



MAPLE VALLEY DOWNTOWN DESIGN STANDARDS & GUIDELINES

nbbj

Workgroup Meeting #2

12/11/19



Agenda

Part 1: (15 minutes)

- A. Welcome & Public Comment
- B. Vision Statement - Review
- C. Guiding Principles - Review

Part 2: Precedent Code/Design Guideline Review and Discussion (15 minutes)

- A. Code and Design Guideline Gap Analysis
- B. Form-Based Code 101
- C. Proposed Outline for Downtown

Part 3: Key Concepts (90 Minutes)

- A. Building Design
- B. Site Design
- C. Introduction: The Structure of Walkable Downtowns

Next Steps...



Project Goals & Objectives

- ① **Build on Downtown Visioning Conversations** (Spring 2019)
- ② **Confirm Downtown Vision & Area of Influence**
- ③ **Define Design Standards & Guidelines for Downtown**
- ④ **Provide Staff the Content to Incorporate into City Code**
- ⑤ **Identify Next Steps to Promote Downtown Creation**



Meeting Goals & Objectives

- Confirm Vision Statement and Guiding Principles**
- Build Common Understanding of Form-Based Code (FBC)**
- Approve Proposed Downtown Outline**
- Review and Provide Direction on Key Concepts**
- Introduction of a Walkable Downtown Structure**



Public Comment



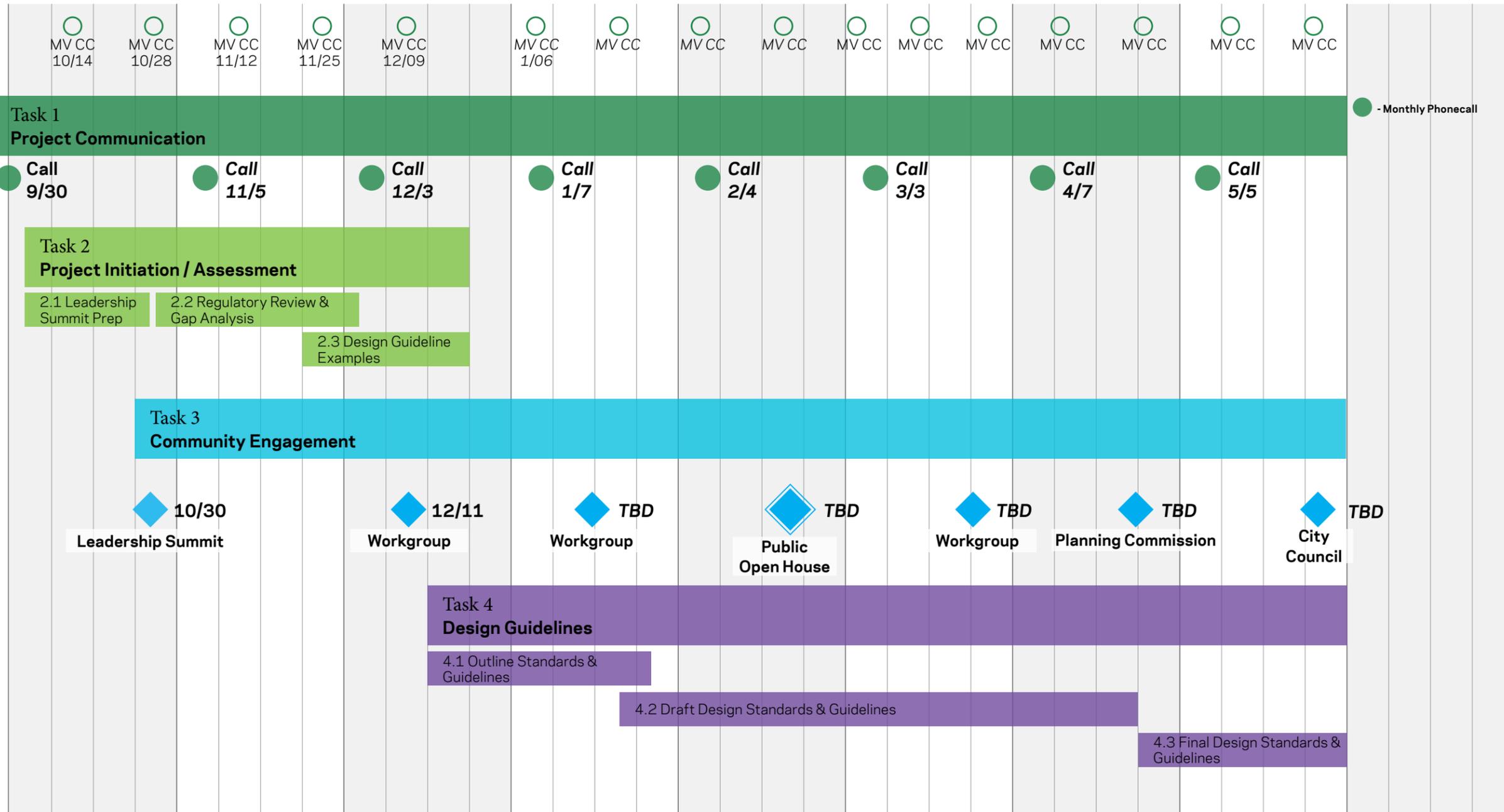


Project Scope & Schedule

2019

2020

OCT NOV DEC JAN FEB MAR APR MAY JUN



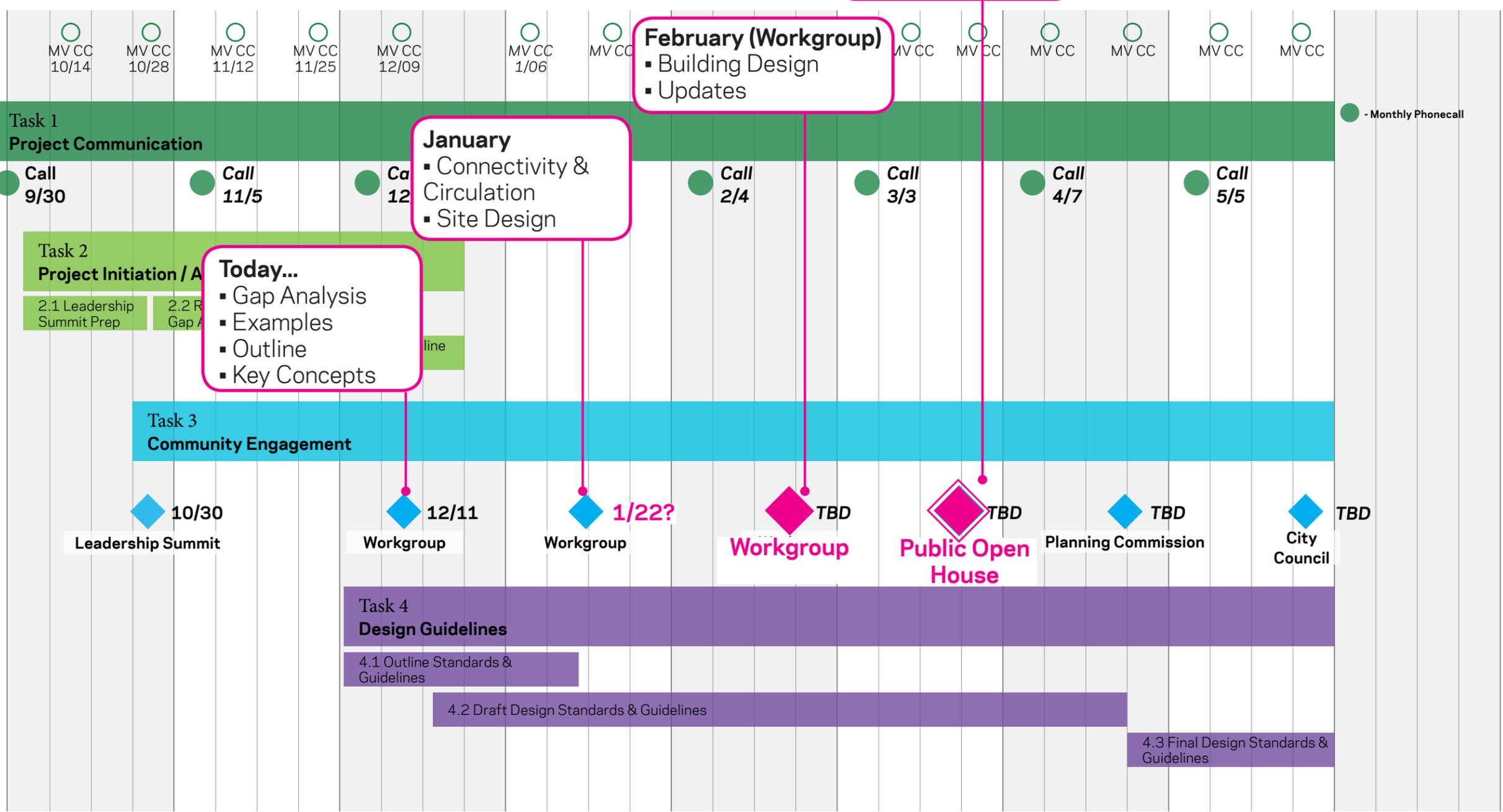
Tasks

- 1. Project Communication:**
 - 1.1 Project Management & Communication
- 2. Data Collection / Analysis:**
 - 2.1 Regulatory Review
 - 2.2 Precedent Code / Design Guidelines
 - 2.3 Land Use Assessment & Site Analysis
 - 2.4 Public Engagement
- 3. Community Engagement:**
 - 3.1 Community Engagement Plan
 - 3.2 Workgroup Meetings
 - 3.3 Community Meeting
 - 3.4 Planning Commission
 - 3.5 City Council
- 4. Design Guidelines:**
 - 4.1 Outline of Downtown Standards & Guidelines
 - 4.2 Draft Design Standards & Guidelines
 - 4.3 Final Design Standards & Guidelines



Project Scope & Schedule Proposed Update

2019 OCT NOV DEC 2020 JAN FEB MAY JUN



Today...

- Gap Analysis
- Examples
- Outline
- Key Concepts

February (Workgroup)

- Building Design
- Updates

March (Open House)

- Draft Review

Tasks

- 1. Project Communication:**
 - 1.1 Project Management & Communication
- 2. Data Collection / Analysis:**
 - 2.1 Regulatory Review
 - 2.2 Precedent Code / Design Guidelines
 - 2.3 Land Use Assessment & Site Analysis
 - 2.4 Public Engagement
- 3. Community Engagement:**
 - 3.1 Community Engagement Plan
 - 3.2 Workgroup Meetings
 - 3.3 Community Meeting
 - 3.4 Planning Commission
 - 3.5 City Council
- 4. Design Guidelines:**
 - 4.1 Outline of Downtown Standards & Guidelines
 - 4.2 Draft Design Standards & Guidelines
 - 4.3 Final Design Standards & Guidelines

Draft Vision Statement & Guiding Principles



Draft Vision Statement

Downtown Maple Valley will create its own sense of place welcoming the entire community, providing a vibrant mixed-use destination that connects citizens and visitors of all ages. The new neighborhood will be a walkable and bikeable downtown mix of public space and mid-rise buildings, including businesses that promote the artistic, cultural and entrepreneurial spirit of the city's residents. The downtown will offer retail, commercial, housing, civic uses and public open space supported by unrivaled trail connectedness. Downtown Maple Valley will reflect the area's heritage and deliver exceptional access to existing local businesses, residential neighborhoods and regional attractions.

Draft Guiding Principles

Authentically Maple Valley. Create an identity that is authentic to the community, emphasizing connections and views to the natural environment and improving the appearance of the physical environment through design guidelines with an emphasis on the public realm.

Vision-Oriented. This is a unique opportunity to create a wholly new downtown, leaving a lasting legacy – do not compromise the vision for projects that fail to meet the standard. Deliver a usable tool that provides enough clarity that land owners and neighbors can share in the vision and city staff can enforce it.

Pedestrian-Friendly. Construct a safe and accessible pedestrian-oriented environment for walking and biking that provides the ‘front door’ to new development. Downtown buildings should reinforce the pedestrian feel through the physical design and strive for multi-modal access or a “park once” strategy – parking is shared and visitors can walk to multiple destinations without getting back into their car.

Make Downtown a Destination. Create a downtown as a place to live, work, play and visit. Downtown Maple Valley should be a place that is central to the life of the community and the southeast King County. Promote a mix of uses and businesses that draws patrons both day and night.

Environmentally Responsible. Integrate and manage downtown development to support sound ecological principles by encouraging sustainable building practices, providing low-impact development stormwater management, incorporating energy efficiency strategies and retaining and adding green spaces.

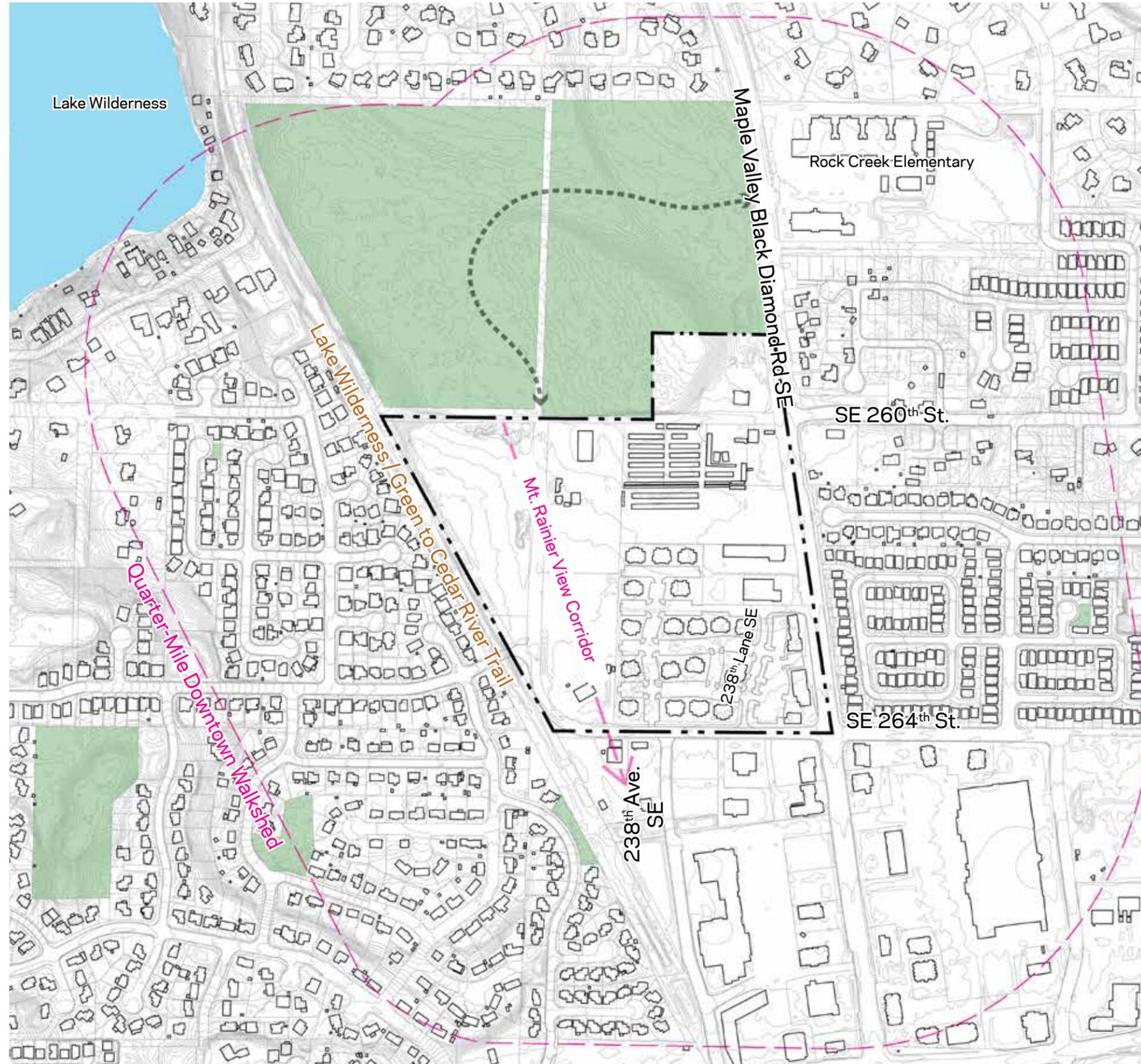
Be Flexible. Needs and wants evolve over time. Maintain flexibility to take advantage of future market opportunities and community needs.

