



# **MAPLE VALLEY DOWNTOWN DESIGN STANDARDS & GUIDELINES**

*nbbj*

## **Workgroup Meeting #3**

01/07/20



## Agenda

### **Part 1: (20 minutes)**

- A. Welcome & Public Comment
- B. Schedule

### **Part 2: Key Concepts (120 Minutes)**

- A. Introduction: The Structure of Walkable Downtowns
  - Primary Street
  - Secondary Connections
- B. Block Size
- C. Parking *Revisit*
- D. Pedestrian Access
- E. Secondary Connection Regulations
- F. Building Height *Revisit*

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**



## Workgroup Meeting #2 Review Summary

- Discussion of Draft Vision Statement & Guiding Principles
- Reviewed Form Based Code & Outline of Maple Valley Design Standards & Guidelines
- Building Minimum Development Height
- Building Height Adjacent to Residential Zones
- Active Ground Floor
- Parking Minimums & Maximums



# Public Comment



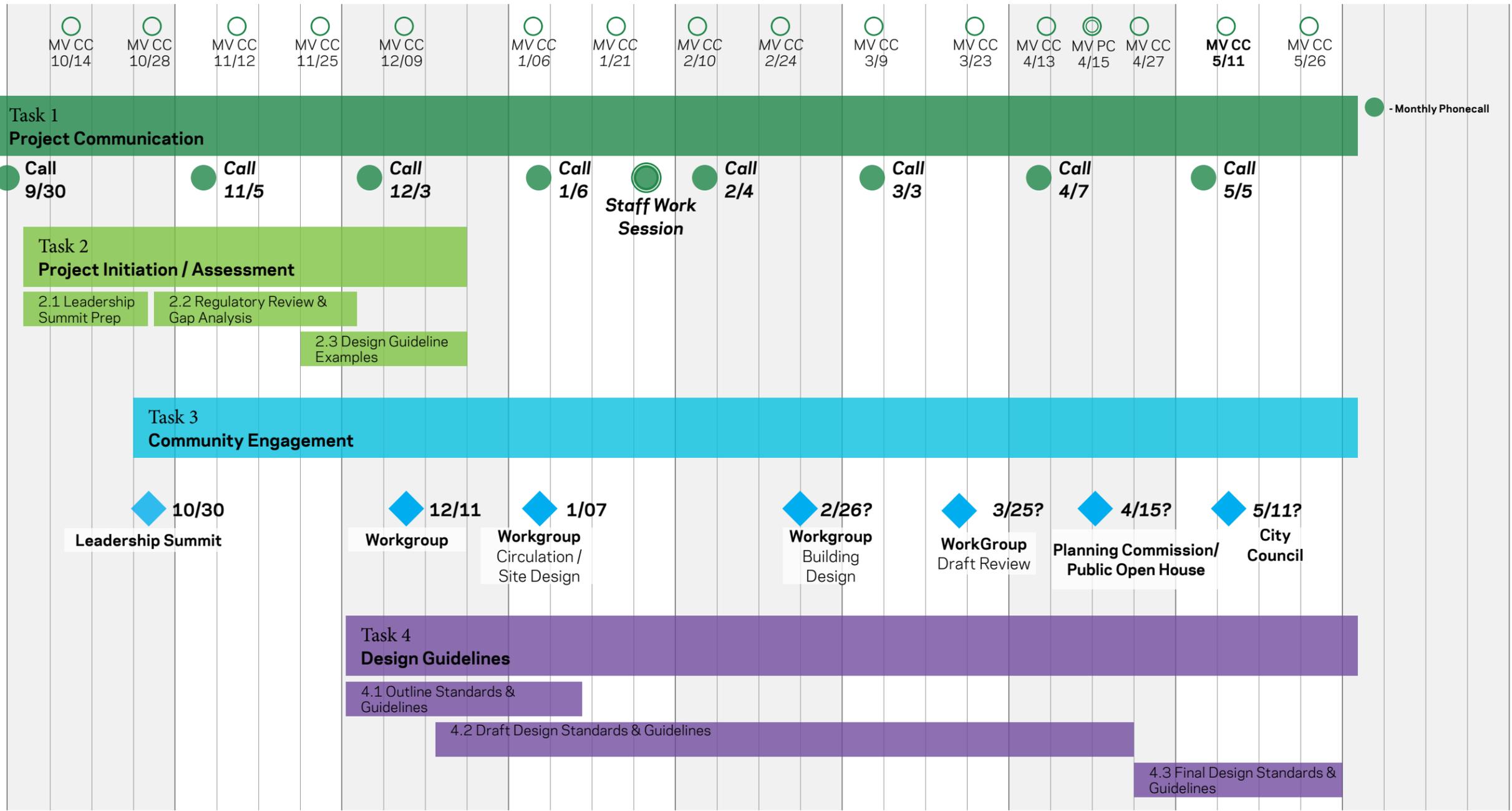


# Project Scope & Schedule pdate

2019

2020

OCT NOV DEC JAN FEB MAR APR MAY JUN

