

ORDINANCE NO. 5890

AN ORDINANCE relating to Comprehensive Planning; adopting the Woodinville Center Development Guide as an amplification of the Woodinville Center portion of the Northshore Communities Plan (K.C.C.20.12.170)

PREAMBLE:

- 1. The Woodinville business district is part of an expanding business, industrial and multi-family residential area.
- 2. The Northshore Communities Plan contains goals and policies which, when implemented, will improve the function and appearance of the Woodinville business district.
- 3. In January, 1978, the King County Council identified the Woodinville business district as an area which required extra effort to realize these goals and policies.
- 4. In March, 1978, the Planning Division, working with local citizens, began developing a series of recommendations to improve the Woodinville business district.
- 5. The result of this work is the Woodinville Center Development Guide.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. The purpose of the Woodinville Center Development Guide is to provide more specific guidelines to aid in implementing the goals and policies of the Woodinville Center portion of the Northshore Communities Plan.

SECTION 2. There is added to K.C.C.20.12 a new section to read as follows:

The Woodinville Center Development Guide, attached to

1 Ordinance 5890, is adopted as an amplification of
2 the Northshore Communities Plan.

3 INTRODUCED AND READ for the first time this 26th
4 day of May, 1981.

5 PASSED this 1st day of March, 1982.

7 KING COUNTY COUNCIL
8 KING COUNTY, WASHINGTON

9 Louis North
10 Chairman

11
12 ATTEST:

13 Gerald A. Peterson ACTING Deputy,
14 Clerk of the Council

15 APPROVED this 12th day of March, 1981.

16
17 Randy Powell
18 King County Executive



DRAFT

WOODMANTON CENTER DEVELOPMENT GUIDE



King County Executive

John D. Spillman

King County Council

Bill Reams, Chairman	District 3
Tracey Owen	District 1
Scott Beltr	District 2
Lois North	District 4
Ruby Chow	District 5
Bruce Loring	District 6
Paul Barden	District 7
Bob Grava	District 8
Gary Grant	District 9

**Department of Planning and Community
Development**

John P. Lynch, Director

Planning Division

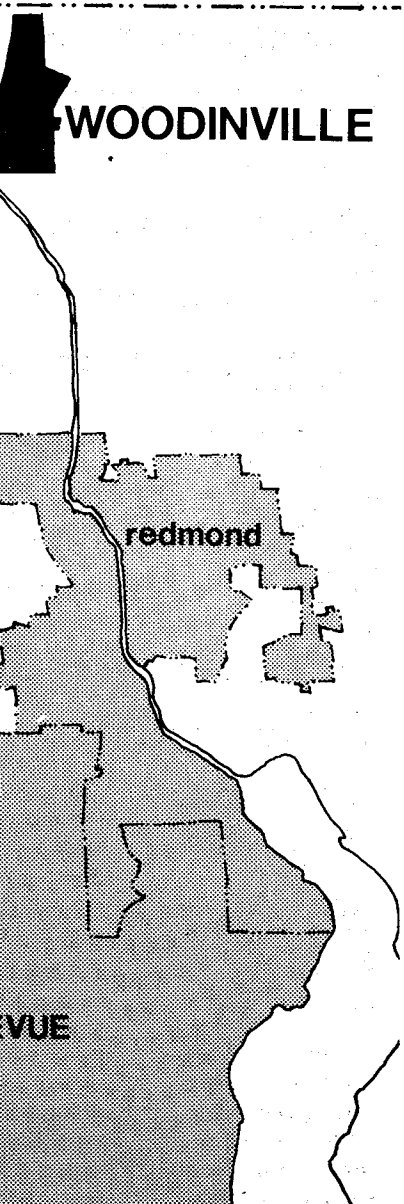
Karen Fahmy, Manager

Contents

1	INTRODUCTION
2	THE NORTHSORE COMMUNITIES PLAN
4	COMMUNITY CONCERNS
6	ANALYSIS
6	RETAIL MARKET SUPPORT
8	SHAPE OF THE BUSINESS DISTRICT
10	TRAFFIC VOLUMES
12	VACANT LAND
14	DEVELOPMENT TRENDS AND PROJECTIONS
16	DEVELOPMENT POSSIBILITIES
18	RECOMMENDATIONS
20	CAPITAL PROJECTS
44	GUIDELINES FOR SIDEWALK DEVELOPMENT
48	INTERIM LANDSCAPING GUIDELINES
51	ACCESS GUIDELINES
59	AN EXAMPLE OF RESULTS
60	IMPLEMENTATION
	PROJECT PRIORITIES, RESPONSIBILITIES AND COSTS
	ZONING
	COOPERATIVE SITE PLANNING
	DESIGN STANDARDS
62	APPENDIX
62	ADDITIONAL PROJECTS
63	DISCUSSION PAPER

Map Index

- 1 VICINITY**
- 3 THE NORTHSORE COMMUNITIES PLAN**
- 5 COMMUNITY BUSINESSES**
- 7 ZONES OF MARKET SUPPORT**
- 9 SHAPE OF THE BUSINESS DISTRICT**
- 11 TRAFFIC VOLUMES**
- 13 VACANT AND UNDERUTILIZED LAND**
- 15 DEVELOPMENT PROJECTIONS**
- 17 DEVELOPMENT POSSIBILITIES**
- 19 INDEX TO CAPITAL PROJECTS**
- 45 ROAD SYSTEM**
- 46 SIDEWALK LOCATIONS**
- 47 STREET TREE LOCATIONS**
- 51 INDEX TO ACCESS GUIDELINES**
- 59 AN EXAMPLE OF RESULTS**



Introduction

The Woodinville Center Development Guide is the result of a special study of the Woodinville business district. Study began when the King County Council identified this area as one which needed special effort to implement the goals and policies of the Northshore Communities Plan. The Northshore Plan was adopted in August, 1977.

This Development Guide is one of a series of studies directed at improving unincorporated business districts within King County. The Planning Division has worked with local citizens in preparing these recommendations. Capital projects and guidelines for new development are included. The primary goal of this Development Guide is to improve the function and appearance of the Woodinville business district.

Most major projects that are recommended would improve auto circulation. In some cases, alternatives for these projects are presented. These alternatives are included to allow some flexibility in determining the scope and cost of the projects. In others, a specific alternative is recommended. Other elements of this Development Guide are sidewalk treatments, pedestrian improvements and conditions for new private development. Community review and support of these proposals is important. Some projects will need partial funding by the community.

After public review of the Draft Woodinville Center Development Guide, a final proposal will be submitted to the King County Council for adoption by ordinance. After it is adopted in final form by the Council, the Development Guide will become a part of the Northshore Communities Plan. The Development Guide will then be used by the County Executive, Council and the Zoning and Subdivision Examiner when making decisions about Woodinville.

POLICY 19

Permit development of low density apartment - townhouse or mobile home park development as a buffer between the business development south of NE 175th St. and the agricultural areas as shown on the Plan Map, provided:

- a. That the property owners with the county's cooperation provide for the development of a new east-west collector arterial between 131st Ave. NE and 140th Ave. NE.

POLICY 20

Permit limited development of medium density apartment development north of approximately NE 177th St. and south of approximately NE 182nd St. between the Woodinville-Duval Rd. and 140th Ave. NE as shown on the Plan Map provided:

- a. A system of internal access streets with a single access point onto 140th Ave. NE is developed by the property owners.

POLICY 21

As shown on the plan map, permit low density apartment development along the east and a portion of the north boundaries of the commercial area at the southeast quadrant of 140th Ave. NE and the Woodinville-Duval Road.

POLICY 22

As shown on the plan map, permit duplex density development along the east side of the Woodinville/Duval Road in the vicinity of NE 178th St.

POLICY 23

Permit professional office development of the area north of approximately NE 178th St., south of approximately NE 183rd St. and between the Woodinville-Duval Road and 140th Ave. NE as shown on the plan map provided:

- a. A collector arterial through the office area between NE 190th St. and 140th Ave. NE is developed by the property owners.
- b. A 60 foot wide buffer strip of natural growth timber and undergrowth is maintained along portions of the Woodinville-Duval Road.

POLICY 24

There should be no arterial road improvements which primarily serve to increase traffic volumes or speeds. Limit development of arterials to that necessary for maintenance and safety in conformance with King County's Comprehensive Transportation Plan.

POLICY 25

Develop and classify 140th Ave. NE as a secondary arterial and restrict the number of access points on arterial streets.

POLICY 26

All future streets and reconstruction of existing streets within the business and multi-family areas should provide walkways on both sides of the traffic lanes. Within the industrial areas walkways may be provided on only one side.

POLICY 27

As a condition for approving increased densities and intensities of use, electrical and telephone lines within new streets rights-of-way should be placed underground.

POLICY 29

Other than the Sammamish River Park no additional park facilities in the Center area will be necessary during this plan period except under special conditions.

POLICY 31

Permit the local civic organizations to sign the major entrances to the Woodinville central business and industrial districts.

POLICY 32

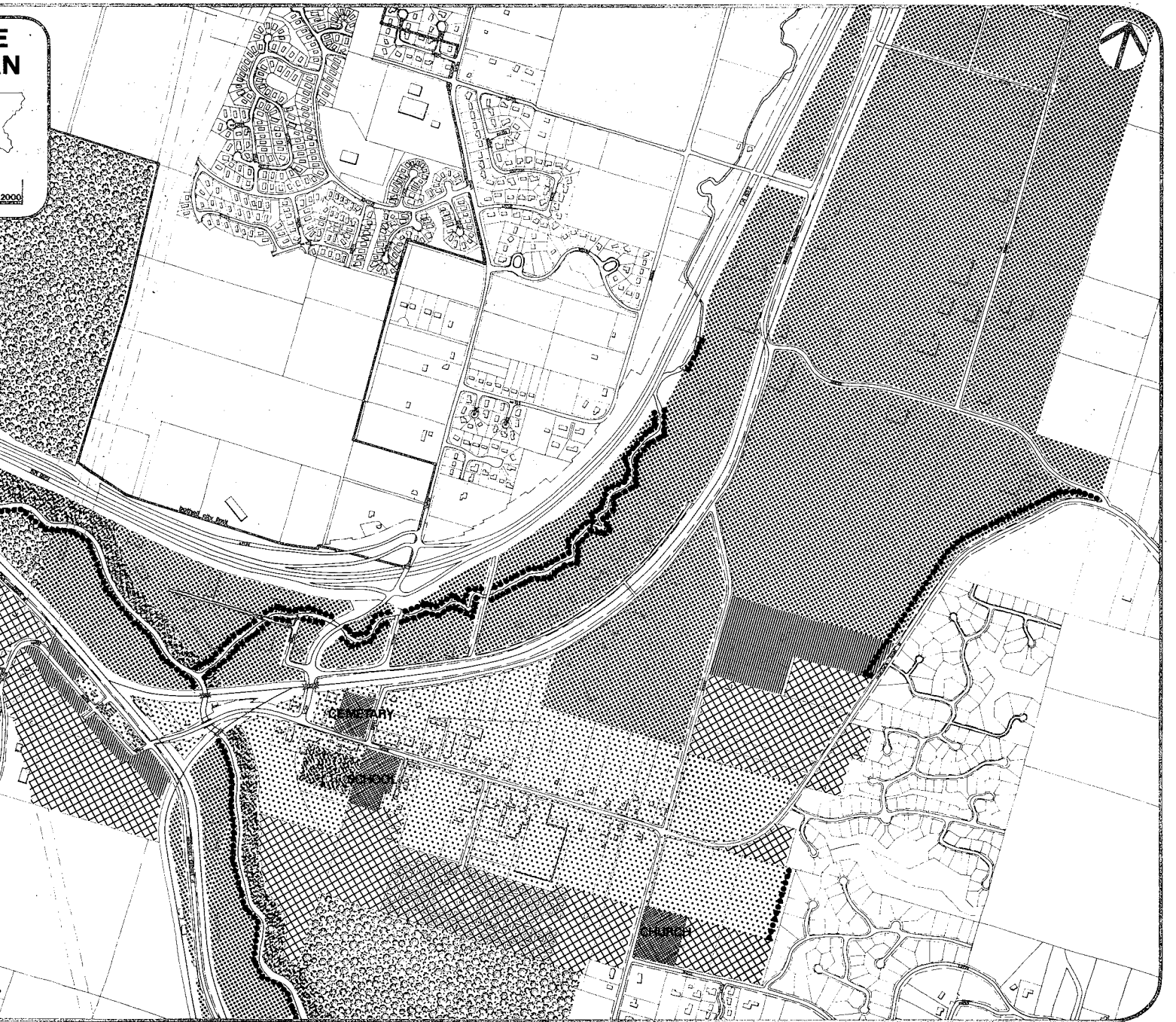
Implement the land use development concept for the central business district by utilization of the (P) Suffix Zone requiring plan approval of new development for conformance with the concepts of this plan.

POLICY 33

The County is in the process of developing a solid waste transfer facility in the Woodinville area to serve the Northshore area. Solid waste transfer sites should not be located in residential or agricultural classified areas.

The Woodinville Center Development Guide builds on the adopted Northshore Plan. The Development Guide, based on a updated analysis of the Woodinville business district, establishes specific recommendations for future development.

*For a complete list of the Woodinville Center Policies, refer to the Northshore Communities Plan, pages 81 to 85.



of the 80
questionnaire

A similar questionnaire was presented, through local newspapers, to area residents. Approximately 330 residents responded. The results of this questionnaire indicate:

- * The majority of residents shop twice a week
- * The majority of residents frequent grocery stores, gas stations, banks and the post office most often.
- * Most shoppers would like to see a major retail outlet locate in the area, specifically a department or dry goods store. Restaurants and grocery stores were also mentioned often.
- * The greatest problems facing the business district were seen as:
 1. Poor traffic circulation and access
 2. Poor sidewalks
 3. Lack of variety of businesses
 4. Poor visual appearance
 5. Lack of landscaping
- * The factors contributing to the greatest improvement were seen as:
 1. Improved traffic circulation
 2. Sign control
 3. Improved sidewalks
 4. Concentration of the business district
 5. Landscaping

relocate in

The results of these questionnaires indicate that the primary concern of business people and area residents is improving traffic circulation. Other major concerns are sign control, improved sidewalks, concentration of the business district and improved landscaping. Area residents and business people are generally in agreement about what they feel is necessary to improve the business district.



Analysis

Retail Market Support

Retail and commercial activity in the Woodinville business district is directly related to the population - how many people there are, how much money they have and where they go to spend it.

People who live within 5 minutes driving time of Woodinville (the primary zone) will do approximately 70% of their shopping there. Residents who live within a 5 to 10 minute driving range (the secondary zone) would normally do about 20% of their shopping in Woodinville. However, in Woodinville the amount of market support is affected by the proximity of the Bothell, Kirkland and Redmond business districts. In some areas, residents probably do little shopping in Woodinville. The zones of market support are shown on the map, opposite. Finally, employees working in the Woodinville business district will also do some of their shopping there.

Based on income (from U.S. Census Bureau) and typical spending patterns (from U.S. Department of Labor Statistics) the amount and type of expenditures that people will make can be estimated. From that information, the amount of retail floor space that can be supported, plus the corresponding amount of land needed for business uses, can be judged. This process is illustrated by the diagram to the left (Study Process).

One conclusion, based on the method described briefly above, is that the Woodinville area presently could support an additional 72,000 sq. ft. of retail/commercial space, about a 40% increase. This large amount of additional supportable floor area indicates that a sizable number of people who would shop in Woodinville are going elsewhere. A major retail outlet or a wider range of goods and services would attract some of these "missing" shoppers. In short, one stop shopping would attract more customers to the business district.

The table on the next page also indicates the amount of supportable retail/ commercial space for 1983 and 1993.* It is apparent that the Woodinville business district will continue to grow for many years. It is also important to note that the area designated for business use in the adopted Northshore Communities Plan is approximately five times the projected site area needed by 1993.

There is no need to expand the retail/commercial area beyond that shown in the Northshore Communities Plan. The main task is to improve access to these commercial properties so that the Woodinville business district can function effectively.

*The amount of supportable retail/commercial space was based on 1976 data and was computed for 7 and 17 year periods.

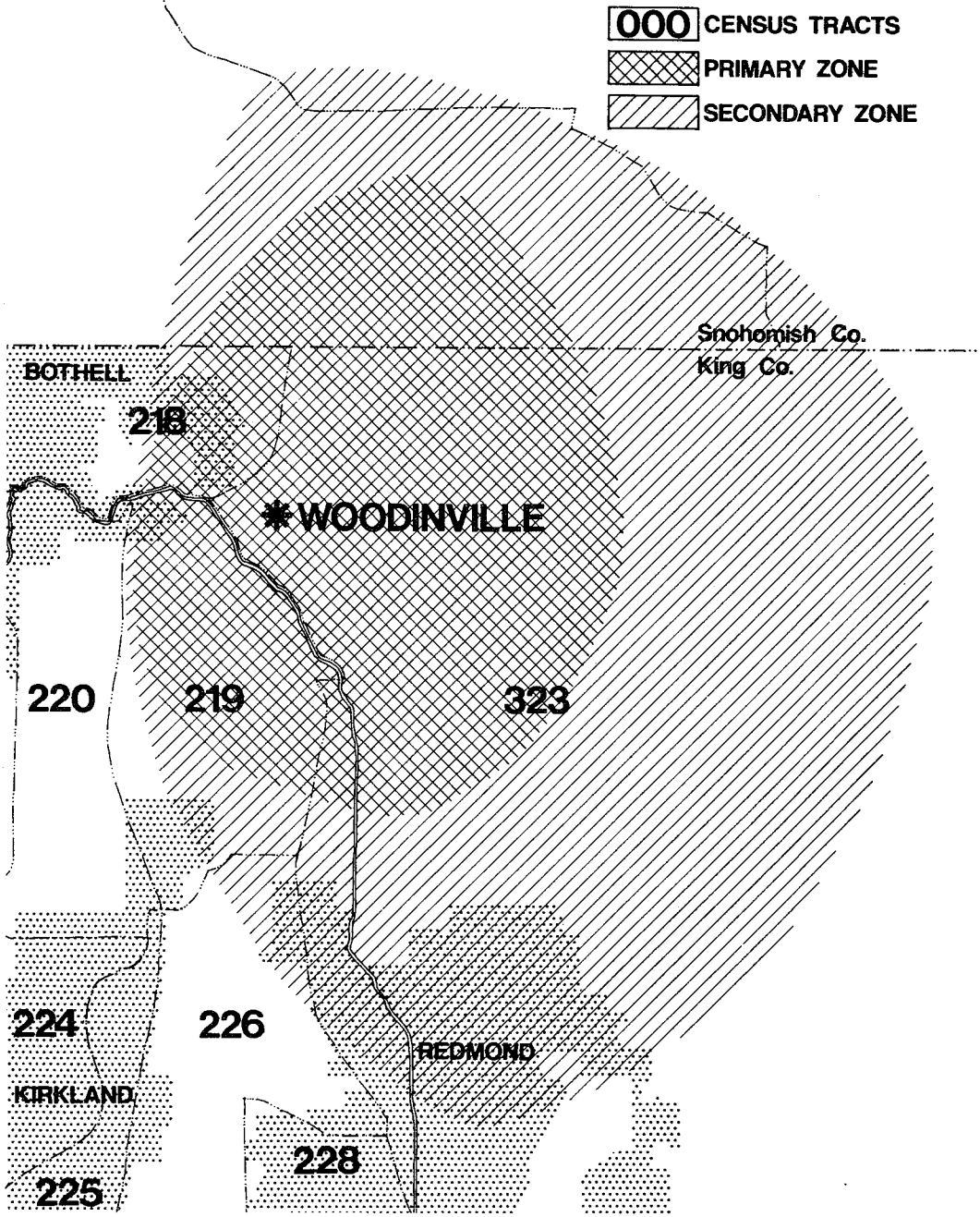
ZONES OF MARKET SUPPORT

- 000 CENSUS TRACTS
- PRIMARY ZONE
- SECONDARY ZONE

POTENTIAL SALES BY TYPE OF EXPENDITURE

POTENTIAL SALES BY TYPE OF EXPENDITURE
 $\times 3 =$
TOTAL SITE AREA DEMAND BY TYPE OF EXPENDITURE

Table Space 1993	Site Area Needed
sq. ft. acres	245,485 sq. ft. 5.64 acres
sq. ft. acres	191,005 sq. ft. 4.38 acres
sq. ft. acres	227,430 sq. ft. 5.22 acres
sq. ft. acres	80,535 sq. ft. 1.85 acres
sq. ft. acres	187,295 sq. ft. 4.30 acres
sq. ft. acres	931,750 sq. ft. 21.39 acres
<hr/>	
sq. ft.,	113.04 acres.



Shape of the Business District

Woodinville is a growing community business district located at the north end of the Sammamish valley, east of Bothell.

The business district is bounded on the northwest by the railroad which forms a strong edge. A strip of industrial land lies between the railroad and SR-522, reinforcing this edge. To the north, the business district is bounded by an industrial zone which lies between the Woodinville-Snohomish Road and the Woodinville-Duvall Road. East of the business district is a single family residential area extending from NE 190th St. south along the edge of the Sammamish Valley. South of the business district lies some multi-family and agricultural lands. The best views from the business district are south across the valley.

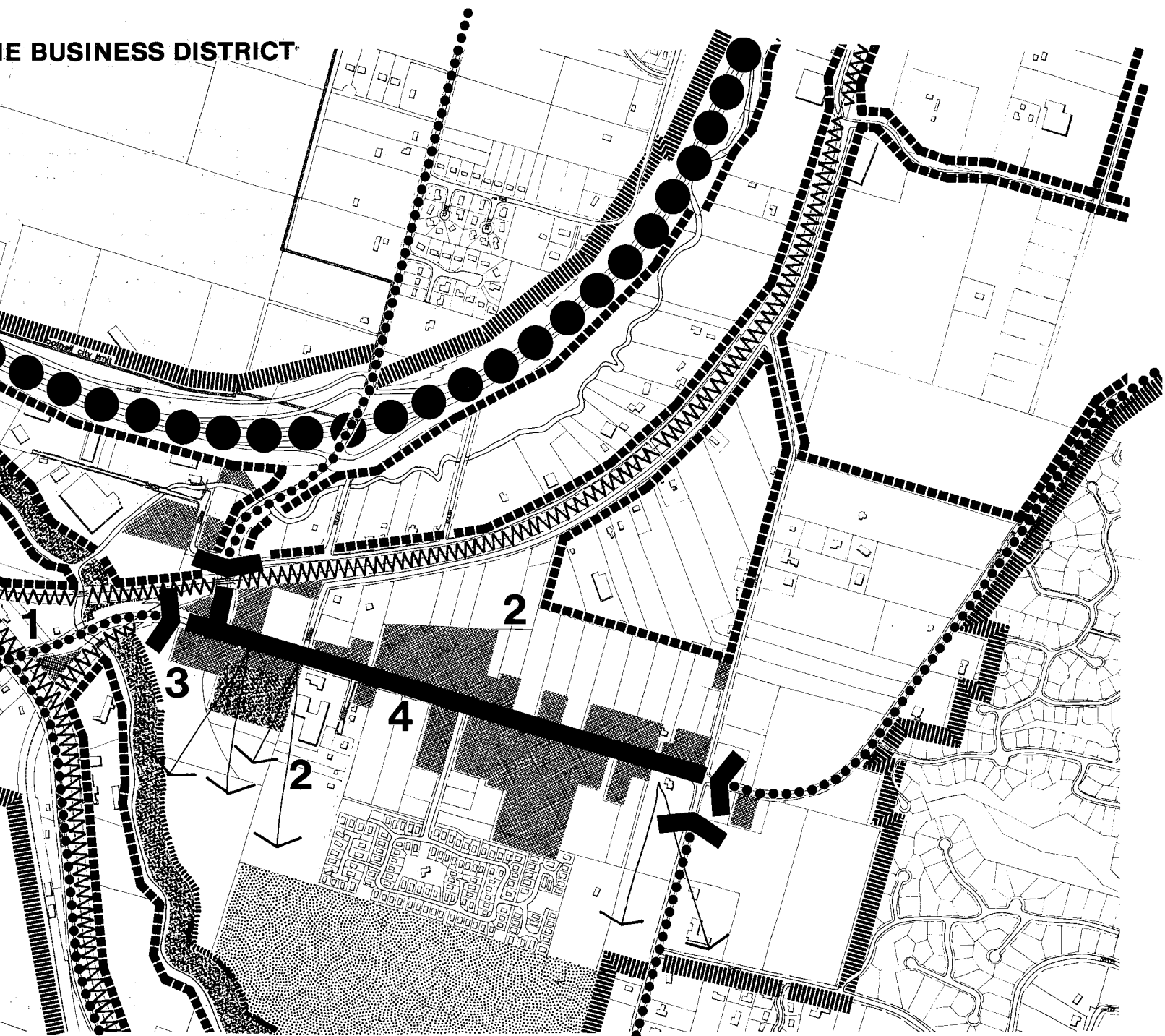
The Sammamish River Trail lies southwest of the business district and forms a green belt along the river. Beyond the Sammamish River is an industrial area which is bounded by the railroad right-of-way. West of the business district is old Woodinville, the original site of the business area. Old Woodinville lies between the railroad and the steep slopes farther west.

Major retail/commercial development has occurred along NE 175th with some smaller business located in old Woodinville.

The map on the opposite page also indicates some problems which relate to the existing shape of the business district. These problems are addressed in the section, Recommendations: Capital Projects. When these proposed capital projects are realized, the shape of the business district will improve, resulting in a commercial area that functions more efficiently.

1. This is a key property in creating a link between old and new Woodinville. Its development could provide a focus to the community which does not currently exist.
2. Many properties along NE 175th St. are deep with a small amount of frontage. Development is restricted by lack of good access to all the land. Streets paralleling NE 175th St. would ease their access problems and encourage more development.
3. The Sammamish River Trail provides a multiple use park within the business district. Access to the trail is limited. Better access to the trail would encourage its use and make it an important part of Woodinville.
4. The retail/commercial area along NE 175th St. has tended toward strip development. The Northshore Communities Plan recommends expanding the business district north and south. This expansion is dependant on the creation of local access streets parallel to NE 175th.

THE BUSINESS DISTRICT



Traffic Volumes

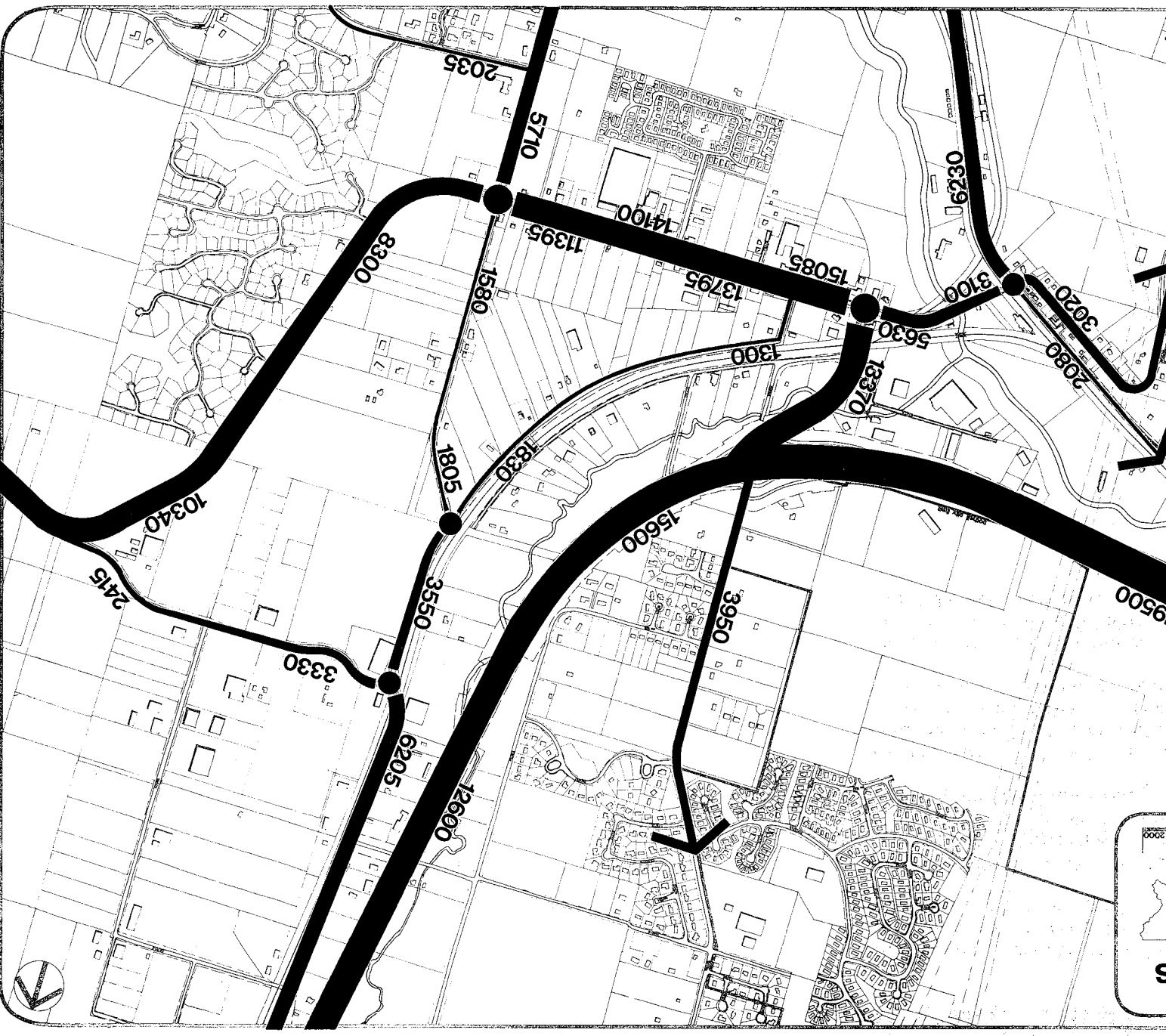
Woodinville Center is the focus of four major traffic routes, SR522, the Woodinville-Duvall Road, the Woodinville-Redmond Road and 140th Ave. NE. These routes come together at the edges of business district on NE 175th St.

