

## APPENDIX 8: COMMUNITY DESIGN

This section provides an overview of community design characteristics in and around Woodinville. The discussion is organized around the eight neighborhoods defined as part of the land use and housing survey. Figure A8-1 shows the boundaries of these neighborhoods.

Community design is defined as that set of attributes, both man-made and natural, which combine to create a sense of place or uniqueness about a given geographical location. These attributes can include the widest possible range of detail, including, for example, 1) forest cover or lack thereof; 2) type of vegetation; 3) topography; 4) presence or absence of water bodies; 5) presence of livestock; 6) land use; 7) building massing, scale, and height; 8) building age; 9) historical monuments; 10) typical building materials; 11) use of color; and 12) architectural detail.

Each neighborhood is distinct from the others in some sense. Identifying those distinct characteristics is important for the following reasons:

1. To target policies which protect and reinforce important community attributes, such as places of historic value or valuable open space,
2. To guide and direct future land use in keeping with desirable community characteristics,
3. To foster a sense of community, and
4. To focus efforts to guide urban or community design in a direction which will reinforce or unify the underlying character.

Design guidelines have been in place for the past few years allowing Woodinville the opportunity to give direction to development in order to reach the City's vision.

### A-8.1 Existing Conditions

The City of Woodinville is located in north-central King County, about a forty-five minute drive northeast of downtown Seattle. Woodinville sits at the head of the Sammamish River Valley, where the north-flowing Sammamish River meets south-west flowing Little Bear Creek and their combined flows turn west towards Lake Washington. Agricultural lands cover the flat bottom of this valley, which ranges in width from 1/2 to 3/4 of a mile wide. The thickly forested (second growth) valley sides rise up about 500 feet to a plateau to the east, while the western slopes rise about 300 feet to a western ridge.

The Woodinville city limits encompass the Sammamish River Valley and a portion of the uplands east of the valley. Vegetation is typical of the Western Hemlock zone of the lower west Cascades, with large second-growth forests dominated by Hemlock, Douglas Fir, and Red Cedar. Open land exists in the valley floor outside the city limits, consisting of open fields for agriculture. The main road through the Sammamish Valley is Woodinville-Redmond Road (State Route 202), a two-lane highway, which extends from Woodinville south to the city of Redmond, at the head of Lake Sammamish. The other main highway through Woodinville is State Route 522, which passes through Woodinville on its way from Bothell northeast to the City of Monroe. Interstate-405 runs north-south, one and a half miles west of Woodinville. The Woodinville-Duvall road extends east from downtown to the City of Duvall.

Although relatively small in area and population, the City of Woodinville is, in many ways, a microcosm of the Puget Sound area. Its particular combination of agriculture, industry, and residential areas, along with the developing town center, brings together the varied elements of the contemporary Puget Sound landscape. Commerce, industry, inside the city, and agriculture, outside remains on the valley floor, following the roads and river. Residential

development occurs mostly on the valley sides and adjacent plateaus. Most residential development consists of single-family homes. (55% of single-family, 42% of multi-family, and 3% of mobile home) Woodinville is a relatively new city, with very few historic buildings, which pre-date World War II. It is also a city of balance, with a good mix of jobs in its industries, and good recreational opportunities.

The geographic variations, which have led to the distinctive landscape and variations in land use in Woodinville lends itself to division into neighborhoods. The following description of community design is divided into these eight neighborhoods.

#### **A-8.1.1 Leota**

Located in the northeastern corner of the City, the Leota area is the largest neighborhood in Woodinville (1,143 acres). Leota is bounded on the north by the Snohomish County Line, on the east by 170th Avenue NE, (the Urban Growth Area), on the south by NE 175th/173rd Streets, and on the west by the North Industrial Neighborhood at approximately 148th Avenue NE. Occupying the wooded plateau to the east of the downtown area, Leota is a primarily residential area. A small Neighborhood Business district is located at the intersection of 156th Street and Woodinville-Duvall Road. An office building was recently built in the district under the existing design guidelines. The major thoroughfare through the Leota neighborhood is Woodinville-Duvall Road, which bisects the area in an east-west direction.