Common Open Space. The downtown development should be relatively dense and compact – a central open space is needed to support community gatherings, leisure activities and celebrations. The size and location must contribute to the success of downtown’s mix of uses and not isolate, or separate development.

Be Inclusive and Affordable. Create affordable opportunities for local businesses to locate and grow in downtown. Integrate multi-family housing with other commercial uses to create a dynamic, vibrant community where all are welcome.



Area Plan



- Walkshed
- View Corridor
- Primary Connections

Code/Design Guideline Review and Discussion



Existing Zoning

18.40 Development Standards

-010 Purpose
-020 Interpretations of Tables
-030 Densities and Dimensions - Residential Zones
-040 Densities and Dimensions - Commercial Zones
-050 Fences
-060 Parking, Storage & Habitation of RVs
-070 Parking and Storage of Vehicles
-080 Recreation or Open Space Required
-090 Sight Distance Triangle Requirements
-100 Trash & Recycling Enclosures
-110 Mechanical and Other Equipment Screening
-120 Off-street Parking Standards [Minimums]
-130 Landscaping and Tree Retention
-140 Repealed
-150 Large Commercial Use Requirements

R-4 neighboring zone has 35' height limit

- Maximum Density - 36 du/ac
- Minimum Street Setback - 10 feet
- Minimum Interior Setback - 20 feet
- Maximum Height - 85 feet + step down to 55' within 200' of residential zones
- Maximum Impervious Surface Coverage - 80%

- Office - 4 per 1000 SF
- Retail - 4 per 1000 SF or 2 per 1000 SF ("other retail")
- Bank - 5 per 1000 SF
- Restaurant - 10 per 1000 SF
(4 per 1000 SF at shopping center)
- Gym/Health Club - 10 per 1000 SF
- Residential (MF) - 1 per studio, 2 per DU (< 49 units), 1.8 per DU (> 50 units)



Existing Zoning

18.70 Design Standards & Requirements

-010 Purpose
-015 Design Review & Deviation
-020 Applicability
-030 Site [Planning] Design Standards and Requirements
-035 Building Design Standards and Requirements
-040 Auto-Related Business Design Standards
-050 Reserved
-060 Reserved
-070 Neighborhood Business Incentives

[applies only to NB zone, but precedent for amenity incentives, connectivity]

Up to 1,000 GFA bonus for Pedestrian-Oriented Space (POS), 1:1; must include a bike rack for 4 bikes

- Art / Water Feature
- Significant Tree Canopy
- Landscaping
- Bus Shelter
- Low Impact Development Facilities

- A. Connectivity
- B. Building/Sidewalk Relationship
- C. Relationship to Surrounding Properties and Uses
- D. Pedestrian Elements [by street type, then walkways based on length and zoning, pathways based on use and/or location]
- E. Open Space Elements [SF requirement by building SF (BSF), per 100 BSF]
 - 1.00 SF when < 10,000 BSF
 - 1.25 SF when 10-25,000 BSF
 - 1.50 SF when 25-60,000 BSF
 - 1.75 SF when 60-100,000 BSF
 - 2.00 SF when > 100,000 BSF
- F. Street Corner Elements

- A. Vision
- B. Entry
- C. Architectural Scale
- D. Details
- E. Roof Forms
- F. Building Materials and Color
- G. Blank Walls



Gap Analysis: Recommended Organization

ADMINISTRATION OF DESIGN STANDARDS

CONNECTIVITY & CIRCULATION STANDARDS

SITE DESIGN STANDARDS

BUILDING DESIGN STANDARDS

Gap Analysis: Comparison of Existing Zoning to Recommended Examples

18.40 Development Standards

-010 Purpose
-020 Interpretations of Tables
-030 Densities and Dimensions - Residential Zones
-040 Densities and Dimensions - Commercial Zones
-050 Fences
-060 Parking, Storage & Habitation of RVs
-070 Parking and Storage of Vehicles
-080 Recreation or Open Space Required
-090 Sight Distance Triangle Requirements
-100 Trash & Recycling Enclosures
-110 Mechanical and Other Equipment Screening
-120 Off-street Parking Standards [Minimums]
-130 Landscaping and Tree Retention
-150 Large Commercial Use Requirements

18.70 Design Standards & Requirements

-010 Purpose
-015 Design Review & Deviation
-020 Applicability
-030 Site [Planning] Design Standards and Requirements
-035 Building Design Standards and Requirements
-040 Auto-Related Business Design Standards
-070 Neighborhood Business Incentives

-  Administration of Design Standards
-  Connectivity & Circulation Standards
-  Site Design Standards
-  Building Design Standards

Form-Based Code 101

Form-Based Code

A method of **regulating** development to achieve a specific urban form. Form-Based Codes create a **predictable public realm** by controlling **physical form** primarily, and land uses secondarily, through city or county regulations.



Source: Planetizen & Form-Based Code Institute
<https://courses.planetizen.com/track/form-based-codes-101> & <https://formbasedcodes.org>



Form-Based Code 101

The 21st Century Operating System is Form

Form-Based Approach

For

Walkable Urban Places

Lower parking requirements
(More walking, access to transit)

Public realm = Public space

Blended density (variety of types)

Mixed use environments

Uses more flexible based on
operational characteristics

Conventional Use-Based Approach

For

Drivable Suburban Places

Higher parking requirements
(Less walking and access to transit)

Larger public and private open
space required due to isolation

“Podded” densities and uses

Specific Uses allowed





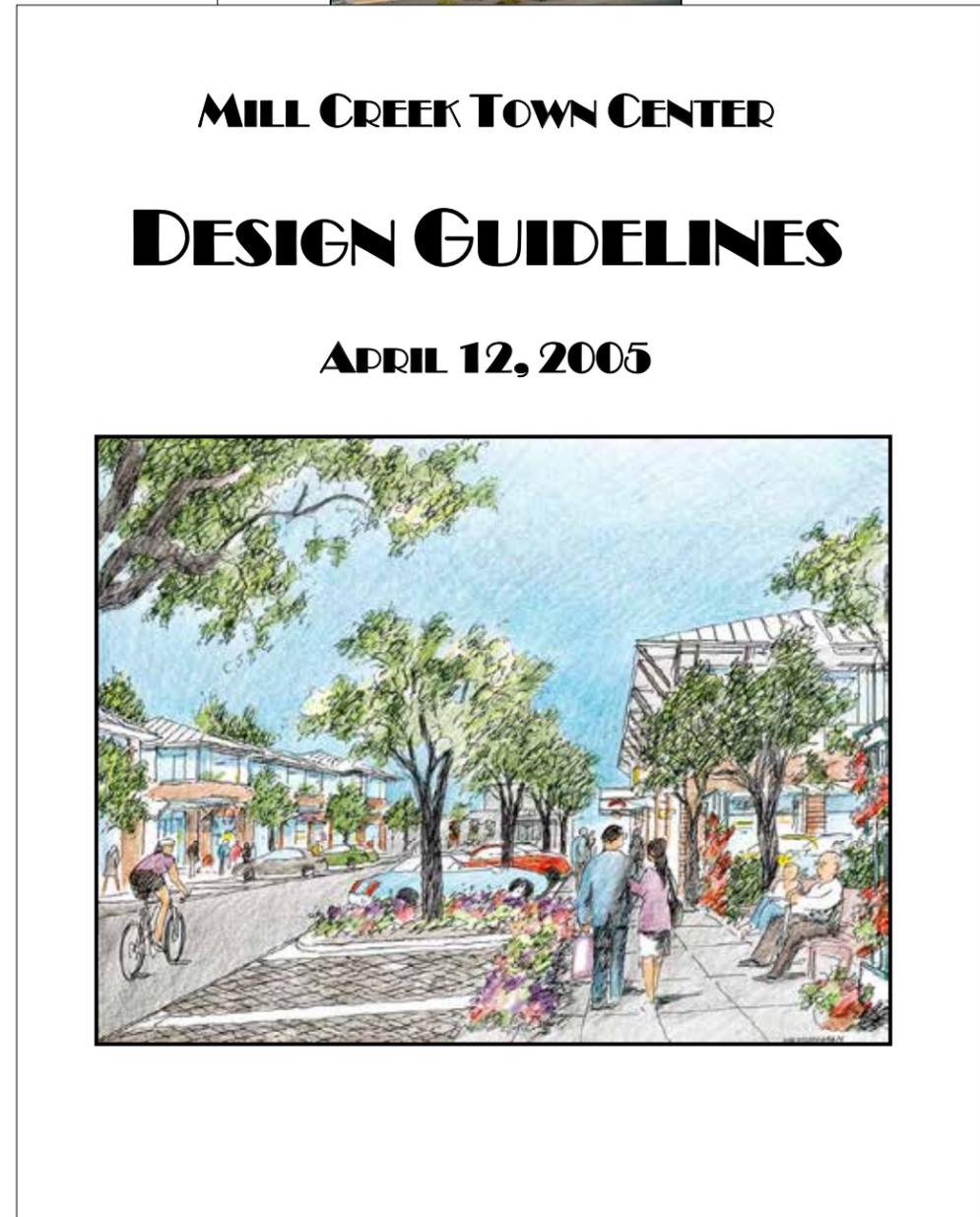
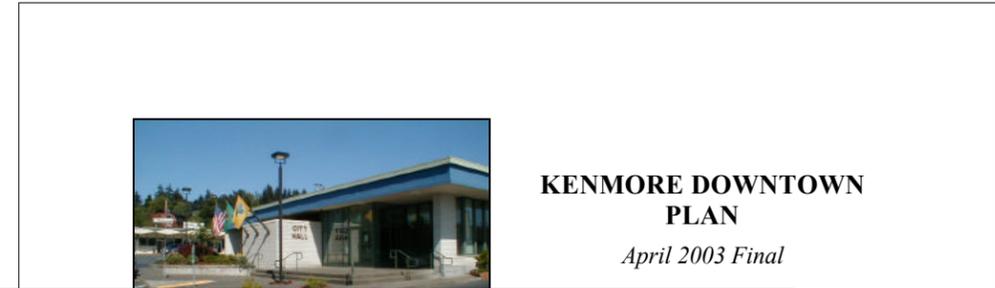
Example Codes

Recommended for Review

- Walla Walla, WA - *Downtown Design Standards*
- Lacey, WA - *Woodland District Form-Based Code*
- Mill Creek, WA - *Design Guidelines*
- Mountlake Terrace, WA - *Updated Town Center Design Standards*

Recommended for Reference

- Bainbridge, WA - *Design for Bainbridge*
- Bothell, WA - *Downtown Subarea Plan*
- Burien, WA - *Streetscape Design Plan*
& *Downtown Design Standards*
- Kenmore, WA - *Downtown Kenmore Design Standards & Appendix & Site Design*
- Mountlake Terrace, WA - *Town Center Design Standards (2008)*
- Redmond, WA - *Overlake Village Streetscape Design*
- Snohomish, WA - *Design Guidelines*
- Toronto, Ontario (Canada) - *Urban Design Guidelines*



ercial, civic,



Lacey, Washington **Woodland District Form-Based Code**

- Intent and organization
- Definitions
- Uses
- General standards required for all development
- Streets, through connections and connection spacing
- Building, form, siting and site design
- Building and landscape frontage
- Design toolbox
- Form-based code review
- Appeals
- Amendment of an approved development application
- Submittal requirements
- Additional information for review

Walla Walla, Washington **Design Standards for Downtown Walla Walla**

- Purpose
- Compliance with Standards
- Setbacks and Exceptions
- Building Material and Colors
- Building Height
- Entryways
- Windows
- Modulation
- Lighting
- Fencing
- Signage
- Historic Rehabilitation/ Restoration Standards

- Administration of Design Standards
- Connectivity & Circulation Standards
- Site Design Standards
- Building Design Standards



Mountlake Terrace, Washington **Town Center Design Standards**

INTRODUCTION

- Purpose.
- Applicability and compliance.
- How the provisions of this chapter are applied.
- Departures.

BLOCK-FRONTAGE STANDARDS

- Purpose.
- How to use this chapter.
- Block-frontage designation maps.
- About the transparency standards.
- Storefront block-frontage standards.
- Storefront corner block-frontage standards.
- Landscaped block-frontage standards.
- Secondary block-frontage standards
- Access Corridor frontage standards
- Where properties front onto multiple streets
- Where properties have multiple designations along one frontage.
- High-visibility street corners.

SITE PLANNING

- Purpose.
- Side and rear-yard setbacks.
- Internal open space.
- Internal pedestrian access and design.
- Service areas and mechanical equipment.

BUILDING DESIGN

- Purpose.
- Applicability.
- Building massing and articulation.
- Building details.
- Building materials.
- Blank wall treatment.

-  Administration of Design Standards
-  Connectivity & Circulation Standards
-  Site Design Standards
-  Building Design Standards



Kenmore, Washington Downtown Kenmore Design Standards

IMPLEMENTATION PROPOSAL - DESIGN GUIDELINES & STANDARDS DISCUSSION

Kenmore Urban Design Inventory and Analysis
Overview of Proposed Downtown Design Standards

USES & STANDARDS...

DOWNTOWN DESIGN STANDARDS

Introduction and Applicability

Definitions

Site Design

Standards for All Uses

- Pedestrian Walkways
- Northwest Quadrant Circulation Plan
- Public Spaces and Plazas
- Site Furnishings
- Site Lighting
- Building Location/Setbacks (Commercial/Mixed Use)
- Building Setbacks (Residential)
- Surface Parking Lot Location
- Parking Lot Screening
- Location of Driveways
- Outdoor Service and Storage Areas

Building Design

- Standards for All Uses
- Corner Features
- Roof Form
- Structured Parking
- Blank Wall and Side Wall
- Pedestrian Bridges

Standards for Commercial/Mixed Use Buildings

- Visible Building Entrances
- Ground Floor Facades
- Ground Floor Transparency and Visibility
- Weather Protection
- Building Materials
- Upper Level Stepbacks, Mass and Bulk

Standards for Residential/Primarily Residential Buildings

- Primary Residential Entrances
- Building Mass and Bulk
- Materials
- Windows

- Administration of Design Standards
- Connectivity & Circulation Standards
- Site Design Standards
- Building Design Standards



Mill Creek, Washington Woodland District Form-Based Code

I. INTRODUCTION

II. TOWN CENTER GOALS AND OBJECTIVES

III. SITE DESIGN

- General Site Design
- Urban Design Influences
- Building Design Guidelines

IV. STREETS AND PUBLIC PLAZAS

- Street Design Guidelines
- Public Plazas
- South Pedestrian Plaza
- Mill Creek Court
- North Plaza

V. PUBLIC AREAS AND LANDSCAPE

- Sidewalks
- Trails
- Transit
- Highway Buffer
- Landscape Planting
- Mixed-Use Area Landscape Guidelines

VI. ARCHITECTURAL CHARACTER

- Design Consistency
- Building Scale
- Building Height
- Building Articulation
- Building Elements and Details
- Building Focal Points
- Secondary Building Walls
- Building Roof
- Materials
- Colors
- Service Areas
- Lighting
- Signage
- General Signage Guidelines
- Monument Site Entry Markers
- Tenant Signs / Large Tenants
- Environmental Graphic Design Elements

VII. PARKING AREAS

- Surface Parking Areas
- Structured Parking Facilities
- Parking Stall Dimensions

VIII. TERMINOLOGY

-  Administration of Design Standards
-  Connectivity & Circulation Standards
-  Site Design Standards
-  Building Design Standards



Gap Analysis: Recommended Organization

ADMINISTRATION OF DESIGN STANDARDS

CONNECTIVITY & CIRCULATION STANDARDS

SITE DESIGN STANDARDS

BUILDING DESIGN STANDARDS



Proposed Design Standards & Guidelines Outline

ADMINISTRATION OF DESIGN STANDARDS

- Purpose
- Applicability
- Proportional Compliance
- Design Review
- Definitions

CONNECTIVITY & CIRCULATION STANDARDS

- Public & Private Requirements
- Main Street
- Secondary Streets
- Alleyways / Driveways
- Pedestrian Corridors
- Trail Connections
- Frontage Requirements