NE 175th has two functions. It is the major east-west link from SR522 and the Woodinville-Redmond Road, to 140th Ave. NE and the Woodinville-Duvall Road; it also serves the business community as the only means of access to most retail/commercial properties. The proposed improvements to NE 175th St. address this dual function by providing two through lanes and a two-way left turn lane.* This configuration will provide an acceptable level of service.

However, as the residential area east of Woodinville continues to grow, NE 175th St. will become more congested. As this street becomes more congested its effectiveness as a retail/ commercial shopping street will diminish. To improve the function of NE 175th St., and emphasize its retail/ commercial nature, the role of this street must be altered. Two areas of improvement will be needed: alternate through routes and alternate access routes must be developed.

Two alternate through routes are necessary, a south bypass, NE 171st St and an improved intersection at NE 195th St. and SR-522. To provide alternate access routes to business properties, a street parallel to NE 175th St. will be needed.

*The proposed improvements to NE 175th St. are explained on page 62.



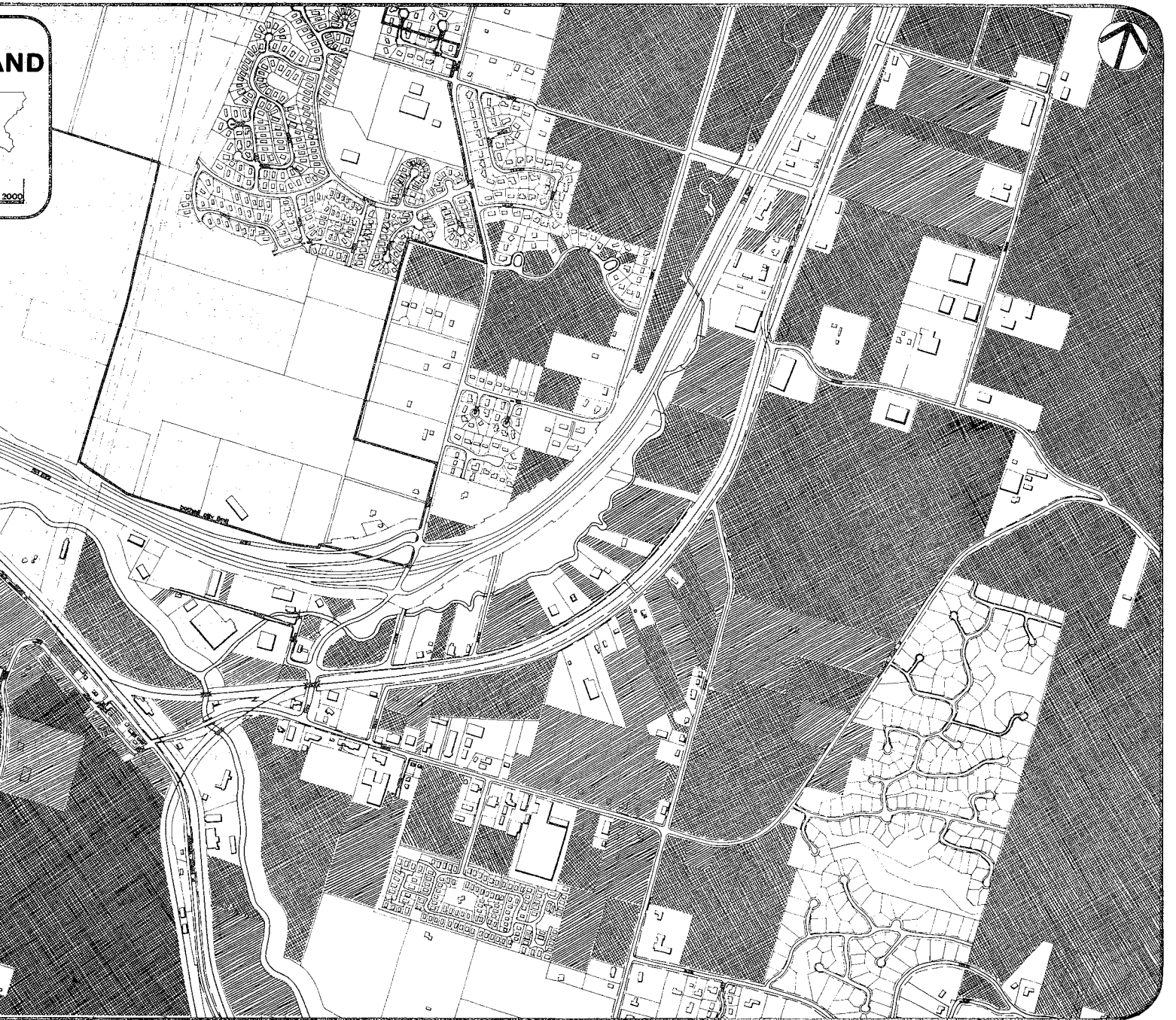
Vacant Land

The map on the opposite page indicates vacant and under-utilized land. "Under-utilized" describes land which has a higher potential use, as indicated in the Northshore Communities Plan. An example would be a single family home on a lot which is designated as retail/commercial property.

Many properties along NE 175th St. fall in the category of under-utilized. Many of these properties contain single-family homes which have been converted to office use. There are also a number of vacant parcels along NE 175th St. As is obvious from the map, there is a large amount of land in Woodinville Center which could be developed.

The two categories, vacant and under-utilized land, plus other elements such as building conditions, future road improvements, and goals of the community plan can be used to predict which properties are most likely to develop. These predictions become more difficult when a large amount of land remains undeveloped.

For this reason, the next section, Development Trends and Projections, reflects a "best guess." Development Trends and Projections examines the above factors and indicates the development potential of properties in Woodinville Center.



Development Trends and Projections

Woodinville was originally located west of the Sammamish River on the Bothell-Woodinville Road near the feed mill. A few businesses were located on NE 175th St. The growth of this area was constrained by the steep slope behind NE 173rd St. As this area became fully developed, new emphasis was placed on NE 175th St. This trend created two distinct areas, referred to here as old and new Woodinville.

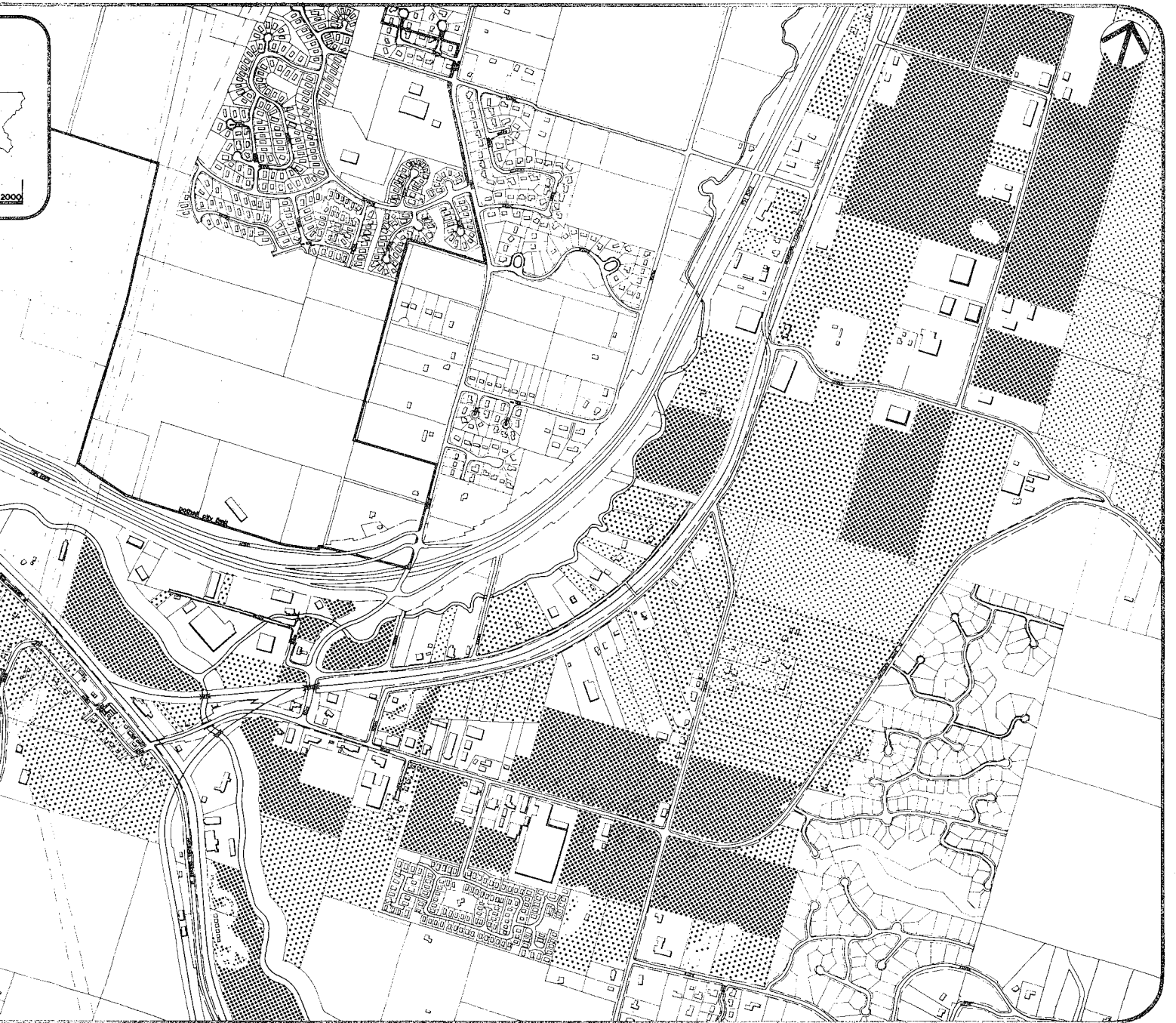
Development in recent years has been along NE 175th St. Businesses located on this street are spread out along its entire length, the beginnings of a commercial strip. This situation is compounded by a large number of small lots with limited street frontage, encouraging developments which do not relate to each other.

Future development patterns will be affected by a combination of factors including building condition, location of vacant or under-utilized land and future road improvements.

If the existing trend of development were to continue, the form and character of Woodinville would change slowly and possibly deteriorate. It could be projected that the growing single family area east of Woodinville would increase the traffic volume on NE 175th St. In response to this increased traffic, vacant street frontage property would be the first to develop. Under-utilized property would then develop until land along NE 175th St. became saturated. Businesses would then locate to the rear of lots along NE 175th St., compounding congestion and providing little relation to neighboring properties.

Future development of the industrial area is more difficult to project. In general, large flat parcels of vacant land develop first. Those properties with less ideal conditions would develop later. The industrial area is also faced with circulation problems. The existing road system will need to be upgraded to keep pace with the growth of this area.

The development of multi-family property is the hardest to predict. There is a large amount of property designated for this use in Woodinville. The question is how much of a market exists for multi-family housing in this area. For this reason, most multi-family property in the area is shown as having a moderate potential for development.



Development Possibilities

The intent of this Development Guide is to realize the goals and policies of the Woodinville Center portion of the Northshore Communities Plan. The most important aspect of the Woodinville Center Plan is the development of an expanded road system to provide adequate access to all properties. As mentioned, NE 175th St. provides the only access to most business properties while it also functions as the major through route to developments east of Woodinville.

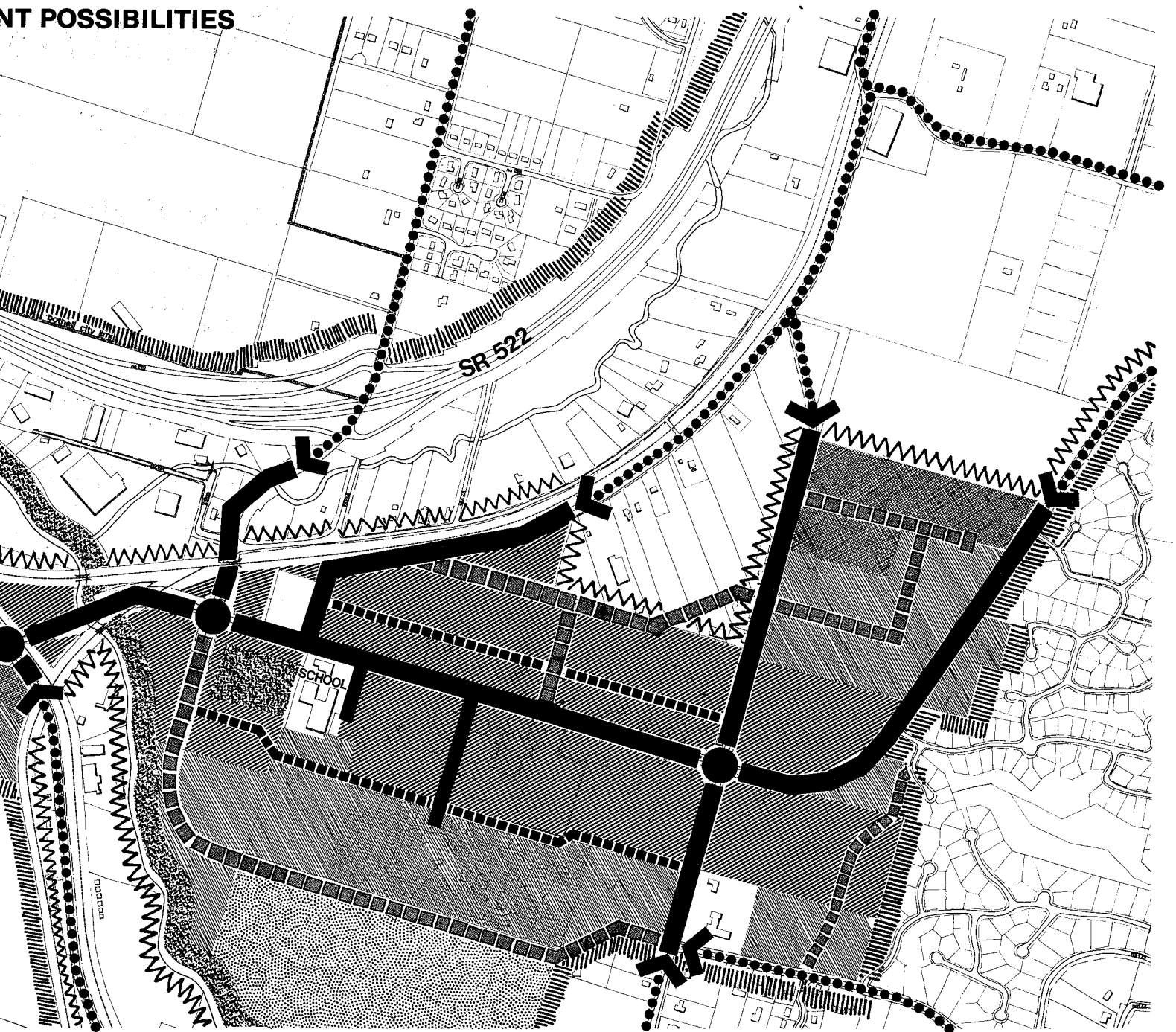
To ensure the orderly growth of Woodinville, a system of bypass and local access streets is necessary. The south bypass, NE 171st St., is a critical part of this system. It would reduce the through traffic load on NE 175th St. and would provide access to abutting multi-family and commercial property. NE 177th St. would be developed as a local access street, serving the retail/commercial area.

Additionally, improved access is necessary at the NE 195th St. and SR-522 intersection. This improved intersection would connect to a new street, NE 195th St., running from the Woodinville-Snohomish Road to the Woodinville-Duvall Road. This street, a north bypass, would further relieve the through traffic pressure on NE 175th St. while providing another access street in the industrial area.

This expanded road system should be complemented by improved sidewalks and landscaping. Street trees should be provided on all streets within the business district. Crosswalks and improved pedestrian access between business sites would encourage walking and comparison shopping.

The ultimate goal is to emphasize NE 175th St. as a commercial street and to develop the business district into a compact, functional shopping area. If this goal is realized, a healthy future is in store for Woodinville.

NT POSSIBILITIES



Recommendations

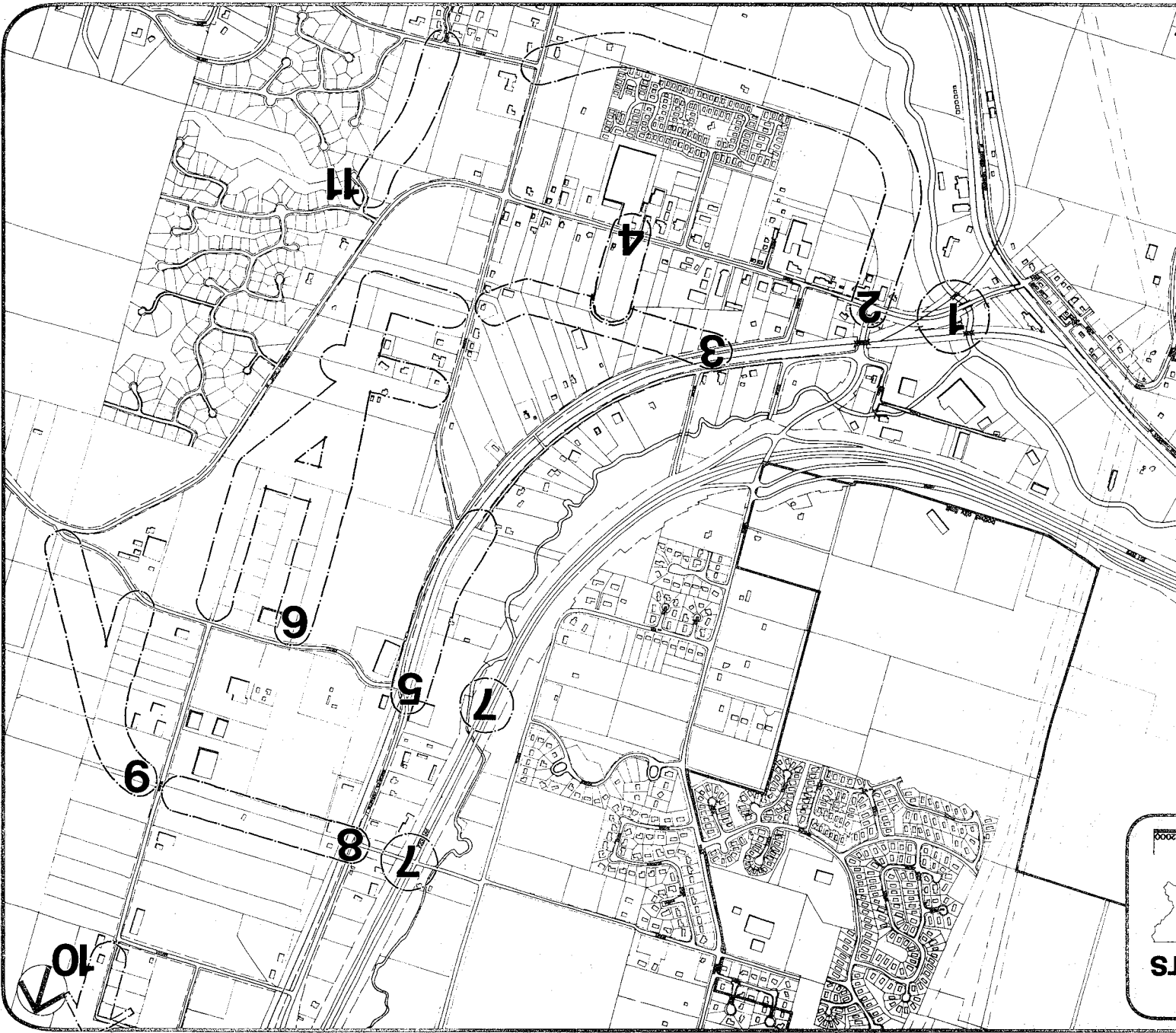
Capital projects, access guidelines, landscaping guidelines and guidelines for sidewalk development are proposed to improve the function and appearance of the Woodinville business district.

Capital Projects

Capital Projects

1. Class 1 bike paths and pedestrian/equestrian paths.
2. South ring road, NE 171st St.
3. New street, NE 177th St.
4. New street, 134th Ave. NE, or 136th Ave. NE from NE 175th St. to NE 177th St.
5. Extend 139th Ave. NE to the Woodinville-Snohomish Road.
6. New street system, linking NE 190th St. to 140th Ave. NE.
7. Improve the interchange at NE 195th St., or NE 190th St., and SR 522.
8. New street, NE 195th St., from the Woodinville-Snohomish Road to 144th Ave. NE.
9. New street, NE 195th St., linking 144th Ave. NE to NE 190th St or the Woodinville-Duvall Road.
10. New street, 144th Ave. NE, from NE 200th St. to NE 205th St.
11. New street, 142nd Ave. NE, from NE 171st St. to NE 176th St.

The map on the opposite page shows the location of each of the proposed capital projects. The capital projects are described in greater detail on the following pages.



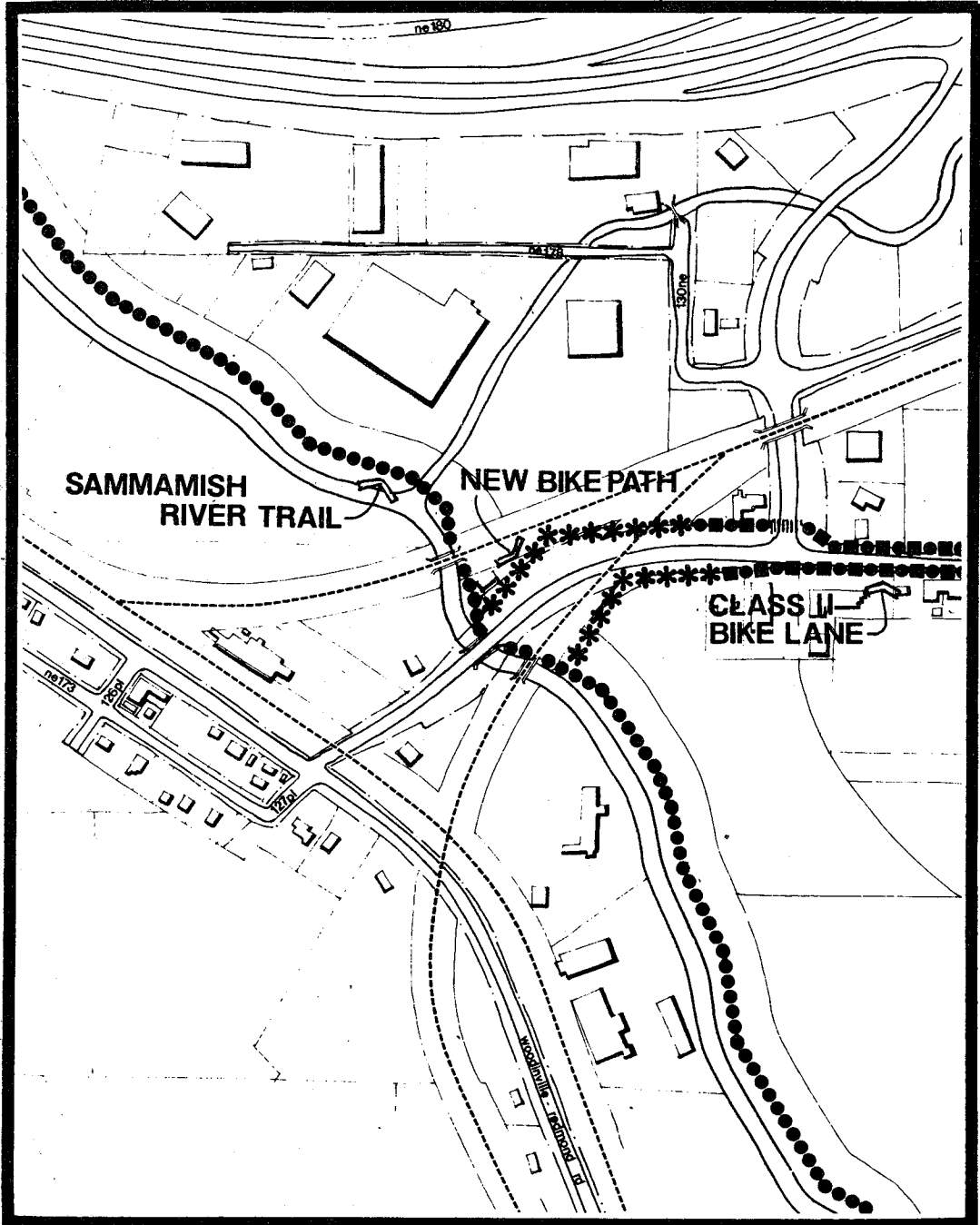


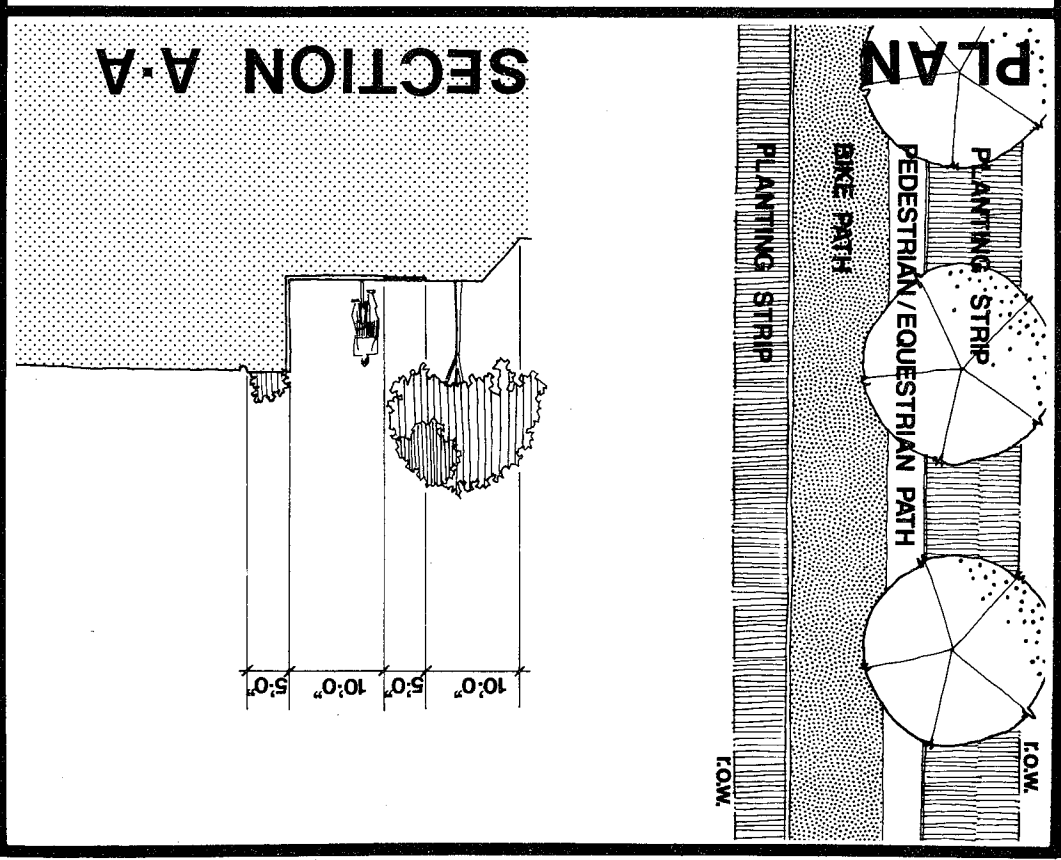
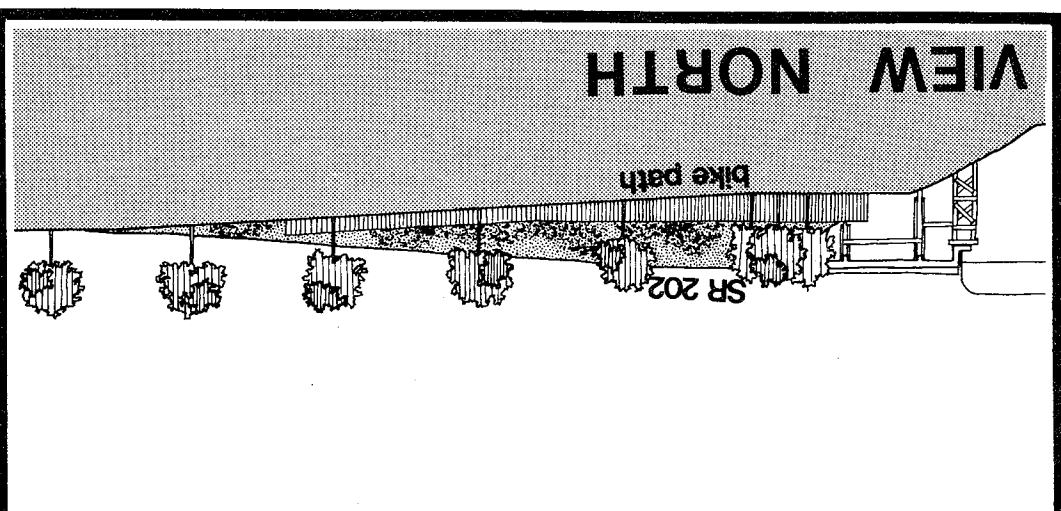
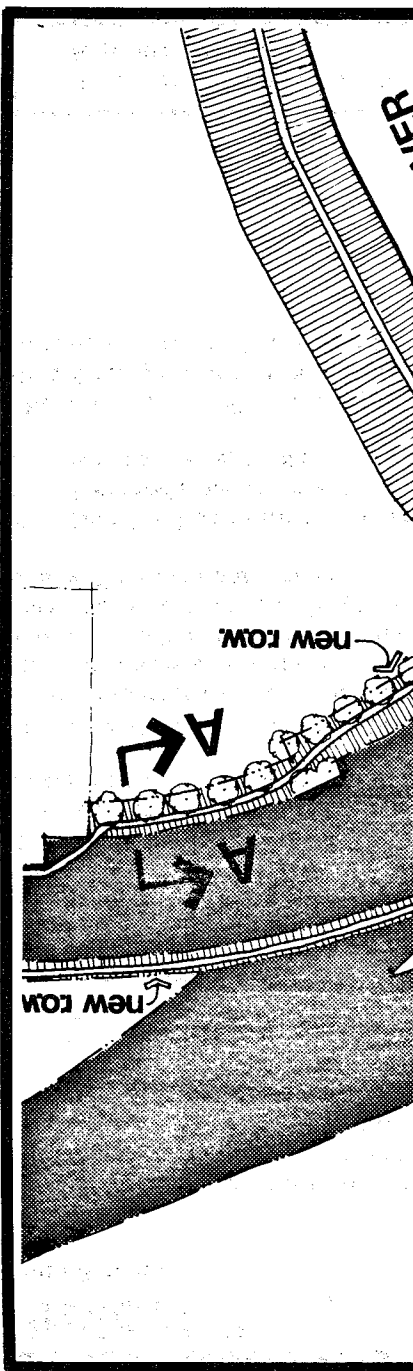
I bike
rthern
nes on

right-
ath on
m the

A 10'
owner.

ath on
ection



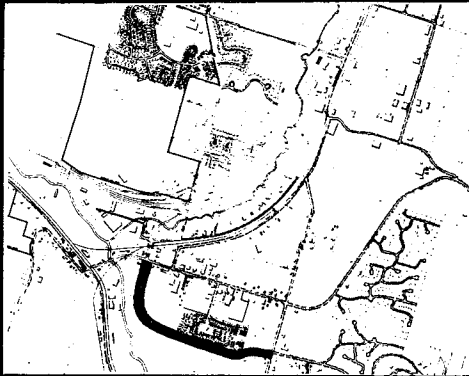


Project 2

South Ring Road

GOALS:

- o Relieve the traffic load on NE 175th St.
- o Connect the SR 202 - NE 175th St. intersection with existing east-west and north-south arterials, east of Woodinville, and
- o Provide improved access to commercial and multi-family property, south of NE 175th St.