There are no public parks or major public open space in this neighborhood. Leota Lake is a small private lake surrounded by residences with no public access. The main public facilities include Wellington Elementary School and Leota Jr. High School, which are located adjacent to one another on 195th Street. These schools are available for general public use on a limited basis.

#### **A-8.1.2 The Wedge**

The Wedge is a 205-acre, predominantly residential area, occupying the eastern part of the ridge to the northwest of downtown. State Route 522 forms the southern and eastern boundary of the Wedge. The western boundary is bordered by the City of Bothell and a portion of unincorporated, urban King County.. The Snohomish County Line forms the northern boundary of the Wedge and the City of Woodinville. Land uses in this neighborhood are almost exclusively residential. The major transportation connection of this area is 132nd Avenue NE south to downtown Woodinville and 195th to State Route 522.

The Wedge has developed more recently than Leota, which is reflected in the higher densities and cul-de-sac road layouts more typical of newer residential development. Extensive development of this character is also occurring immediately to the west, in the City of Bothell and in unincorporated, urban King County. In 1998, eight affordable housing units were built in the southern part of the Wedge. Major features of the area include a number of small ponds and wetlands, and one larger, over 10-acre, wetland. Little Bear Creek is located along the eastern edge of the neighborhood.

Woodinville Senior High School is the major public facility in The Wedge. It is an important public recreational facility for the community, with football and baseball fields, tennis courts, and a running track. Woodin Elementary School is located just outside of the western boundary of the neighborhood. Extensive tree cover exists throughout most of the neighborhood, although as newer, higher density developments occur, vegetation is being cleared.

A 18.31acre portion of land was purchased by the City in 2001 for permanent open space and passive recreational use.

### **A-8.1.3 West Ridge**

The West Ridge area is predominantly residential, occupying approximately 584 acres of a wooded plateau west of the Sammamish Valley in the southwest corner of the City. The western border of West Ridge, as well as the city limits, is 124th Avenue NE; while the western spur of Burlington-Northern railroad marks the eastern boundary of the neighborhood. The southern boundary is less clearly defined, although it is generally south of 145th Street. This area reflects some of the growth pressures seen elsewhere in the region, with newer and higher density housing developments occurring.

Development in West Ridge includes a large wholesale nursery and a variety of residential developments. West Ridge includes some condominiums and rental units just west of downtown in this neighborhood; however, most housing consists of single family detached homes. Newer wood-frame houses with shake roofs contribute significantly to the character of the area. Although West Ridge is elevated above the valley floor, it has few opportunities for views of the wider landscape, due to its heavily wooded character. Substantial areas of open space and undeveloped land exist in this neighborhood, although much of this consists of steep slopes and erosive soils on the eastern half of the neighborhood.

In addition to the residential developments, a number of major utilities traverse this neighborhood, creating strong linear patterns on the landscape. The linear open spaces created by these corridors form notable landmarks and contribute to the character of the neighborhood. They include: the Seattle-Tolt River Water Main running east-west just north of 145th St., the Burlington-Northern Railroad running north-south just west of the Woodinville-Redmond Road, and a double set of 115-kilovolt transmission lines running north-south generally at mid-slope level.

### **A-8.1.4 Tourist District**

The smallest neighborhood in Woodinville, the Tourist District encompasses 129 acres of the Sammamish Valley floor at the south end of the City. The neighborhood has been defined as the land within the city limits located south of the Seattle-Tolt River Water Main and east of the western spur of the Burlington Northern Railroad line. Two large wineries, a major brewery, and Woodinville's first hotel development create a regional tourist draw, and are responsible for its unique character, although the neighborhood itself consists of a variety of land uses.