SITE DESIGN STANDARDS

- Building Setbacks
- Open Space Requirements
 - Contribution of SF / \$ Amount based on Development SF
 - Pervious Coverage Maximum?
 - Development Capacity

- View Corridors
- Parking
 - Location
 - Maximum Stall Requirements
 - Mixed-Use Calculations
 - Bonus for Structured Parking
 - Shared Parking Opportunities
- Service Areas
- Stormwater Management
- Right-of-Way Landscape Requirements
- Lighting
- Signage

BUILDING DESIGN STANDARDS

- Minimum & Maximum Height
- Massing & Articulation
- Ground Floor Treatment
 - Activity
 - Transparency
 - Weather Protection
- Materiality
- Blank Wall Treatment
- Rooftop Equipment
- Sustainability Requirements
- Terminal Vistas



Key Concepts

BUILDING DESIGN STANDARDS

- Building Height: Minimum & Maximum
- Residential Zone Buffer
 - Ground Floor: Uses, Transparency, Sidewalk Cafes & Weather Protection

SITE DESIGN STANDARDS

- Zero Lot Line
- Parking Location
- Parking Minimums & Maximums

Building Design Standards

- Building Height: Minimum & Maximum
- Residential Zone Buffer
- Ground Floor: Uses, Transparency, Sidewalk Cafes & Weather Protection

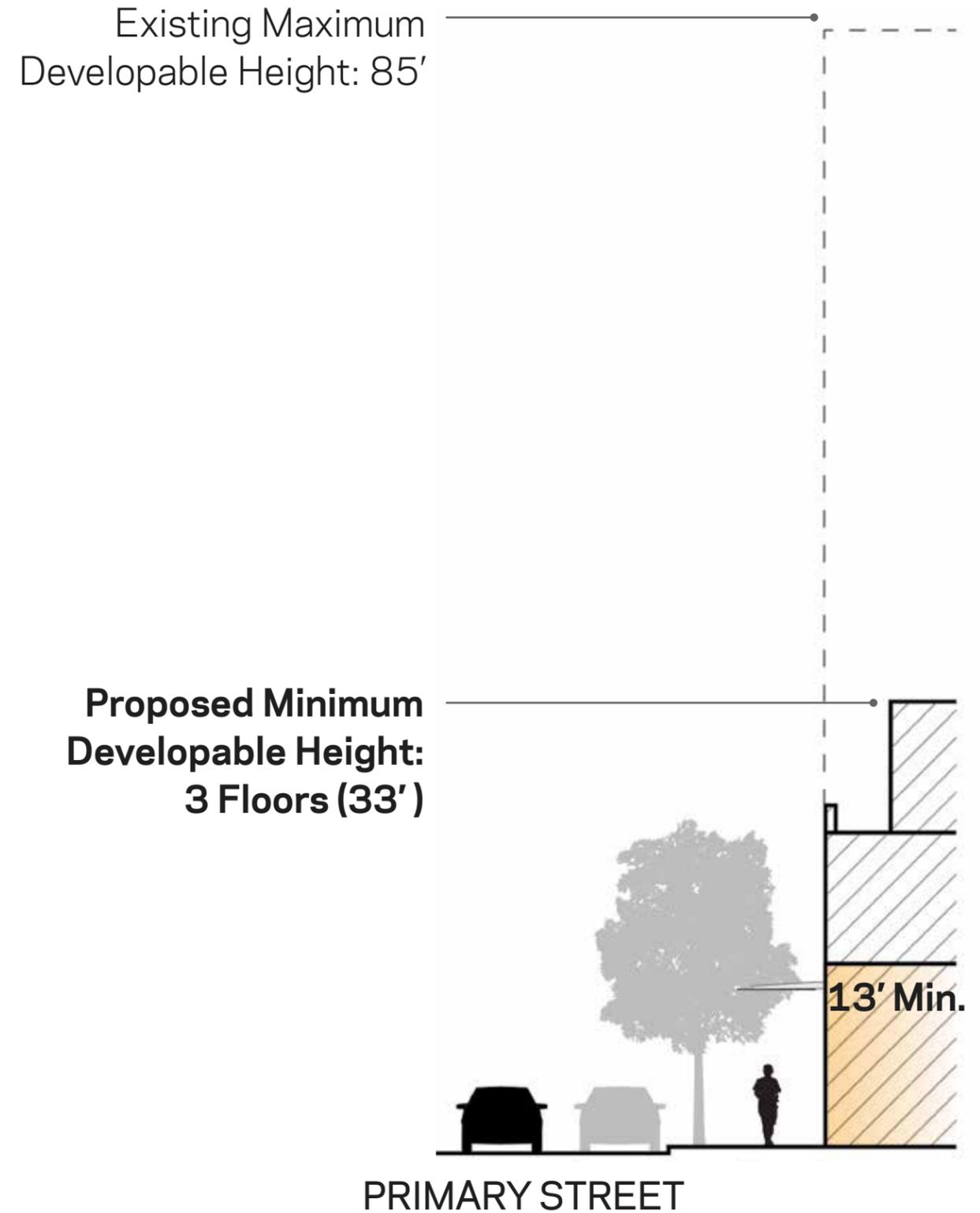


Building Design - Building Height

Minimum required development height on Primary Streets: 3 Floors and 33'-0".



Building Design - Building Height

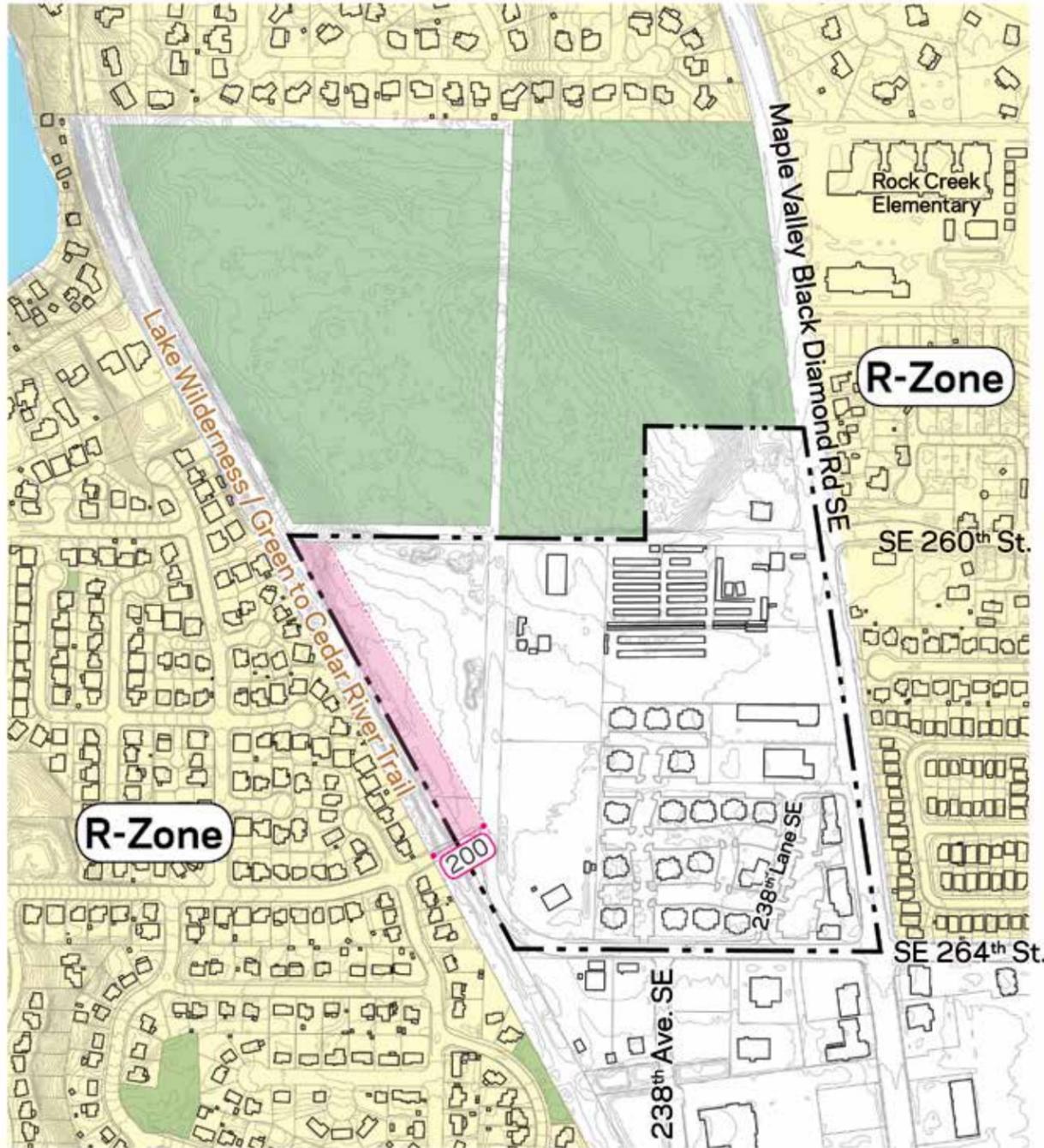




Building Design - Building Height Adjacent to Residential Zones

Downtown District property within 200'-0" of an R-Zone, and not separated by street ROW, shall have a height limit of 55'.

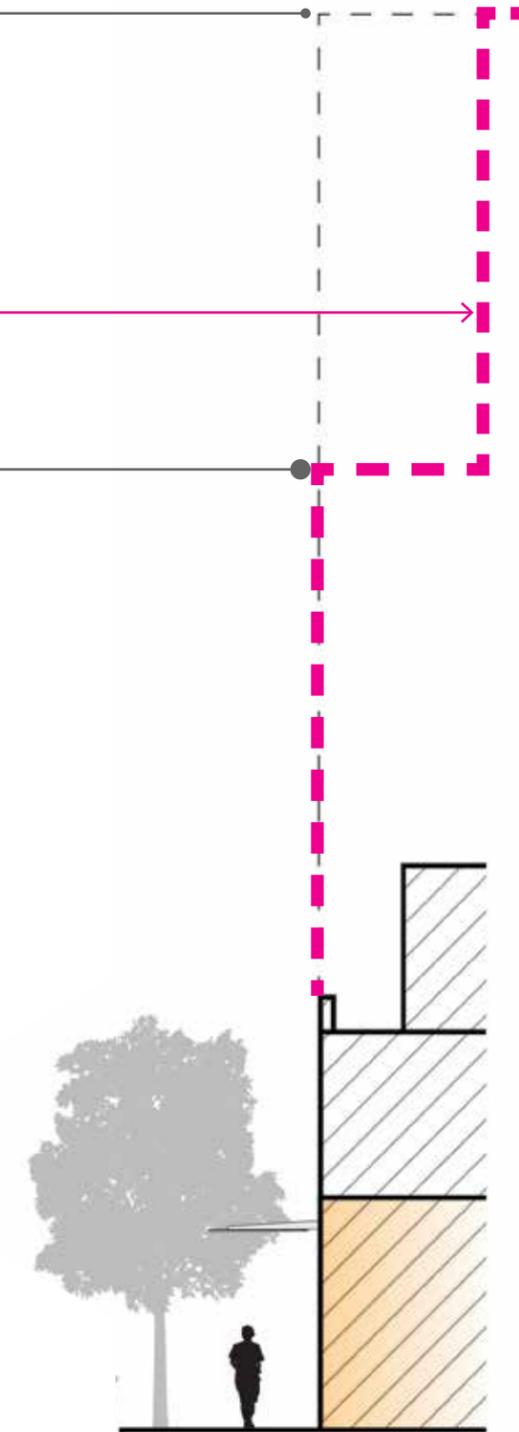
Building Design - Building Height Adjacent to R-Zones



Existing Maximum Developable Height: 85'

Beyond 200' of R-Zone

Proposed Maximum Developable Height within 200' of R-Zone: 55'





Building Design - Ground Floor

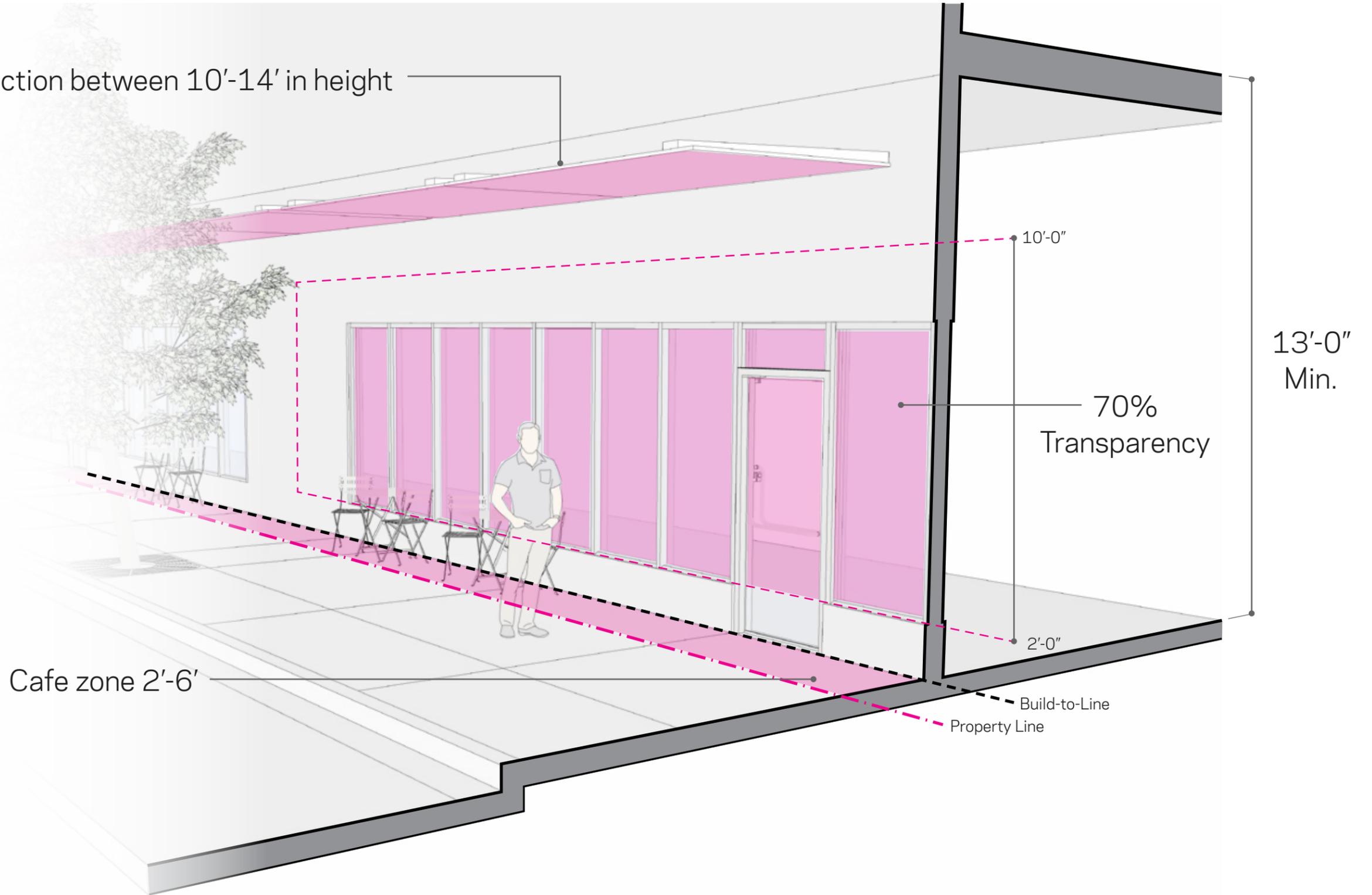
Ground Floor Requirements:

- Minimum Floor-to-floor height of 13'-0"
- Active Uses (Retail, Restaurant, Commercial)
Residential lobby uses should be limited to 25' of street frontage.
- 70% Transparency -- no opaque film or mirrored applications
- Provide continuous weather protection along Main St. frontage
- Provide opportunity for sidewalk cafe's and seating



Building Design - Ground Floor

Continuous weather protection between 10'-14' in height



13'-0"
Min.