This south ring road is one element of an expanded road system proposed for the Woodinville business district. Several alternatives for this road were developed.¹ These alternatives were reviewed by the directors of the Dept. of Public Works, the Office of Agriculture and the Dept. of Planning and Community Development. They determined that the alternative shown is the best compromise between the transportation needs of the business district, the impacts on adjacent land and residents, and the cost of construction.

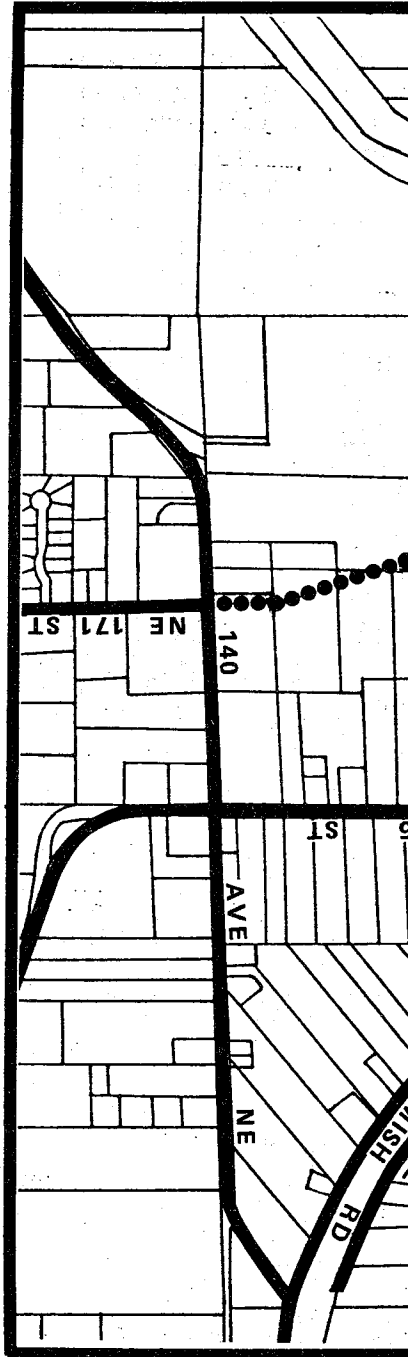
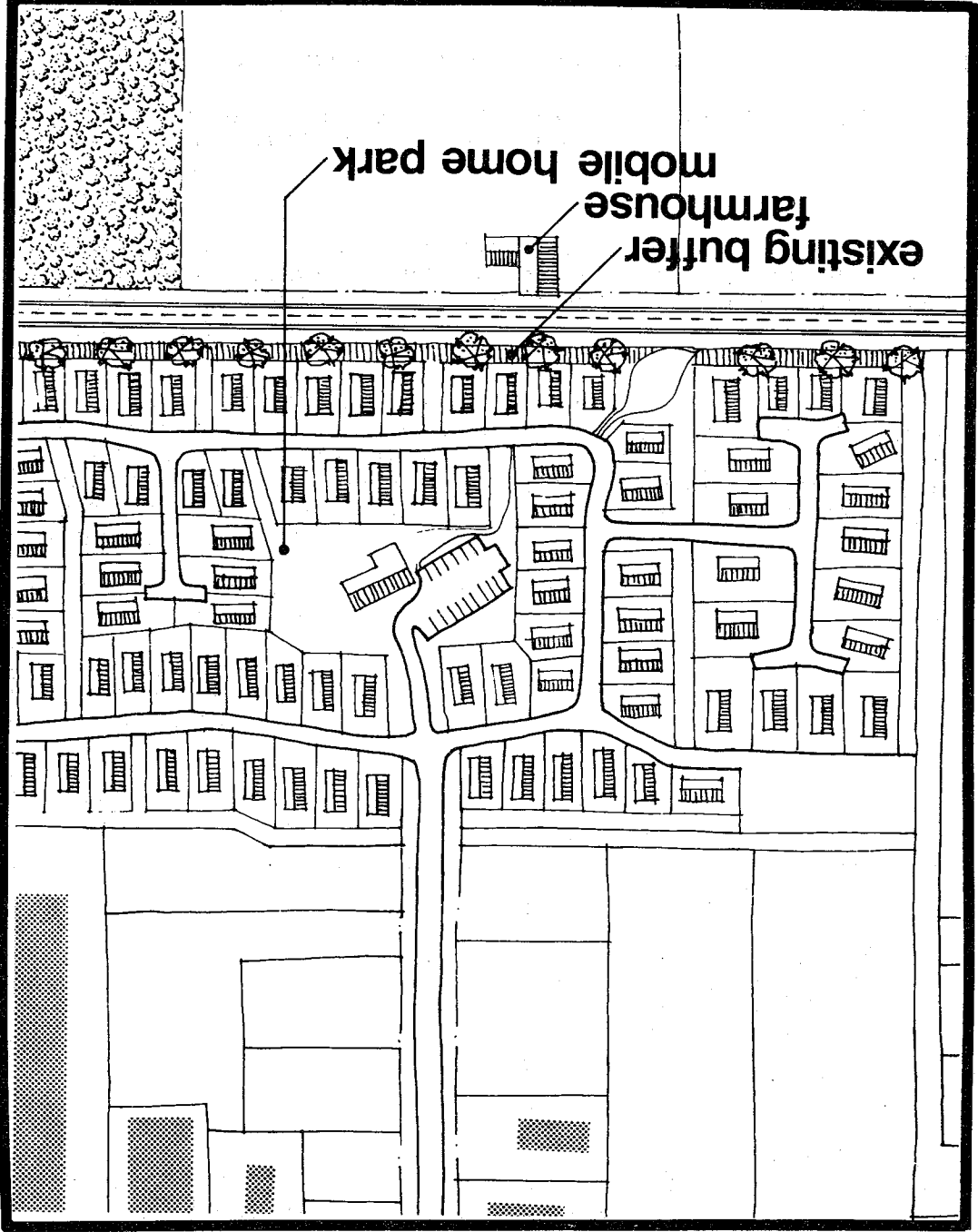
The route shown begins at the SR 202 - NE 175th St. intersection on the west. From this point it proceeds south past the sports fields, turning east at approximately NE 170th St. The route continues east, ultimately connecting to 140th Ave. NE at NE 171st St. The major impacts of this road alignment will be on adjacent residents and on agricultural land. The drawings, on the following pages, show methods that could be used to reduce this impact. Briefly, these methods include:

- o Restricted access from the roadway to adjacent property,
- o Increased landscaping, and
- o Noise abatement walls

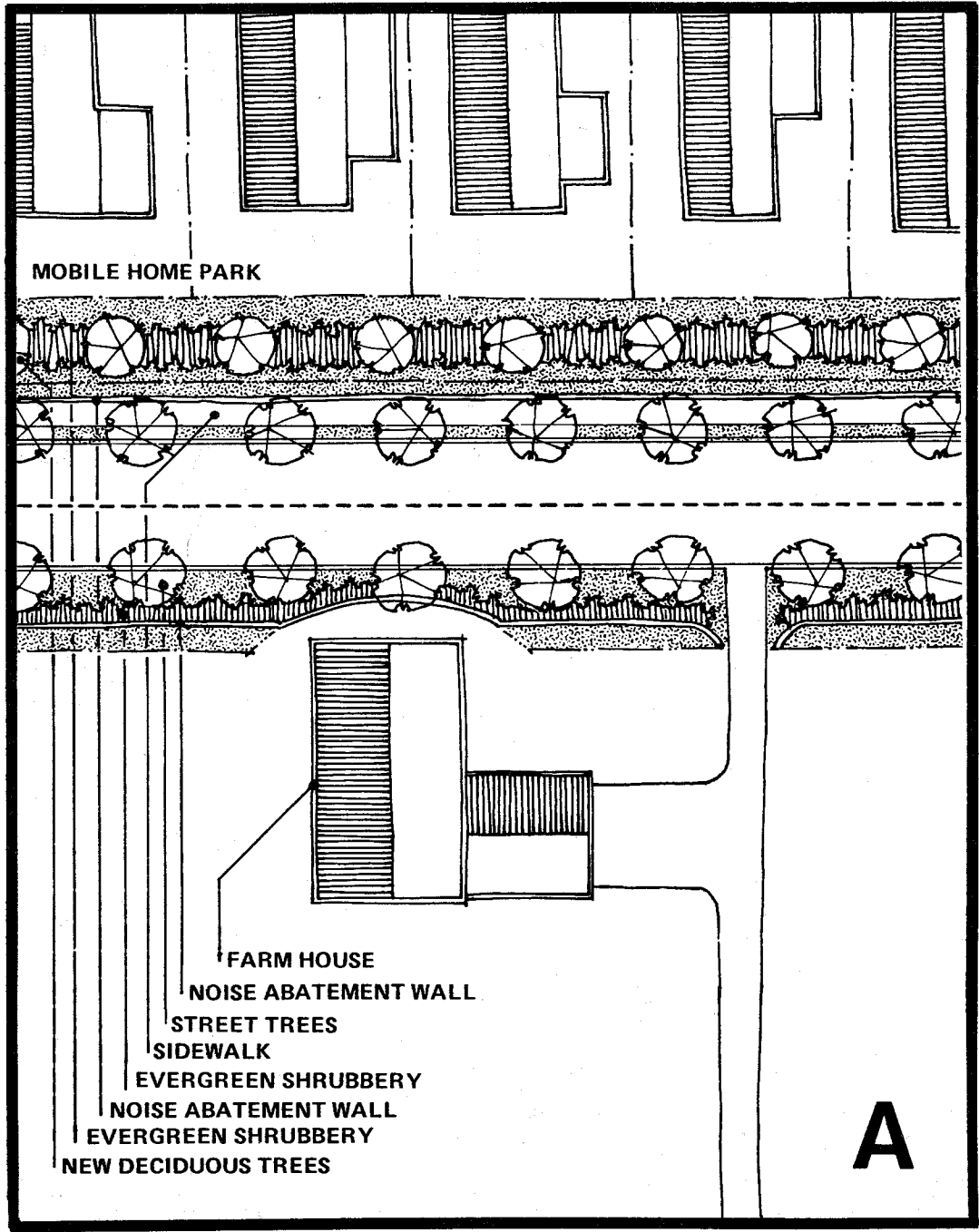
The route shown will require approximately $\frac{3}{4}$ of an acre of agricultural land. Because of King County's commitment to protect this resource, the development rights to an equal amount of agricultural land will be purchased in the general Sammamish Valley area.

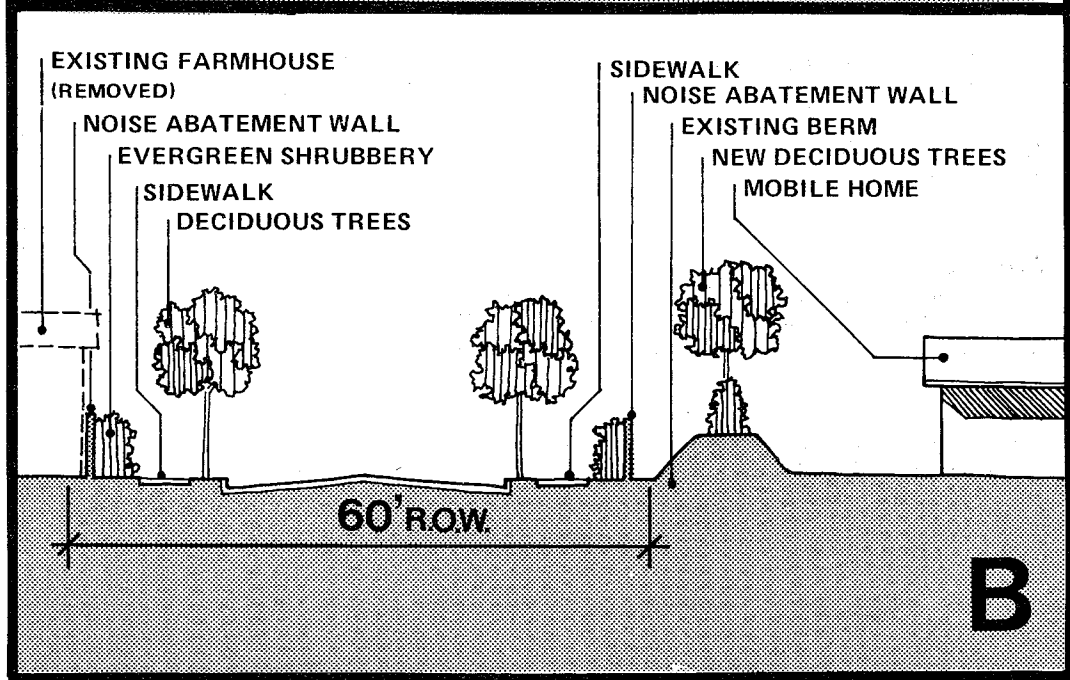
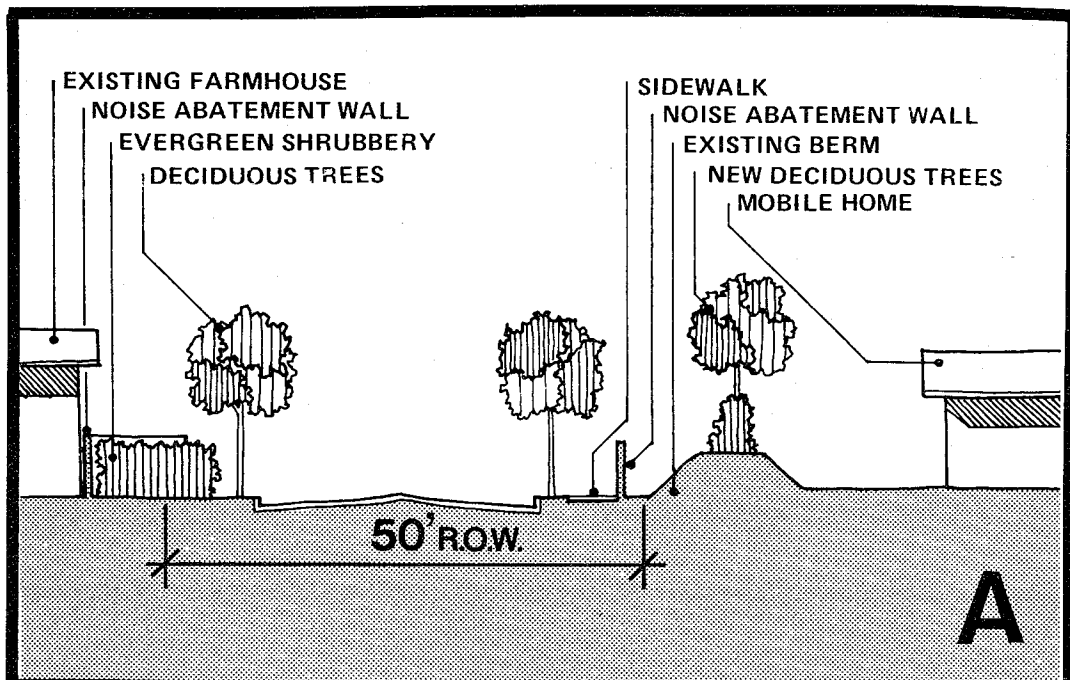
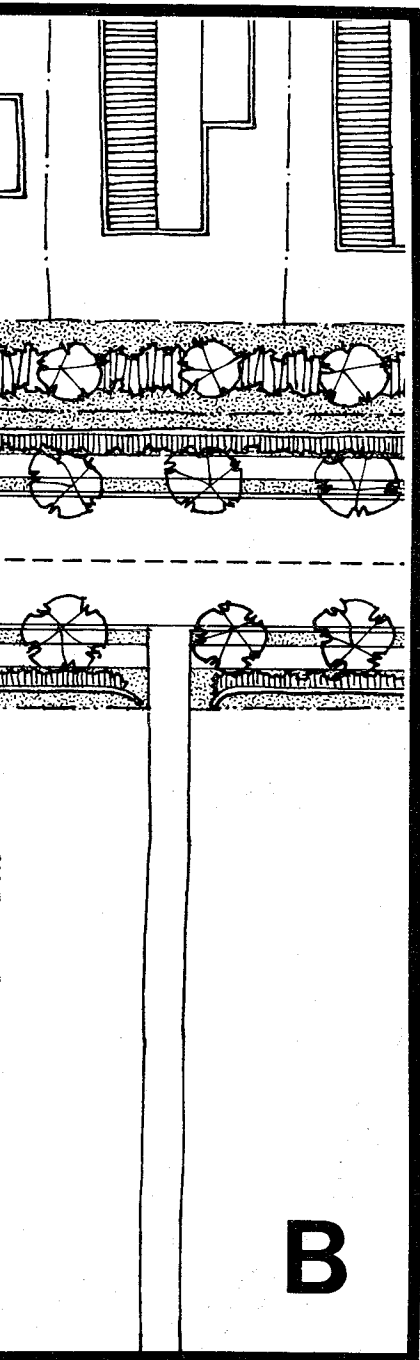
¹ A further explanation of the alternatives that were considered can be found in the Appendix, page 63.

(continued)

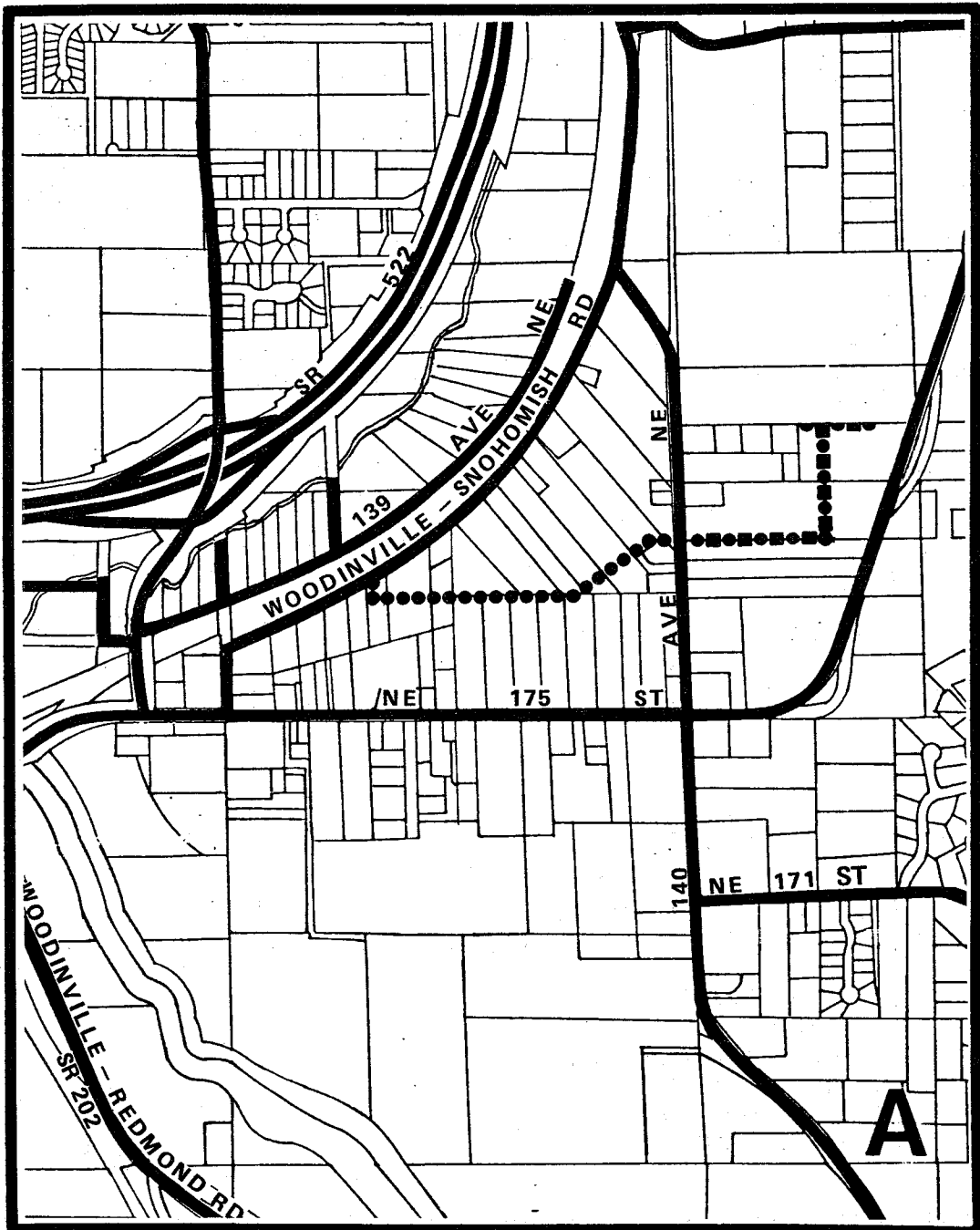


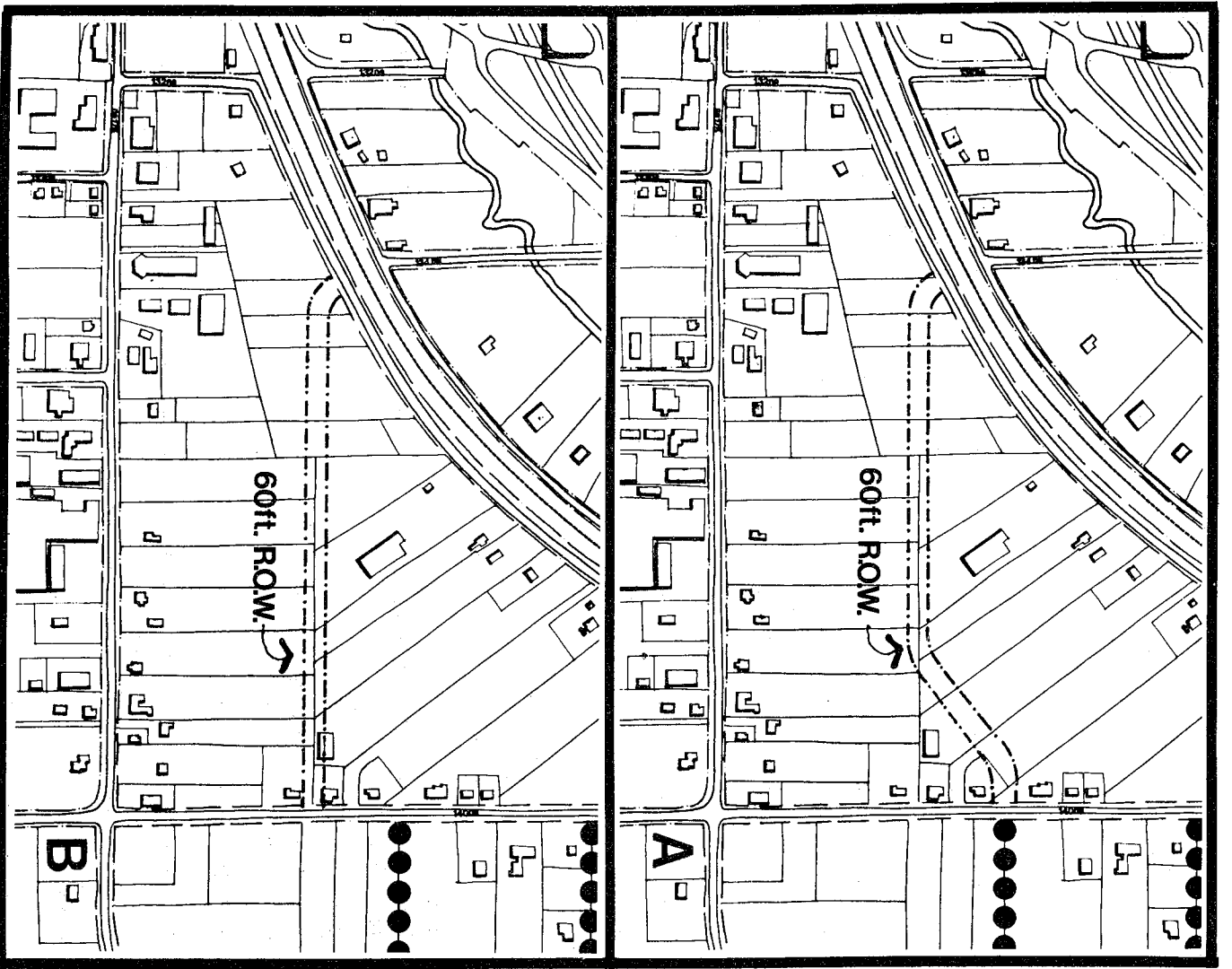
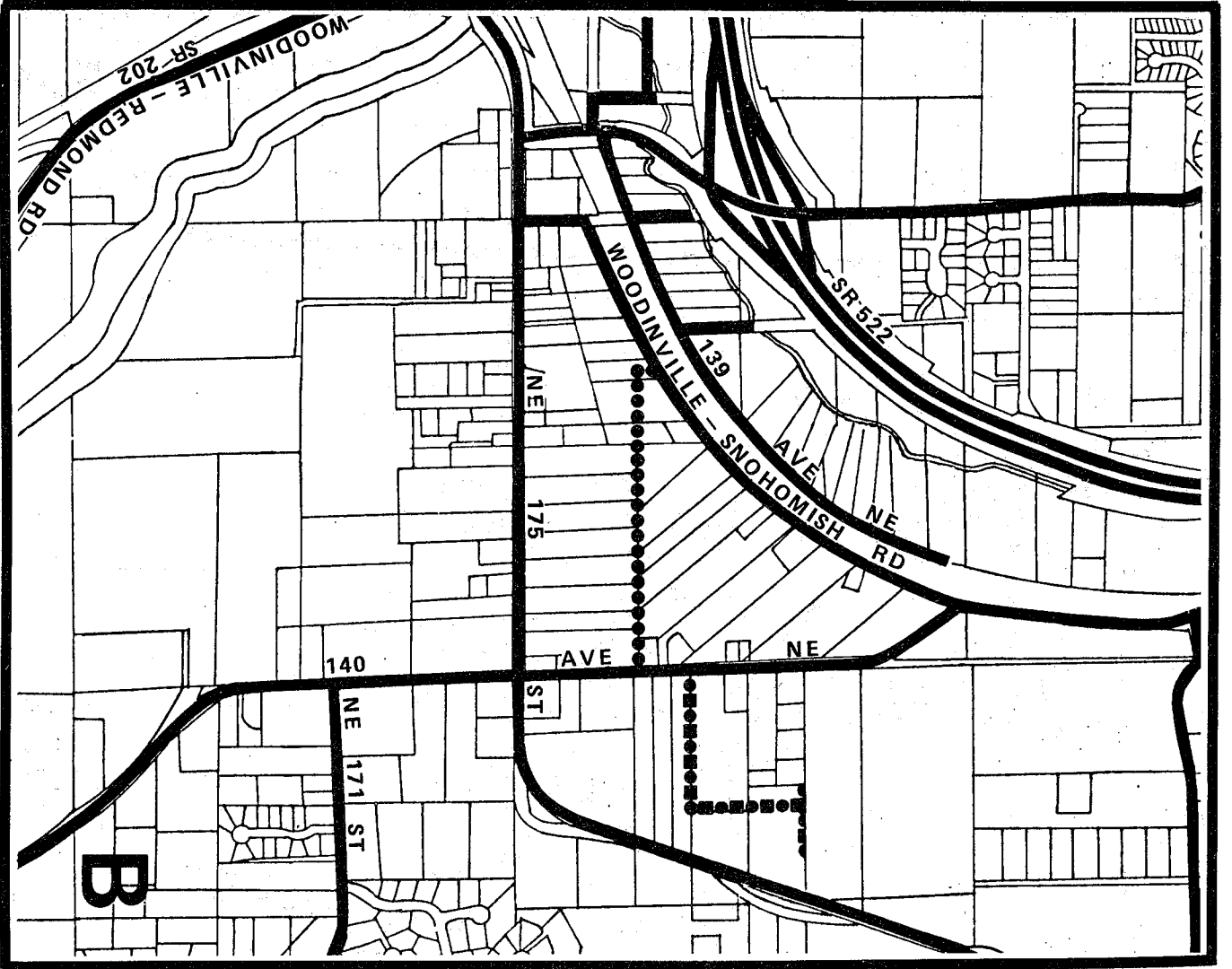
ch lies
incor-
e farm
The
y King
ed. A
Noise
he site.
abate-
1st St.