The bridge over the Sammamish River at NE 145th St. provides one of only two public river crossing opportunities within the city limits. The river separates two distinct subareas within this neighborhood. The City recently participated in a pedestrian bridge project with King County. This has opened up pedestrian access along NE 145<sup>th</sup> St. The Chateau Ste. Michelle and Columbia wineries, which give the neighborhood its identity, are found in the subarea west of the Sammamish River. Although most grapes are trucked in from elsewhere in the state, some vineyards are cultivated at the wineries, contributing to the agricultural character of the valley. Besides operating as a bottling and wine storage facility, both of these wineries cater to the public, providing tours, wine tasting, and picnic areas. Chateau Ste. Michelle also has an outdoor amphitheater which is very popular for summer music events. The Redhook Brewery features a beer garden and picnic areas, further reinforcing the tourist character of the area. Several historic structures, the Carlsberg Homestead, are located across the road from Columbia winery and the Hollywood Corner Service Station, currently known as Mabel's Tavern. The Stimson House is located at Chateau Ste. Michelle.

The second subarea lying east of the Sammamish River is the Tourist business district. Located at the intersections of NE 145th St., 148th Avenue NE, and the Woodinville-Redmond Road, land uses include a gas station, a nursery, and various specialty retail stores. While

primarily a modern automobile-oriented shopping area, it contains several historic buildings, including the Hollywood School. Converted into stores and offices, Hollywood School was originally built as a public school. With its red brick and large wooden columns, it imbues the intersection with a unique period feeling.

### **A-8.1.5 Valley Industrial**

This 194-acre neighborhood is essentially a long, narrow corridor located between the West Ridge and the Sammamish River, bisected by the eastern spur of the Burlington-Northern Railroad and the Woodinville-Redmond Road. This neighborhood is bounded on the north by SR522 and on the south by the southern city limits. The Burlington-Northern Railroad has been the key to the development of the industrial/commercial character of this neighborhood. The combination of good transportation and large, level parcels of land have in the past attracted lumber yards, , and warehouse/light manufacturing/office complexes. The Valley Industrial Neighborhood is a vital and thriving commercial area, as evidenced by the number of new facilities built in recent years.

The public perception of the character of this neighborhood is mostly experienced from the Woodinville-Redmond Road. The major facilities lie to the east, between the road and the river, and so are seen at some distance from the road across the Burlington-Northern tracks. The location of the river itself is only apparent because of the poplar trees, which line its banks. The fields beyond the river, actually located outside the City limits, give the false impression of plentiful expansion area for the industrial facilities, but these fields are designated for agricultural use in King County. For these reasons, the Woodinville-Redmond Road, which is the main north-south route through the Sammamish Valley, retains the feel of a rural highway. This impression is reinforced by the grassy verges and the fact this it is only a two lane road.

There is a distinct difference in character between the newer buildings, which tend to combine flexible manufacturing/warehousing space with more finished accessory office space, and the older industrial facilities, which are oriented toward agriculture and forest products.

### **A-8.1.6 North Industrial**

Encompassing 286 acres, the north industrial area is characterized by many warehousing, wholesaling, and light manufacturing businesses. Good access to transportation routes such as State Route 522 and the Burlington-Northern Railroad has contributed to the success of this neighborhood in attracting business. The neighborhood is occupied entirely by industrial and commercial enterprises, and does not include any residential or retail uses.

The use of metal cladding and relatively large one and two story concrete tilt-up buildings mark the character of buildings in this area. One story buildings are typically high-bay; two story buildings have office space over a high-bay lower floor. Streets have substantial rights-of-way to allow for truck traffic. Parking is ample, usually on street or surface lots in front of or adjacent to buildings. Due to the steeply sloping terrain, extensive earth moving has occurred to create the necessary building pads, forming terraces in the valley side. Because of new development, much of the mature vegetation has been lost in this area.

The north boundary of the North Industrial Neighborhood is the city limits at the Snohomish County line. Beyond that boundary, similar patterns of industrial development continue north on either side of the Woodinville-Snohomish Highway for some miles, marked particularly by the presence of large auto recycling yards, as discussed in the section on the Grace Neighborhood.

Connection to the downtown is by way of the Woodinville-Snohomish Highway and, secondarily, the Woodinville-Duvall Road. Vehicle access to State Route 522 is not well defined, despite its importance. Transportation patterns are not oriented to either pedestrian or bicycle traffic.