70%
Transparency

10'-0"

2'-0"

Cafe zone 2'-6'

Build-to-Line

Property Line

Site Design Standards

- Zero Lot Line
- Parking Location
- Structured Parking
- Parking Minimums / Maximums



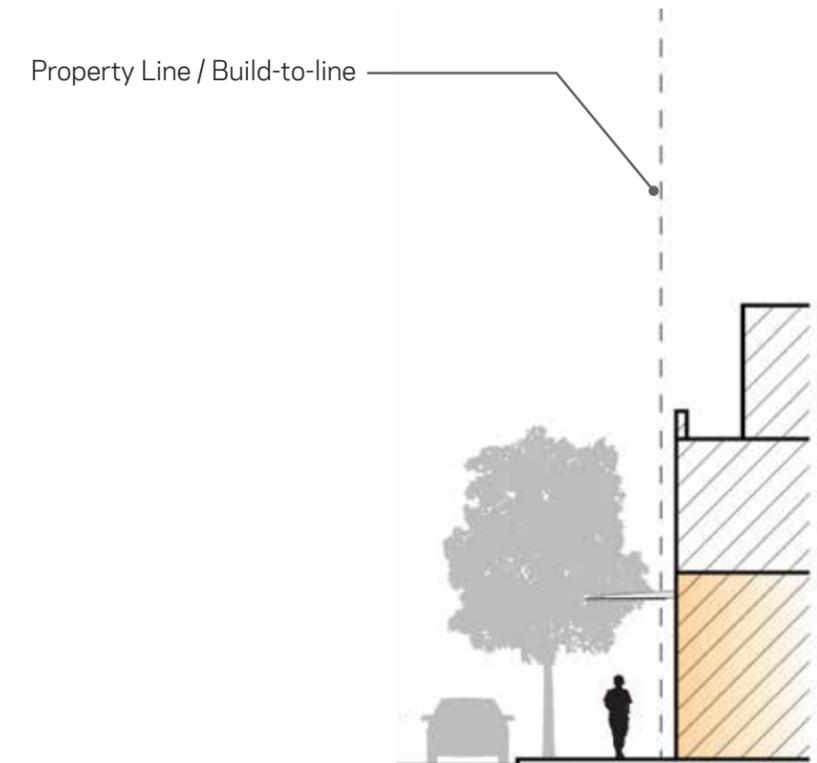
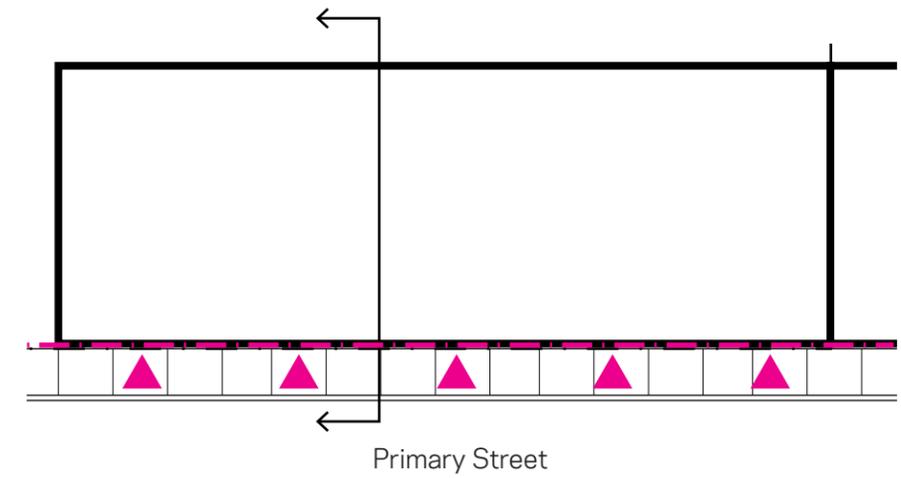
Site Design - Ground Floor

Place building frontage and primary pedestrian access at property line or determined “build-to line” of Primary Street.

Site Design - Zero Lot Line



Snohomish, WA





Building Design - Parking Location

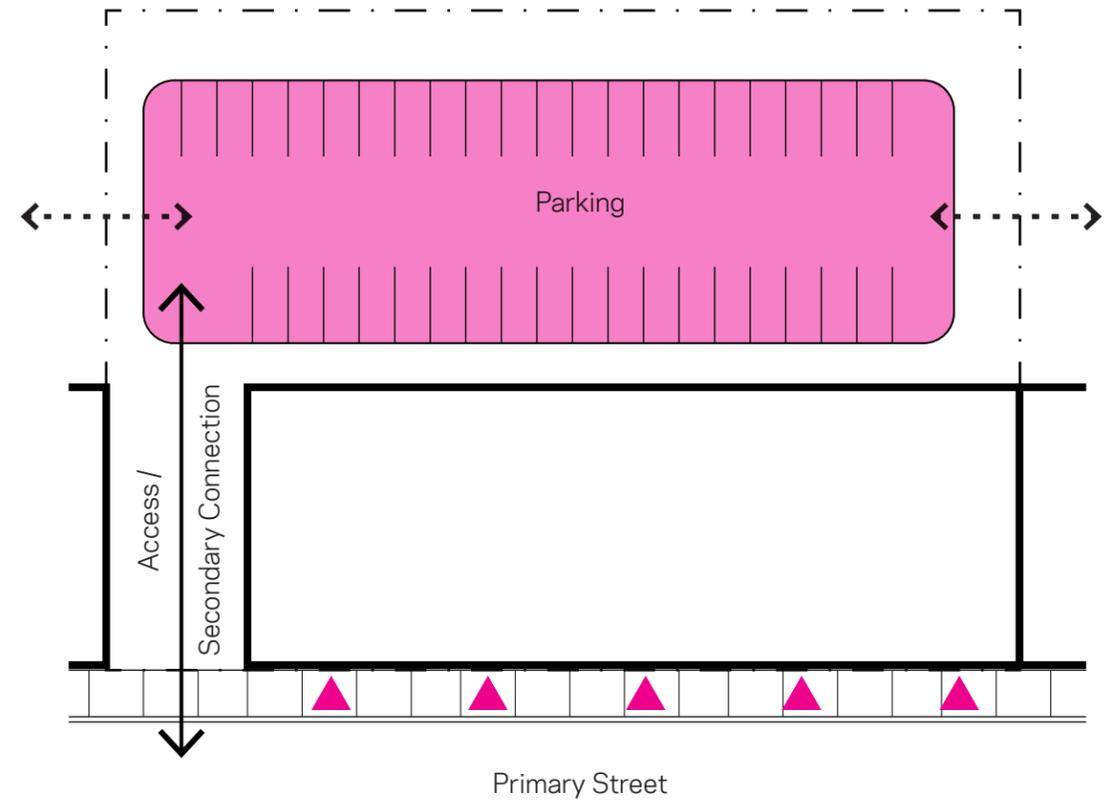
All surface parking to be located at rear of property.



Site Design - Parking Location



Walla Walla, WA



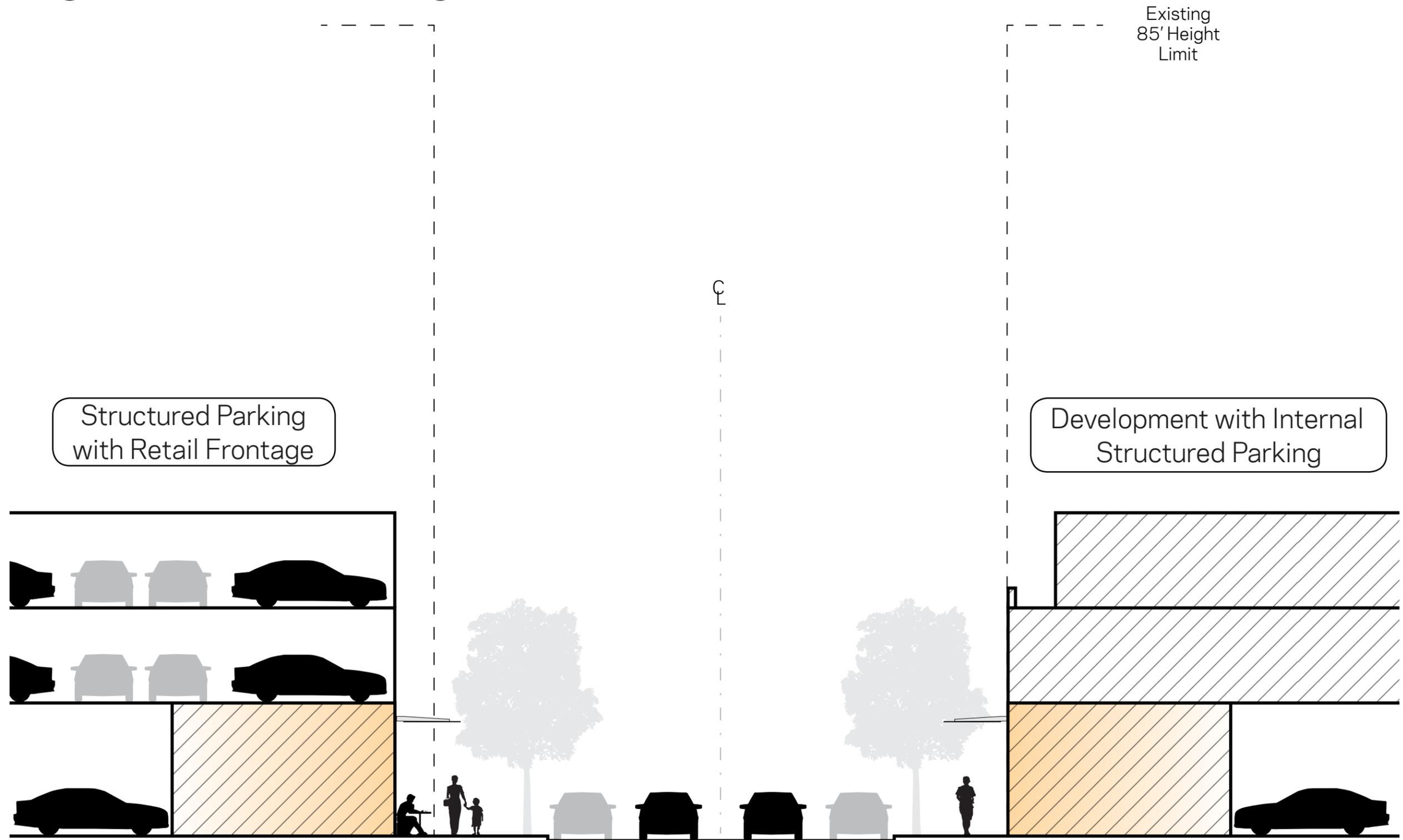


Site Design - Structured Parking

If above grade structured parking is provided, ground-level parking must not be visible from the street, parking must be set back with active uses provided on the street frontage.

Structured parking should be located below grade.

Site Design - Structured Parking



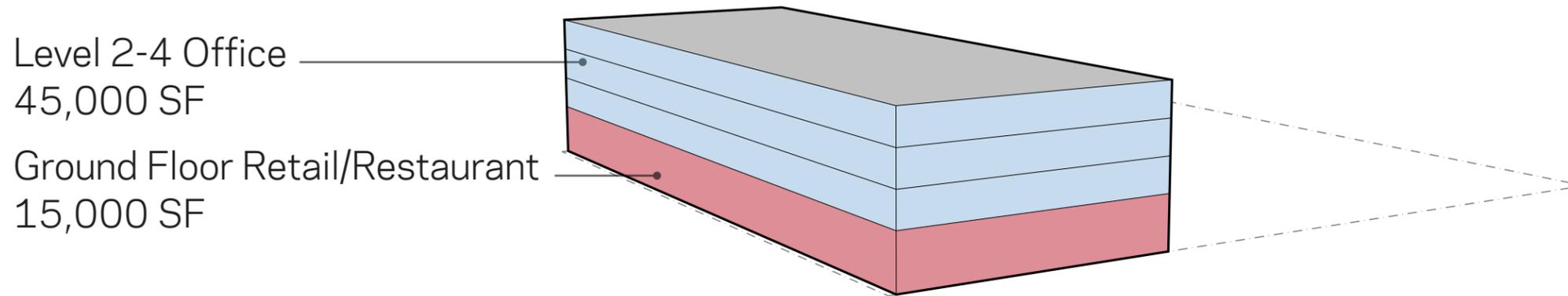


Site Design - Parking Minimums & Maximums

Switch downtown parking code from “Minimum Required” to “Maximum Allowed.”

Site Design - Parking Minimums & Maximums

Example Development:



Current Parking Metrics for 60,000 SF Building *Minimum Required*:

Office Parking Requirements:

4 Spaces per 1,000 SF
45,000 SF = 180 Spaces

Retail Parking Requirements:

4 Spaces per 1,000 SF
7,500 SF = 30 Spaces

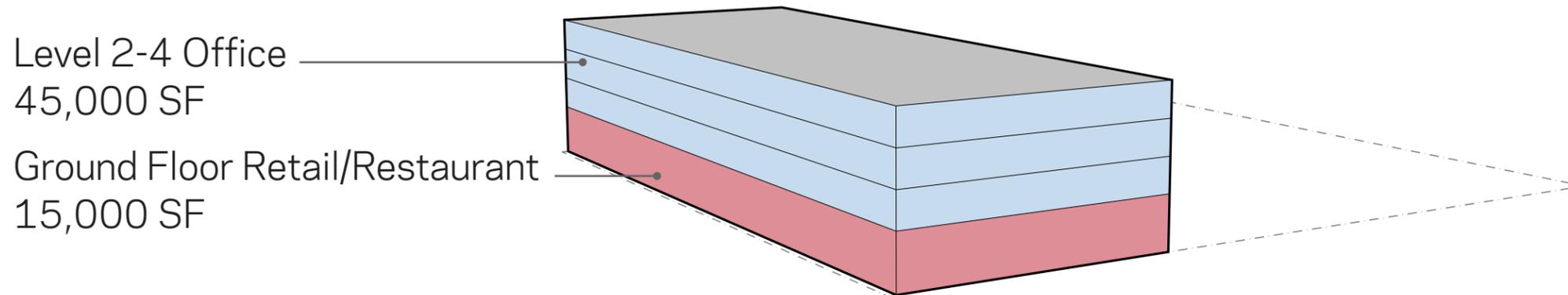
Restaurant Parking Requirements:

10 Spaces per 1,000 SF
7,500 SF = 75 Spaces

285 Minimum Total Parking

Site Design - Parking Minimums & Maximums

Example Development:



Proposed Parking Metrics for 60,000 SF Building *Maximum Allowed:*

Office Parking, *Maximum Allowed:*

4 Spaces per 1,000 SF
45,000 SF = 180 Spaces

Retail Parking, *Maximum Allowed:*

4 Spaces per 1,000 SF
7,500 SF = 30 Spaces

Restaurant Parking, *Maximum Allowed:*

10 Spaces per 1,000 SF
7,500 SF = 75 Spaces

285 MAXIMUM Total Parking

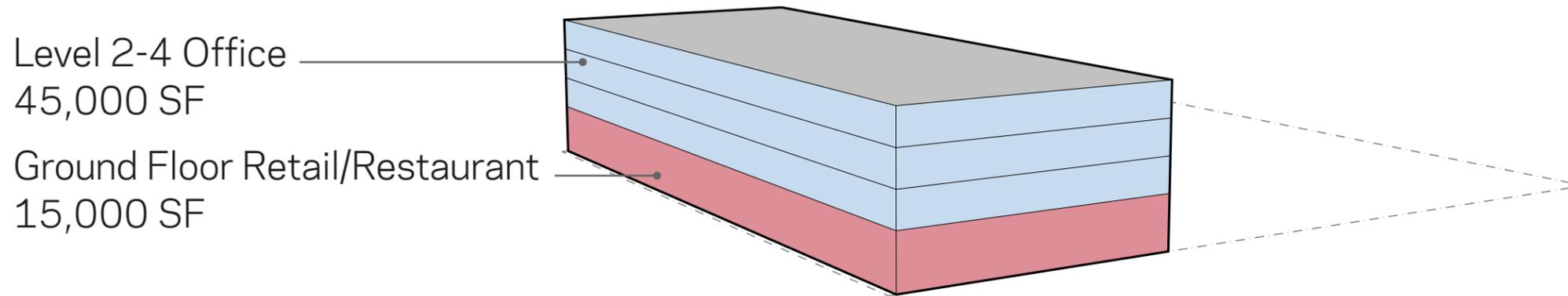


Site Design - Parking Minimums & Maximums

No Required Parking for Ground Floor Retail & Restaurant Space

Site Design - Parking Minimums & Maximums

Example Development:



Proposed Parking Metrics for 60,000 SF Building *Maximum Allowed:*

Office Parking, *Maximum Allowed:*

4 Spaces per 1,000 SF
45,000 SF = 180 Spaces

Retail Parking, *Maximum Allowed:*

0 Spaces per 1,000 SF
7,500 SF = 0 Spaces

Restaurant Parking, *Maximum Allowed:*

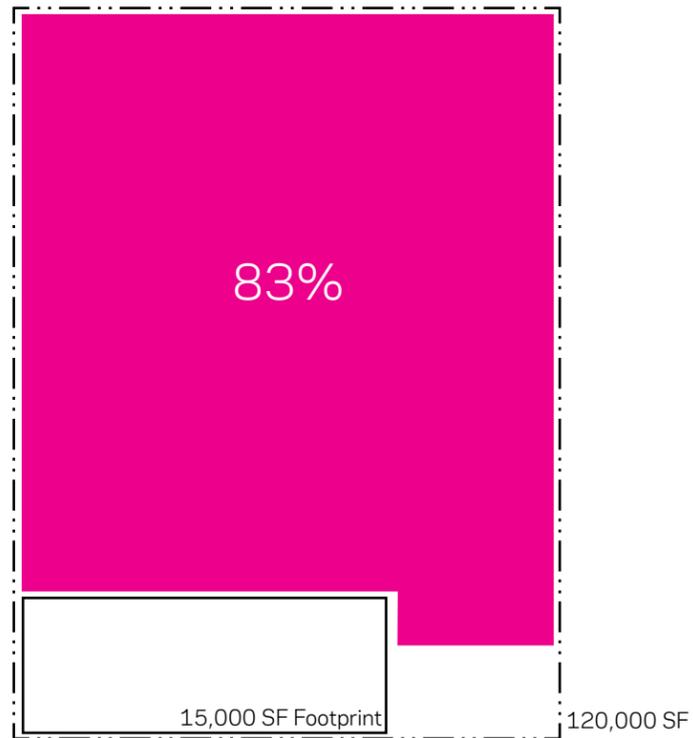
0 Spaces per 1,000 SF
7,500 SF = 0 Spaces

180 MAXIMUM Total Parking

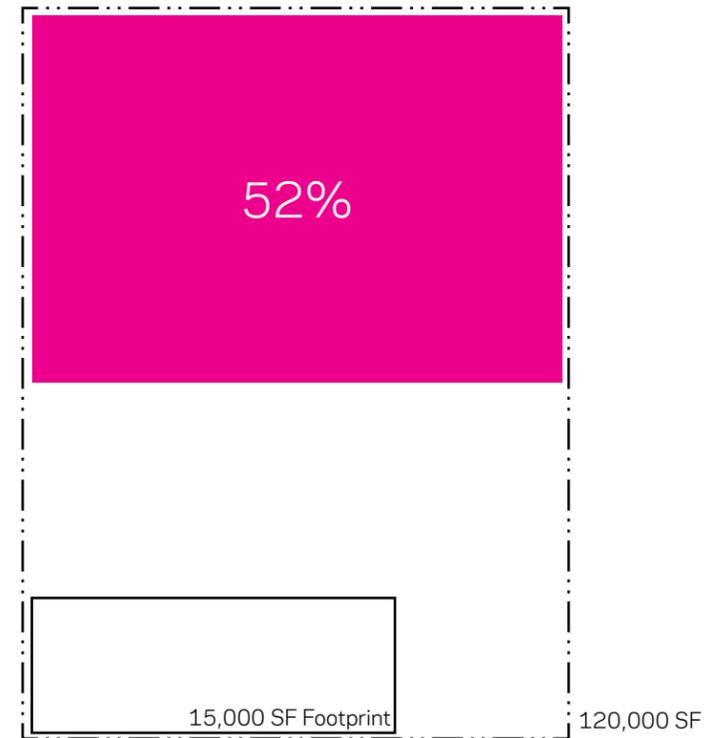


Site Design - Percentage of Site Area for Parking

Example Development:



285 MAXIMUM Total Parking Stalls



180 MAXIMUM Total Parking Stalls

How do we manufacture a walkable downtown?