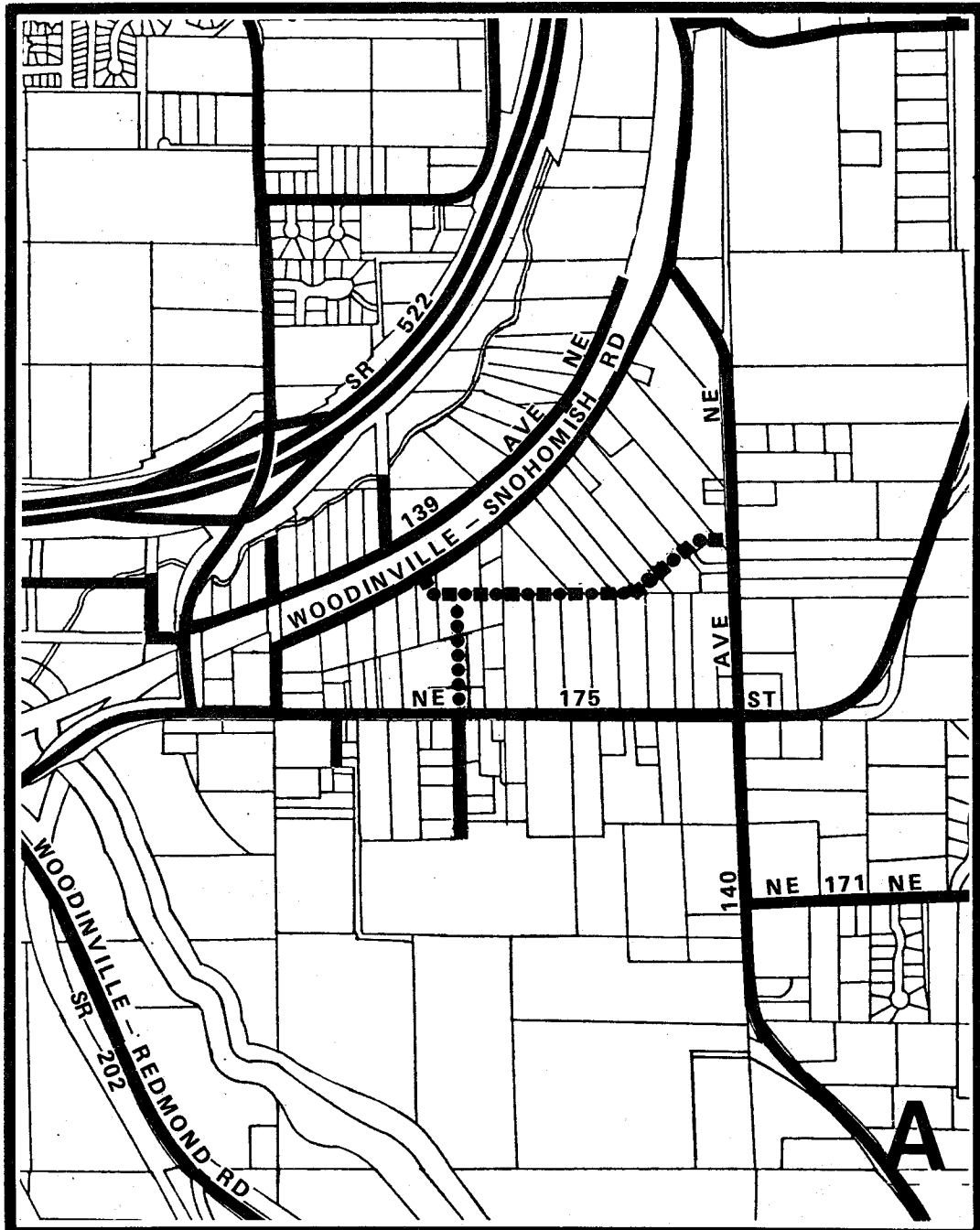


This
page.
oad.
meet
Ave.
tion
st of
arge





in NE
anges-
trict.
street.
isting
st of
se or
will
pro-
perty



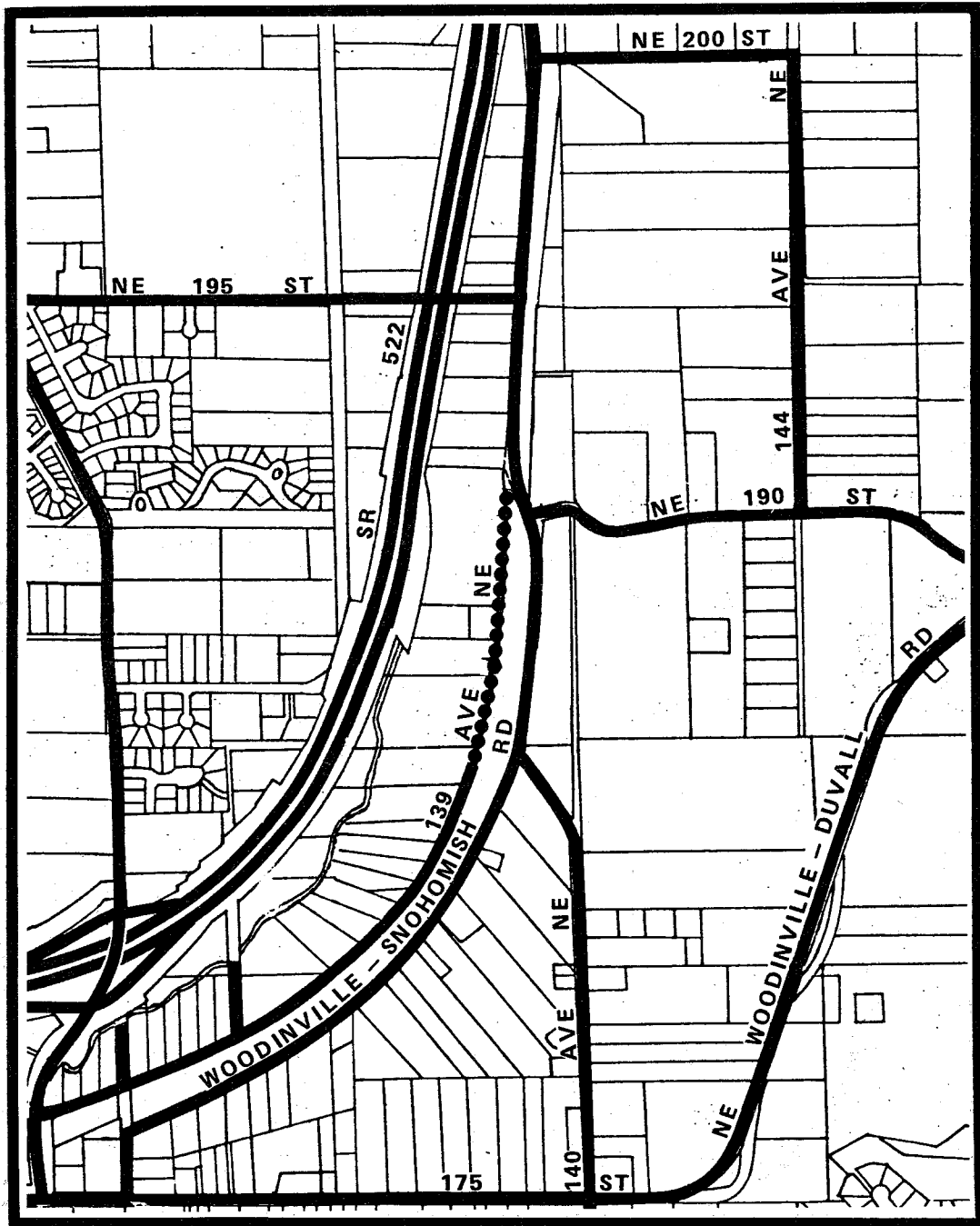


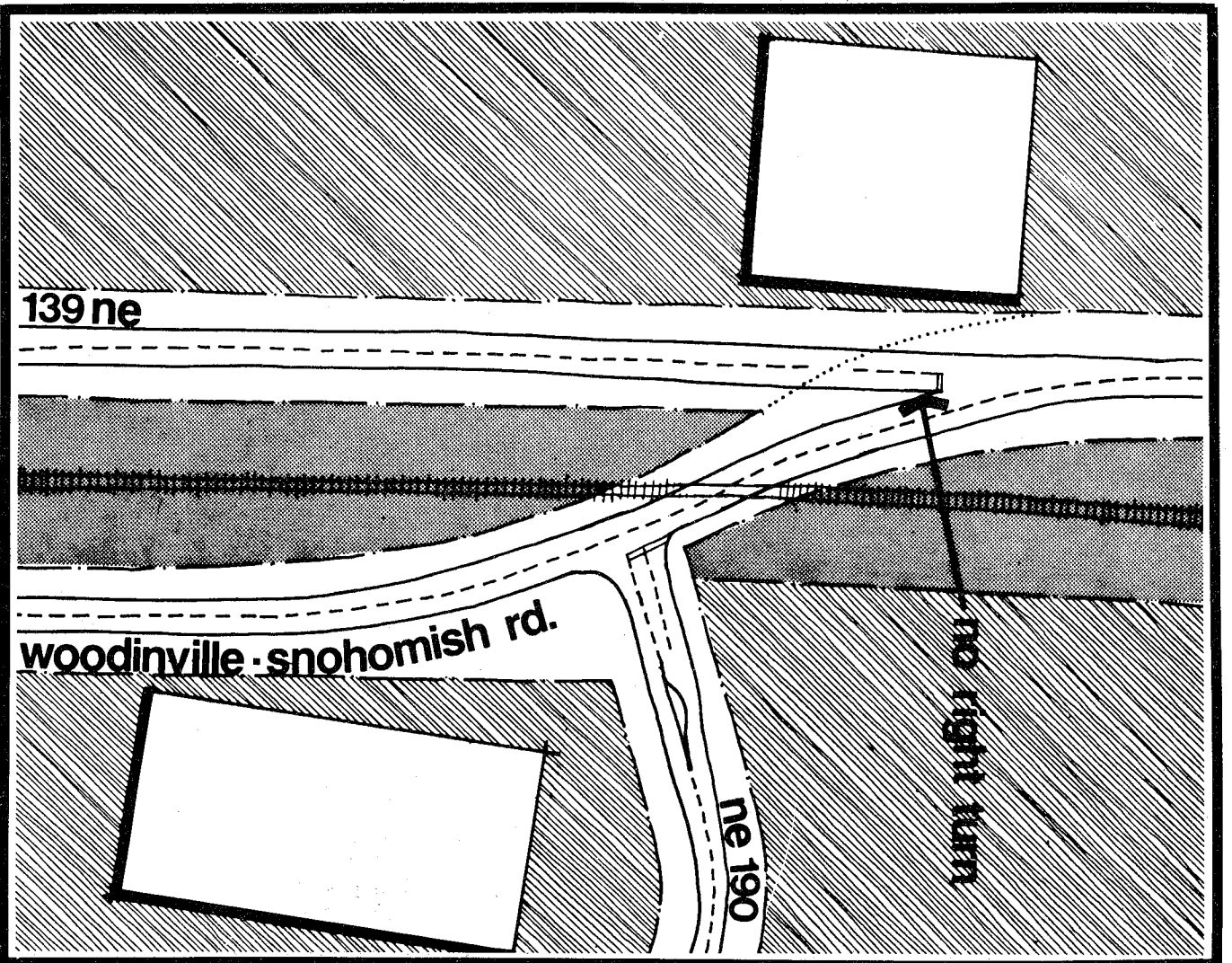
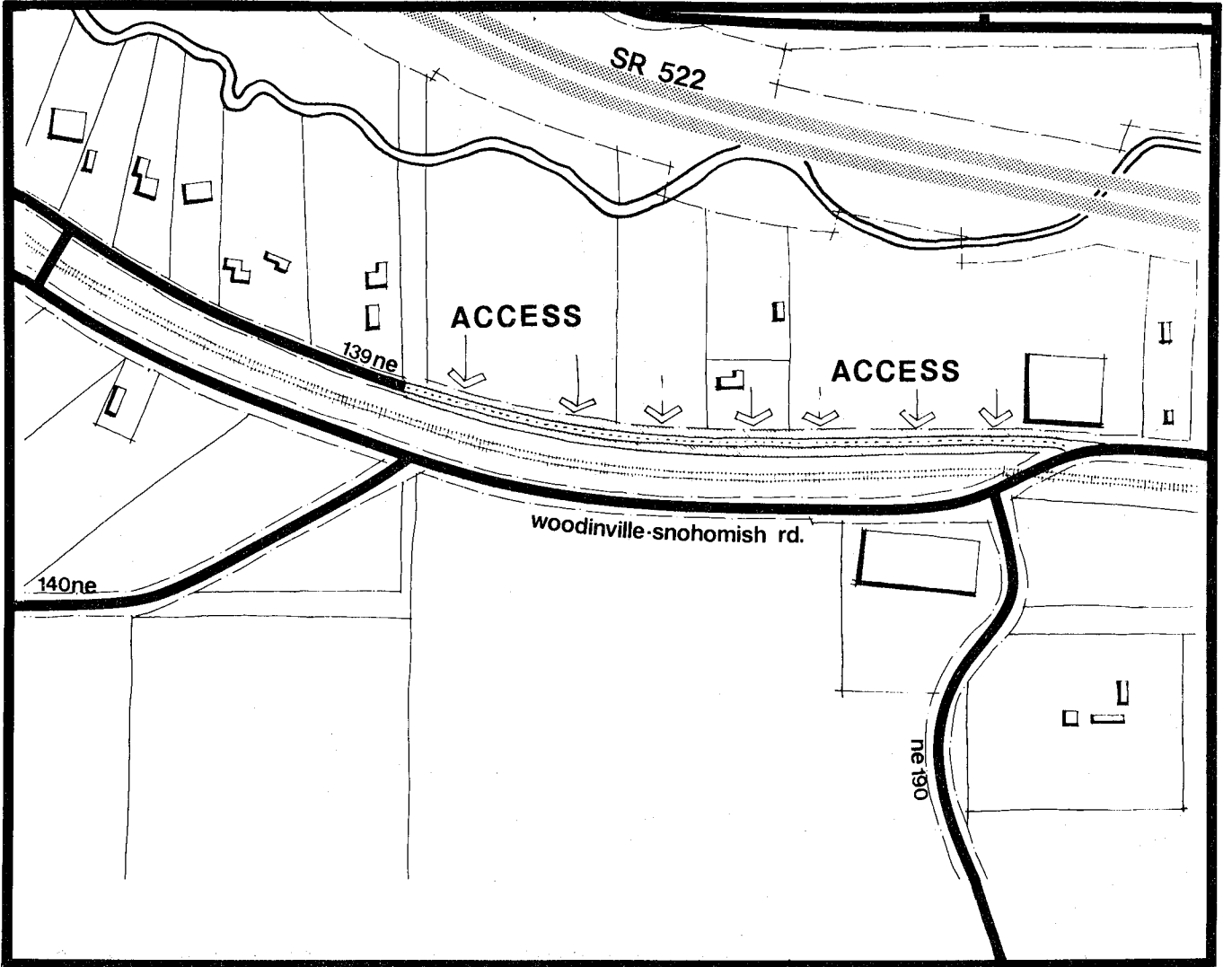
Road
reach
own in

poses
0 foot
n with

e-Sno-
Wood-
y have

fore it







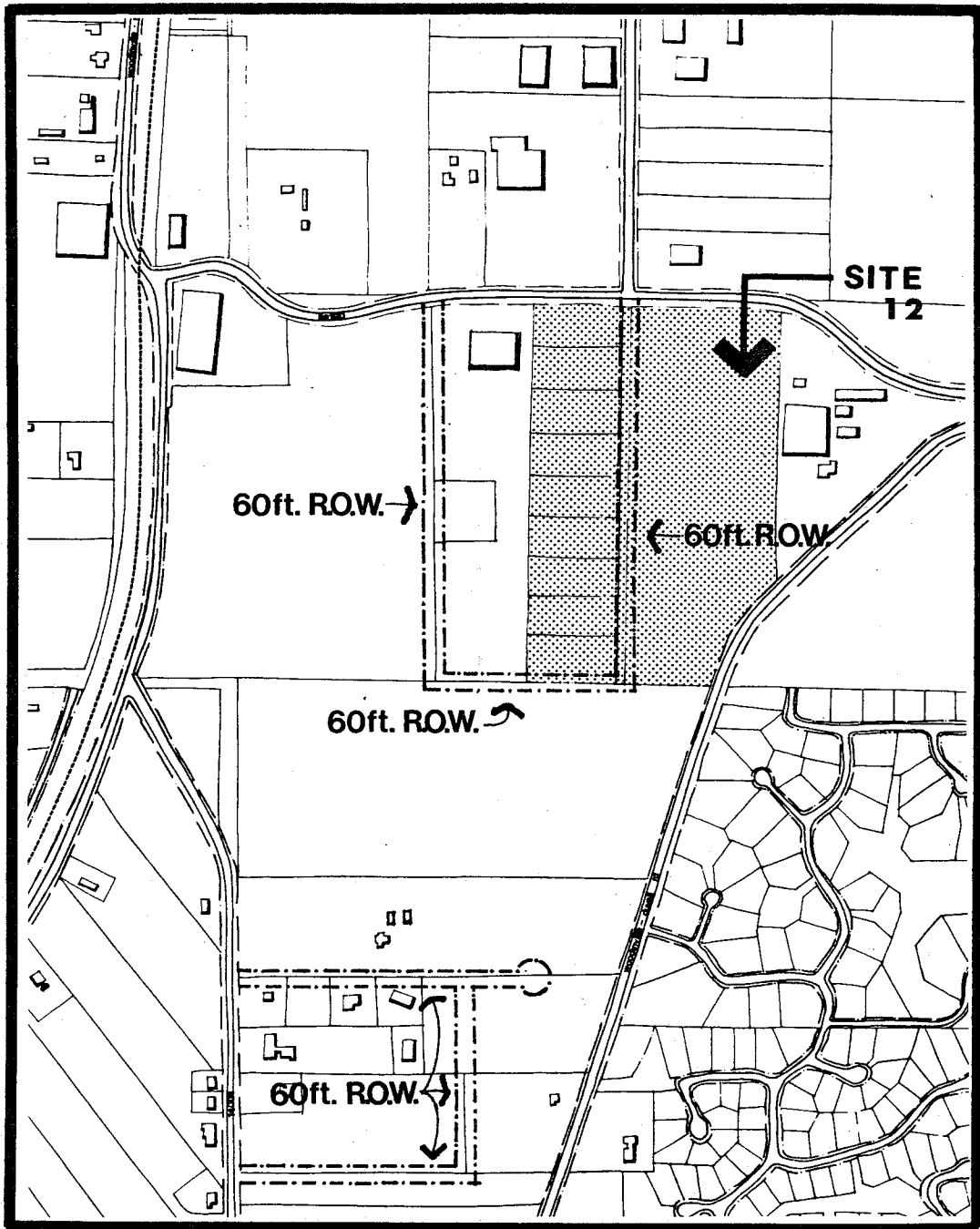
ns of
The
, and

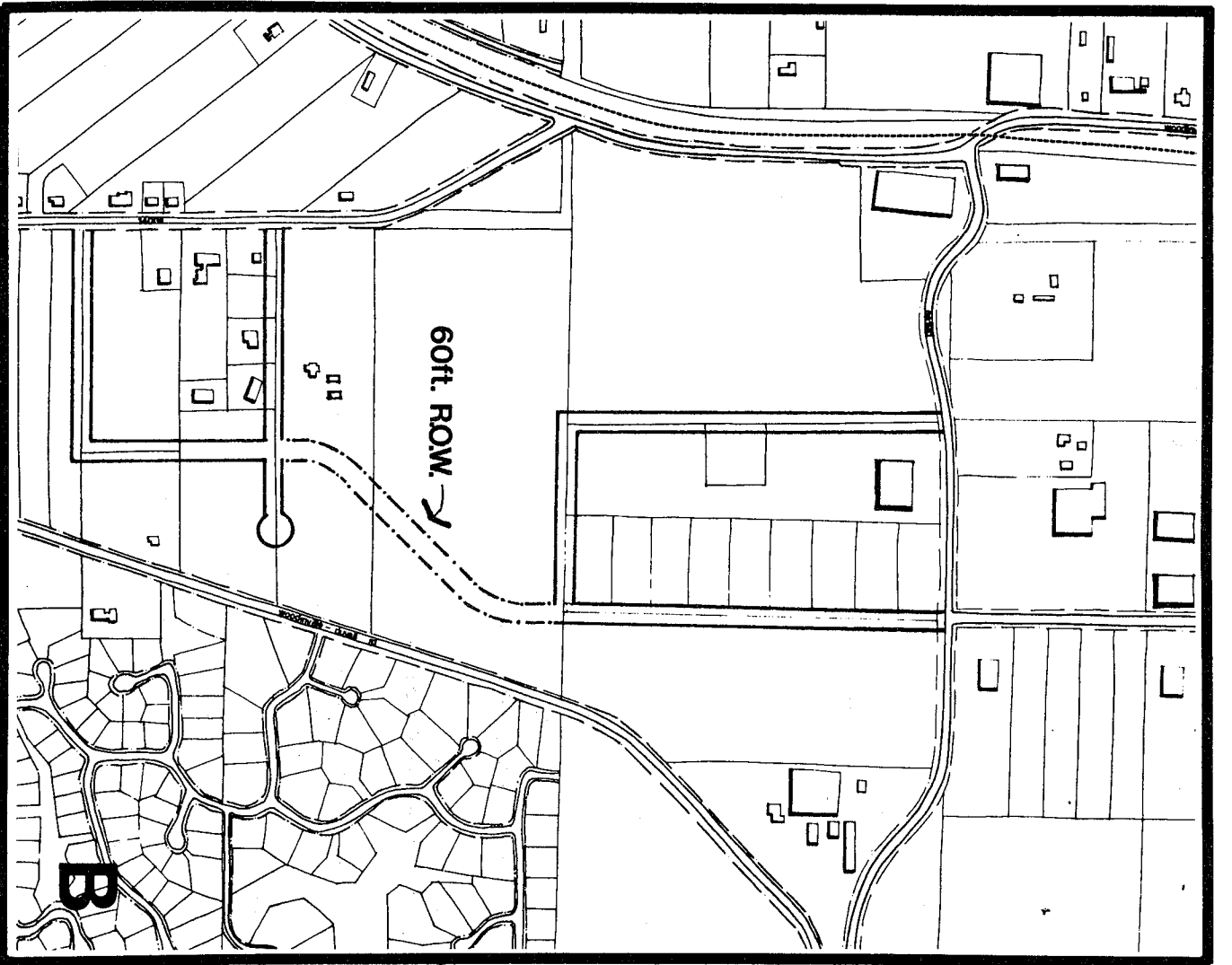
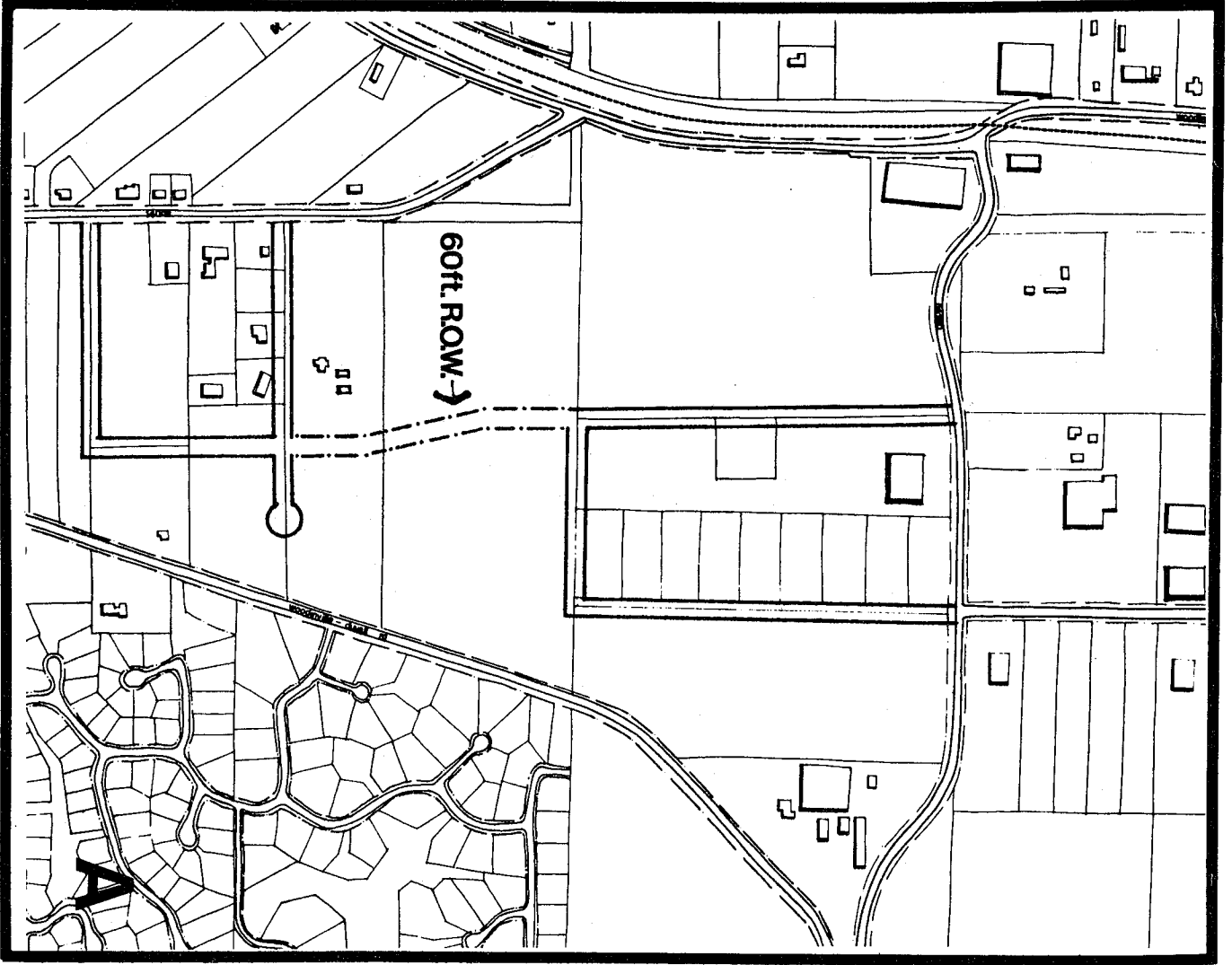
140th