### A-8.1.8 Town Center

Occupying 405 acres at the head of the Sammamish Valley, at the confluence of Little Bear Creek and the Sammamish River, Town Center is the urban and commercial hub of the City of Woodinville. Neighborhood boundaries are defined by the Sammamish River to the west, 171st Street to the south, the eastern border of the Woodinville Heights subdivision to the east, and the Woodinville-Snohomish Highway, as well as the Woodinville-Duvall Road extension, to the north. The most diverse mix of land uses in Woodinville are found within these borders, including single-family housing, apartments and condominiums, mobile homes, offices, retail plazas and storefronts, schools, and parks. The only remaining historic building in this neighborhood is the old City Hall on NE 175th Street.

The western part of Town Center includes the major public uses and open space areas in the neighborhood, including the Sammamish River and its adjacent regional trail system, the Sorenson School, and the Woodinville Memorial Park cemetery. Wilmot Gateway and Woodin Park are located on the east bank of the Sammamish River just west of 131<sup>st</sup> Ave NE. The DeYoung Park is located on the north side of 175<sup>th</sup> in the middle of downtown.

Residential development in the neighborhood consists of a multi-family development, a large mobile home park in the southwest sector, and additional multi-family uses in the northwest segment. Moderate-density single family houses dominate the slopes immediately east of town, affording a good view of downtown.

A large senior citizen housing complex was constructed in the southwest end of downtown. Since the initial adoption of the Comprehensive Plan in 1996, an investment group purchased and developed several properties in the downtown core creating a major shopping area that draws residents and community members in addition to others in the region.

The new shopping center contains large retail chain stores and smaller infill shops. A movie theater is also located here. The center incorporated many design elements including a park, retaining mature fir trees, pedestrian paths, and incorporating an agrarian design to the buildings many of which were located on the street frontage with parking behind.

The City of Woodinville constructed a new City Hall with a unique and example setting design. The design of this building was not only functional and attractive, but was widely accepted by the community for its aesthetically pleasing appearance. The campus setting for the new City Hall includes the Sorenson Elementary School complex, 10 acre ball fields, and old City Hall (see Civic Center Master Plan, adopted by City Council May of 2001). It will be an opportunity to further shape the community design aspects of the downtown.

Town Center is also the transportation hub of the City, deriving much of its character from the different transportation corridors which converge there, and the subsequent development which has grown up alongside these corridors: two different lines of the Burlington Northern Railroad, the Woodinville-Snohomish Highway going north, the Woodinville-Duvall Road traveling east, the Woodinville-Redmond Highway going south to Redmond, and State Route 522, connecting Woodinville westward to Interstate-405 and Interstate-5. NE 175th Street is the spine, which connects these various corridors together, and is essentially Woodinville's "Main Street." The intersection of NE 175th Street with 140th Avenue NE is the eastern gateway into the Downtown Neighborhood, while the intersection of NE 175th Street and State Route 202, several blocks to the west, forms the western gateway. New roads were developed in the shopping center that has improved the downtown grid road system.

Several transportation improvements have helped relieve the traffic pressure in downtown area, especially from trucks. The Woodinville-Duvall Road extension created a northern connection directly to State Route 522 from the east, bypassing the downtown area

completely. The construction of NE 171st Street created a clearly defined south boundary for the downtown, allowing trucks to avoid NE 175th Street, and creating a strong visual connection to the East Valley agricultural area from the vicinity of downtown.

The downtown retail center is developing as an urban center, which serves the needs of the surrounding community well. The older part of downtown commercial activity is dominated by strip plazas, and is too dispersed to encourage pedestrian activity. NE 175th Street is beginning to develop the character of an urban street, with street trees and higher quality pavements, and some commercial buildings that address the street in a more pedestrian-friendly manner. Pedestrian connections to and through the downtown are limited, although sidewalks exist along the NE 175th Street corridor. Although the existing transportation corridors form a strong regional framework for urban development, in the immediate area of the town center the urban street grid is incomplete. There are large undefined areas with no clear access points or connections to the existing street grid. Additional streets creating a tighter, clearly defined urban pattern, with cross streets, dedicated public open space, higher building density, and pedestrian amenities, could provide the clear city center, as opposed to a collection of commercial activities. Additional pedestrian connections to resources such as the Sammamish River, Little Bear Creek, and the neighborhood across State Route 522 could help to improve the sense of Town Center as a pedestrian-oriented place.