- Precedents
- Secondary Connections
- Main Street

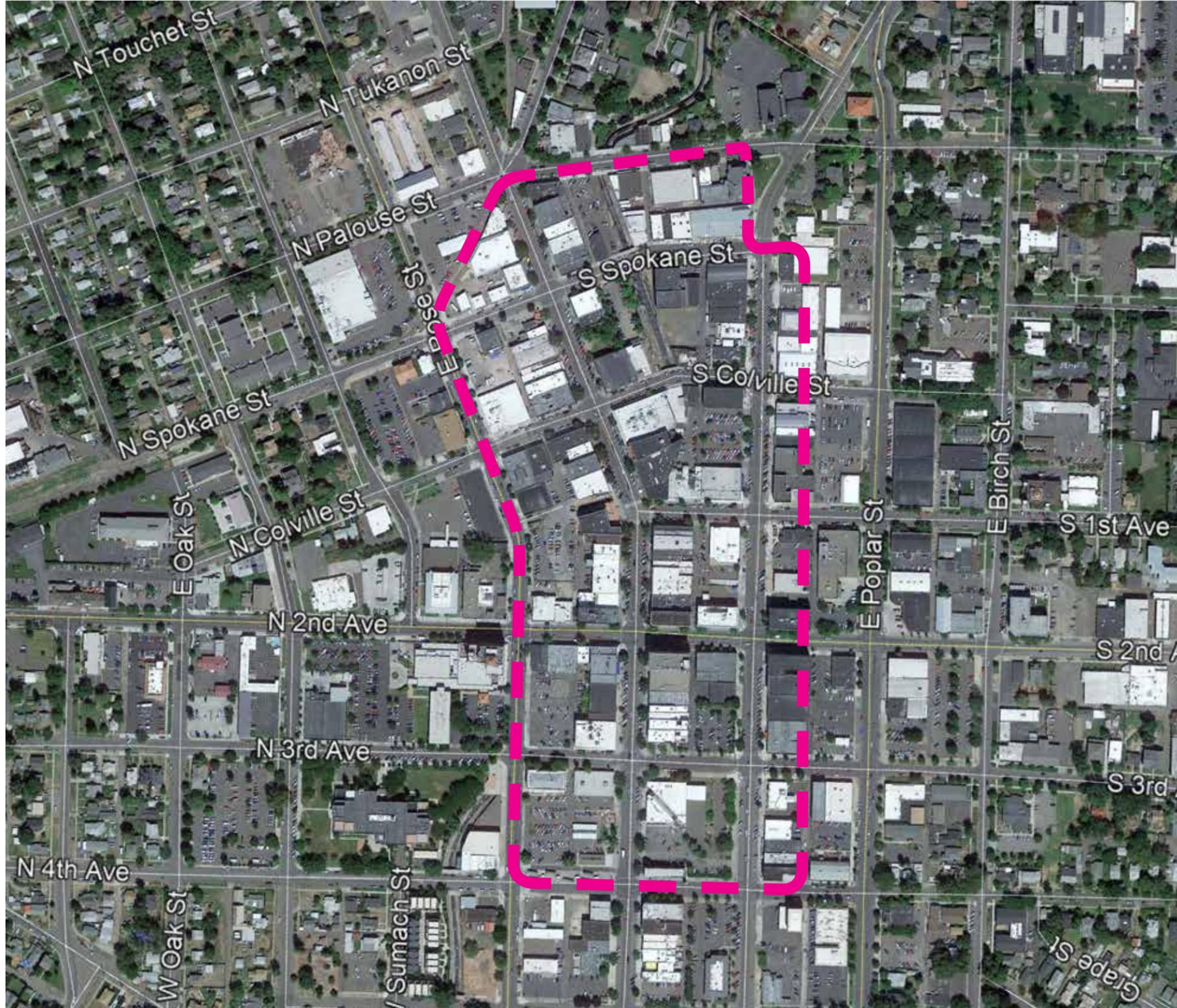


Walkable Downtowns - Walla Walla, WA



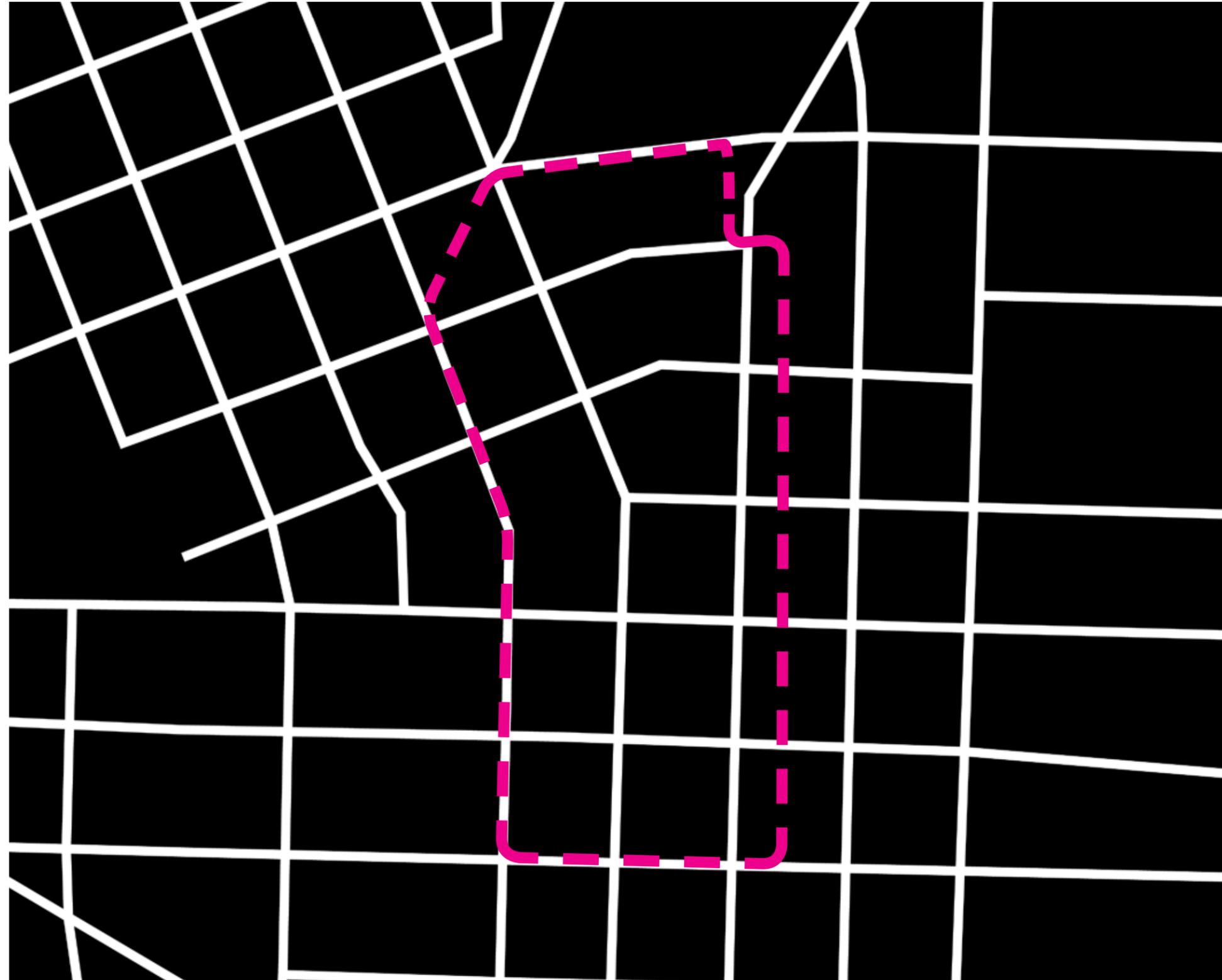


Walkable Downtowns - Walla Walla, WA



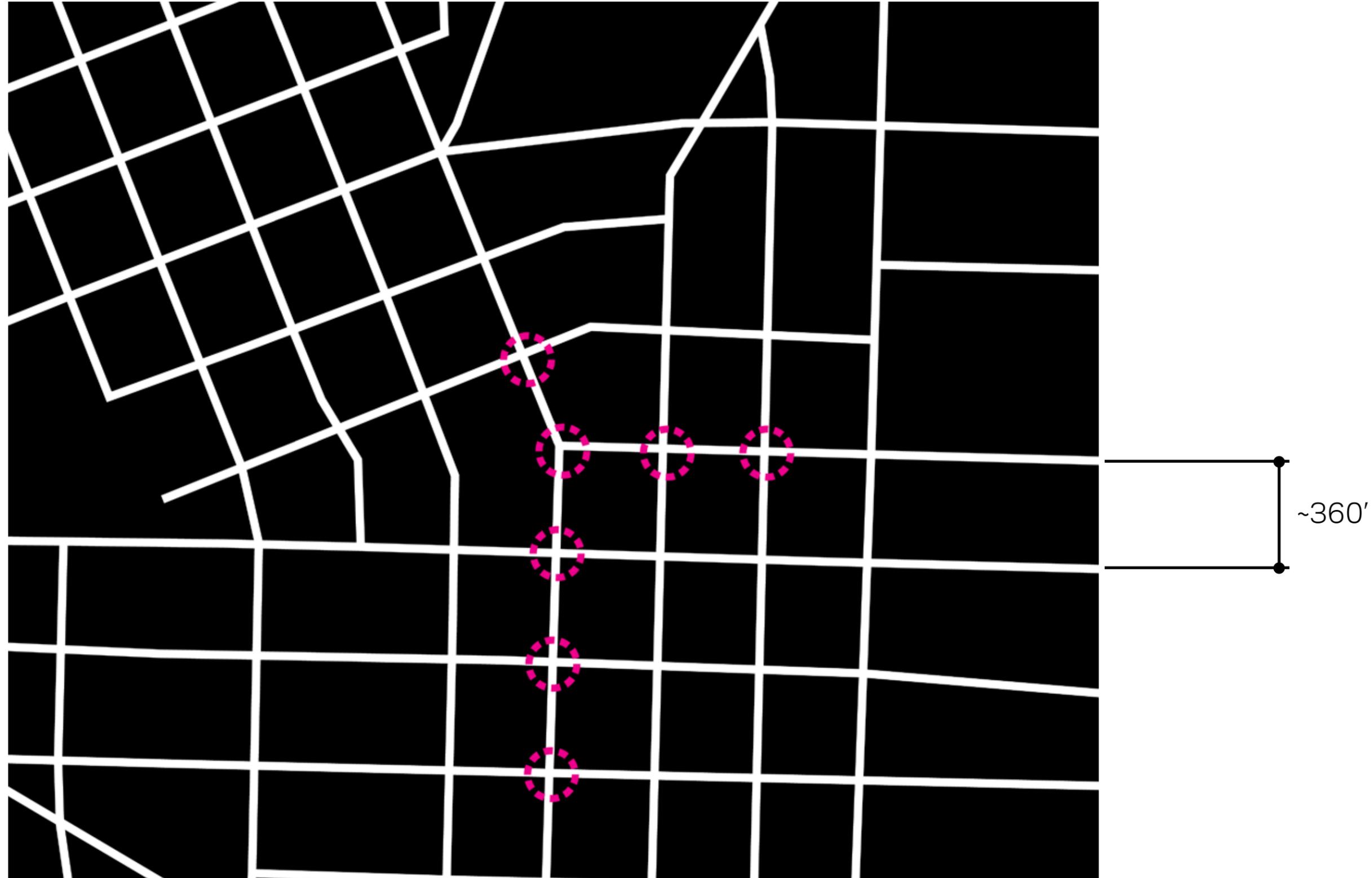


Walkable Downtowns - Walla Walla, WA





Walkable Downtowns - Walla Walla, WA



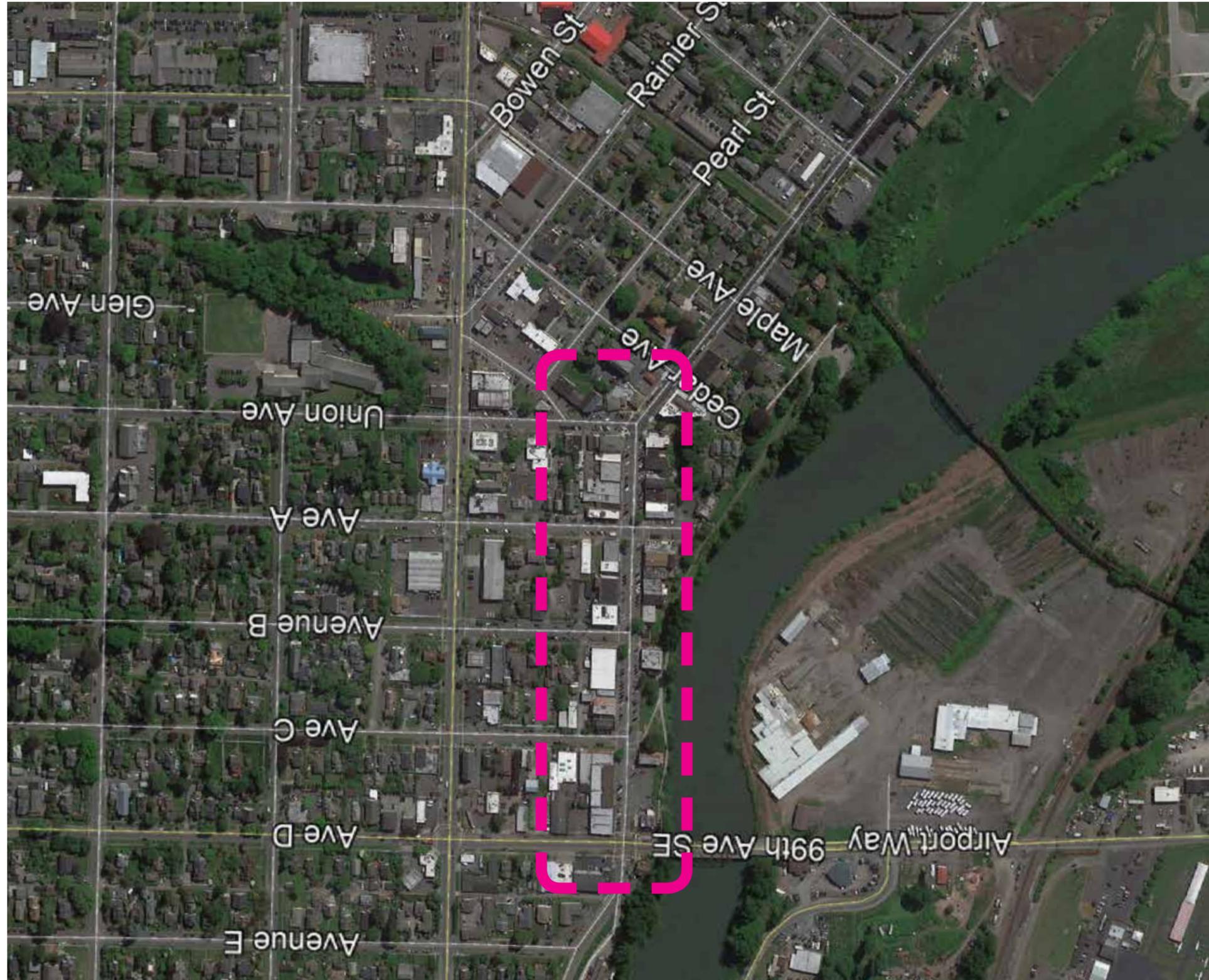
Walla Walla Block Intersections Overlay





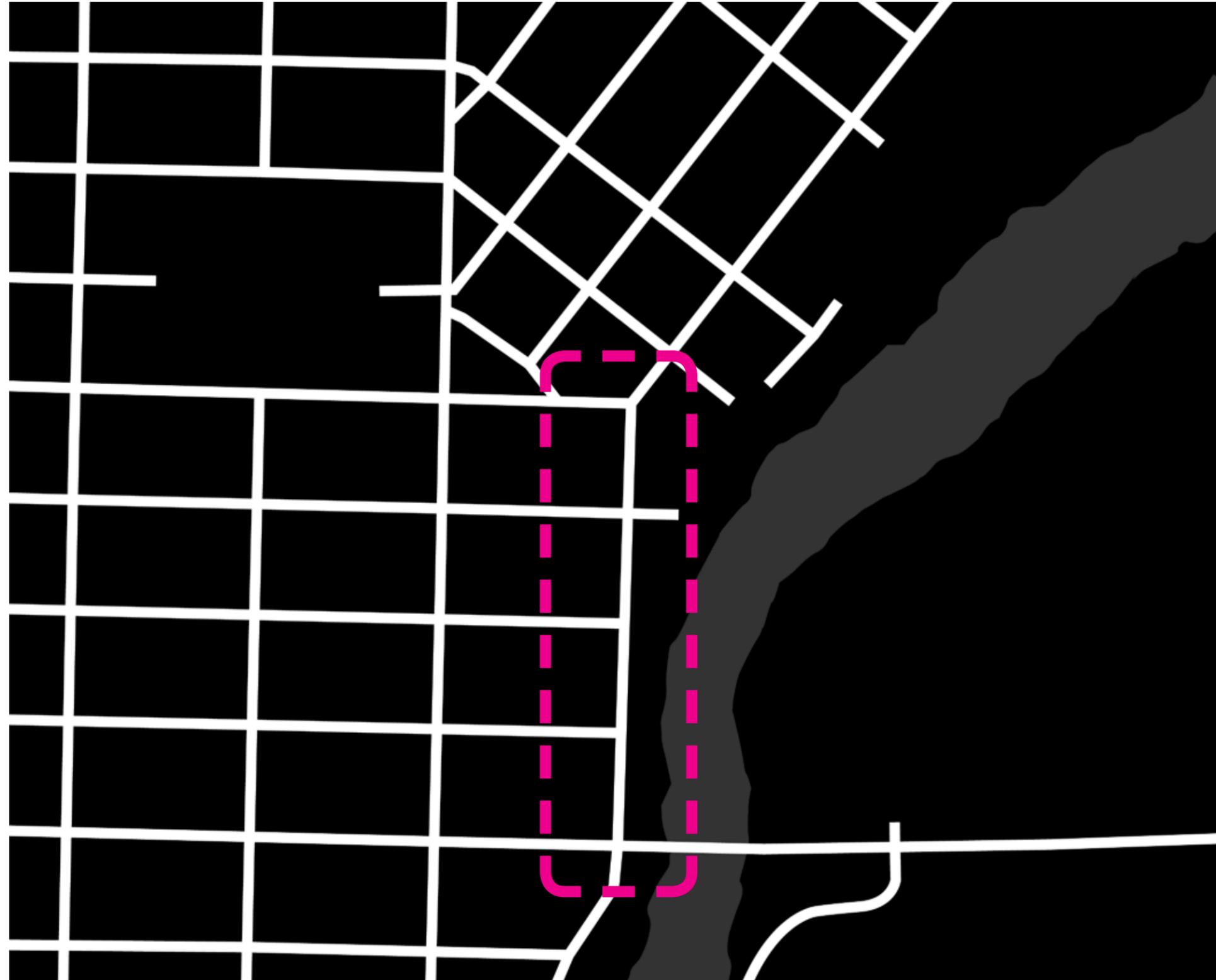


Walkable Downtowns - Snohomish, WA





Walkable Downtowns - Snohomish, WA





Walkable Downtowns - Snohomish, WA





Snohomish Block Intersections Overlay





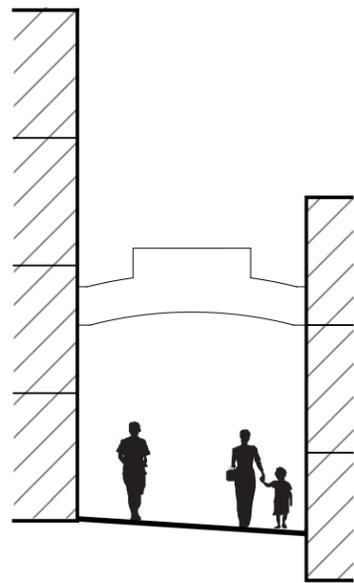
Connectivity & Circulation - Secondary Connections