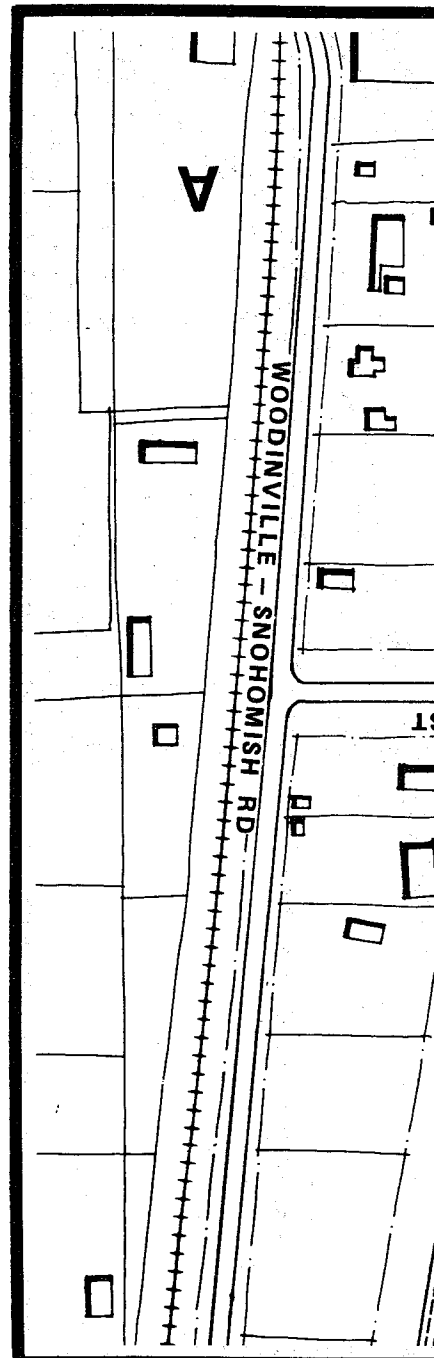
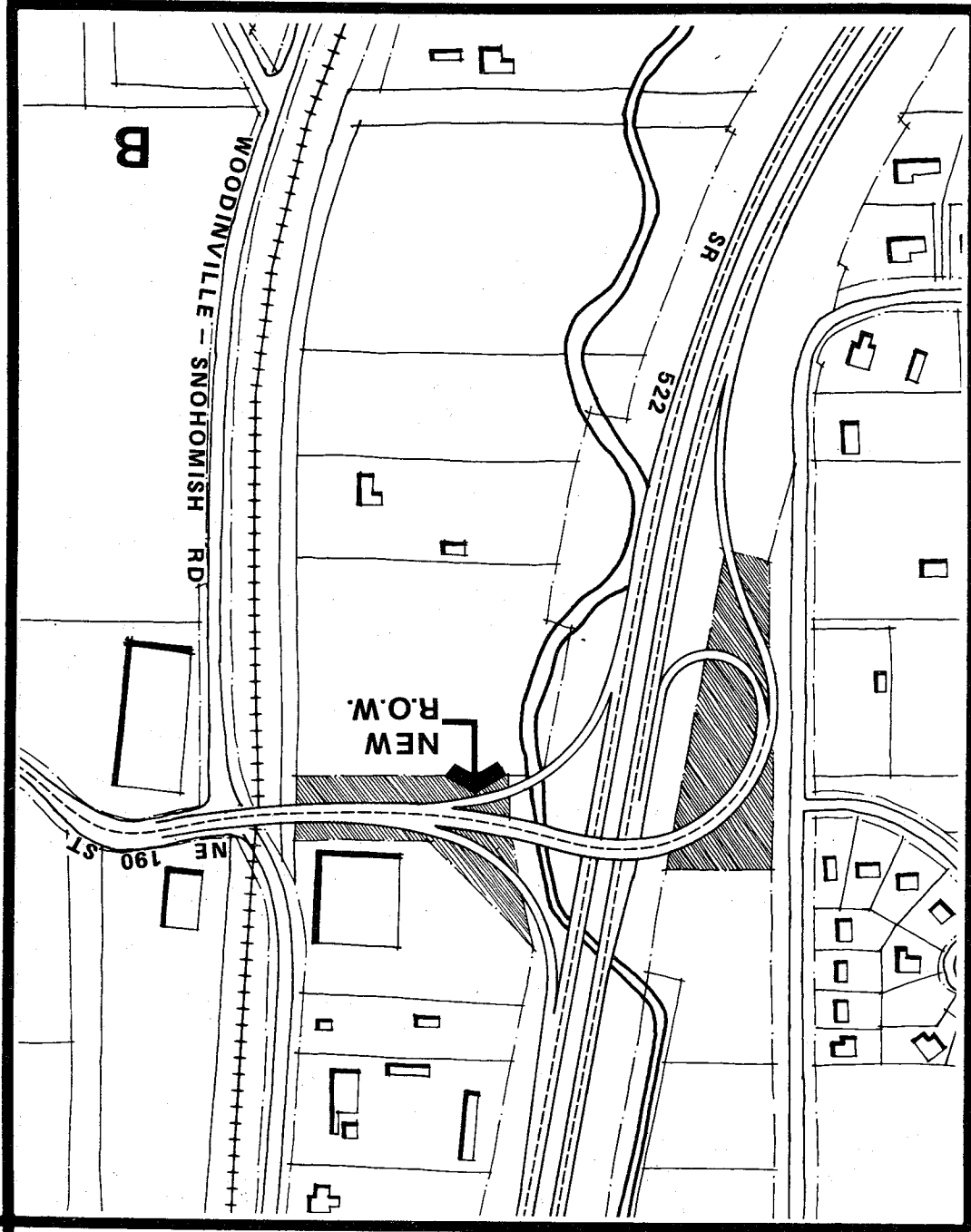
d NE

posed
or this
aining

e will
ansfer



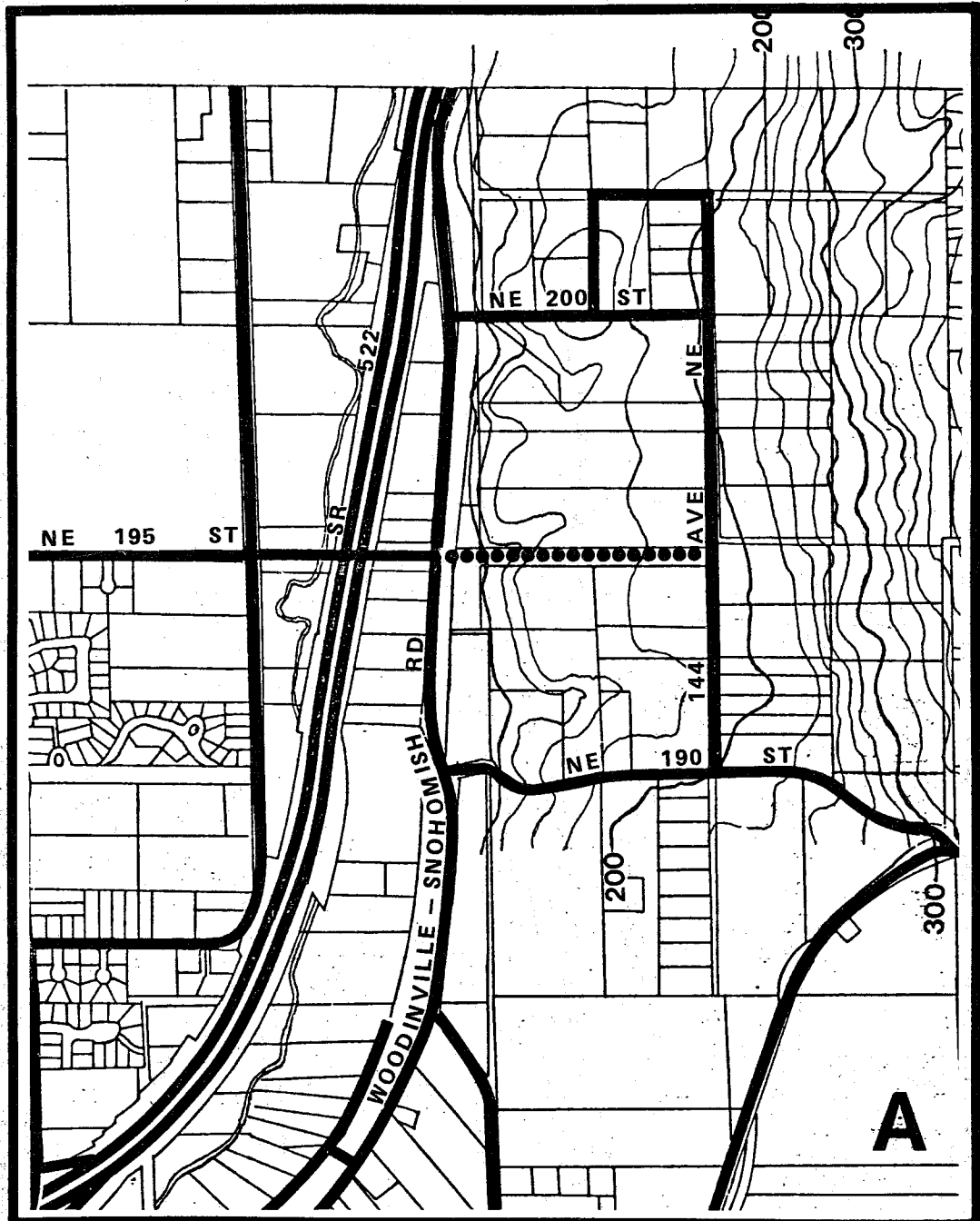


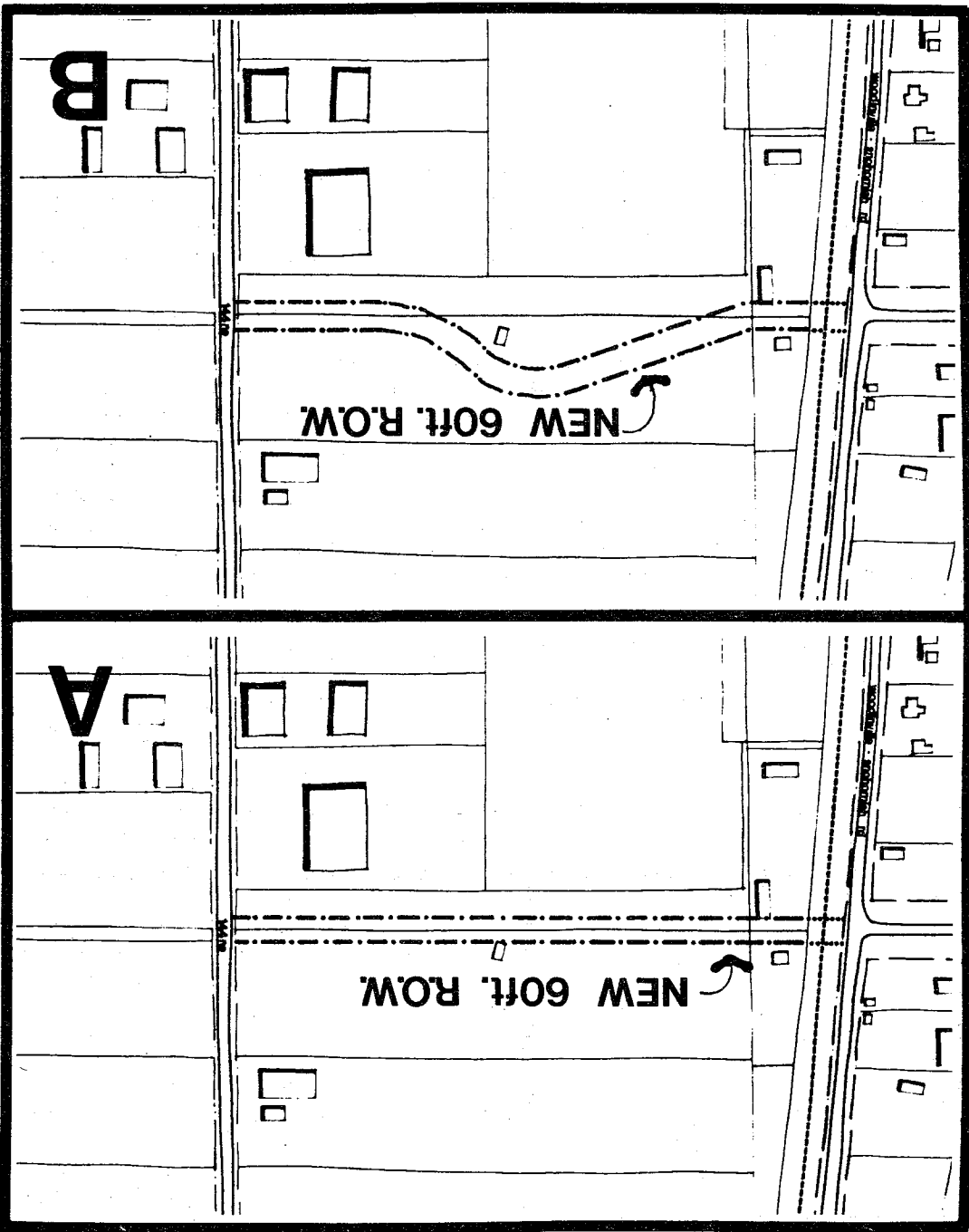
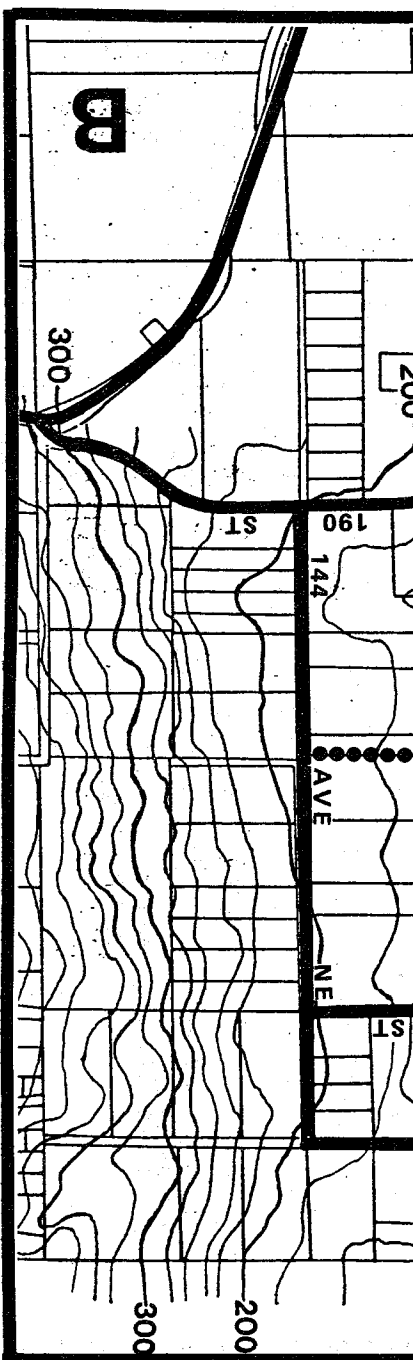


link
strial

lope.

-522.
odin-
y and



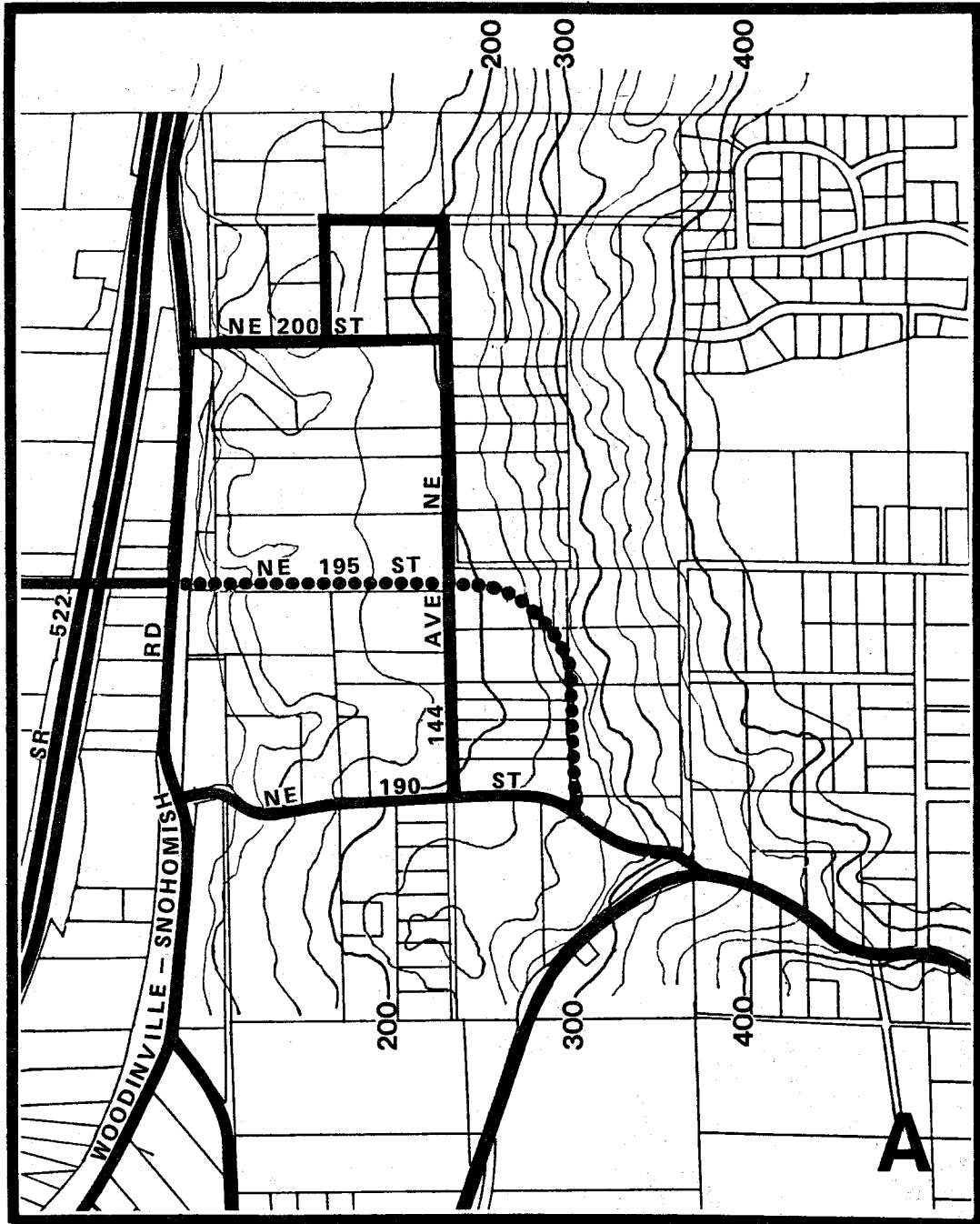


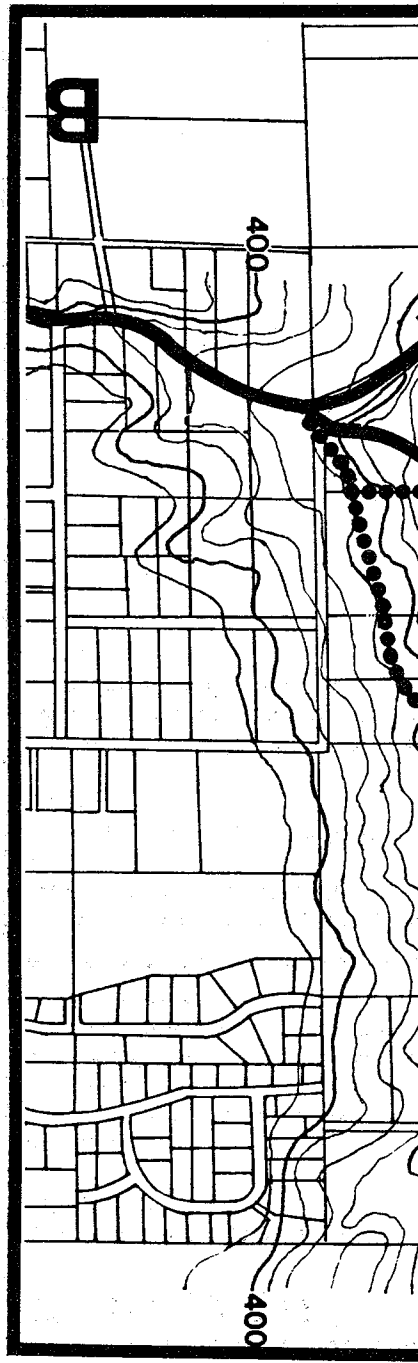
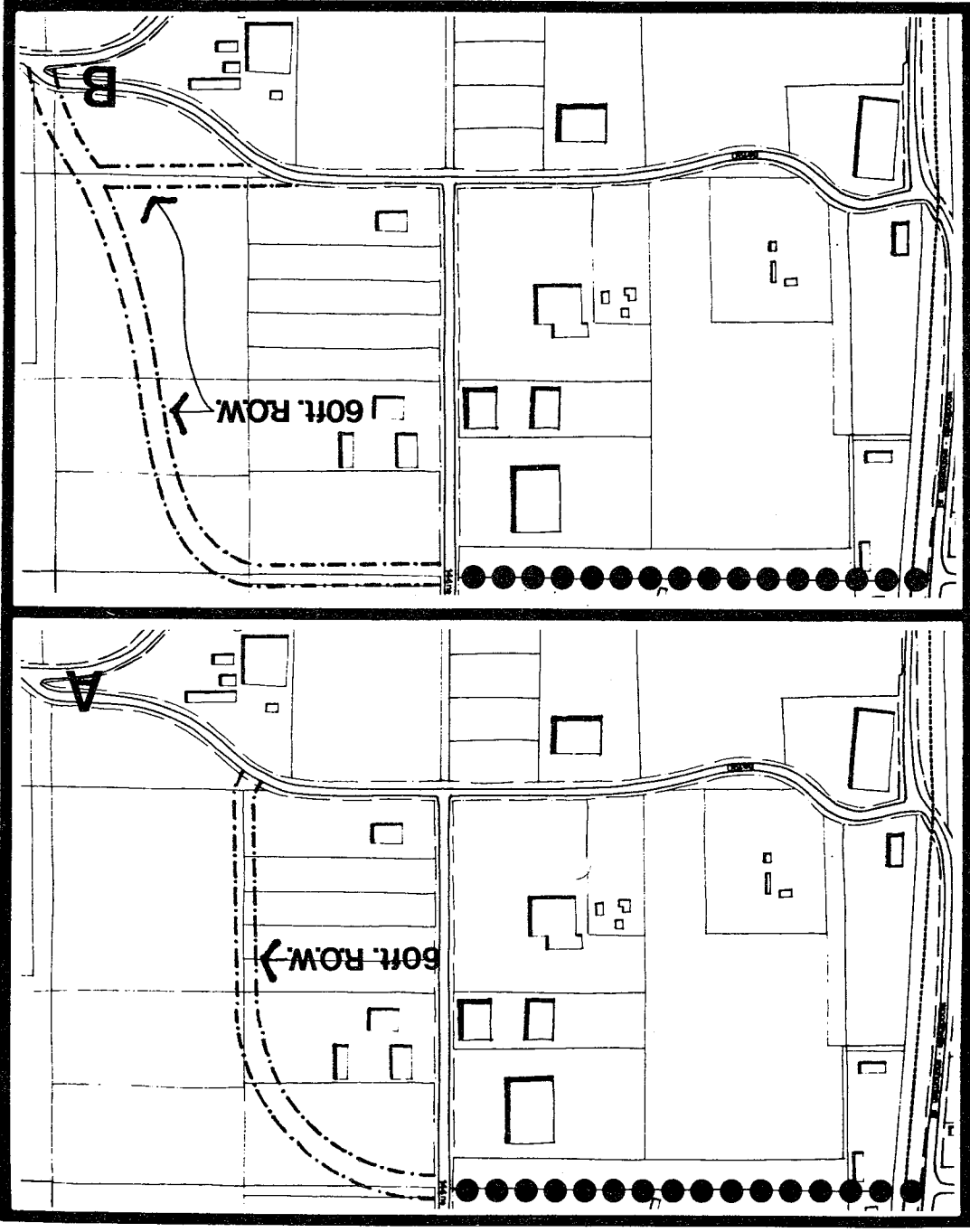


inville

es the
oodin-
uld be

R-522
of NE
inter-



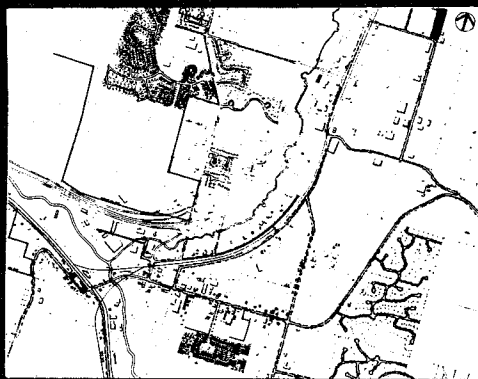


Project 10

New street, 144th Ave. NE, from NE 200th St. to NE 205th St.

GOALS:

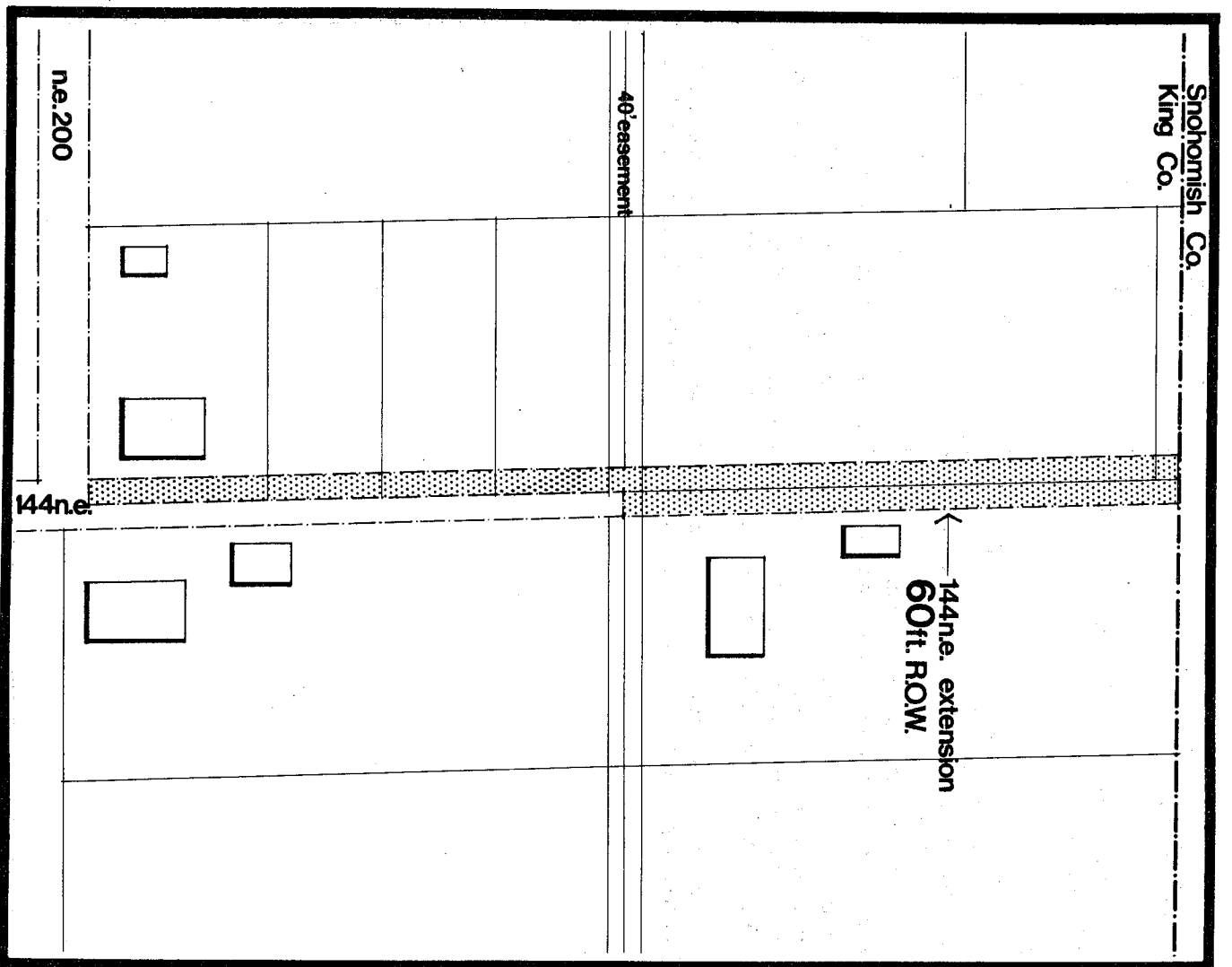
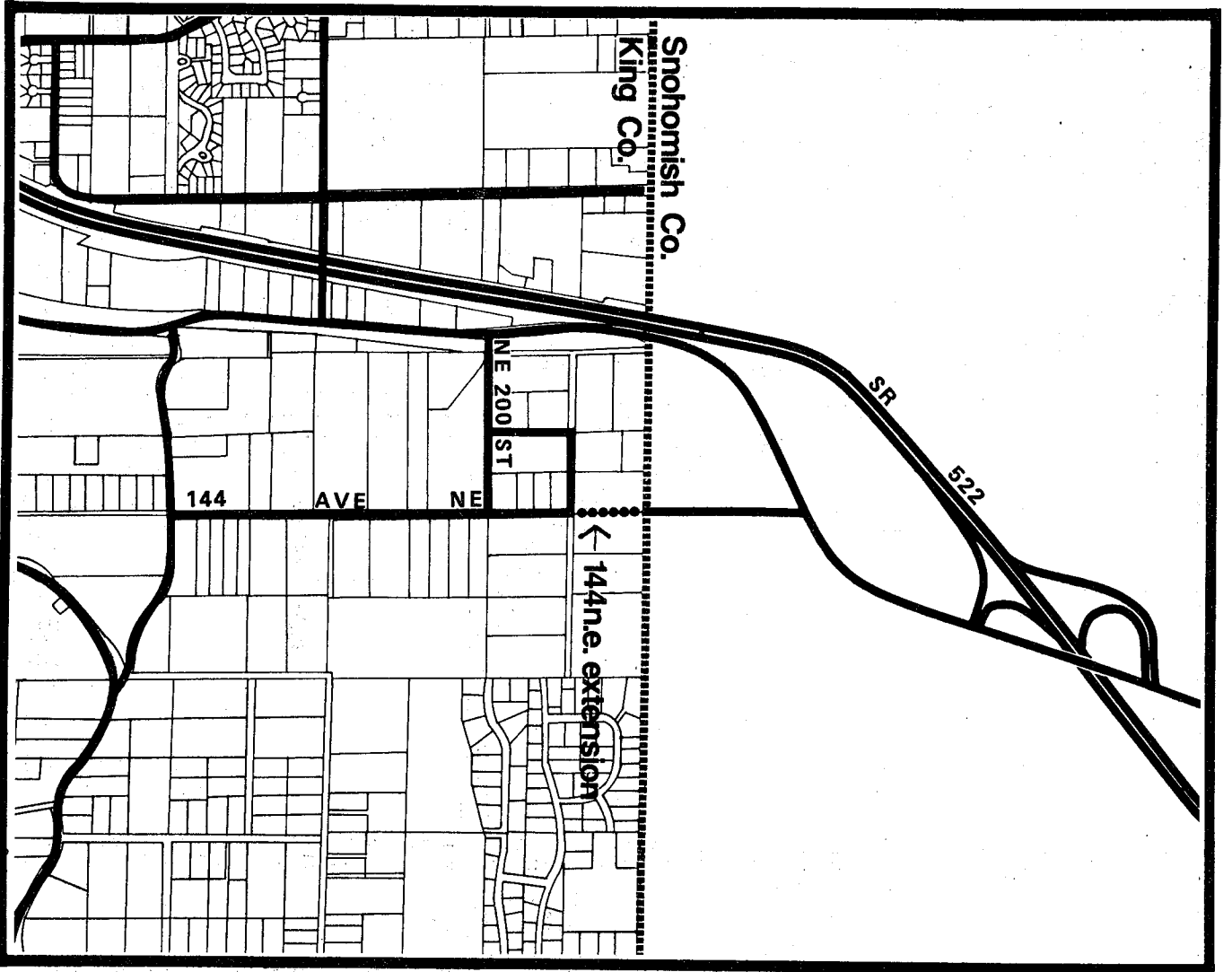
- o Improve circulation within the industrial area.
- o Provide a new access route to SR-522, and
- o Decrease the use of the NE 195th St./SR-522 intersection.



This project involves extending 144th Ave. NE to meet a street in Snohomish County, providing a "missing link" in the street system.

The drawing at the far right shows the right-of-way which will be required to develop this street.