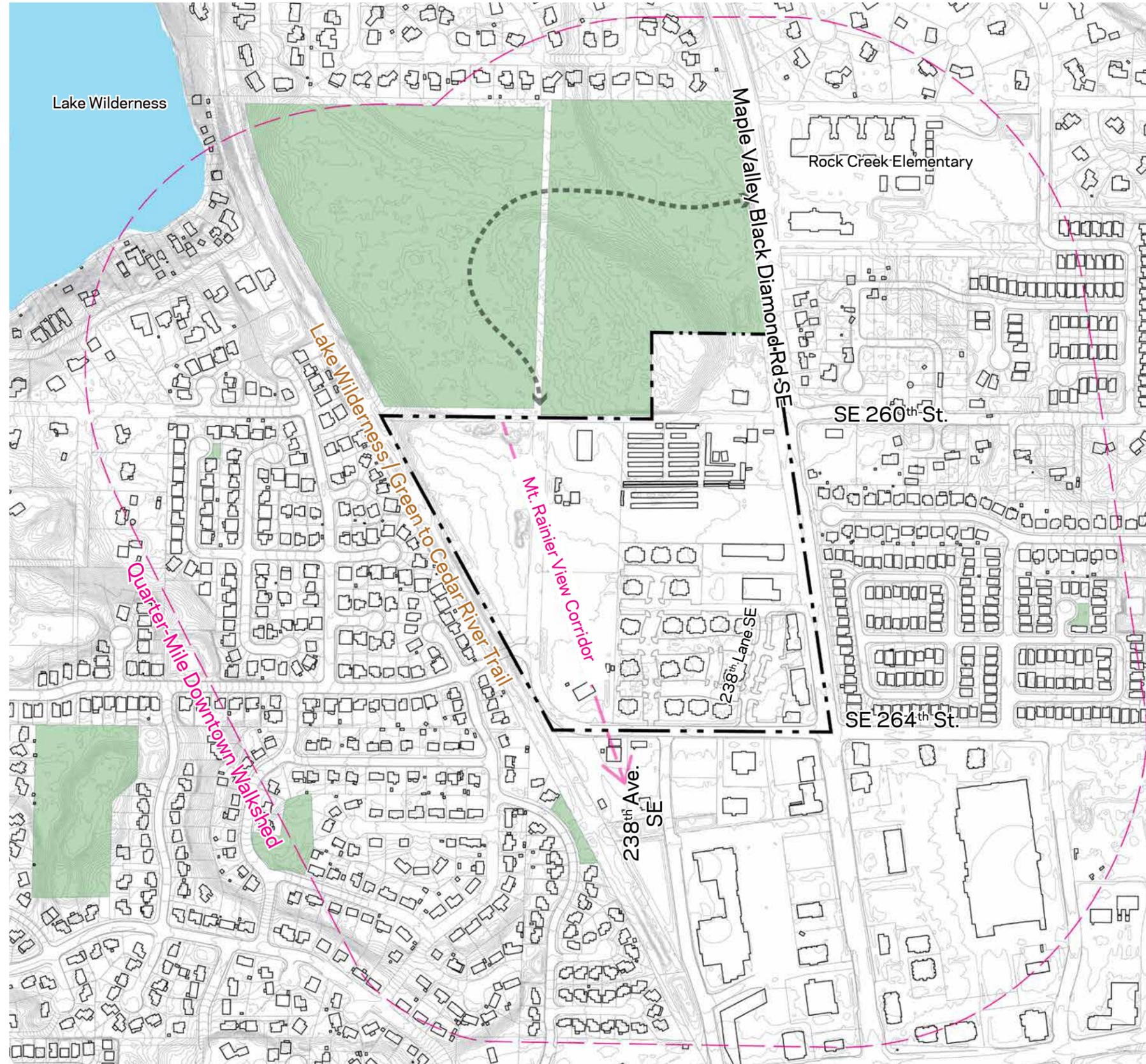


### Tasks

- 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



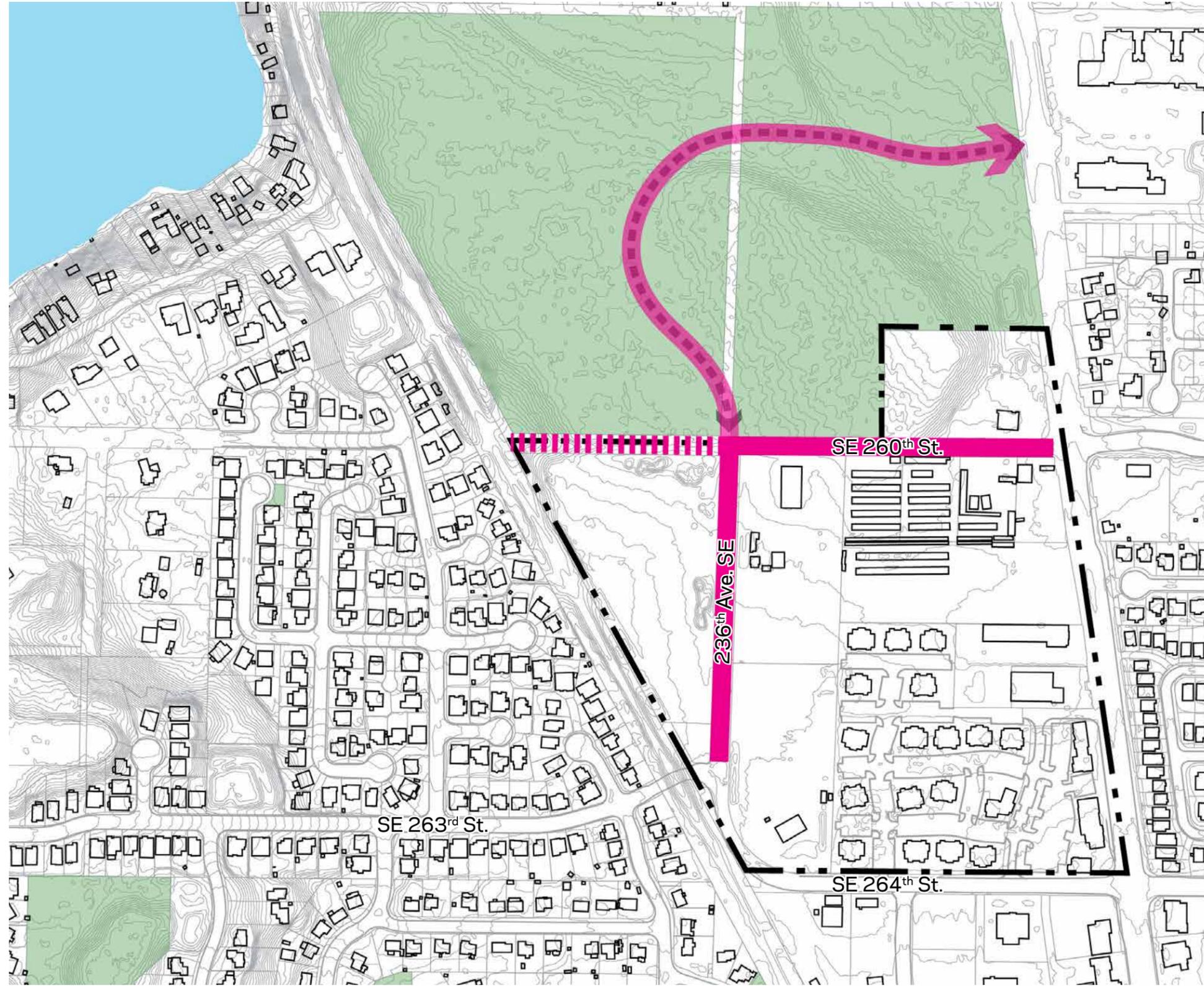
# Area Plan



## How do we manufacture a walkable downtown?

- Precedents
- Primary Street
- Secondary Connections

