

# LITTLE BEAR CREEK PARKWAY MASTER PLAN



## SOCIAL SYSTEMS DATA REPORT

### 1.0 Land Use

#### 1.1 Current Land Use Designations

**1.1.1 Comprehensive Plan.** Little Bear Creek corridor is comprised of five different land use designations. The majority of properties are located in *Auto Service/General Commercial*. Listed below is the classification and description given in the Comprehensive Plan.

*Auto Service/General Commercial (General Business)*

*This designation has been applied to an existing industrial zone within Woodinville where auto-oriented general commercial services have developed. This designation should be located along major arterial streets within the city and should not be located near low to moderate density residential areas.*

*Central Business District*

*This designation has been applied to the existing downtown commercial district in downtown Woodinville. It is intended to provide a broad mix of comparison retail, moderate to high density residential, professional, services, and recreation/cultural uses that serve the regional market.*

*Industrial*

*This designation has been applied to areas currently suited for industrial and business park activities. These areas are located along major arterial streets.*

*Public and Institutional*

*This designation has been applied to existing government/public facilities and includes city hall, libraries, public schools, fire and police stations, as well as the land owned by the University of Washington in the Grace Neighborhood and by the Woodinville Water District.*

*Moderate Density Residential (R-6)*

*This designation has been applied to areas currently developed with single-family detached and attached dwellings. These include duplexes and triplexes, condominiums, townhomes, and accessory dwelling units. The intent of this designation is to support urban residential densities while still preserving*

*Woodinville's small town atmosphere. The permitted density for this designation is between 5 and 8 dwelling units per acre.*

**1.1.2 ZONING.** The existing zoning along the corridor comprises of five different zones. The General Business (GB) zone runs the length of Little Bear Creek Parkway (177<sup>th</sup> Street) and abuts to the west side of Woodinville-Snohomish Hwy. The Central Business District and Industrial zones are located at the southerly end of the corridor and 131<sup>st</sup> Street. Little Bear Creek crosses Hwy 522, and runs along the east side of the Woodinville High School (Public/Institutional) and Residential development that is the north westerly section of the corridor. Listed below include the various zones and descriptions located in the Little Bear Creek corridor.

*General Business: The purpose of the general business zone (GB) is to provide auto-oriented retail services for local and regional service areas that exceed the daily convenience needs of residential neighborhoods but that cannot be served conveniently by the central business district, and to provide retail and business services in locations within the city that are appropriate for extensive outdoor storage and auto related and commercial uses. These purposes are accomplished by: providing a wide range of the retail, recreation, and business services that are found in neighborhood business areas; allowing for commercial uses with extensive outdoor storage or auto related and industrial use; and limiting residential, institutional, personal services and office to those necessary to directly support commercial activity. Use of this zone is appropriate in commercial areas that are designated by the Comprehensive Plan and are served at the time of development by adequate public sewers, water supply, roads and other needed public facilities and services.*

*\*Note that all General Business zone permitted uses are also allowed in at least one other zone of the City.*

*Central Business District: The purpose of the central business district (CBD) is to provide for the broadest mix of comparison retail, higher density residential (R-12 through R-48), wholesale, service and recreation/cultural uses with compatible storage and fabrication uses, serving regional market areas and offering significant employment and housing opportunities. These purposes are accomplished by: encouraging compact development that is supportive of transit and pedestrian travel, through higher nonresidential building heights and floor area ratios that those found in other business areas; allowing for outdoor sales and storage, regional shopping areas and limited fabrication use; and concentrating large scale commercial and office uses to facilitate the efficient provision of public facilities and services. Use of this zone is appropriate in the urban center as designated by the Comprehensive Plan that is served at the time of development by adequate public sewers, water supply, roads and other needed public facilities and services.*

*Industrial: The purpose of the industrial zone (I) is to provide for the location and grouping of industrial enterprises and activities involving manufacturing, assembly, fabrication, processing, bulk handling and storage, research facilities, warehousing and heavy trucking. It is also a purpose of this zone to protect the industrial land base for industrial economic development and employment opportunities. These purposes are accomplished by: allowing for a wide range of industrial and manufacturing uses; establishing appropriate development standards and public review procedures for industrial activities with the greatest potential for adverse*

*impacts; and limiting residential, institutional, service, office and other non-industrial uses to those necessary to directly support industrial activities. Use of this zone is appropriate in industrial areas designated by the Comprehensive Plan which are served at the time of development by adequate public sewers, water supply, roads and other needed public facilities and services.*

*Public/Institutional: The purpose of the public/institutional zone (P/I) is to provide and protect properties devoted to public and semi-public uses and uses providing social and physical services to the Woodinville Community. This purpose is accomplished by: providing a zone in which uses serving public needs may be located; limiting residential and privately owned operations; and protecting adjacent properties from potential impacts of public uses. Use of this zone is appropriate on properties designated by the Comprehensive Plan to be public and/or institutional, such as schools, government facilities, social services, hospitals, libraries, utilities, etc.*