**Secondary connections are required at regular intervals -
a minimum of 250' and a maximum of 400'.**

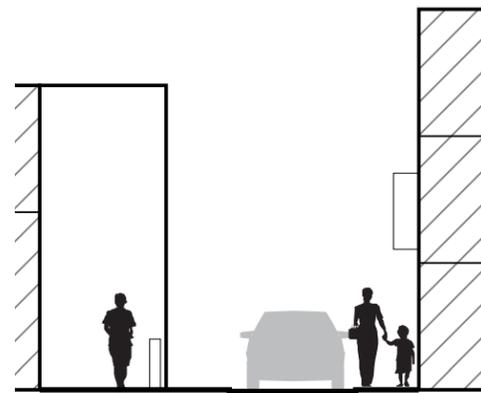
Proposed Secondary Connections Diagram



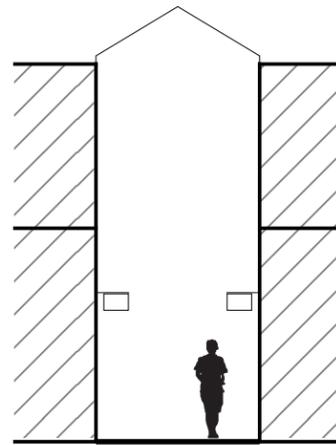
Secondary Connections Types



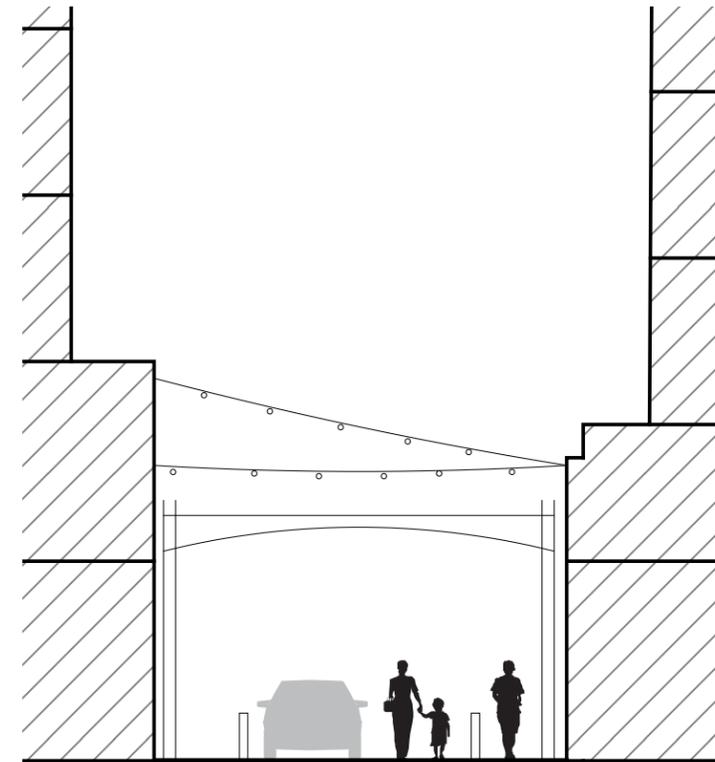
Pedestrian Alley



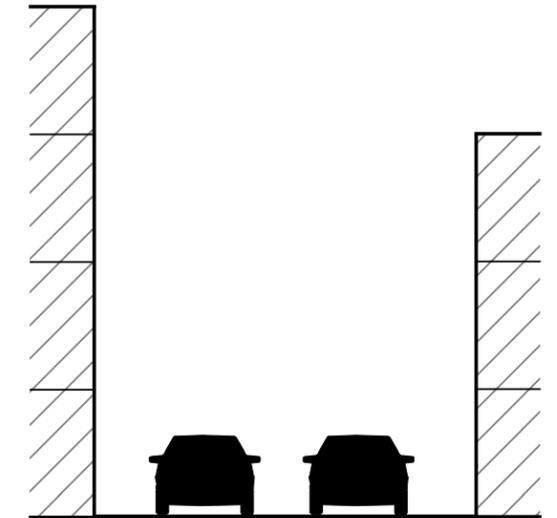
Shared Alley /
Alley With Address



Arcade



Woonerf

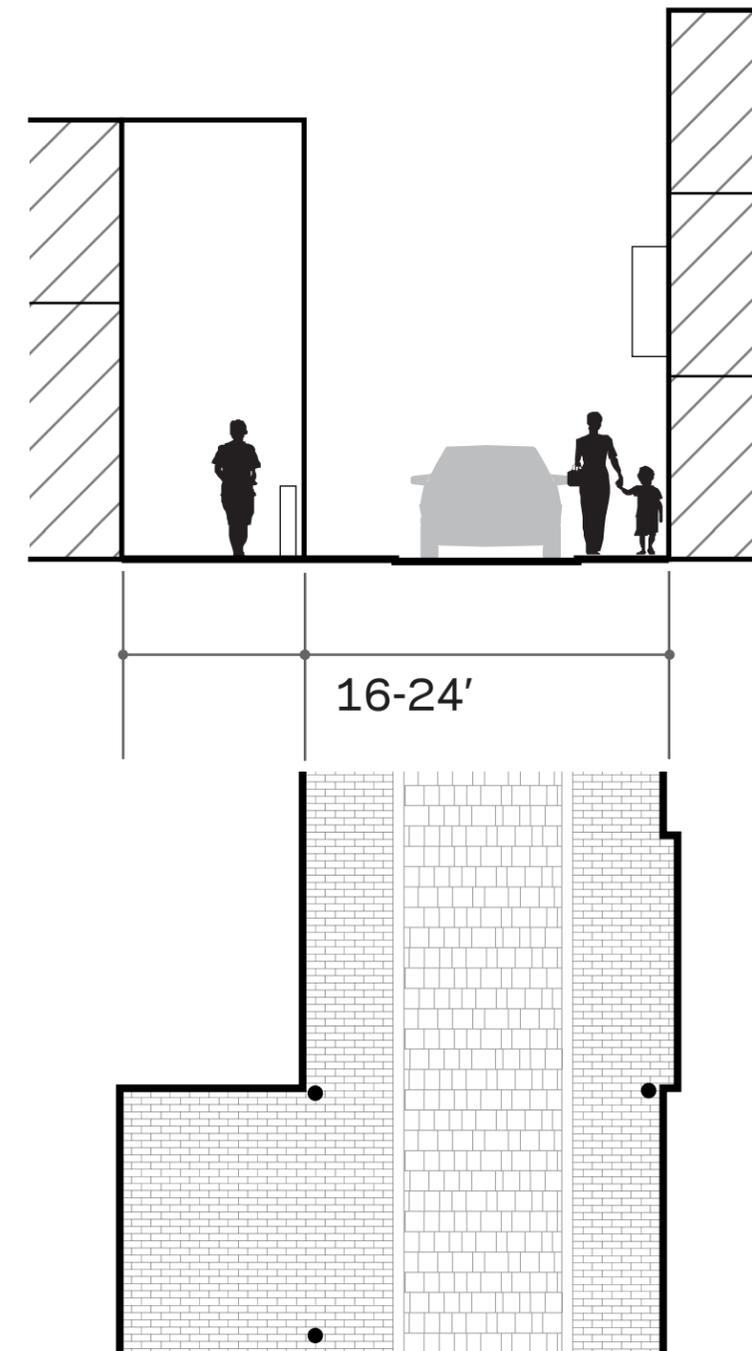


Typical Alley

Shared Alley / Alley with Address



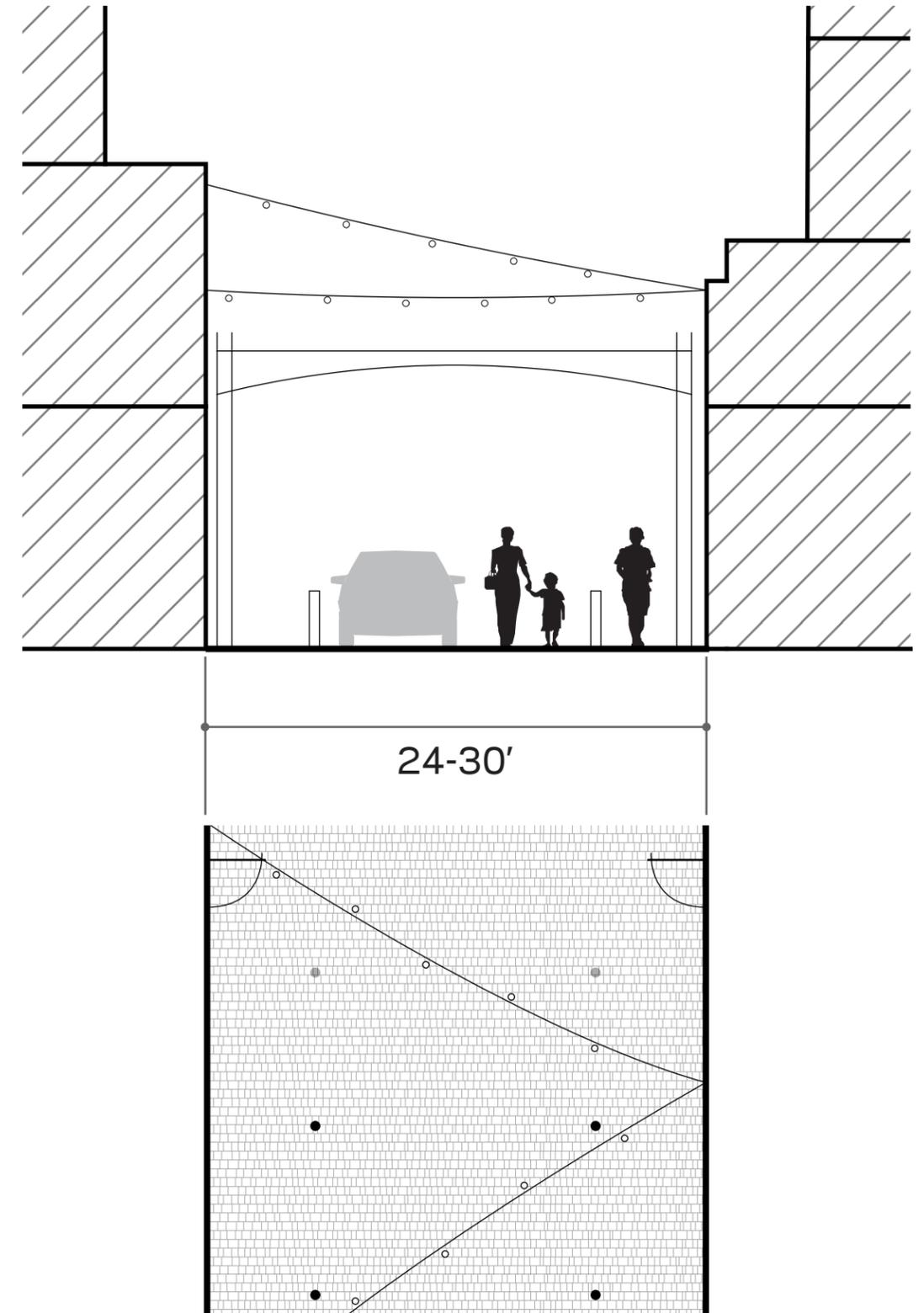
Shared space between cars and pedestrians with a more defined pedestrian zone.



Woonerf



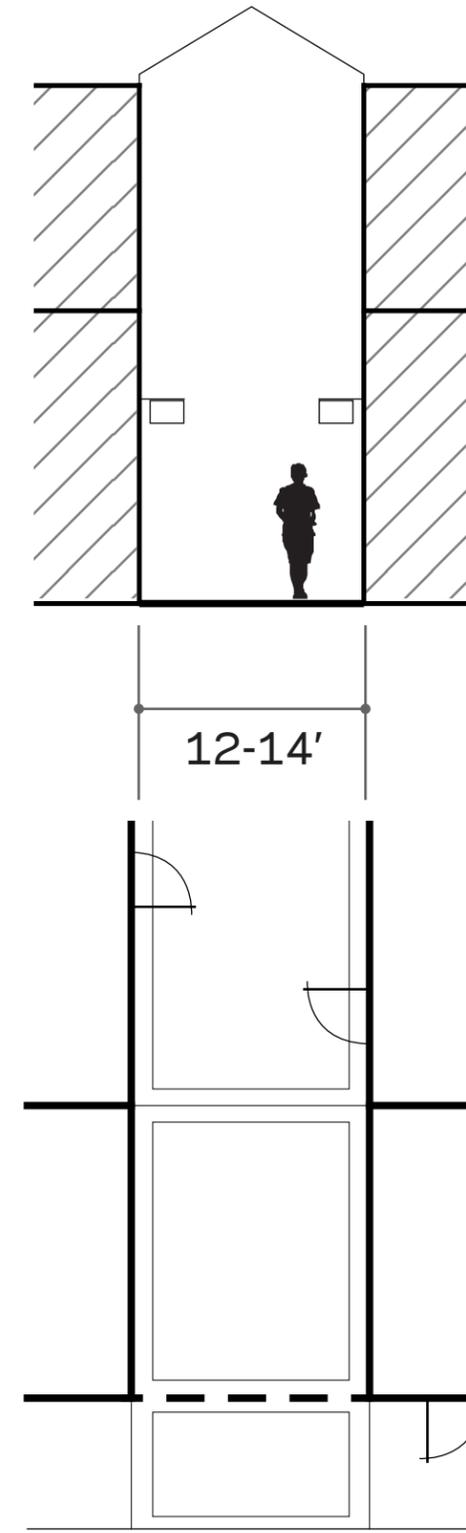
Shared space between cars and pedestrians: low speed and enhanced materials, often without a curb.



Arcade

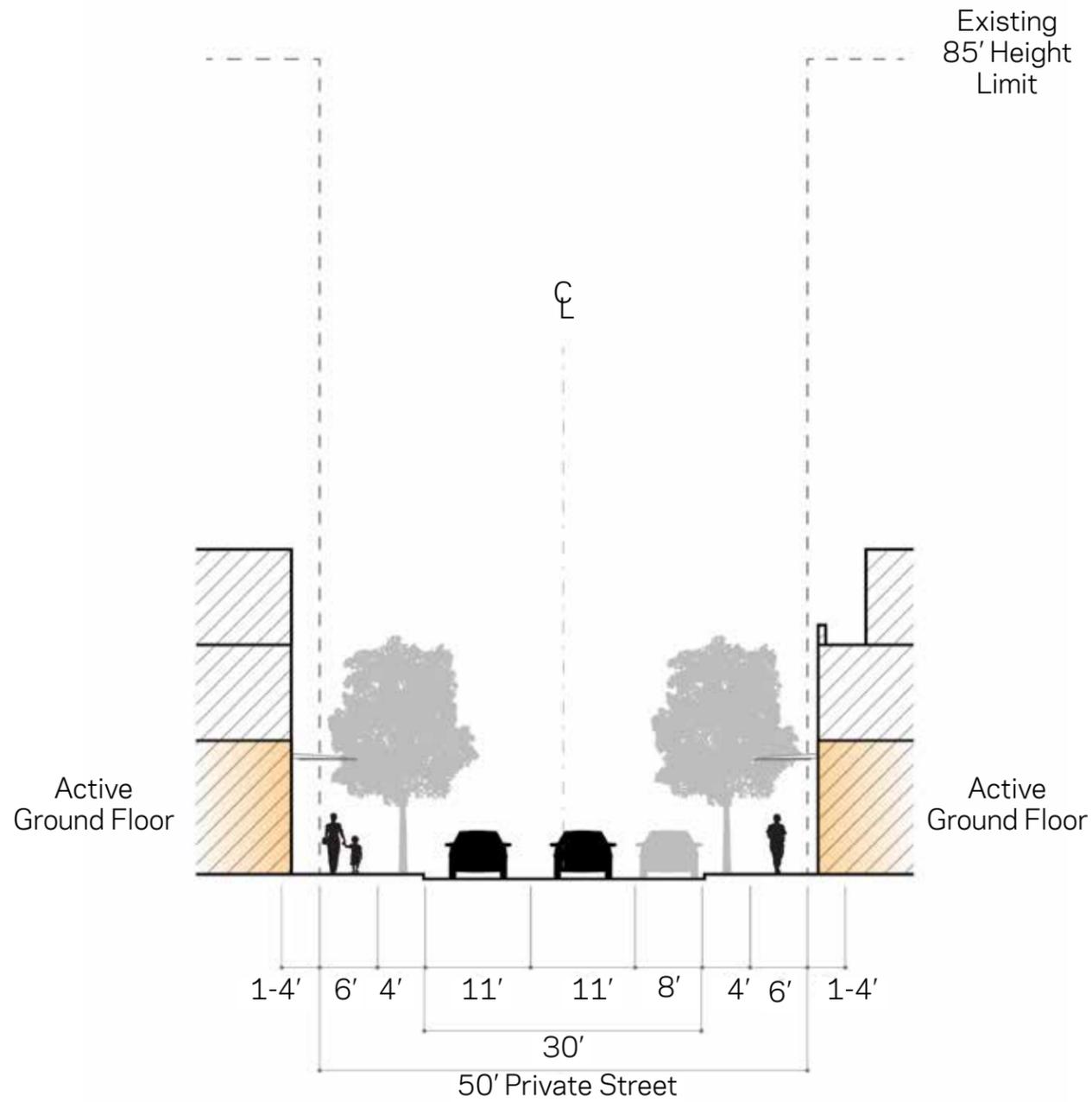


A covered pedestrian retail corridor which connects two *primary* travel ways.

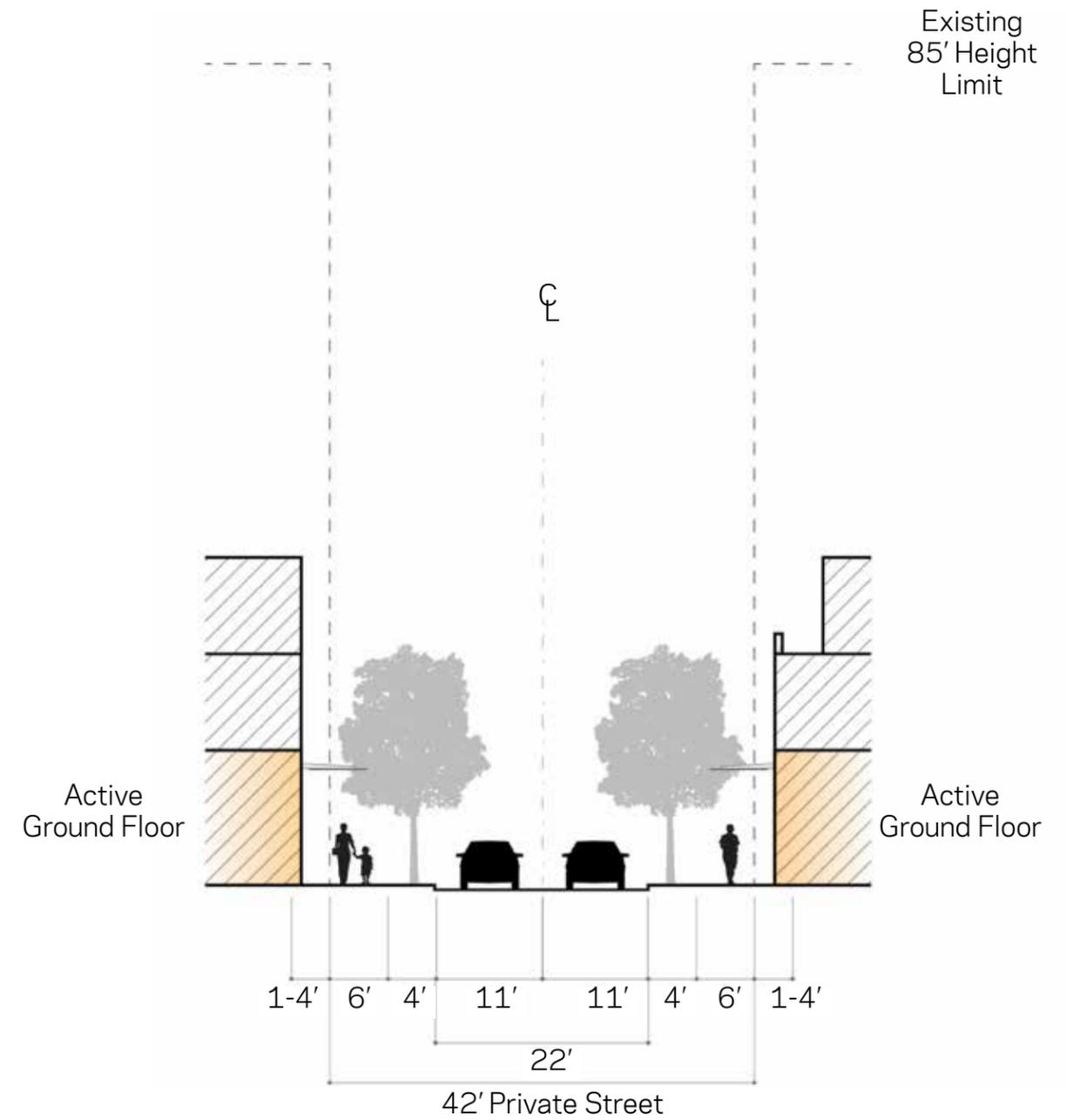




Secondary Connections - Private Street Design Options



Optional Secondary Steet #1



Optional Secondary Steet #2



Fruitvale Transit Village - Oakland, CA



2001

- Large Blocks
- Interior block not accesable
- Blocks are set up to be underdeveloped

Fruitvale Transit Village - Oakland, CA

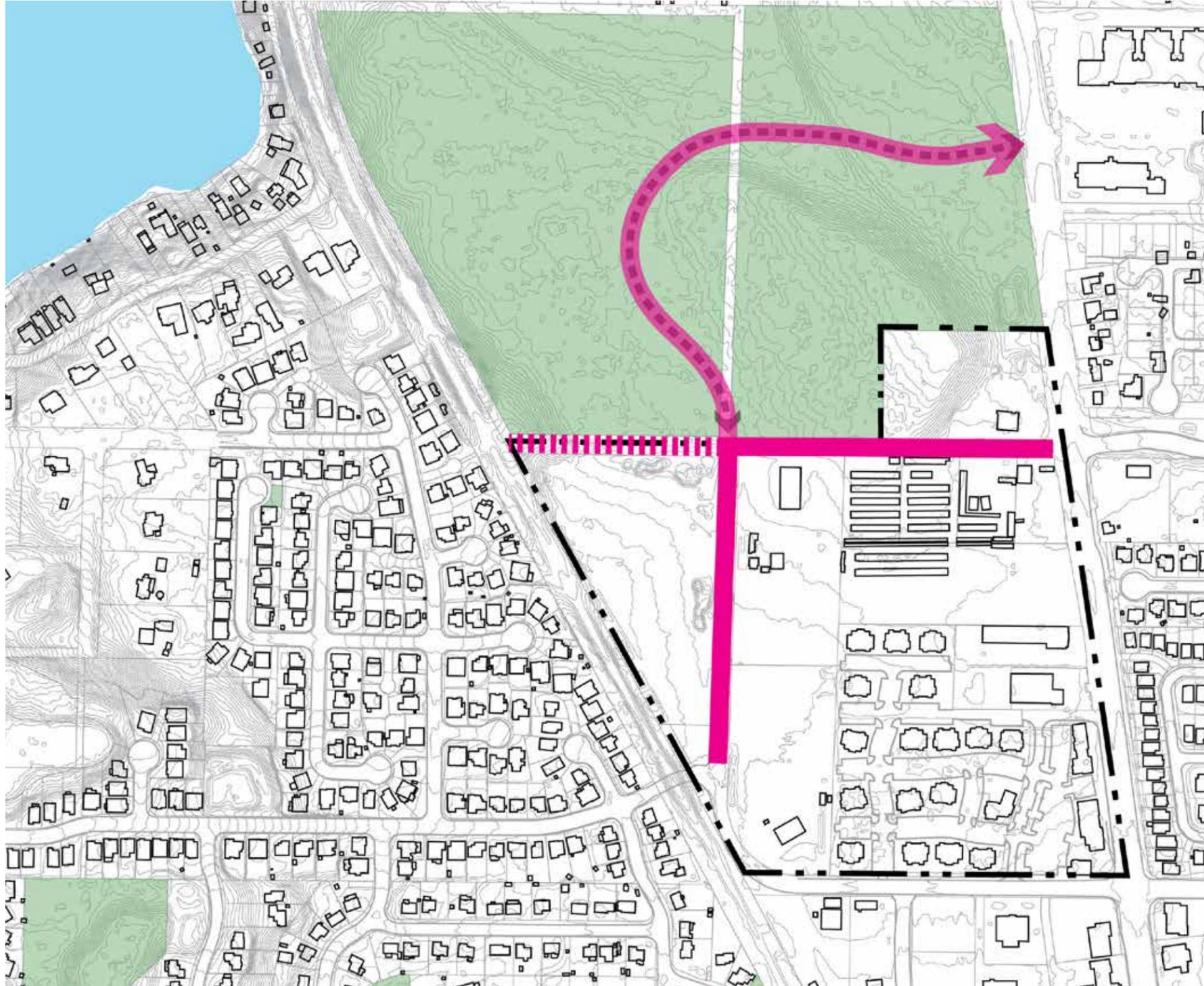


2019

- Addition of approximately 2,000 linear feet of frontages
- No eminent domain was excersized
- Block divisions are private
- Public Private Partnership