# Existing Undeveloped Rights-of-Way



-  Public ROW
-  ROW Dead End

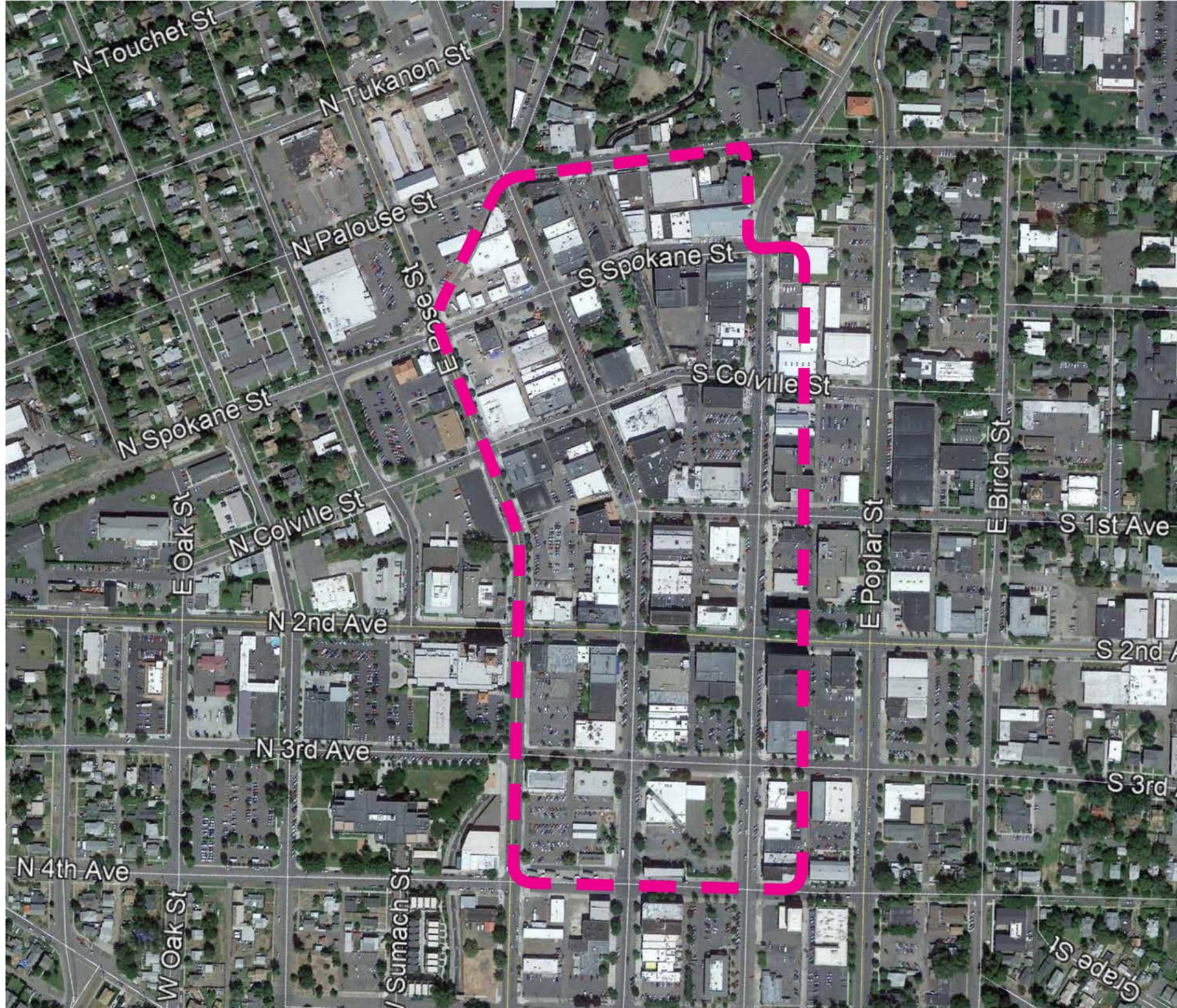


# Walkable Downtowns - Walla Walla, WA



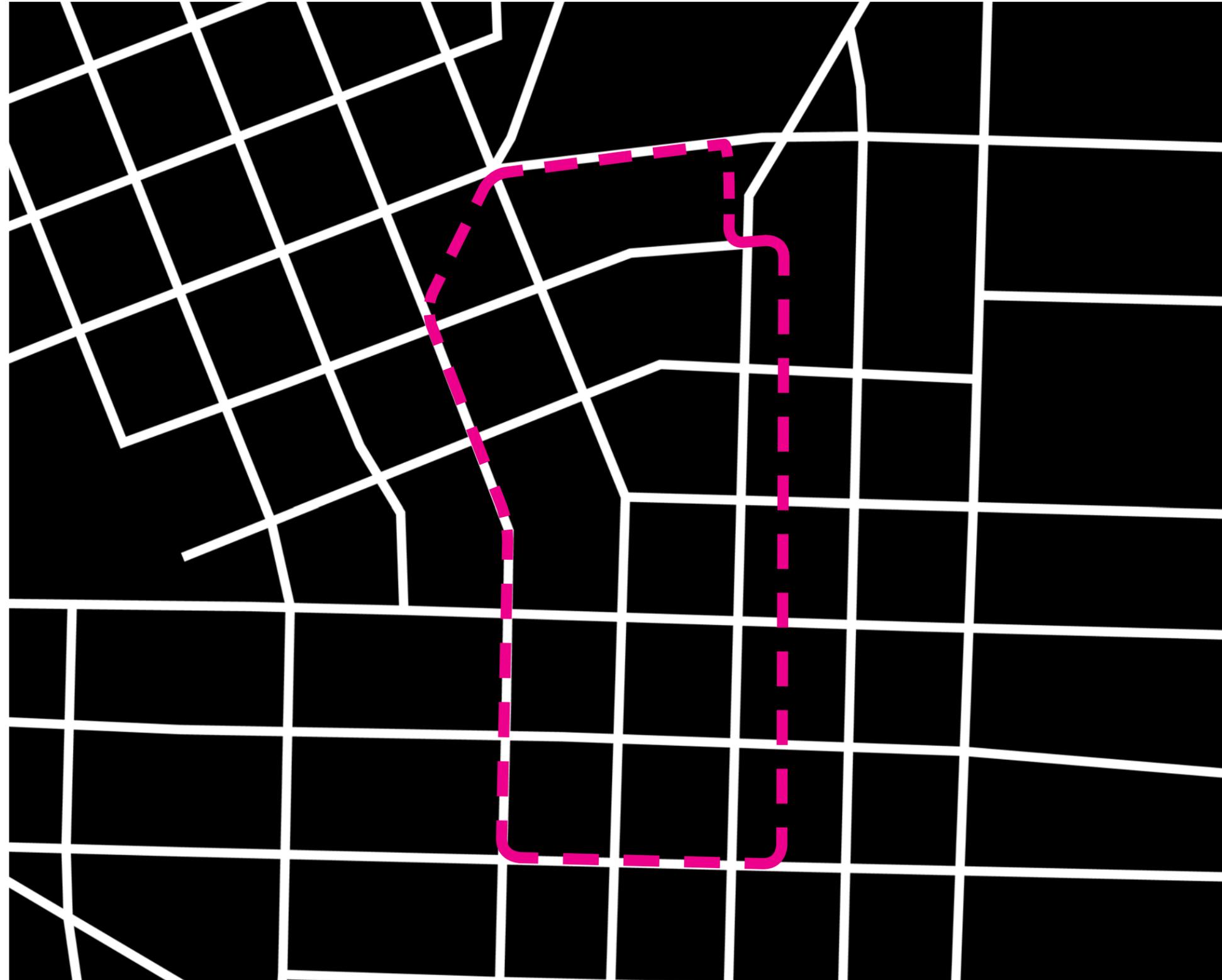


# Walkable Downtowns - Walla Walla, WA