As higher density residential development (as is beginning to occur around the town center) becomes more prevalent, the 175th Street corridor and surrounding blocks will evidence the character of a true urban center. This character may include such features as a more clearly defined street grid, stronger building wall along the streets, better pedestrian access throughout the town center, and street furnishings, which establish an image of Woodinville as a place. To reinforce this sense of place, the "gateways" anchoring either end of NE 175th Street could be singled out for particular design treatment, marking the entrance into downtown.

#### **A-8.1.8 Grace**

Grace encompasses 490 acres and is located north of the Woodinville city limits in Snohomish County. Industrial development exists on either side of the Woodinville-Snohomish Highway, marked particularly by the presence of large auto recycling yards. These industrial developments fill the valley within the town of Grace. As in the Valley Industrial and North Industrial neighborhoods, the presence of the railroad and adjacent highway, along with plentiful flat land, has been a strong enticement to industrial tenants in Grace.

Residential development in Grace is restricted to eastern portion near the Wellington Hills Golf Course. This golf course represents a significant open space area in the southeast corner. Other open space in the neighborhood is found in the steep slopes and the Little Bear Creek stream banks, both of which are currently designated as environmentally sensitive areas.

### **A-8.2 Trends and Projections**

In general, the City of Woodinville is expected to experience growth pressures similar to the rest of the central Puget Sound Region. Development of the downtown into a more pedestrian-oriented urban center is probably the greatest change anticipated in the near future. Following are descriptions and development trends in Woodinville's neighborhoods.

#### **A-8.2.1 Leota**

The Leota area is a developed, stable residential district. Future growth will principally come from the development of individual lots for single family homes. This growth is not expected to be significant due to the lack of vacant lots for additional development in the current pattern

and the lack of sewers for more intense development. The character of the neighborhood is not expected to change in the future.

#### **A-8.2.2 The Wedge**

Both opportunities and pressures for growth are present in this area. Higher density residential development, marked by cul-de-sac layouts and wood-frame houses on fenced lots, is expected to occur on available vacant or under-developed parcels. The presence of the High School is an added draw to housing. Development of downtown Woodinville could also help drive higher density housing development in the Wedge. This in turn would create a demand for better access to the neighborhoods from downtown.

#### **A-8.2.3 West Ridge**

Based on existing zoning and available sewers, the greatest capacity for housing growth in Woodinville may be within the West Ridge area but is dependent on environmental constraints. Higher density cul-de-sac developments have begun to occur in this neighborhood, particularly along 124th Avenue NE. While many roads and streets in this neighborhood retain a wooded, rural character, the neighborhoods immediately to the south and west have a much more open, suburban feel. Segments of the West Ridge Neighborhood may be in transition to such a character in the near future.

#### **A-8.2.4 Tourist District**

The growth of the wine industry in the State of Washington has led to a parallel growth in tourism opportunities promoted by that industry. The wineries of southern Woodinville are at the forefront of this movement. Recent innovations focusing on this tourist market, such as the railroad "dinner train" from Renton to Woodinville, the Redhook Brewery, and the hotel are anchored in the Tourist District. As the southern gateway to the City along State Route 202, these changes reinforce the image of Woodinville both as a guardian of the agrarian heritage of the Sammamish Valley, and as a regional destination tourist spot. To support the developing tourist industry, the City of Woodinville has an interest in maintaining the rural character of the valley to the north and south of the Tourist District because these areas contribute to the rural atmosphere; however, the City has no regulatory control over those areas.

#### **A-8.2.5 Valley Industrial**

Industrial development is likely to continue for the near future. The trend is away from natural-resource based industries, such as lumber, and towards development of industrial complexes which incorporate more finished office space as well as flexible, "higher-tech" warehousing/manufacturing space along with research and development. Pressure will increase for roads and improvements, especially along State Route 202. This area is the bridge between the Tourist District and the downtown area. Policies could be developed to insure that future development is sensitive to the visual values and images which are compatible with that role, so that industry and tourism can continue to co-exist.