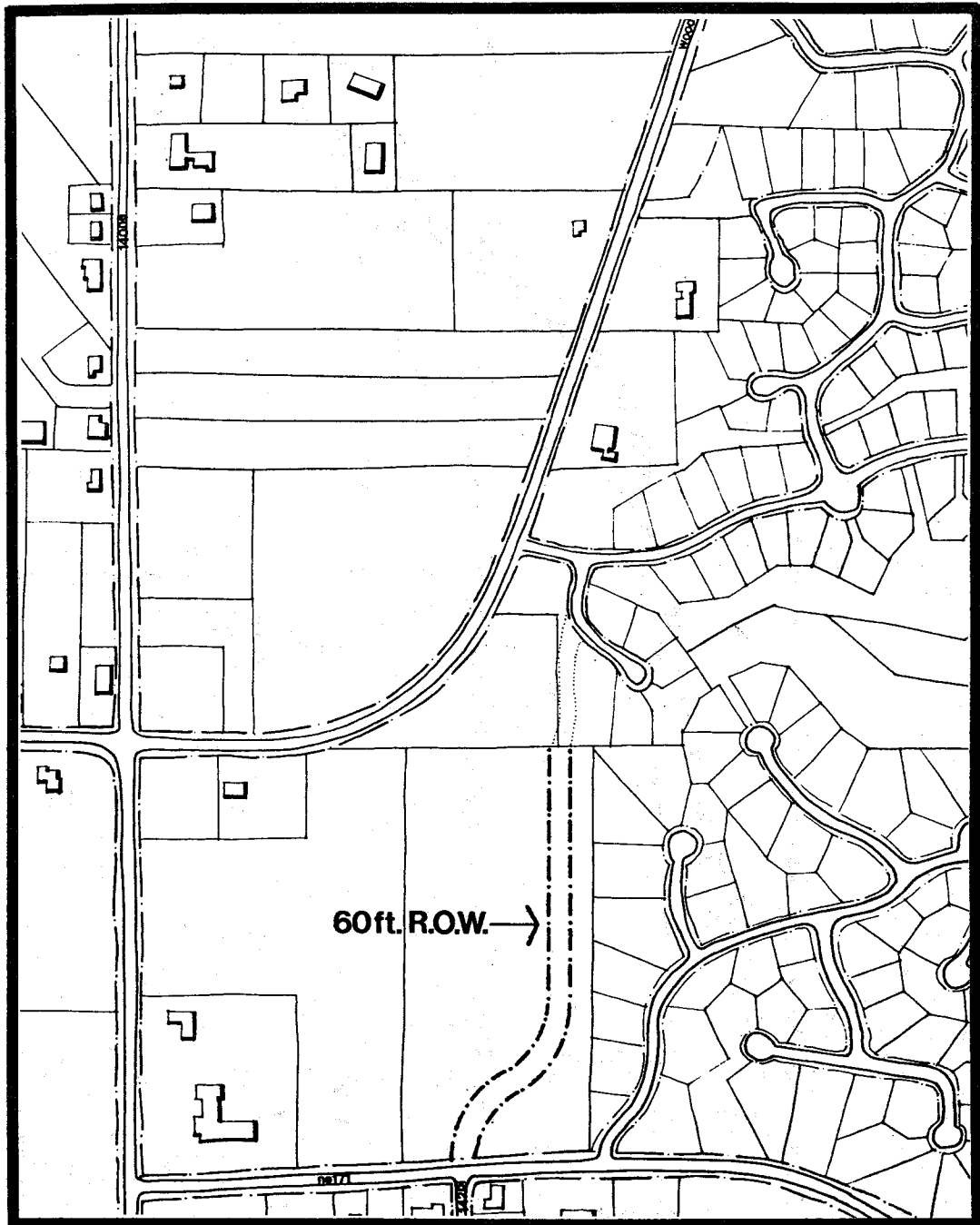
When this street is developed, traffic will be able to reach a grade separated intersection, in Snohomish County, without having to enter the Woodinville business district. This is a small scale project which would provide a large benefit to the entire area.

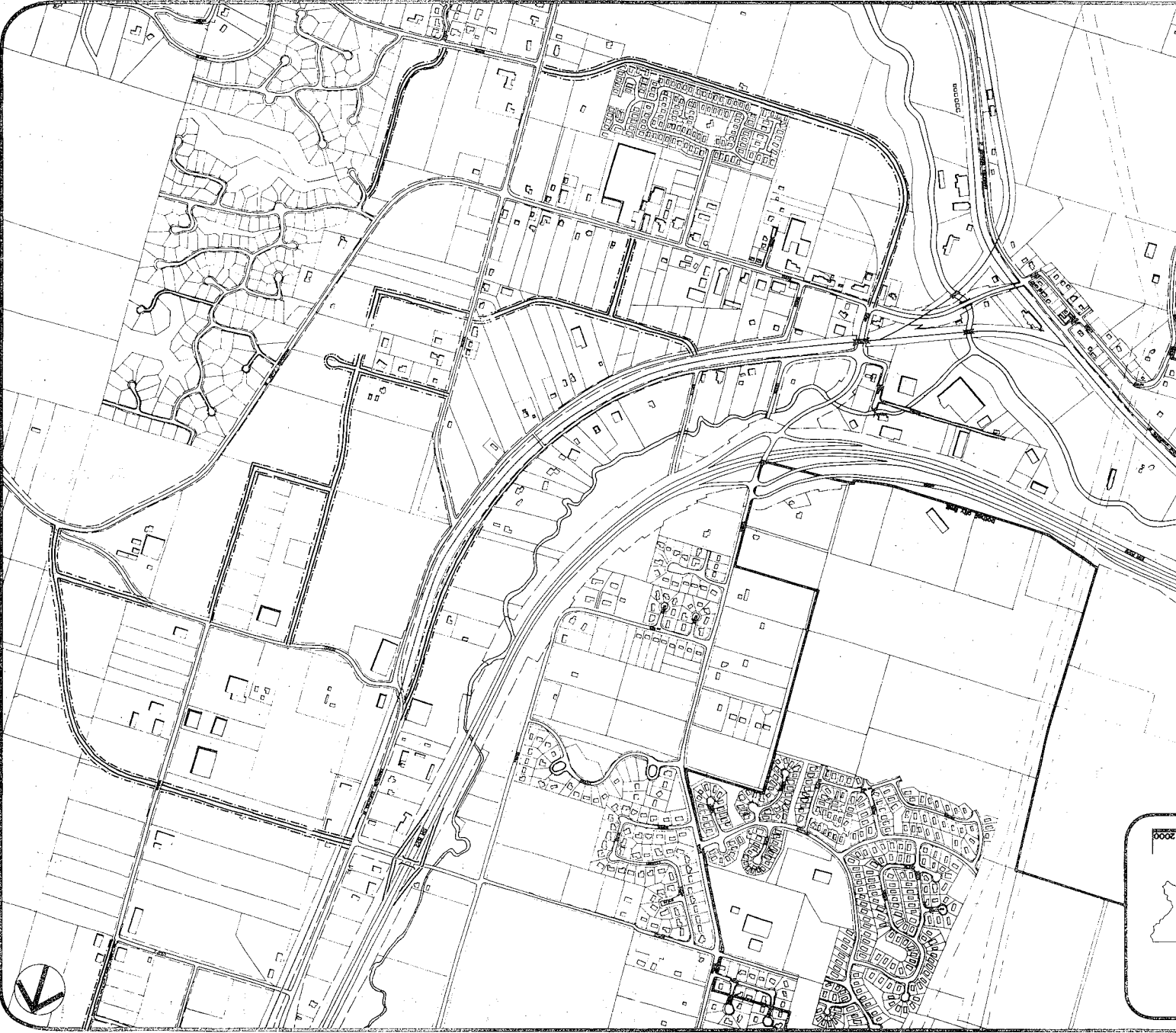




st St.
when
ea to

at the
. NE.





ment

business
sidewalks.

2" x 24"
s texture
s texture

es of the
as Wood-
existing

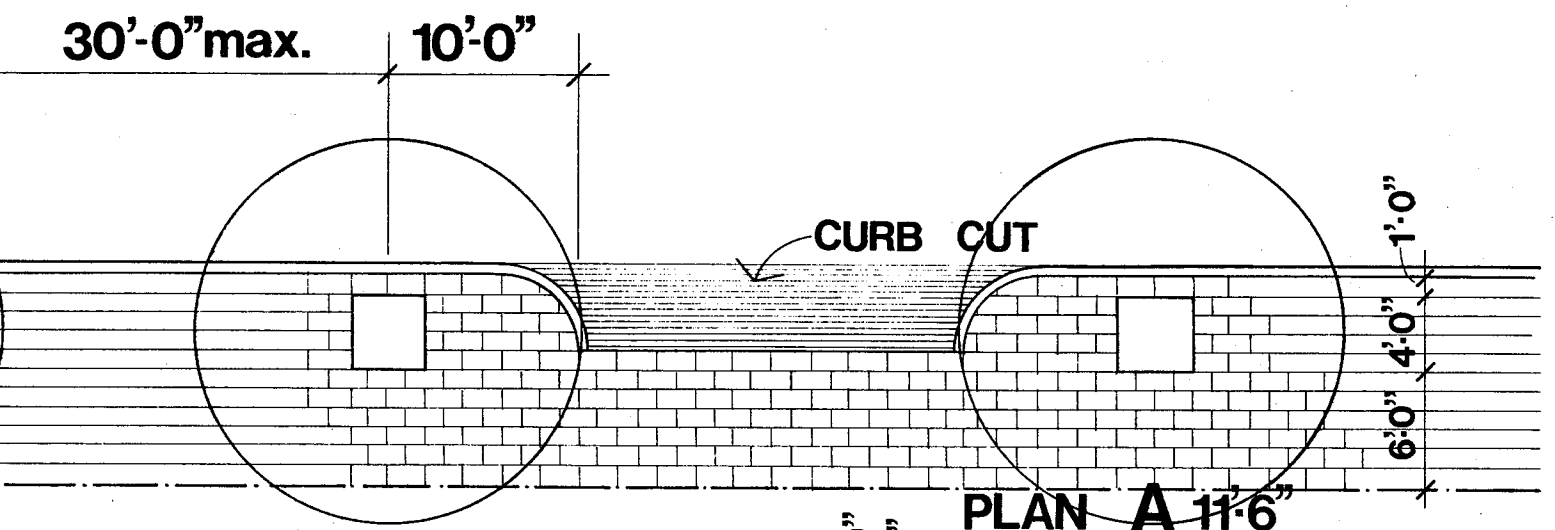
g ensures
d using a
rotection
ch, serve
growth.

placed at
rotection

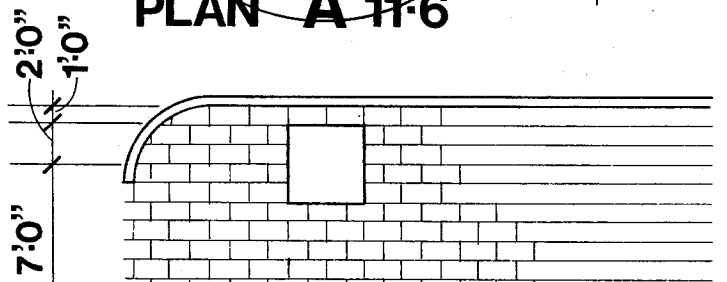
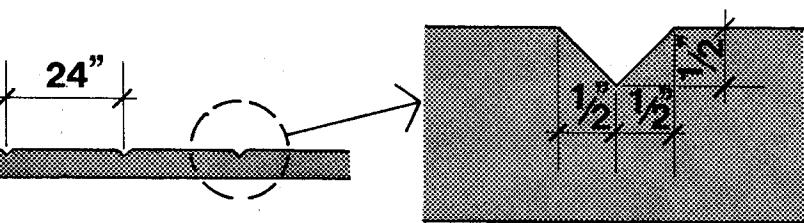
desirable
ous trees
of lower
ppy type

The following are some common recommended species. There may also be other species suitable for use as street trees.

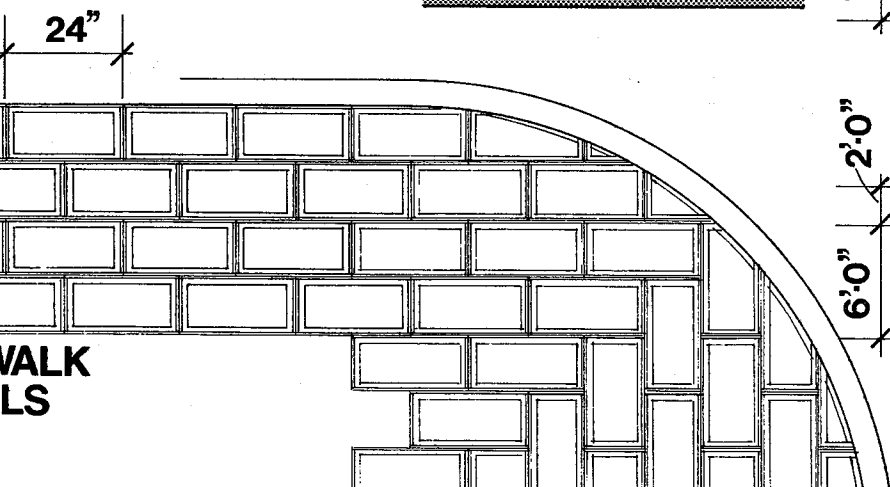
Genus	Species	Variety	Common Name	SMALLER TREE	MEDIUM STREET	LARGE BOULEVARD
Acer	campestre		Hedge maple		•	
Acer	dauricum		David's maple		•	
Acer	platanoides		Norway maple		•	
Acer	pseudoplatanus		Planetree maple			•
Acer	rubrum		Red maple		•	
Acer	saccharum		Sugar maple		•	
Aesculus	carnea		Rhorsechestnut		•	
Aesculus	hippocastanum		Horsechestnut			•
Betula	nigra		Black birch		•	
Betula	papyrifera		Paper birch		•	
Carpinus	betulus		European hornbeam		•	
Carpinus	caroliniana		American hornbeam		•	
Castanea	mollissima		Chinese chestnut			•
Castanea	sativa		Spanish chestnut			•
Cercidiphallium	japonicum		Katsura tree		•	
Dovidia	involucrata		Dove tree	•		
Fagus	sylvatica		European beech			•
Fagus	sylvatica cuprea		Copper beech			•
Fagus	sylvatica purpurea		Purple beech			•
Ginkgo	biloba		Ginkgo			•
Gleditsia	triacanthos inermis		Thornless honey locust		•	
Liquidambar	styraciflua		Sweet gum		•	
Liriodendron	tulipifera		Tulip tree		•	
Magnolia	kobus		Kobus magnolia		•	
Malus	spp.		Flowering crabapples		•	
Platanus	acerfolia		London plane		•	
Prunus	spp.		Flowering cherries		•	
Quercus	borealis		Red oak		•	
Quercus	coccinea		Scarlet oak		•	
Quercus	ilex		Holly oak		•	
Tilia	cordata		Linden basswood	•		
Umbellularia	californica		California laurel	•	•	
Zelkova	serrata		Zelkova		•	



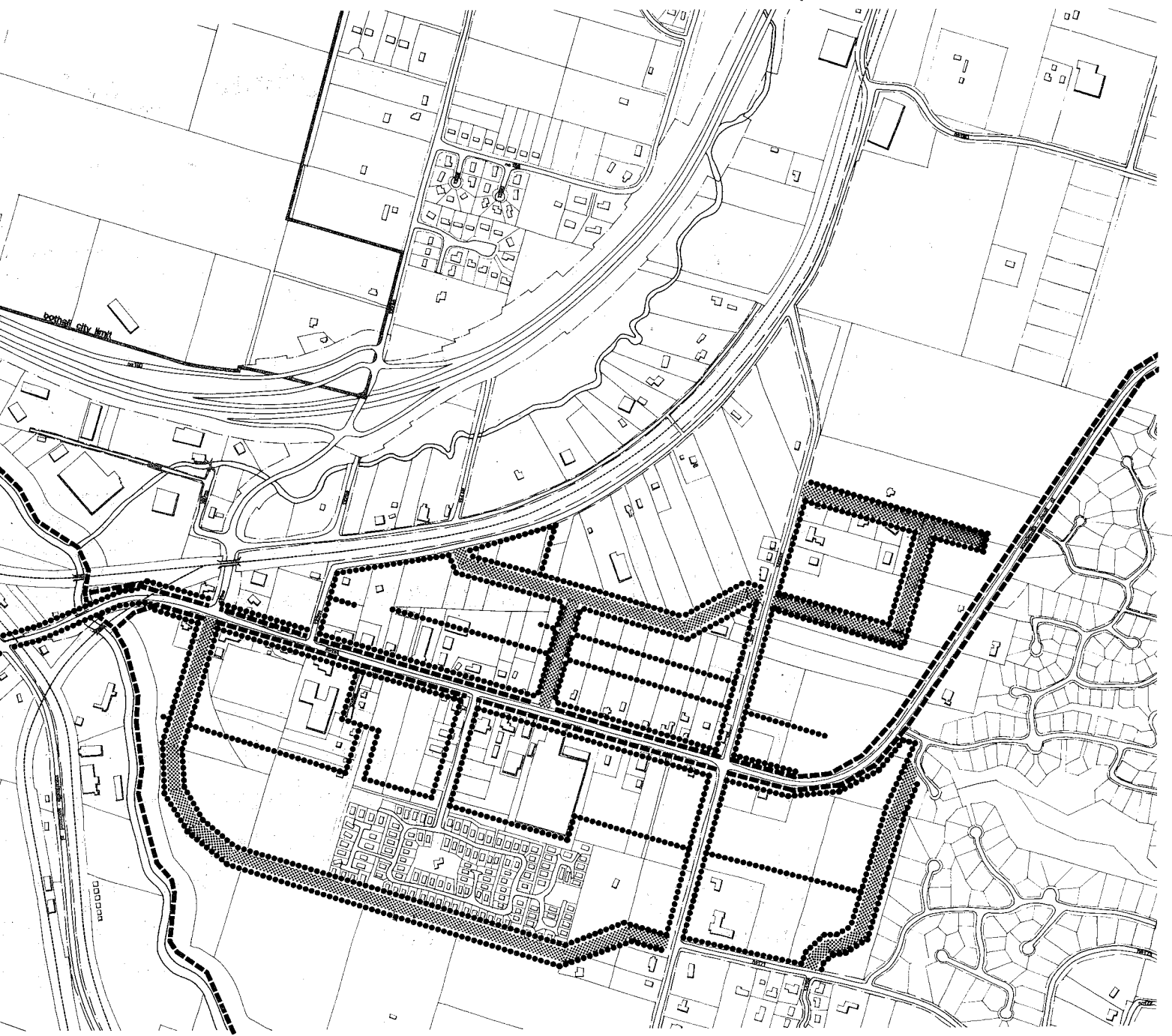
PLAN A 11'-6"



PLAN B 10'-6"



PLAN C 8'-6"





Buffers

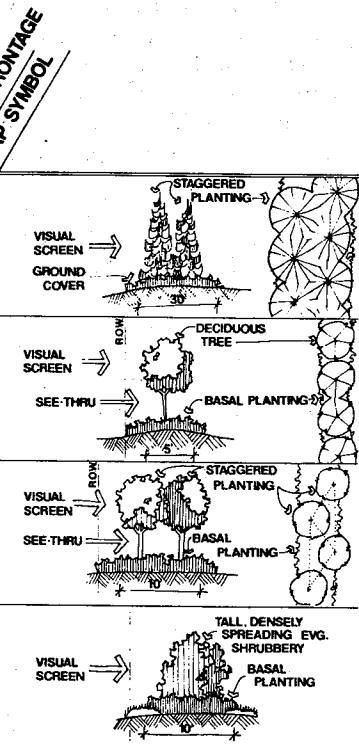
The following table is for landscaping along side and rear property lines not abutting public streets. The guidelines below are to be used along with existing screening requirements contained in the County Zoning Code; the more restrictive requirements would apply.

Proposed Use	Adjacent Zoning Or Use	Objective	Min. Width of Planting	Min. Trunk Diameter of Trees	Other Criteria
1 Business/Commercial	RM or RD Public, Institutions	Visual screen	10'	2 1/2"-3 1/2"	Mixed trees, evergreen shrubs and low plantings; trees spaced a maximum of 5' from trunk to trunk. The mixture of plantings and bark or decorative rock should provide a total ground cover within 2 years.
2 Business/Commercial (BN, BC, CG) Mobile Home Parks	RS or S	Visual screen for adjacent residents; Water retention	20'	2 1/2"-3 1/2"	Wall of conifers, planted berm or wide hedge. Should become effective visual screen within 2 years.
3 Industrial (M-L, M-H, M-P)	BN, BC or CG	Orderly transition, minimize visual clutter; Water retention	10'	2 1/2"-3 1/2"	Same as No. 1
4 Industrial (M-L, M-H, M-P)	Park	Visual Screen; Water Retention	20'	2 1/2"-3 1/2"	Same as No. 1
5 Industrial (M-L, M-H, M-P)	RS, RM or G	Visual screen for adjacent residents; Water retention	30'	2 1/2"-3 1/2"	Same as No. 2.
6 Multi-family (RM or RD exc. RM900 used for office)	BN, BC, CG, RM900 (office)	Visual screen and orderly transition; Water retention	10'	2 1/2"-3 1/2"	Same as No. 1.
7 Multi-family (RM or RD exc. RM900 used for office)	Public	Visual screen; Water retention	10'	2 1/2"-3 1/2"	Same as No. 1
8 Multi-family (RM or RD exc. RM900 used for office)	RS or S	Visual screen; Water retention	15'	2 1/2"-3 1/2"	Same as No. 1
9 Office (RM900, used for office only)	BN, BC, CG, RM900 (office)	Orderly transition and visual variety; Water retention	10'	None	Same as No. 1.
10 Office (RM900, used for office only)	RS, RM or S (except RM 900 office)	Visual screen of parking; Water retention	10'	None	Same as No. 2.
11 Multi-family (RM or RD exc. RM900 used for office, Single Family RS or S)	Institutions	Orderly transition and visual variety; Water retention	10'	2 1/2"-3 1/2"	Same as No. 1
12 Public	Institution	Orderly transition and visual variety; Water retention	10'	2 1/2"-3 1/2"	Same as No. 1

Landscaping Along Street Frontage

Proposed Use	Type of Street	Objective	Min. Width of Planting	Min. Trunk Diameter of Trees	Minimum Criteria
1 Business/Commercial or office (BN, BC, CG, RM900)	All	Partial screen of parked cars; Ornamental buffer; Water retention	5'	2 1/2"-3 1/2"	3' hedge or 3' planted berm supplemented with other plantings that would provide total ground cover within 2 years. Also, trees spaced at a maximum of 25'.
2 Industrial (M-L, M-H, M-P)	All	Partial screen of parked cars; Ornamental buffer; Water retention	10'	2 1/2"-3 1/2"	Same as No. 1.
3 Multi-family (RM & RD exc. RM900 used for office)	Major & secondary arterials	Visual and acoustical screen; partial screen of parked cars; Water retention	10'	2 1/2"-3 1/2"	Same as No. 1.
4 Single-family (RS or S)	Major & secondary arterials	Visual and acoustical screen; Water retention	15'	2 1/2"-3 1/2"	Same as No. 1.
5 Mobile Home Parks	All	Visual and acoustical screen; Water retention	10'	2 1/2"-3 1/2"	5' hedge or 5' planted berm, supplemented with other plantings that would provide total ground cover within 2 years. Also, trees spaced at a maximum of 25'.

as buffers and along street frontage. The diagrams below, correspond to the tables on the previous page. The diagrams are intended to illustrate the desired functional and aesthetic results, but rather to illustrate the desired functional and aesthetic results.

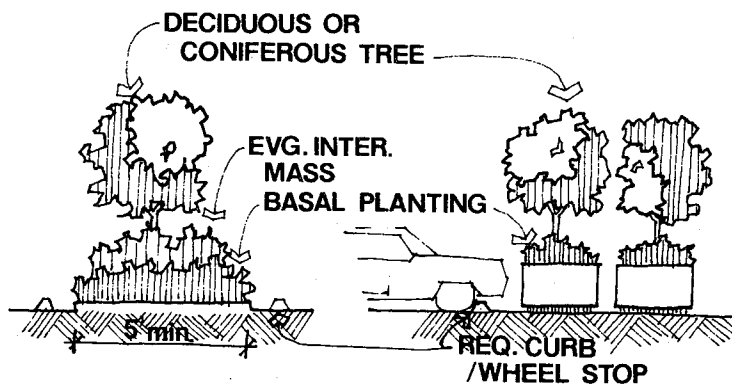


Landscaping in Parking Lots

Landscaping in parking lots visually softens an often overbearing expanse of pavement. It is one of the least expensive means of providing an attractive, enduring environment. The use of deciduous trees will provide shade in the summer and reduce the amount of heat radiated from the pavement.

In new developments, the emphasis should be placed on planting strips with a mix of large deciduous trees and evergreen shrubbery. Existing paved areas could utilize concrete tubs planted with trees and ground cover to achieve a similar result.

Land Use	Objective	Landscaping as Percent of Parking Area	Landscaping Location	Number and Sizes of Trees
Business or Commercial	Visual variety; Circulation control; Water retention	5%	No parking space should be more than 70' from some landscaping.	One tree for every ten spaces if trees with a mature spread of 50' are used (min. 15' tall when planted)
Office		5%		OR
Industrial		10%	Landscaping should be used between parking stalls, between parking columns, and/or at the ends of parking columns	One tree for every five spaces if trees with a mature spread of less than 50' are used. (Min. 8' tall when planted)
Apartment		10%		



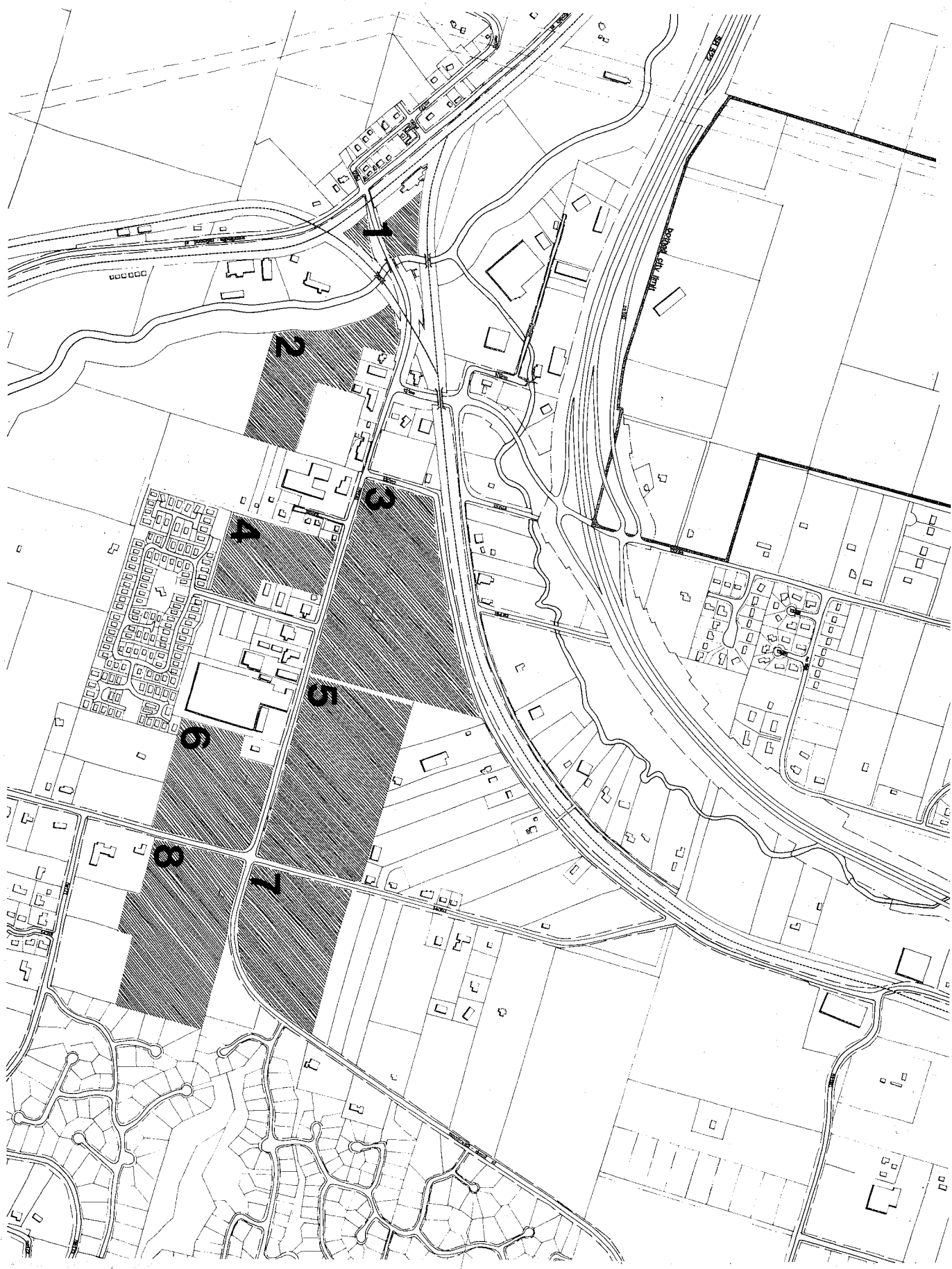
Access Guidelines

Access guidelines, described on the following pages, are recommended to improve circulation within the block, linking parking lots and reducing the traffic load on adjacent streets. The adopted King County Road Standards should serve as the primary guide for designing circulation and access systems.

When vacant or under-utilized lands develop, their access points should be aligned to compliment those that exist on adjacent properties. If a system of access is not established on neighboring properties, the following minimum standards should apply: 1) access points should be 35' from an intersection; and 2) there should be a minimum of 19' between driveways. Ideally, to further ease congestion at intersections, driveways should be 75' from the corner. Careful organization of internal circulation could result in mid-block access points which are 150' apart. These preferred standards require cooperation between adjoining land owners to ensure good access to all properties.