*R-6 (residential): The purpose of the urban residential zones ( R ) is to implement Comprehensive Plan Goals and Policies for housing quality, diversity and affordability, and to effectively use residential land, public services and energy. These purposes are accomplished by: providing in the moderate density zones (R-5 to R-8), for a mix of predominantly single-family attached and detached dwelling units. Other development types, such as apartments, duplexes, and townhomes would be allowed so long as they contribute to Woodinville's small town atmosphere as articulated in the vision statement found in the City's Comprehensive Plan and conform to all applicable regulations.*

**1.1.3 Previous Designations.** All previous designations were the same under the City's original zoning with the following exceptions:

CBD (Commercial Business District) was RB (Regional Business). Essentially no change in permitted uses. Name change only.

177<sup>th</sup>/Woodinville-Snohomish Road north of 140<sup>th</sup> Ave. NE – GB (General Business) was I (Industrial). Majority of permitted uses changed to reflect the purpose of the new designation.

Prior to the City's incorporation, the Woodinville area was zoned under King County's Northshore Plan. The Zoning for the two zoning designation in the were:

- BC (Community Business)
- ML (Light Industrial)

## **1.2 Land Uses Patterns**

The existing uses along Little Bear Creek Parkway are essentially the same since incorporation. Land uses west of 130<sup>th</sup> Ave. NE include a few small office buildings, freeway services (gas station, fast food), retail, and industrial/warehouse with large paved areas for outdoor storage.

The land uses along Little Bear Creek Parkway are also a mixture of retail; industrial; automobile repair, sale, and rent; and warehousing. Many of these uses came in under industrial zoning even though they are not industrial uses.

For the purposed of this study, the land use analysis is focused on property along Little Bear Creek Parkway. A description of the other areas located within the Plan area is found in Section 1.1.2 above. The following analysis was completed using generalized land use categories found in the City's Zoning Code Chapter 21.08. These uses are described below:

**Business Services** These uses are primarily involved in large scale services including auto leasing, trucking equipment rental, construction trade and storage, warehousing and wholesale trade. These uses tend to take up large spaces of outdoor storage.

**General Services** The uses found in this category are focused on personal services such as automotive repair and

veterinary services, health care (not currently permitted in the GB zone), and Education.

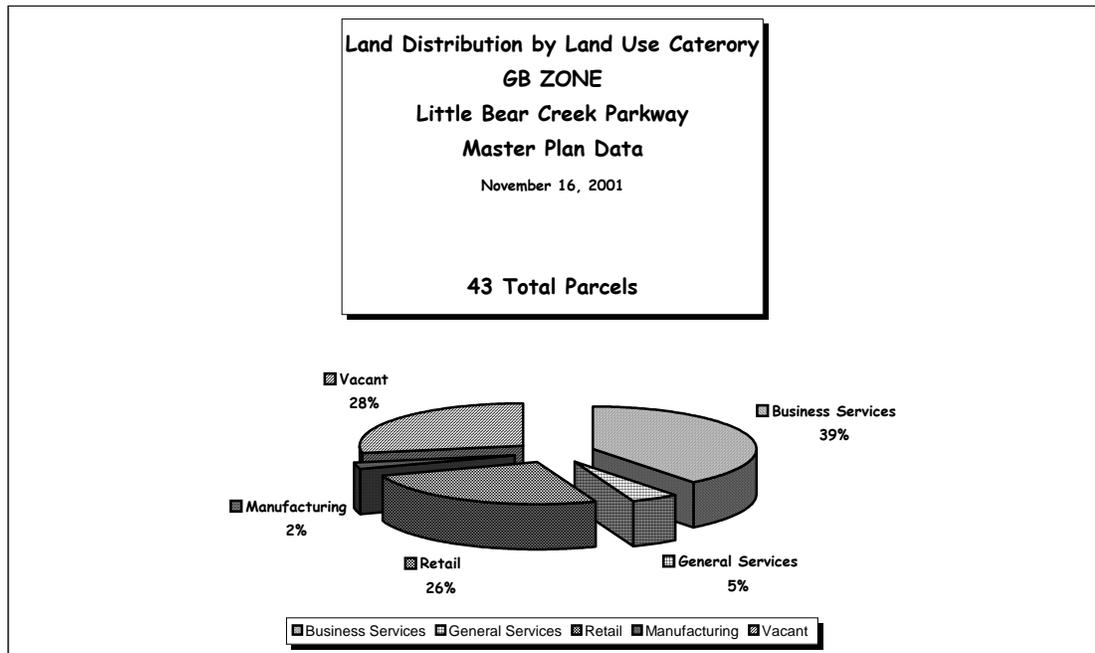
**Manufacturing** Sites used for manufacturing are used engaged in making or assembling goods or products that are sold elsewhere.