#### **A-8.2.6 North Industrial**

Industrial development is likely to continue for the near-term future, until all available land has been developed. Public improvements to roads and rights-of-way, such as road surfacing, signage, pedestrian access, and landscaping, are needed for the near and long term.

#### **A-8.2.7 Town Center**

Town Center is developing as an urban center. The existing road network is approaching capacity and poses limits on future development however, new road projects such as Little Bear Creek Parkway (NE 177<sup>th</sup> St.) are expected to improve downtown traffic circulation.

Opportunities may exist at this time to acquire the public rights-of-way necessary to create a true urban street and foster a building pattern within the downtown area from existing vacant land.

There is a strong public desire for a pedestrian-oriented village core, with urban amenities and a clear identity. Achieving these goals will require clearly defined public policies and design guidelines governing property development within the downtown area. It will also require an urban design plan for the downtown area, to establish a circulation pattern of new and existing streets, to develop a pattern of open space and pedestrian walkways, and to identify the relationship of new buildings with respect to the streets.

#### **A-8.2.8 Grace**

This area is likely to remain a predominantly industrial area. Industrial development in the valley is so complete that most other uses are incompatible with existing land use. Residential development on the plateaus above the valley will probably continue.

The City of Woodinville is currently considering the possibility of annexing the town of Grace, which is now a joint planning area (with Snohomish County). It is probable that policy measures will be taken to insure that current land uses stay much the same. Environmentally sensitive areas as designated by the Snohomish County Comprehensive Plan will likely be adopted by the City of Woodinville.

#### **A-8.3 Planning Implications**

There is a clear link between public policy and community design. As defined above, community design is the sum of its various attributes, natural and man-made. The presence and absence of these attributes are often the result of the implementation of public policies. Public policies may be implemented by tools such as zoning regulations, historic overlay districts, tree preservation ordinances, design review, signage ordinances, setback requirements, and landscaping requirements, to name a few.

Woodinville's Vision Statement voices support for such goals as preserving rural character, promoting tourism, and developing a compact, inviting downtown, among others. Developing policies to implement these visions will require identifying where that rural or northwest woodland character lies, what the nature of the tourist attractions is, and what the character of a compact, inviting downtown continues to be. Once that character has been clearly defined, developing policies to protect, shape, refine, or develop it becomes possible.

The preceding sections identified the existing character of the eight neighborhoods and evaluated the effects of underlying development trends that will shape that character in the years ahead. Each neighborhood currently has a distinct and unique character, which is basically the product of its topography, access opportunities, and land use history. The main challenges facing Woodinville in the near future with regards to community design are summarized as follows:

1. Evaluation of the resources needed to create a compact, pedestrian oriented, "village" core. Measures necessary to accomplish this goal may include acquisition of additional public rights-of-way and other public investment; adoption of an urban design plan and appropriate design principles; identification of additional connections to adjacent neighborhoods, and regulation of private development,
2. Protection of its rural landscape and image, although much of the land responsible for this image is outside Woodinville's control,

3. Protection and enhancement of Woodinville's tourism resources, including the wineries, the nurseries, and the Sammamish River corridor. This extends to the connections between these resources, including roadside images and all modes of travel,
4. Creation of attractive residential neighborhoods with good connections to downtown, by all modes of travel, and
5. Identification and protection of Woodinville's historic and cultural resources.

#### **A-8.4 Summary of Countywide Planning Policies for Community Design**

##### **A-8.4.1 King County**

Countywide policies regarding community character are found in Chapter IV, Community Character and Open Space, of the King County Growth Management Planning Council's Countywide Planning Policies, adopted July 6, 1992. These policies call for the promotion of superior urban design, high quality of design and site planning in publicly-funded construction and in private development, and the identification and preservation of historic resources, including historic community character and land use patterns.

##### **A-8.4.2 Snohomish County**

A review of the Countywide Planning Policies for Snohomish County, as amended February 2, 1994, revealed no policies specifically targeted toward issues of community design or character.