New developments should attempt to orient their buildings to the sidewalk, with parking to the interior of the site. This type of site planning can provide convenient auto and pedestrian access. It also avoids the visual effect of large parking lots which merge uninterrupted with the street.

The map, opposite, indicates eight parcels of vacant or under-utilized land. The site plan sketches of these parcels, which follow, illustrate the application of access guidelines. In each case, a location map and a small schematic drawing precede the site plan sketch.

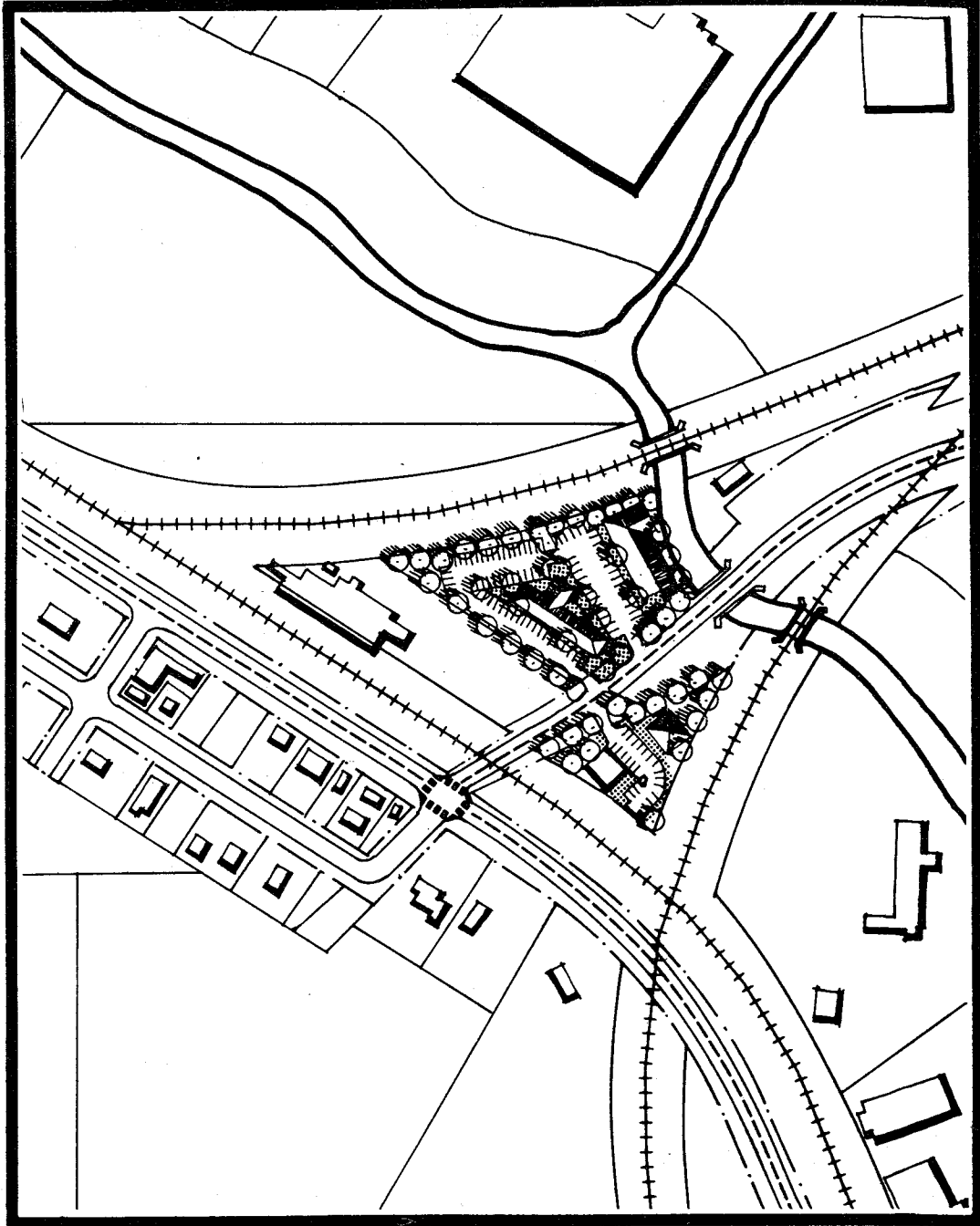


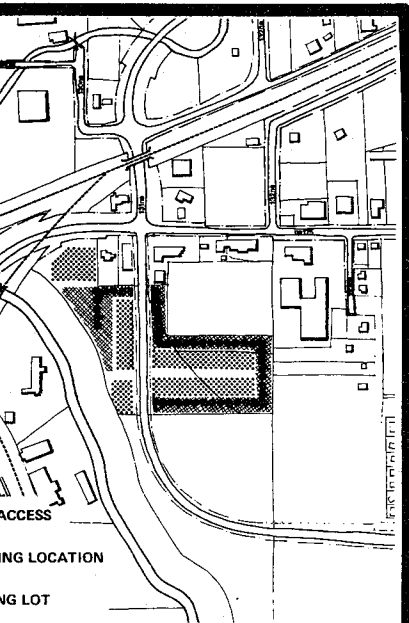


ed to
o new

earer
pedes-

could
o the

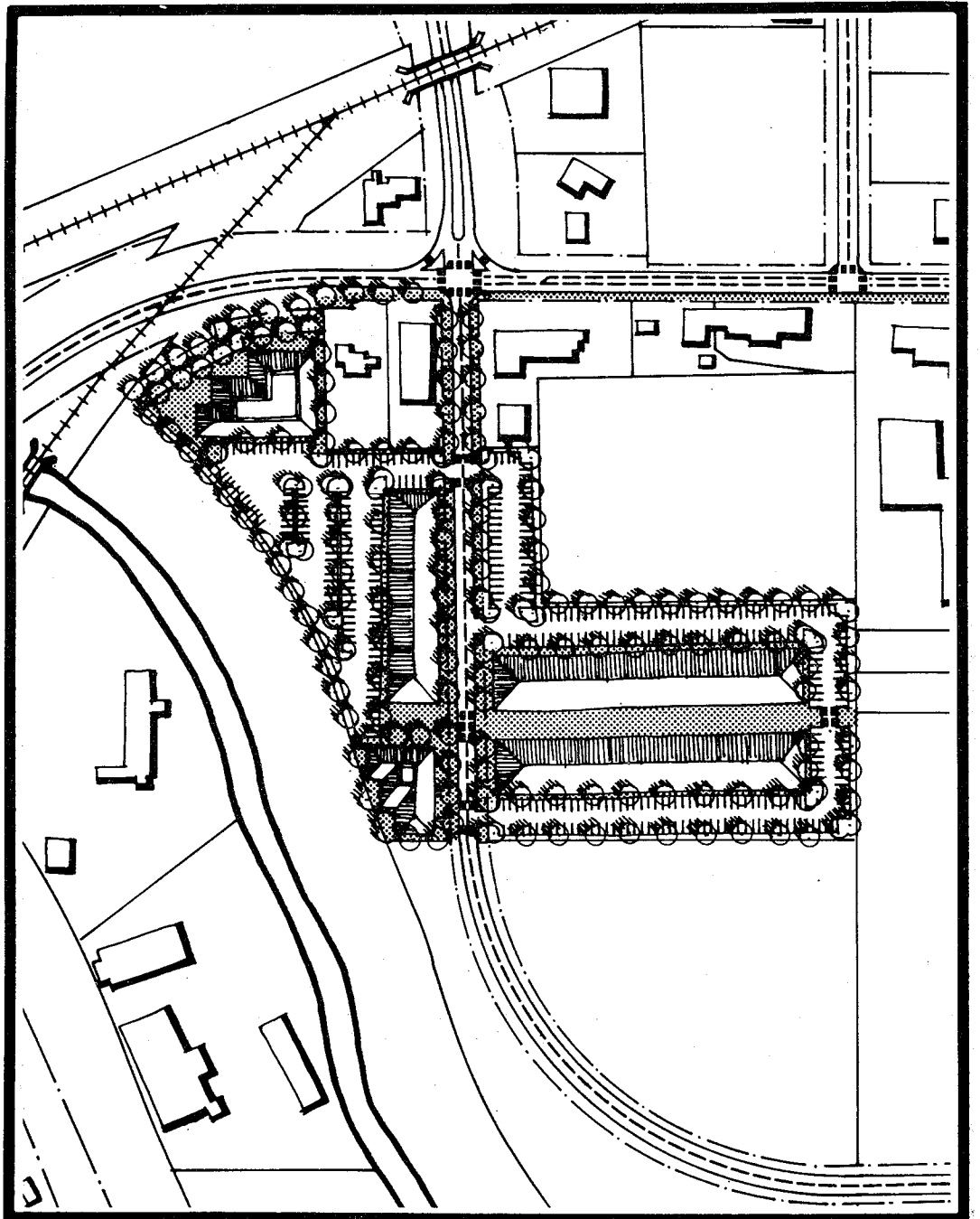




d by buildings. The major building
 e of pedestrian scale. The building
 d the parking area. The building to
 The three buildings are linked to

small, surrounded by parking. One
 nd connects to future multi-family
 used by individuals using the sports

to the automobile and pedestrian.
 area, which surrounds this parcel,
 allow a large number of people to



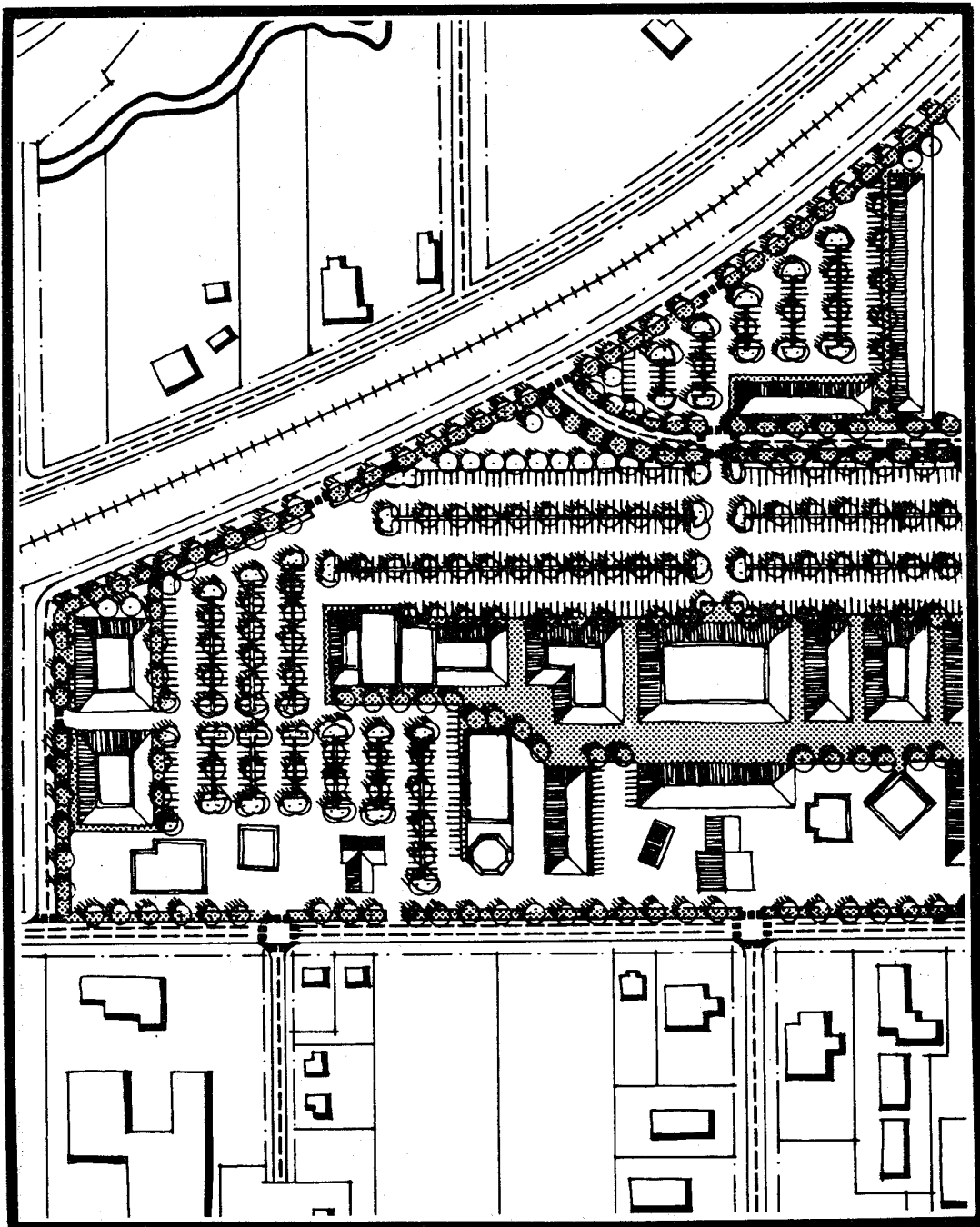


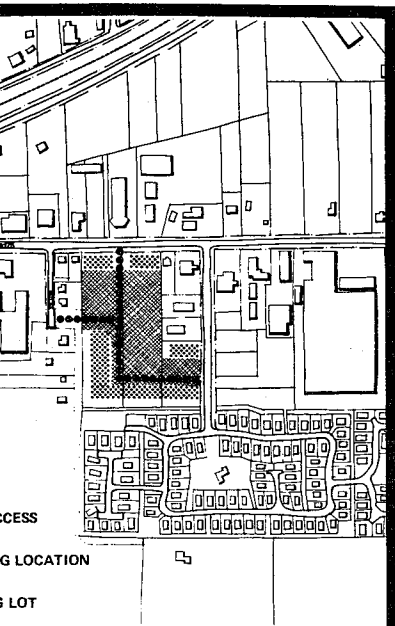
ard.
ent-
NE

The
also

it of
ood

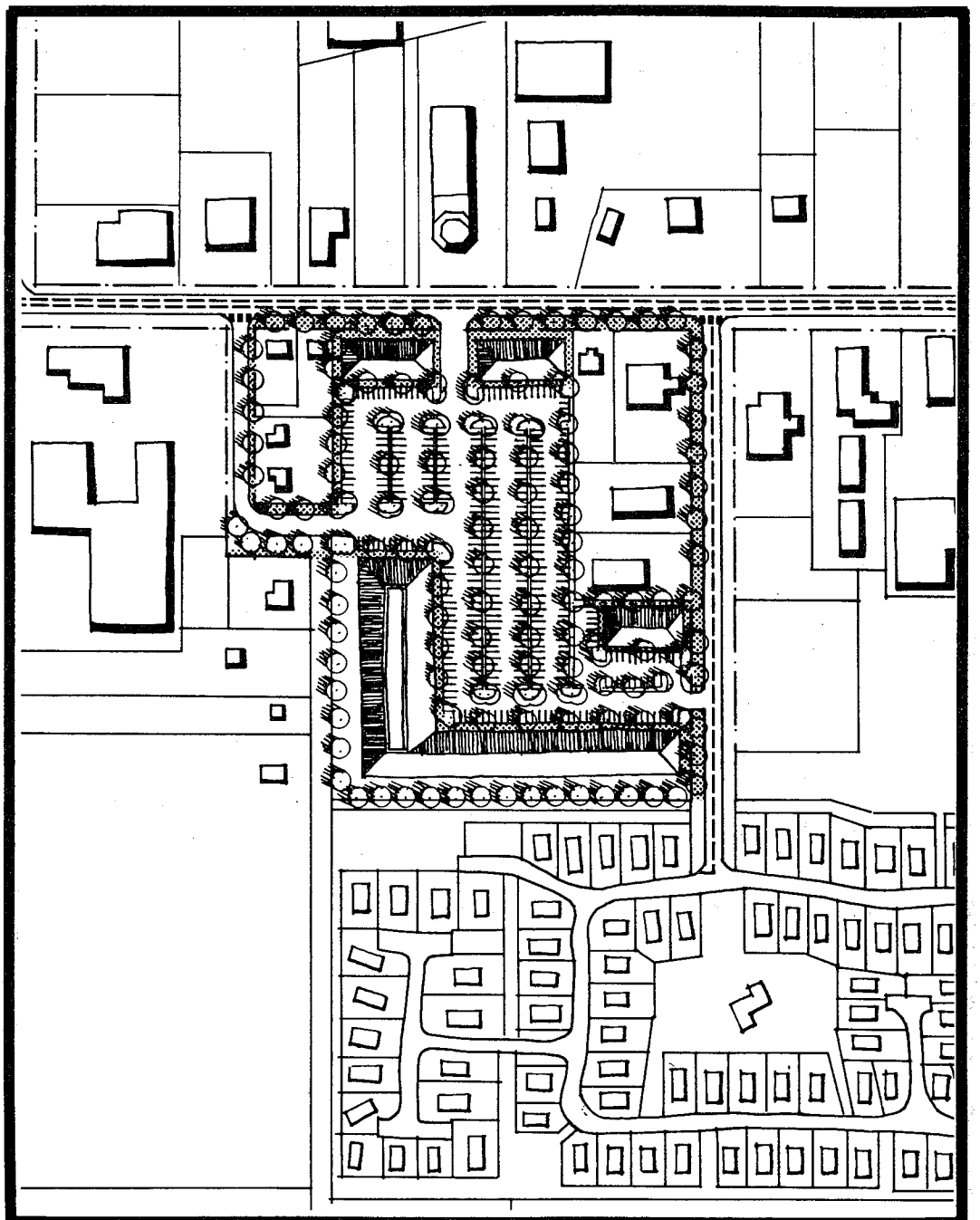
erty
cific
ting
rest.





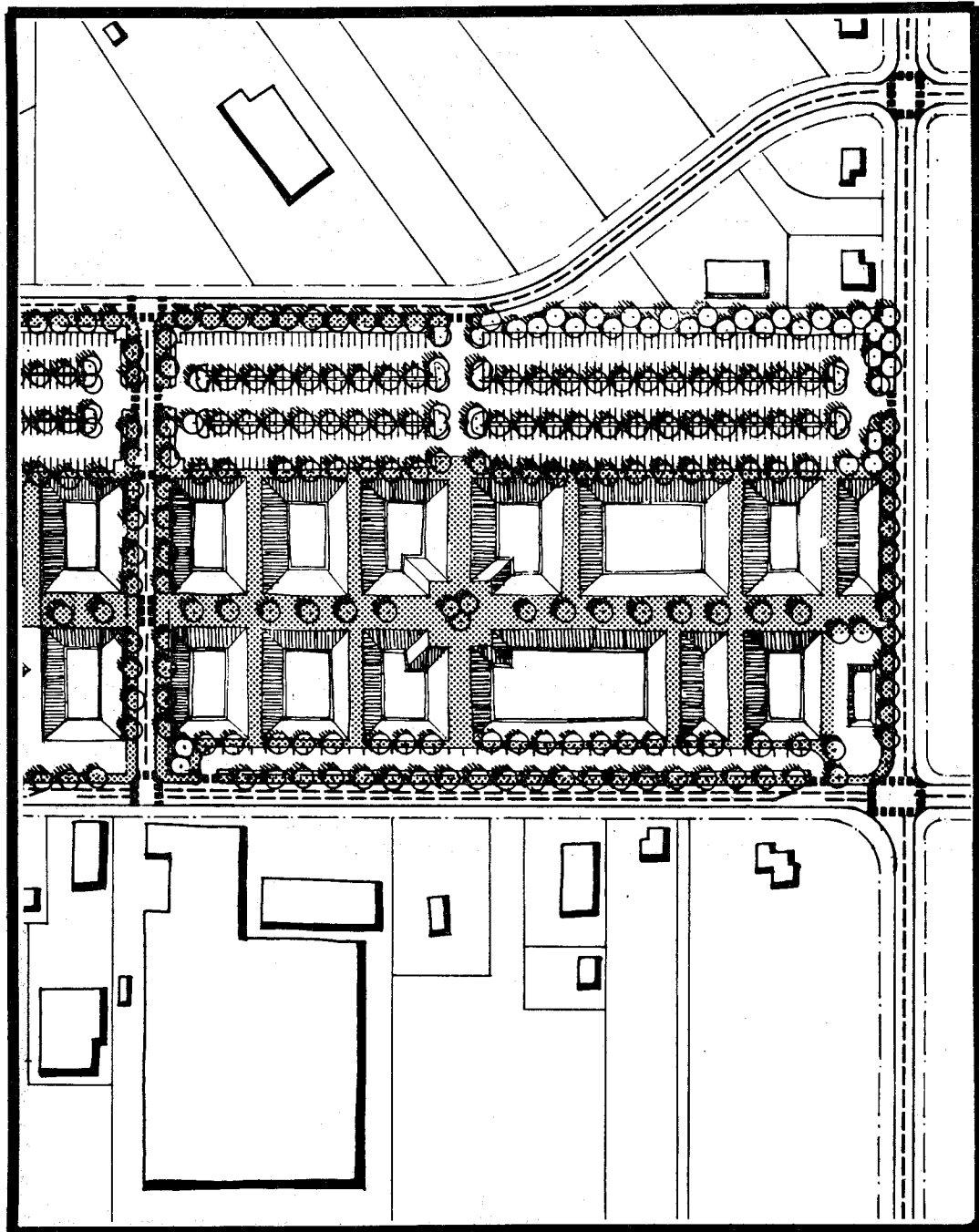
Two buildings could front on NE
 is shown to the rear of the site,
 as the mobile home park, to the
 complimenting the two buildings
 g areas to this new development.

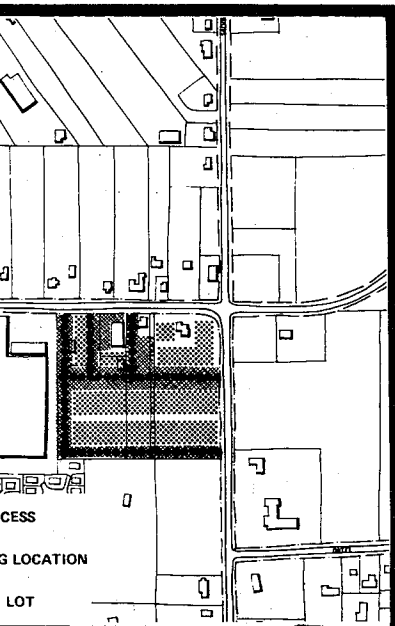
a pedestrian path from the mobile
 k a short distance to the shopping
 ill help emphasize the pedestrian
 east.



onto
trian
Ave.
cess.

tend-
t the
IE, a
little



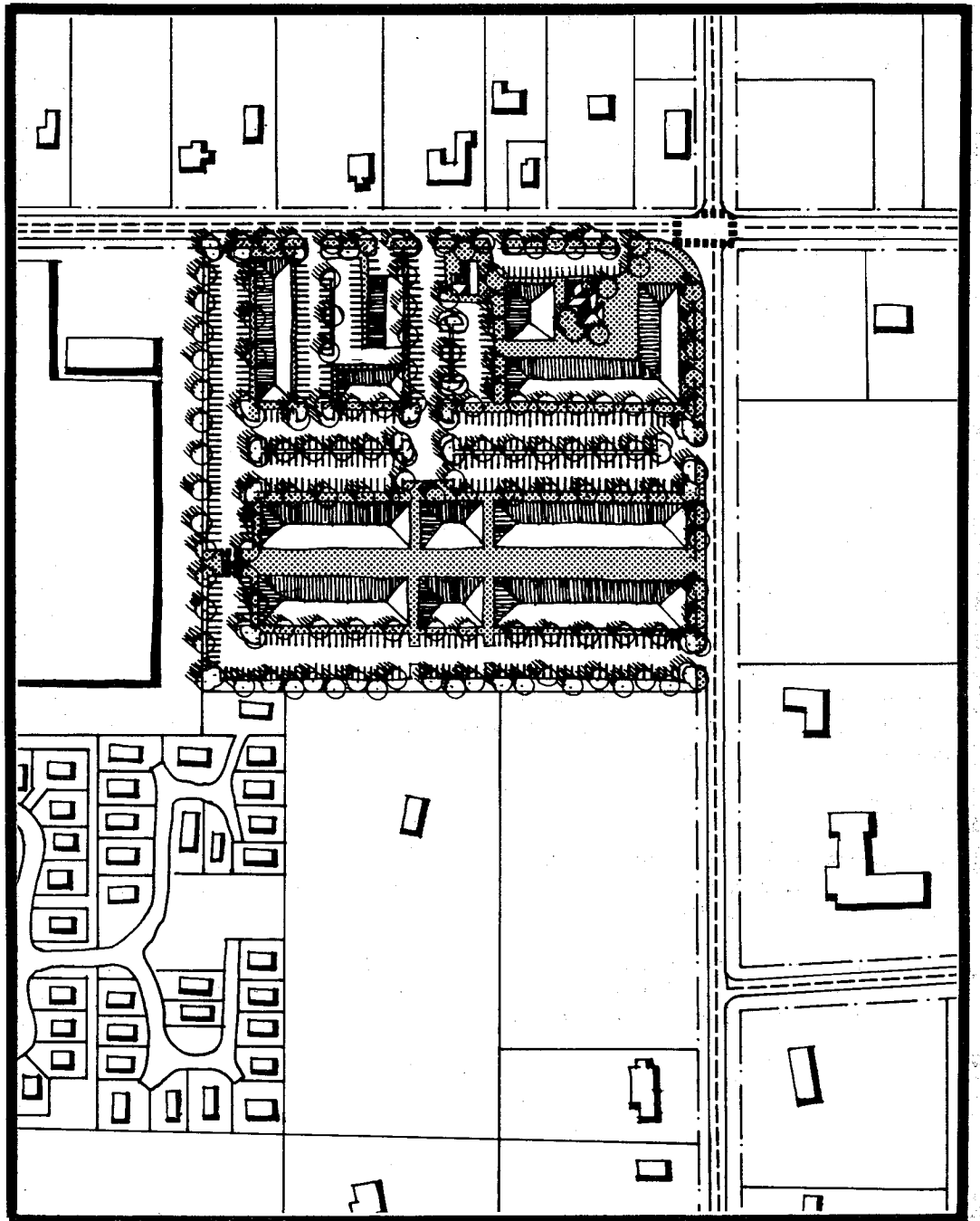


few new buildings would be orient-
all to the rear of the site.

with some additional access points
with the majority of parking to the

140th Ave. NE. Additional con-
d to the multi-family area, south.

arking to be shared with Molbach's.