Main Street

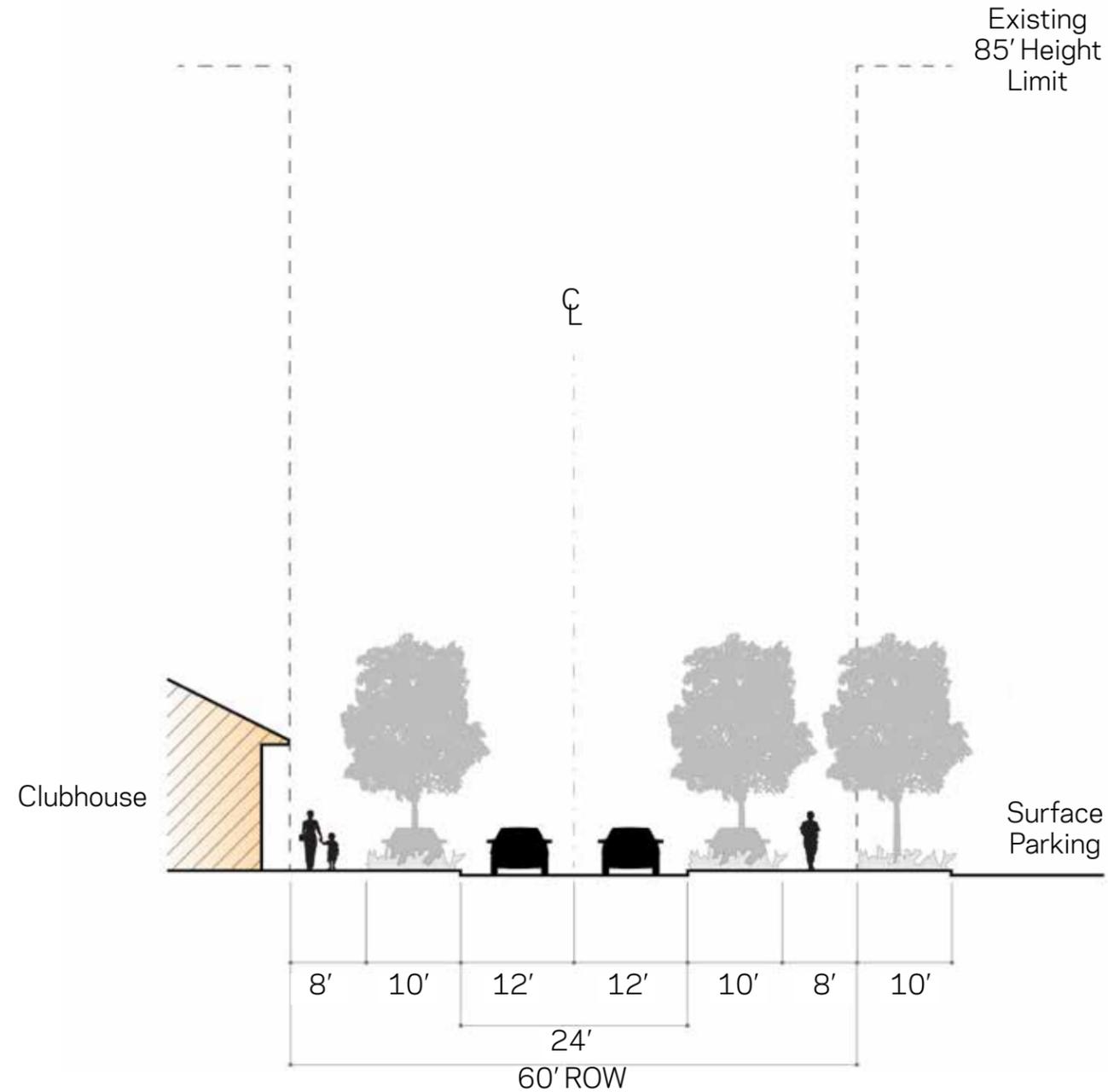
Main Street



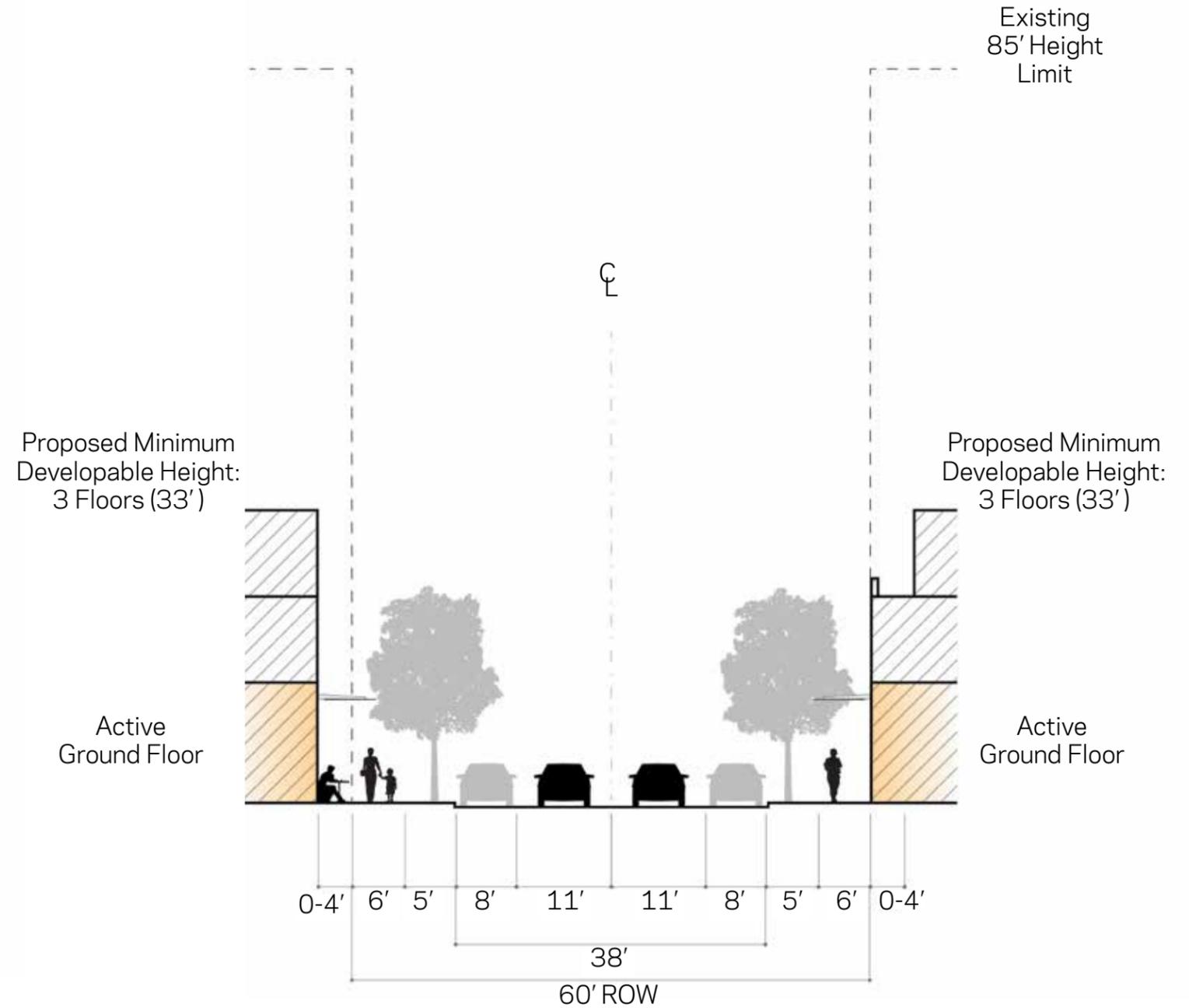
-  Primary ROW "Main Street"
-  Primary ROW Trail Connection



Primary ROW Design Options "Main Street"



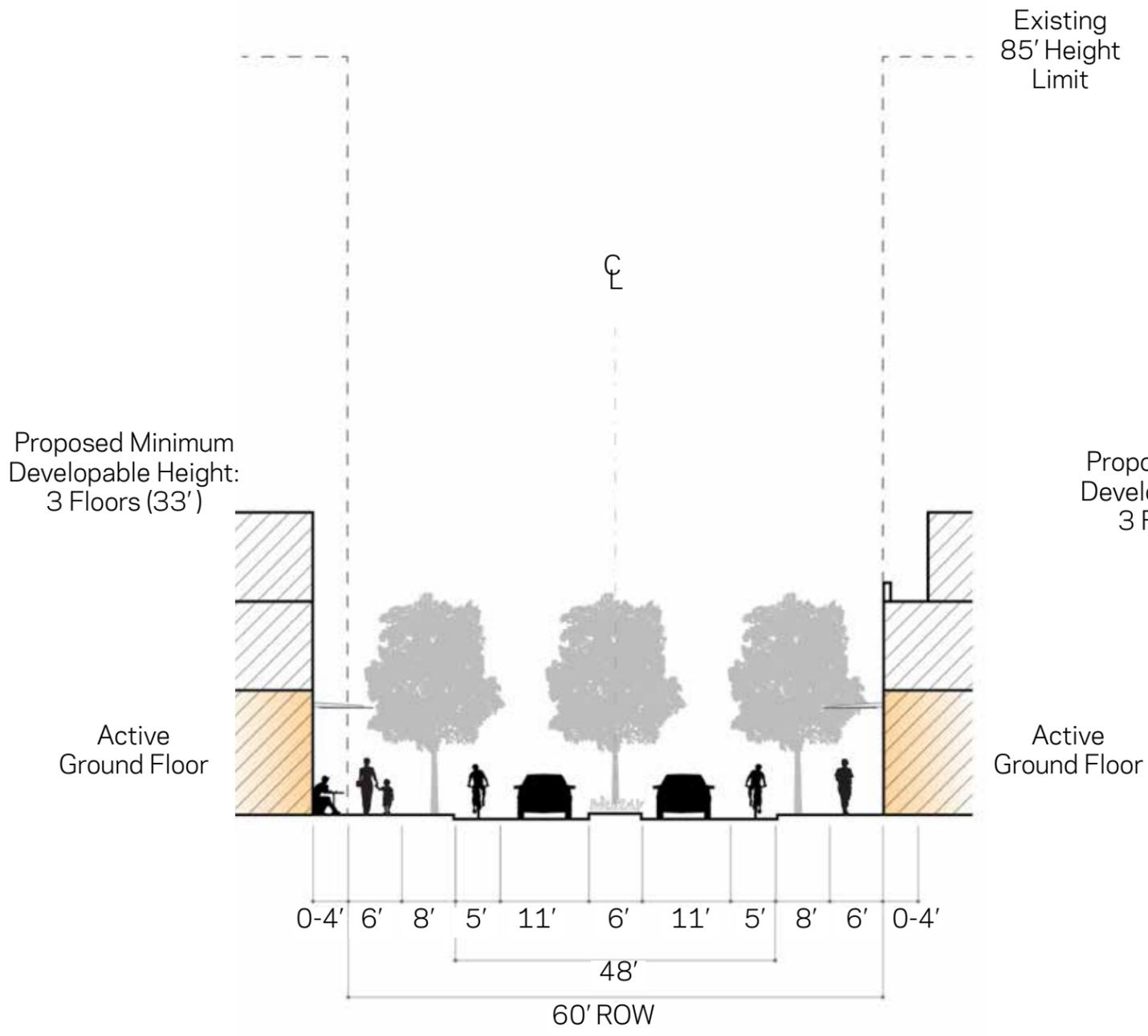
Existing 238th Lane SE



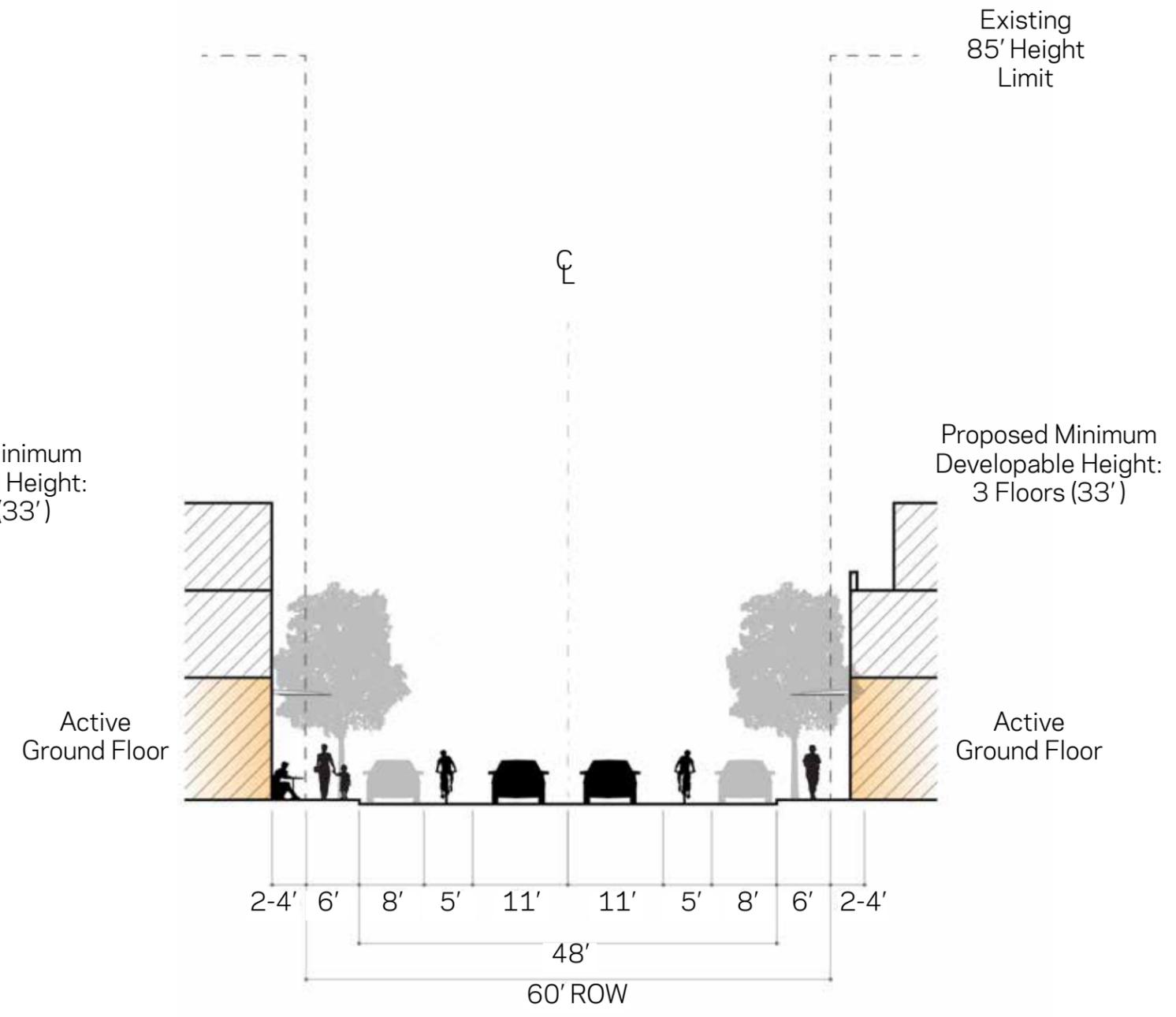
Proposed Main Steet #1



"Main Street" Design Options



Proposed Main Steet #2



Proposed Main Steet #3