**Retail** Retail services include stores that provide goods or products to the general public.

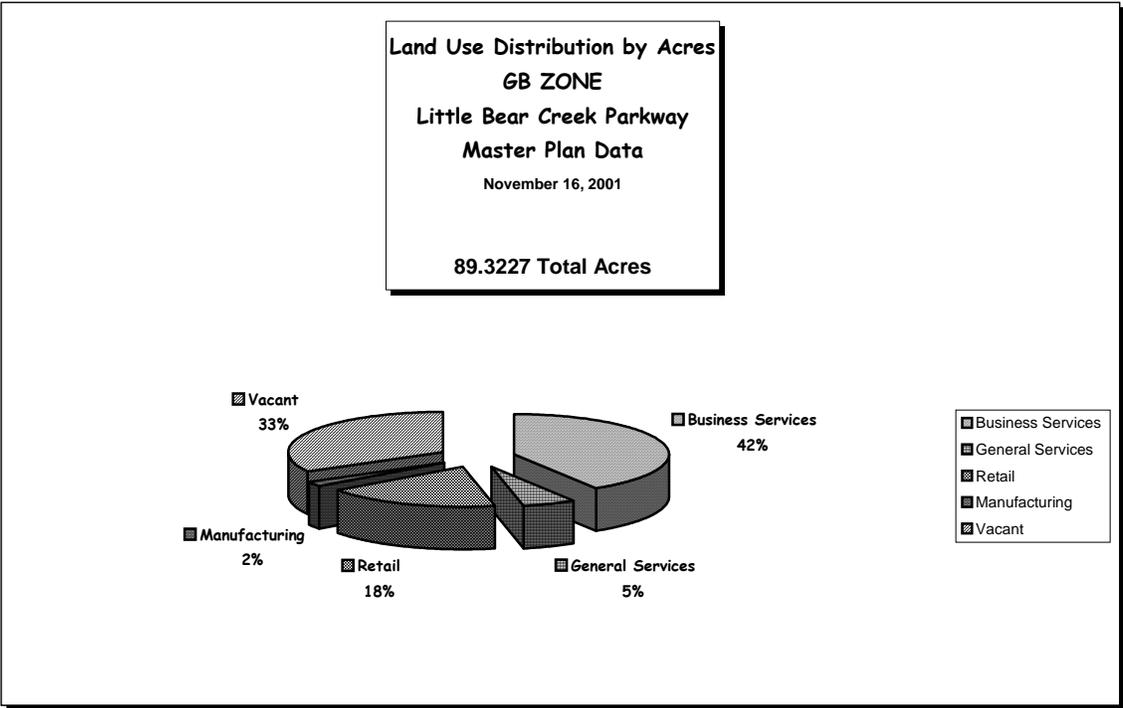
**Vacant** Vacant land is land that does not contain any structures or uses including storage.

The following analysis comprises the land use distribution in the GB zone:

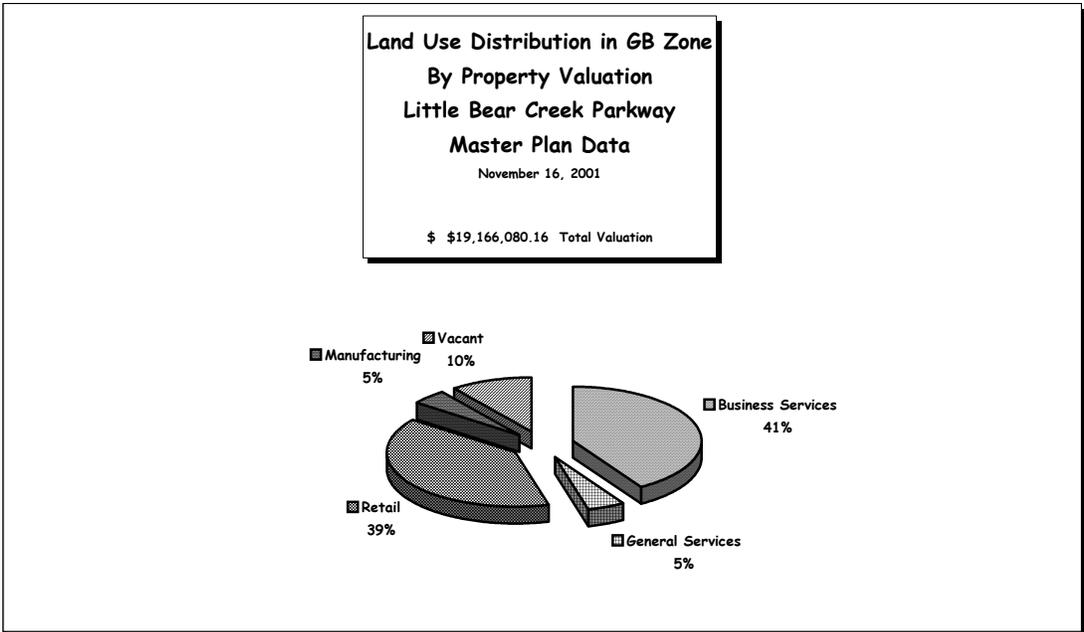
**Chart A**



**Chart B**



**Chart C**



Business Services is the largest area in all land use distribution categories. Chart B shows total acreage of these uses consists of 42% of the General Business zone. Two land use general types make up 75% of the total business services area as follows:

| <b>Business Services</b><br><b>36.175 acres</b><br><b>42% of GB Zone</b> |                    |                |   |
|--|--------------------|----------------|---|
| <b>Use Type</b>  | <b>No. Parcels</b> | <b>Acres</b>   | <b>Percentage of Business Svc. Area</b> |
| Construction Trade Related Use   | 9                  | 17.093         | 46%                                     |
| Auto/Trucking  | 6                  | 10.6102        | 29%                                     |
| <b>TOTAL</b>   | <b>15</b>          | <b>27.7032</b> | <b>75%</b>                              |

Typically these use types require large land areas for storage of materials and vehicles. Since the businesses have been on these properties for several years, they do not have landscaping or screening that would be required under existing regulations and design guidelines. These properties are also underutilized to the extent that more development intensity could occur.

| <b>Vacant Land</b><br><b>29,5556 acres</b><br><b>33% of GB Zone</b> |                    |              |                                  |
|---|--------------------|--------------|----------------------------------|
| <b>Use Type</b>   | <b>No. Parcels</b> | <b>Acres</b> | <b>Percentage of Vacant Land</b> |
| Public Lands  | 3                  | 8.7193       | 30%                              |

The assumption can be made that at least a third of the vacant land that is publicly owned will remain vegetated given the importance of Little Bear Creek.

| <b>Retail Services</b><br><b>16,447 acres</b><br><b>42% of GB Zone</b> |  |  |  |
|--|--|--|--|
|--|--|--|--|

| Use Type           | No. Parcels | Acres | Percentage of Retail Svc. Area |
|--------------------|-------------|-------|--------------------------------|
| Automotive Service | 3           | 3.782 | 23%                            |

## 2.0 Transportation

### 2.1 Road Design

The current road is classified as Minor Arterial. The approved road section is shown below in relation to the full standard typically required. Because of the railroad and creek constraints, a variation of the standard is appropriate.

Access standards will allow one driveway per parcel or every 160 feet of frontage. Measurements of the existing right-of-way length indicate 39 access points along Little Bear Creek Parkway. One advantage to the roadway is that development can only occur on one side because of the railroad property.

### 2.2 Transportation Capacity

The City is contracting with Earth Tech to provide a traffic capacity information using a traffic model. The model will show projected capacity given different land uses. The work is intended to be completed prior to the end of December.

There are four roadways that intersection with Little Bear Creek Parkway from the west (northwest): SR202 (130<sup>th</sup> Ave NE), 132<sup>nd</sup> Ave. NE (dead

end road), 134<sup>th</sup> Ave NE (dead end road leading to lineal park property), and NE 195<sup>th</sup> Street (access to SR 522 and the Wedge Neighborhood). From the east, there are five roadway that intersect the corridor: Mill Place (from the Shopping Center and downtown), 140<sup>th</sup> Avenue NE (also from downtown), NE 190<sup>th</sup> St. (small collector from the industrial area), NE North Woodinville Way (connection industrial and Woodinville Duvall Road areas to the corridor and SR 522 on ramp); and NE 203<sup>rd</sup> St. (small collector from the industrial area).

### **3.0 Utilities**

Utilities such as power, water, and sewer exist in the area. There are no indications that utilities will not be available with increased development intensity. Storm water facilities will be addressed at the project level.

### **4.0 Constraints**

The corridor area faces different constraints that are not surmountable on the environment and development. These conditions include the railroad extending through a significant part of the corridor area, Little Bear Creek, its associated sensitive areas (buffers), and the state highway. The attached associated maps show the current conditions with relation to the stream buffer and roadways.

### **5.0 Relationship to Downtown**

The corridor is tied to the downtown core physically and economically. Both areas are intended to house the majority of retail and business enterprises of the City, except for the industrial area. Development in one area will affect the other. Currently the corridor area is underdeveloped where the downtown is well developed and potentially prime for redevelopment. Further study is being done by the Downtown master plan project and the downtown relationship to the Little Bear Creek Parkway Corridor.