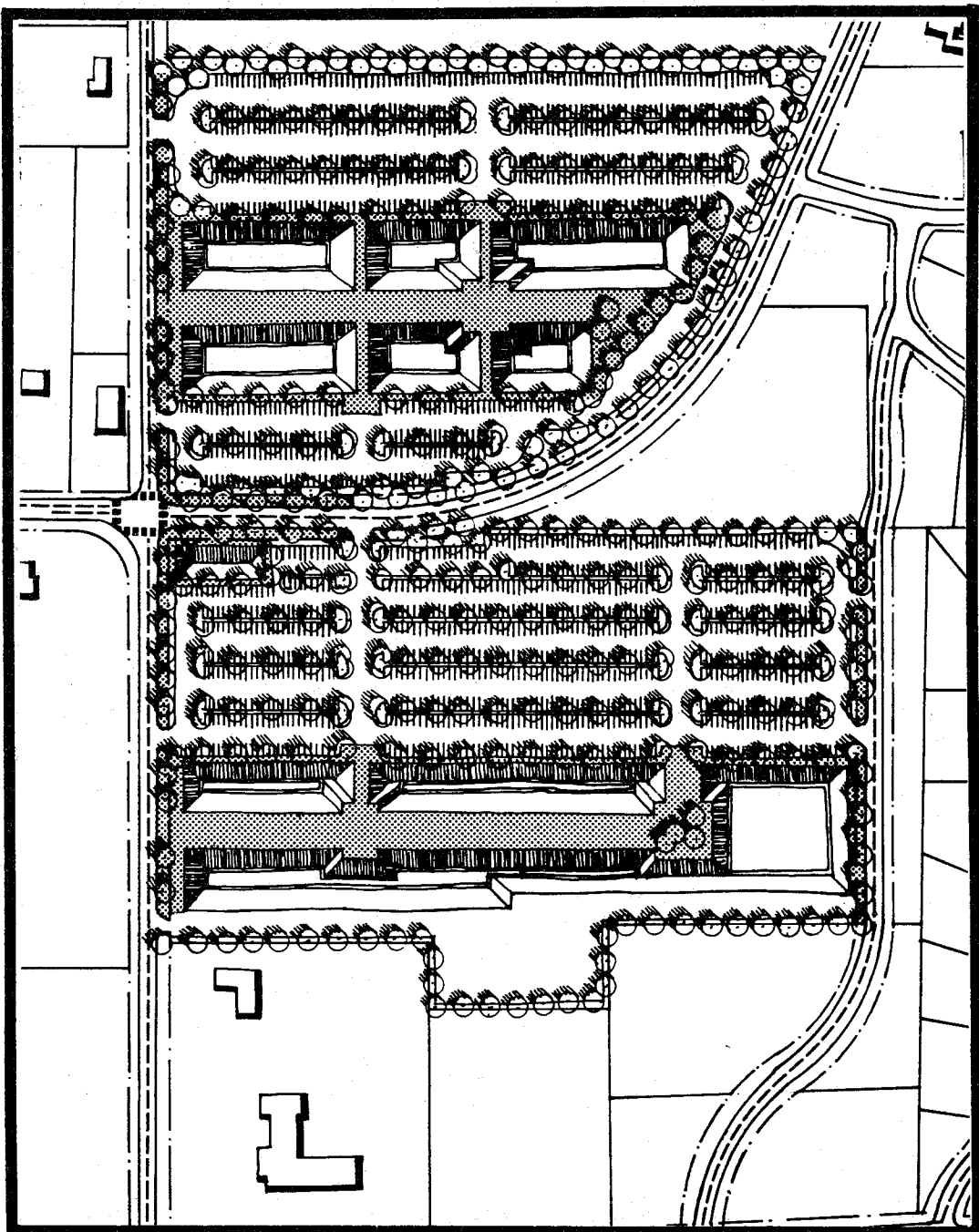


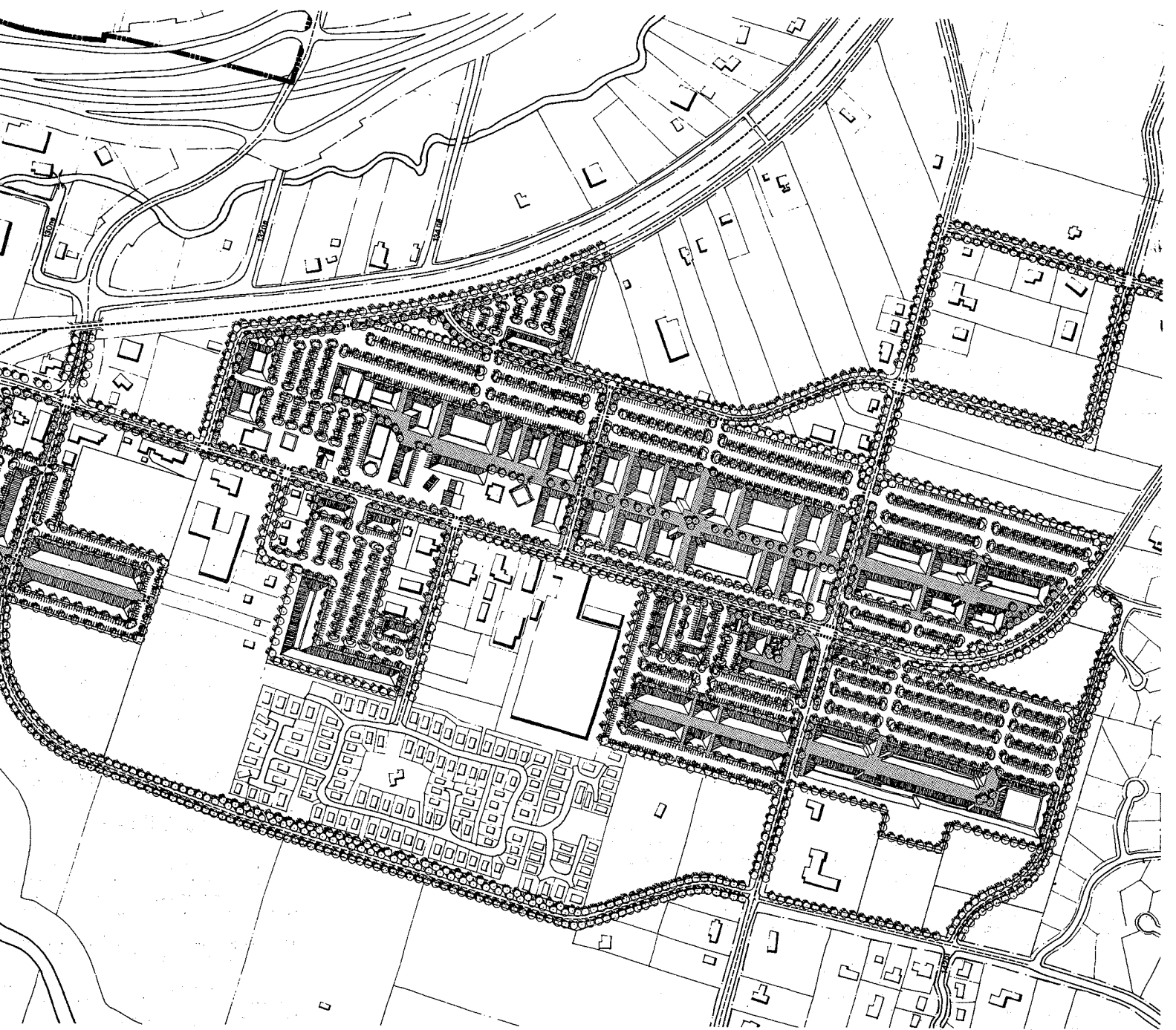


The
ped
the

orth.
2nd
area.

10th
The





Colors: Natural and muted colors blend well with the suggested materials. Emphasis should be placed on earth tones, such as browns, tans, and greys. Other colors could be used to highlight entrances, trim and details.

Signs: The recommendation is that signs be in scale with the size of development. Ideally new signs should use wood or similar natural materials, and be in a rustic, western, or Northwest design. The following types of signs should be discouraged: flashing, rotating, roof mounted, portable, open-faced neon or fluorescent. Directory signs at shopping area entrances are recommended.

These recommendations, or a similar set, could be adopted by the community. Once a theme for the community has been determined, it could be implemented in one of three ways:

The first method would be voluntary compliance. New businesses entering the area and existing businesses that are remodeling would simply be encouraged to conform to the suggested theme.

The second method would utilize P-suffix (site-plan) review. Conformance with the desired theme would be made a condition of building permit approval. This method would require specific criteria on which to base a review. The criteria should spell out colors, textures and materials which would result in the desired theme.

The third method is more complex. The desired theme could be implemented through designating a design review district, established by ordinance. This method would require:

- o A design review district with specific boundaries
- o A design review board
- o A set of criteria to be used in determining compatibility with the theme.

Approval by the design review board would be required before a building permit would be issued.

An ordinance establishing the design review district could be limited to a certain number of years. At that time the design review process would be reviewed to determine if the board has been effective and if changes in the procedure were necessary.

If a set of design standards is desired, it will have to originate in the business community. The Chamber of Commerce could take an active role in determining these design standards and in "watch-dogging" their implementation.

These concepts, Cooperative Site Planning and Design Standards, should not be considered as restrictive. Rather, they would guide new developments in Woodinville to the benefit of all businesses. An attractive business district, that is comfortable to shop in and easy to use, will attract customers to all businesses in the area.

Project Priorities, Responsibilities and Costs

This section contains the estimated costs of the various projects and their relative priority. It also indicates responsibility for implementing these projects. For agencies other than King County, the adoption of the Development Guide will result in a strong recommendation. Each individual jurisdiction retains its responsibility for capital improvement programming and budgeting.

The varying availability of funding may affect the starting dates of these projects. For this reason no time frame is indicated. The priority of each project is the key element.

Estimated costs are preliminary. As projects near implementation a more detailed analysis of soils, drainage, specific design, required right-of-way, etc, would be done by the responsible jurisdiction. This additional information could change the scope of work and the project cost.

sp.	alternative	est. cost	notes
	a	52,000	SOUTH PATH
	b	95,000	NORTH PATH
		1,604,000	Developed by King County Dept. of Public Works and property owners
	a	720,000	Developed by King County Dept. of Public Works, funded in part by a road improvement district.
	b	658,000	Developed by King County Dept. of Public Works, funded in part by a road improvement district.
	a	240,000	Developed by King County Dept. of Public Works
	b	240,000	Developed by King County Dept. of Public Works
		220,000	Developed by King County Dept. of Public Works, funded in part by a road improvement district.
	a	170,000	Developed by King County Dept. of Public Works and property owners
	b	190,000	Developed by King County Dept. of Public Works and property owners
		N.A.	Subject to further study by the Washington State Dept. of Transportation in cooperation with the King County Dept. of Public Works.
	a	310,000	Developed by King County Dept. of Public Works, funded in part by a road improvement district.
	b	350,000	Developed by King County Dept. of Public Works, funded in part by a road improvement district.
	a	370,000	Subject to further study by the Washington State Dept. of Transportation in cooperation with the King County Dept. of Public Works.
	b	725,000	Subject to further study by the Washington State Dept. of Transportation in cooperation with the King County Dept. of Public Works.
		205,000	Developed by King County Dept. of Public Works
		210,000	Developed by King County Dept. of Public Works and property owners

n St. in
n 1980.

and two
planting

existing

pedestrian

ance for
d at the

Discussion Paper

The discussion paper shown here was prepared by the Planning Division during work on this Development Guide. This discussion paper was reviewed by the Directors of the Department of Public Works, the Office of Agriculture and the Department of Planning and Community Development. Review of this discussion paper resulted in the recommendation shown on page 22.

MARCH 26, 1980

DISCUSSION PAPER

A BYPASS FOR THE WOODINVILLE BUSINESS DISTRICT

This discussion paper was developed to analyze the impacts of various alternatives for a bypass of the Woodinville Business District.

The need for this bypass, or ring road, was first identified during work on the Northshore Communities Plan, adopted in 1977. After extensive community involvement, a south bypass at approximately N. E. 170th St. was selected.

This bypass is intended to accomplish the following:

1. Reduce congestion along N. E. 175th St., improving the function of this retail/commercial street,
2. Connect the SR 202/N. E. 175th St. intersection to north-south and east-west arterials, and
3. Provide access to landlocked properties, south of N.E. 175th St.

The alignment shown in the Northshore Plan, N.E. 170th St., was to be proposed for implementation as part of the Woodinville Center Development Guide. However, concerns were expressed by the Office of Agriculture about the impact of the proposed alignment on adjacent agricultural land. This discussion paper was developed to help resolve this issue.

Six alternatives for this bypass are discussed. Alternatives D, E and F will have some impact on agricultural land. Generally, the impacts will be:

- Decreased security resulting from improved access to this area,
- Increased runoff resulting from the new roadway, and
- Economic loss to the adjacent farmer resulting from land taken for right-of-way.

The analysis of alternatives is organized as follows:

- A brief summary, describing each alternative's strength and weakness,
- A brief analysis of the impacts and costs of each alternative,
- A graphic presentation of these impacts and costs, and
- A description of additional design features which may help mitigate some of the previously described impacts.

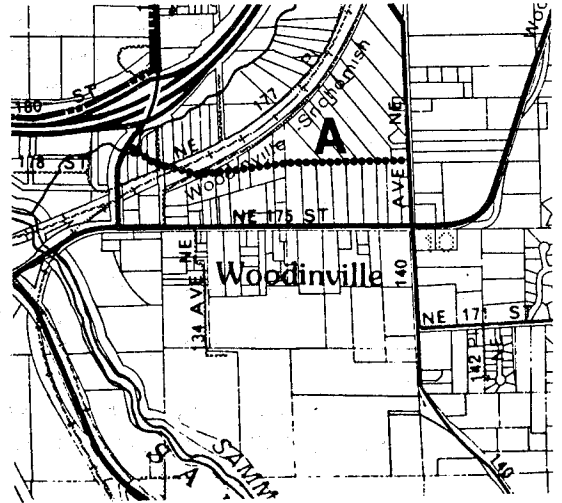
The following assumptions were made at the beginning of this analysis:

- Elements or impacts common to all alternatives are not discussed,
- The right-of-way required for these streets is assumed to be 60 feet wide, and
- Street sections will vary because of location and adjacent land use.

SUMMARY

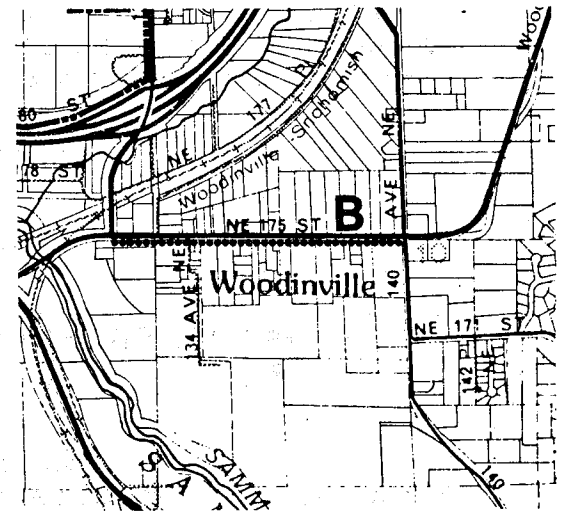
A This alternative would result in a new street connecting SR-202 to 140th Ave. N.E. at approximately N. E. 177th St. This alternative:

- would require the largest amount of commercial/industrial property (approx. 145,500 sq. ft.),
- would displace three industrial buildings and one residence,
- would require a bridge over Bear Creek and an overpass crossing the railroad tracks,
- would have the highest cost (\$2,484,000), and
- would not meet the goals for a bypass.



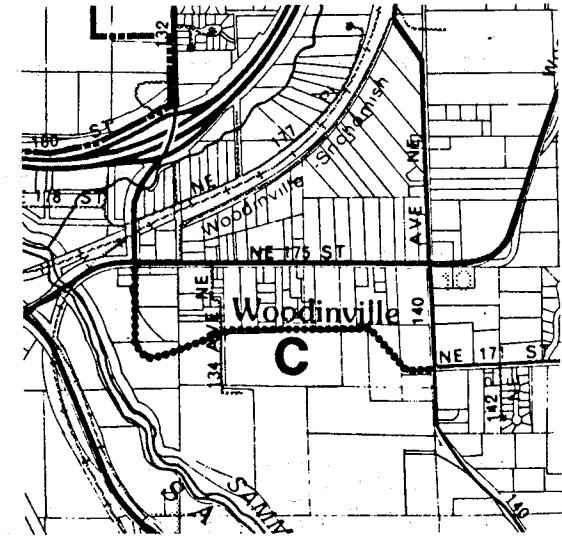
B This alternative is essentially a "do-nothing" proposal. It would involve restriping N.E. 175th St. from three lanes (two through lanes and a two-way left turn lane) to four. This alternative:

- would increase congestion, severely impacting the business district,
- would require widening N.E. 175th St. to five lanes, or developing a bypass, within 10 years,
- would eliminate proposed Class II bike lanes,
- would have the lowest initial cost, and
- would not provide a bypass.



C This alternative would result in a new street connecting the SR-202-N.E. 175th St. intersection to the 140th Ave. N.E.-N.E. 171st St. intersection, passing north of the mobile home park. This alternative:

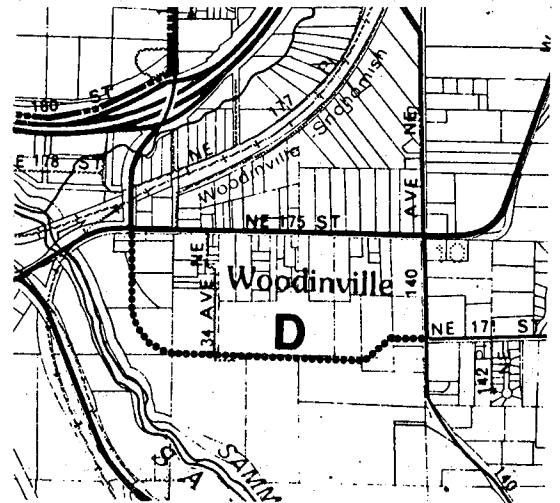
- would require the largest amount of commercial property (approx. 126,000 sq. ft.),
- would displace three residences, one barn and a portion of one greenhouse,
- would be directly adjacent to 21 residences,
- would have the second highest cost (1,948,000) and
- would meet the goals for a bypass.



SUMMARY

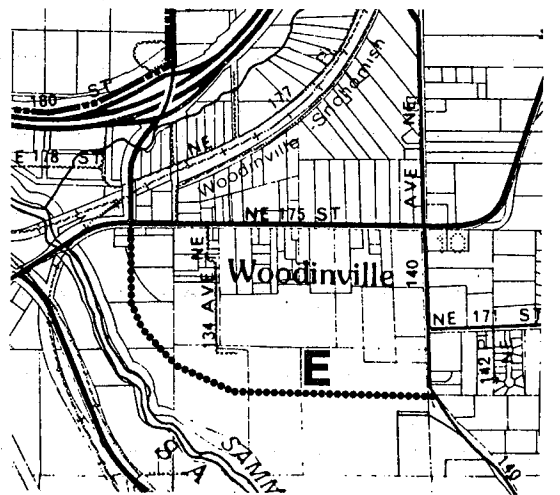
D This alternative would result in a new street connecting the SR-202-N.E. 175th St. intersection to the 140th Ave. N.E.-N.E. 171st St. intersection, passing south of the mobile home park. This alternative:

- would require commercial, multi-family and agricultural property,
- would displace one residence,
- would be directly adjacent to 23 residences,
- would have the third highest cost (\$1,604,000) and
- would meet the goals for a bypass.



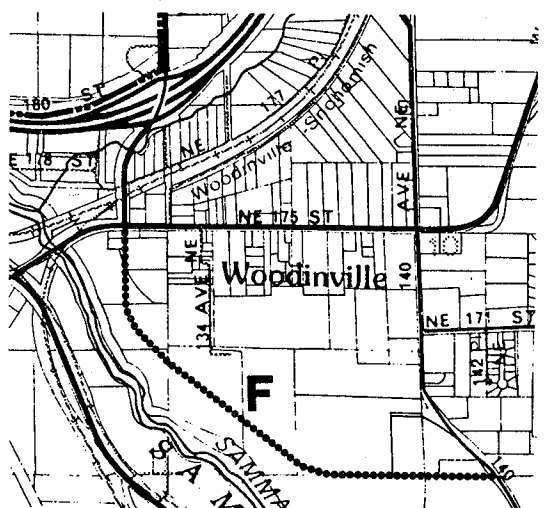
E This alternative would result in a new street connecting the SR-202-N.E. 175th St. intersection with 140th Ave. N.E. at approximately 168th N.E. This alternative:

- would require a large amount of agricultural land (approx. 78,000 sq. ft.),
- would bisect the Zante farm,
- would have the second lowest cost, and
- would not meet the goals for a bypass.



F This alternative would result in a new street connecting the SR-202-N.E. 175th St. intersection with 140th Ave. N.E. at approximately 165th Ave. N.E. This alternative:

- would require the largest amount of agricultural land (approx. 165,000 sq. ft.),
- would displace one residence and accessory buildings,
- would have the third lowest cost, and
- would not meet the goals for a bypass.



ANALYSIS

The table on this page describes the impacts of each alternative. An **A** shown next to the categories of impacts, indicates that this impact will have a special effect on agricultural land.

The impact labeled Average Daily Traffic/Level Of Service, is further described in Appendix B.

ALTERNATIVE	A	B	C	D	E	F
land use						
Right-of-way required by land use.	43,500 sq. ft. Industrial; 102,000 Commercial	No additional R.O.W. required.	126,000 sq. ft. Commercial; 115,500 sq. ft. Multi-Family	46,500 sq. ft. Commercial; 169,500 sq. ft. Multi-Family; 34,500 sq. ft. Agriculture	46,500 Commercial; 118,500 sq. ft. Multi-Family; 30,000 Single Family; 78,000 sq. ft. Agriculture	46,500 sq. ft. Commercial; 79,500 sq. ft. Multi-Family; 165,000 sq. ft. Agriculture
Access	Provides access to some commercial and industrial property. A road, N.E. 177th St., is already proposed to meet this need for access.	Does not provide additional access.	Provides access to some commercial and multi-family property.	Provides access to some commercial and multi-family property.	Provides access to some commercial and multi-family property.	Provides access to some commercial and multi-family property.
Influence on land use.	There may be pressure to change some property with a plan designation of industrial to commercial. This additional commercial property is not needed.	Lack of additional access would encourage strip development.	There may be pressure to change some property with a plan designation of multi-family use to commercial. This additional commercial property is not needed.	May induce speculative requests for changes in Plan and Zoning.	May induce speculative requests for changes in Plan and Zoning.	May induce speculative requests for changes in Plan and Zoning.
social						
Displacement	Three industrial buildings and one residence would be displaced.	None.	Three residences, one barn and a portion of one greenhouse would be displaced.	One residence would be displaced.	None.	One residence and accessory buildings would be displaced.
Security	May decrease security by providing improved access to this area.	No effect.	May decrease security. Road alignment will be adjacent to 21 residences.	May decrease security. Road alignment will be adjacent to 23 residences.	May decrease security by providing improved access to this area.	May decrease security by providing improved access to this area.
natural system						
Noise Levels and air quality	Increased noise levels and a deterioration in air quality should not be noticeable in this commercial/industrial area.	Noise levels will increase and air quality will deteriorate from increased congestion along this street.	Noise levels will increase and air quality will deteriorate, adjacent to 21 residences and agricultural land.	Noise levels will increase and air quality will deteriorate, adjacent to 23 residences and agricultural land.	Noise levels will increase and air quality will deteriorate, adjacent to agricultural land.	Noise levels will increase and air quality will deteriorate, adjacent to agricultural land.
Vegetation	Initial portion of roadway will require removal of a few large trees and shrubs.	None.	A few large trees will be removed.	A stand of large trees, along the eastern portion of this roadway will be partially removed.	Low lying vegetation within R.O.W. would be removed.	Low lying vegetation within R.O.W. would be removed.
Runoff and Streams	Runoff may impact Bear Creek. Construction of bridge crossing will also have some impact on the creek.	Increased traffic volumes will increase the amount of pollutants present in runoff.	Runoff may impact Sammamish River.	Runoff may impact Sammamish River and agricultural lands.	Runoff may impact Sammamish River and agricultural lands.	Runoff may impact Sammamish River and agricultural lands.
transportation						
Goals accomplished	Provides a bypass. Connects to north-south arterial. Does not connect to an east-west arterial.	Does not provide a bypass.	Provides a bypass. Connects to a north-south, and to an east-west arterial.	Provides a bypass. Connects to a north-south, and to an east-west arterial.	Provides a bypass. Connects to a north-south arterial. Does not connect to an east-west arterial.	Provides a bypass. Connects to a north-south arterial. Does not connect to an east-west arterial.
Special Features	A bridge over Bear Creek and an overpass crossing the railroad tracks is required.	None.	None.	None.	None.	None.
Additional Street System Improvements	A street extension, linking 140th Ave. N.E. to the Woodinville-Duvall Road, may be required. Congestion at intersections will determine the level of service.	Major system improvements will be required, either a new interchange at SR-522/N.E. 195th St., or 5 lanes on N.E. 175th St., or a bypass.	A left turn pocket at 140th Ave. N.E. may be required.	A left turn pocket at 140th Ave. N.E. may be required.	A left turn pocket at 140th Ave. N.E. may be required.	A left turn pocket at 140th Ave. N.E. may be required.
Average Daily Traffic/Level of Service	N.E. 175th St.: 16,000/E-F; bypass: 7200/B	N.E. 175th St.: 18,000/F	N.E. 175th St.: 13,800/C-D; bypass: 10,200/D	N.E. 175th St.: 13,800/C-D; bypass: 10,200/D	N.E. 175th St.: 14,500/D; bypass: 9,500/C-D	N.E. 175th St.: 16,800/E-F; bypass: 7,200/B
Bicycle/Pedestrian System	New sidewalks would be provided. No impact on bicycle system.	Class II bike lanes would be lost.	New sidewalks would be provided. No impact on bicycle system.	New sidewalks would be provided. No impact on bicycle system.	New sidewalks would be provided. No impact on bicycle system.	New sidewalks would be provided. No impact on bicycle system.
Flexibility	Additional R.O.W. would allow for expansion. A street extension between 140th Ave. N.E. and the Woodinville-Duvall Road would be needed.	No flexibility. Entire R.O.W. would be used.	Additional R.O.W. would allow for expansion.	Additional R.O.W. would allow for expansion.	Additional R.O.W. would allow for expansion.	Additional R.O.W. would allow for expansion.
costs						
Estimated cost of R.O.W.	\$780,000	\$0	\$1,093,000	\$747,000	\$575,000	\$560,000
Type and estimated cost of street section	36' wide; curb, gutter, sidewalks, landscaping - \$1,013,000	Restripe to 4 lanes, 30'	36' wide; curb, gutter, sidewalk, landscaping - \$955,000	36' wide; curb, gutter, sidewalk, landscaping - \$857,000	First 1000', 36' curb, gutter, sidewalk, landscaping; remainder, 38' paved shoulder, open ditch - \$780,000	First 1000', 36' curb, gutter, sidewalk, landscaping; remainder, 38' paved shoulder, open ditch - \$835,000
Estimated cost of special features	\$691,000 bridge.	None.	None.	None.	None.	None.
Total costs of alternative	\$780,000 R.O.W. \$1,013,000 Road \$ 691,000 Bridge \$2,484,000 Total	\$0	\$1,093,000 R.O.W. \$ 855,000 Road \$1,948,000 Total	\$ 747,000 R.O.W. \$ 857,000 Road \$1,604,000 Total	\$ 575,000 R.O.W. \$ 780,000 Road \$1,355,000 Total	\$ 560,000 R.O.W. \$ 835,000 Road \$1,395,000 Total

ANALYSIS

The table on this page graphically displays the verbal descriptions on the previous page. A filled rectangle indicates that the alternative has the least impact in that category. A partially filled rectangle indicates some impact, an empty rectangle indicates that the alternative has the greatest impact.

No attempt is made to weight one category of impacts more than another.

ALTERNATIVE		A	B	C	D	E	F
land use	Right-of-way required by land use.	Partially filled	Empty	Partially filled	Empty	Partially filled	Empty
	Access	Partially filled	Empty	Partially filled	Empty	Partially filled	Empty
	Influence on land use.	Partially filled	Empty	Partially filled	Empty	Partially filled	Empty
social	Displacement	Partially filled	Empty	Partially filled	Empty	Partially filled	Empty
	Security	Partially filled	Empty	Partially filled	Empty	Partially filled	Empty
natural system	Noise levels and air quality	Partially filled	Empty	Partially filled	Empty	Partially filled	Empty
	Vegetation	Partially filled	Empty	Partially filled	Empty	Partially filled	Empty
	Runoff and Streams	Partially filled	Empty	Partially filled	Empty	Partially filled	Empty
transportation	Goals accomplished	Partially filled	Empty	Partially filled	Empty	Partially filled	Empty
	Special Features	Empty	Partially filled	Empty	Partially filled	Empty	Partially filled
	Additional Street System Improvements	Partially filled	Empty	Partially filled	Empty	Partially filled	Empty
	Average Daily Traffic/Level of Service	Partially filled	Empty	Partially filled	Empty	Partially filled	Empty
	Bicycle/Pedestrian System	Partially filled	Empty	Partially filled	Empty	Partially filled	Empty
costs	Flexibility	Partially filled	Empty	Partially filled	Empty	Partially filled	Empty
	Estimated cost of R.O.W.	Partially filled	Empty	Partially filled	Empty	Partially filled	Empty
	Type and estimated cost of street section	Partially filled	Empty	Partially filled	Empty	Partially filled	Empty
	Estimated cost of special features	Empty	Partially filled	Empty	Partially filled	Empty	Partially filled
	Total costs of alternative	Partially filled	Empty	Partially filled	Empty	Partially filled	Empty

Additional Design Features

Alternatives C and D meet the goals for a bypass of the Woodinville Business District. Some aspects of these alternatives will impact adjacent residents. This portion of the discussion paper proposes design features to reduce these impacts. The cost of these additional design features has not been included in the cost estimates of alternative C or D.

Alternative C

This alternative is adjacent to 21 residences located within the Canterbury Square mobile home park. A major impact of this alternative will be increased noise and decreased security. One method to mitigate this impact would be to construct a noise abatement wall between the edge of the sidewalk and the adjacent residences.

This wall would be approximately 6' - 0" high, constructed of concrete. This method is being used in Bellevue to reduce noise and improve security for residents who live close to major arterials. This wall could be landscaped on both sides to soften its appearance.

Alternative D

This alternative is adjacent to 23 residents of the mobile home park and lies between the park and the Zante farmhouse. This alternative has similar impacts to alternative C, increased noise and decreased security. The method used to reduce these impacts is also similar to alternative C, noise abatement walls and landscaping.

The walls would be on either side of the roadway, landscaped on both sides of each wall. It may also be possible to reduce the required R.O.W. along this segment to a 50 ft. width. This narrowed R.O.W. would allow the Zante farmhouse to remain in its present location. However, this reduced right-of-way would result in this street being below the adopted County road standards. Whether the proximity of this road to the Zante farmhouse would be unacceptable is unknown.

APPENDIX A

12. Level of Service When Completed (congestion, impacts on business)

- A. N.E. 175th St. would operate at Level of Service E to F (unstable flow with long lines of vehicles and severe congestion) and would involve stop-and-go travel throughout the peak hour. Access to businesses along N.E. 175th would be severely hampered. The bypass route north of N.E. 175th St. would operate at Level of Service B (minor slowdowns but generally smooth flowing traffic) and would provide access to the northern business area but would not operate effectively as a bypass route.
- B. N.E. 175th St. would operate at Level of Service F which would involve a complete breakdown of traffic flow. Over 6,000 trips would be forced on other, more circuitous routes or to forego the desired trip altogether. Even with a 4-lane section on N.E. 175th it would operate at Level of Service F.
- C. N.E. 175th St. would operate at Level of Service C to D (stable flow but minor to moderate delays due to congestion). Good access to the business area would be maintained. The south bypass would operate at Level of Service D which may involve moderate to substantial delays during the peak hour.
- D. Same as C.
- E. N.E. 175th St. would operate at Level of Service D (moderate to substantial delay) and service to businesses would be moderately hampered. The south bypass route would operate at Level of Service C to D (minor to moderate delays) and would operate somewhat less effectively as a desirable bypass route because of the more circuitous routing.
- F. N.E. 175th St. would operate at Level of Service E to F (unstable flow with long lines of vehicles and severe congestion) and would severely hamper access to businesses. The south bypass would operate at Level of Service B (minor slowdowns but generally smooth traffic) but would operate considerably less effectively as a bypass route.

Alternative	N.E. 175TH		BYPASS ROUTE	
	Estimated ADT	Level of Service	Estimated ADT	Level of Service
A	16,800	E/F	72 00	B
B	18,000*	F		---
C	13,800	C/D	10,200	D
D	13,800	C/D	10,200	D
E	14,500	D	9,500	C/D
F	16,800	E/F	7,200	B

*More than 6,000 trips on an average day would be forced to travel on much longer routes or not to



Planning Division

Karen Fahm, Manager

Linda Aro, Chief, Community Planning Section

Byoung Ann, Chief, Transportation Planning Section

Oralg Larsen, Community Planner

Contributing Staff

Elsanar Griffin, Office Technician

Marcia Mendicino, Typsetter

Mary Smith, Typsetter



