail featuring an active salmon spawning stream, interpretive facilities and active recreation areas such as the Rotary Community Park.

As a vital portion of the City's non-motorized transportation system, the Little Bear Creek Linear Park Plan also provides a pedestrian and bicycle trail along the creek connecting to the Sammamish River Trail and potential trail connections to the north. Development of features of the Linear Park, as well as other pedestrian-bicycle features, will be done in a manner consistent with the City's commitment to quality environmental stewardship, including compliance with all applicable laws and regulations.



The Little Bear Creek Linear Park Plan supports the vision and recommendations of the Downtown – Little Bear Creek Corridor Master Plan by describing a roadmap to providing businesses, employees, residents, and visitors to downtown Woodinville with a major recreational amenity within easy walking distance of major commercial and residential areas. It will provide guidance in land use decisions and will shape the public access, enjoyment, and stewardship of this Corridor for years to come.

### Recommendation for the Little Bear Creek Corridor Master Plan:

- Support the on-going work on the Little Bear Creek Linear Park Master Plan consistent with future Council actions.

### Implementation Strategies:

- Consider the Little Bear Creek Linear Park Master Plan during discussion of potential amendments to land use regulations and development of design standards to implement the Downtown /Little Bear Creek Corridor Master Plan.
- Little Bear Creek Linear Park Improvements should be consistent with the Downtown/Little Bear Creek Corridor Master Plan.

### Accomplishments:

- City Council approved Resolution No. 272 adopting the Little Bear Creek Linear Park Plan