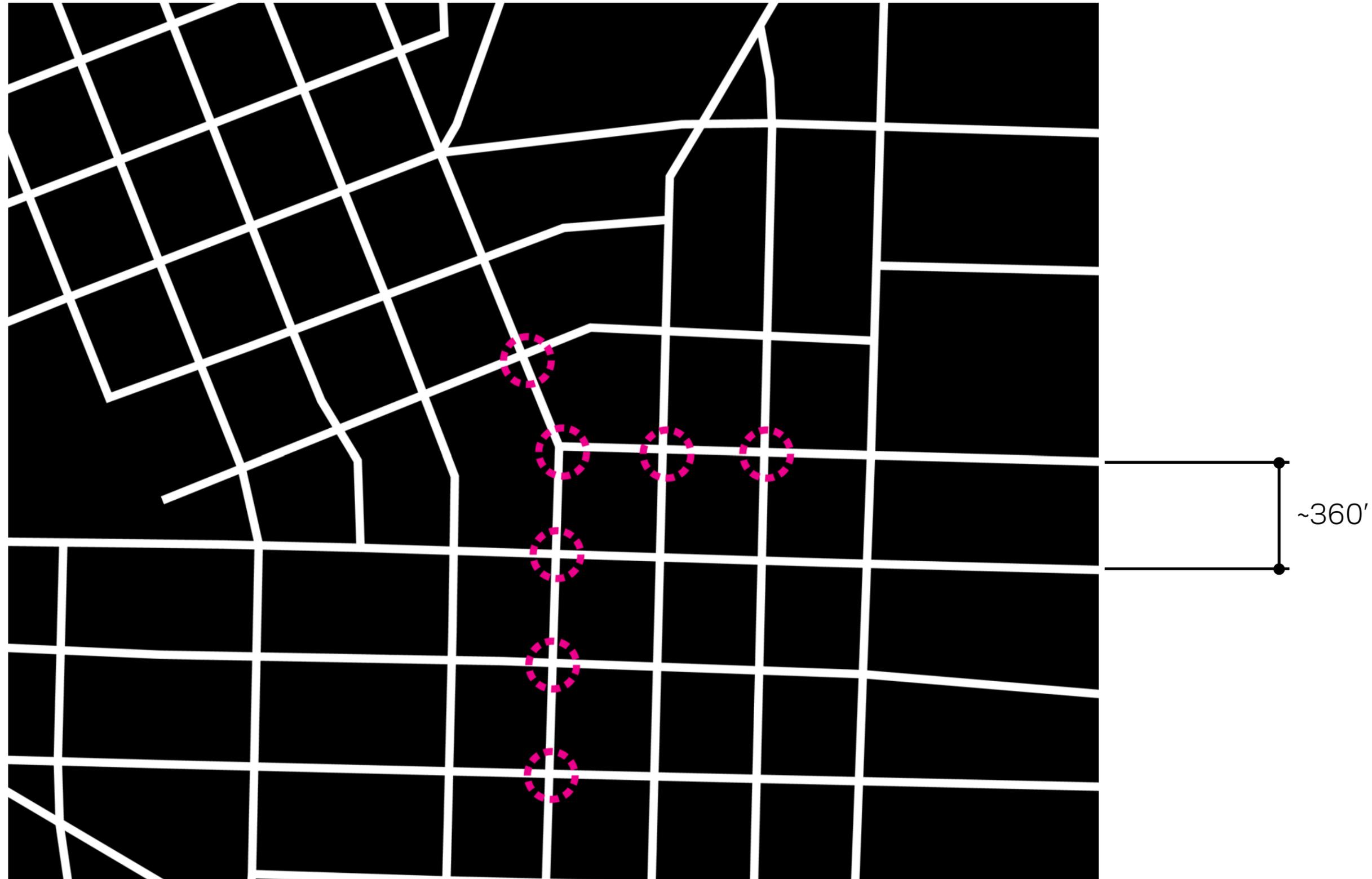


# Walkable Downtowns - Walla Walla, WA





# Walkable Downtowns - Walla Walla, WA



# Walla Walla Block Intersections Overlay



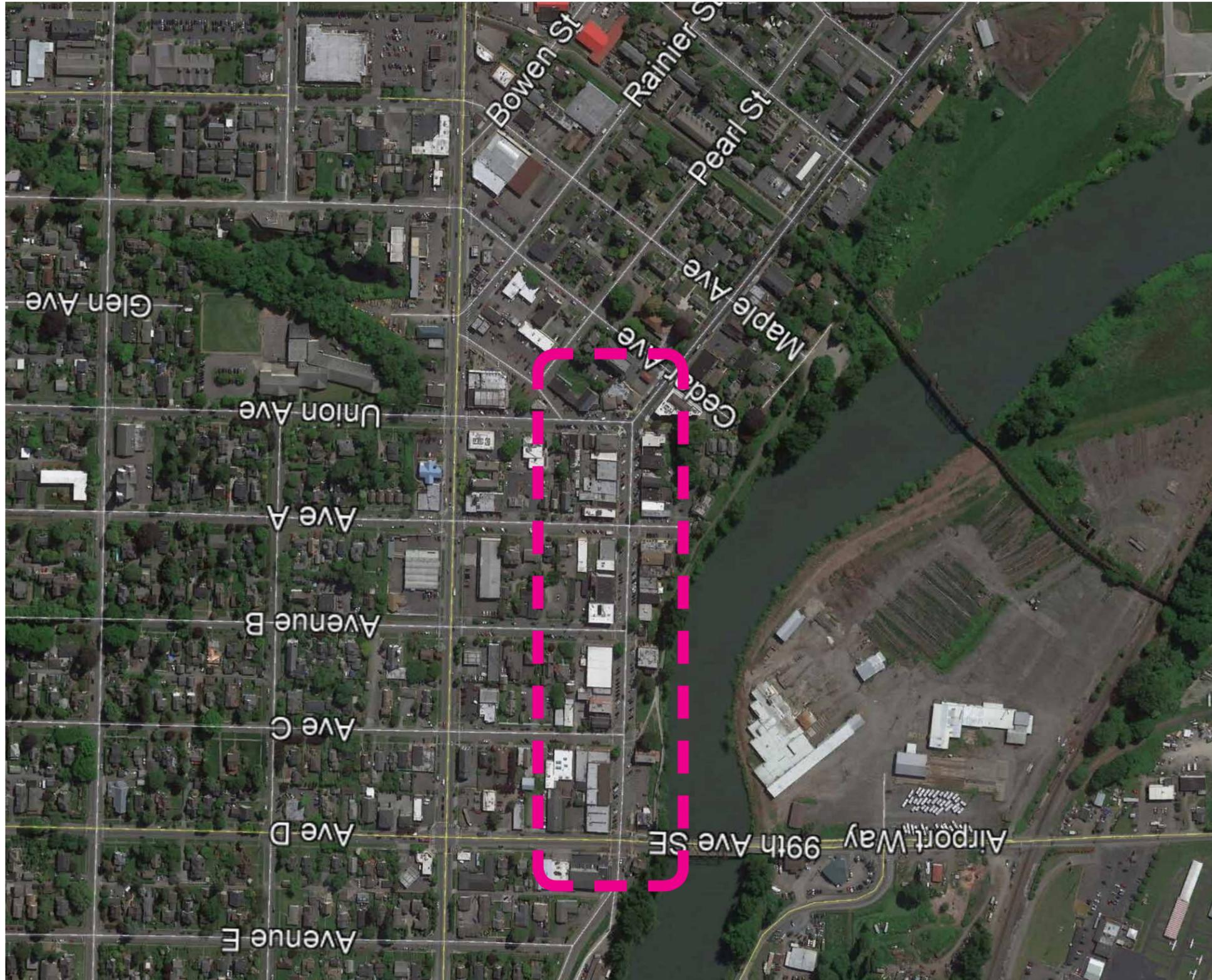


# Walkable Downtowns - Snohomish, WA



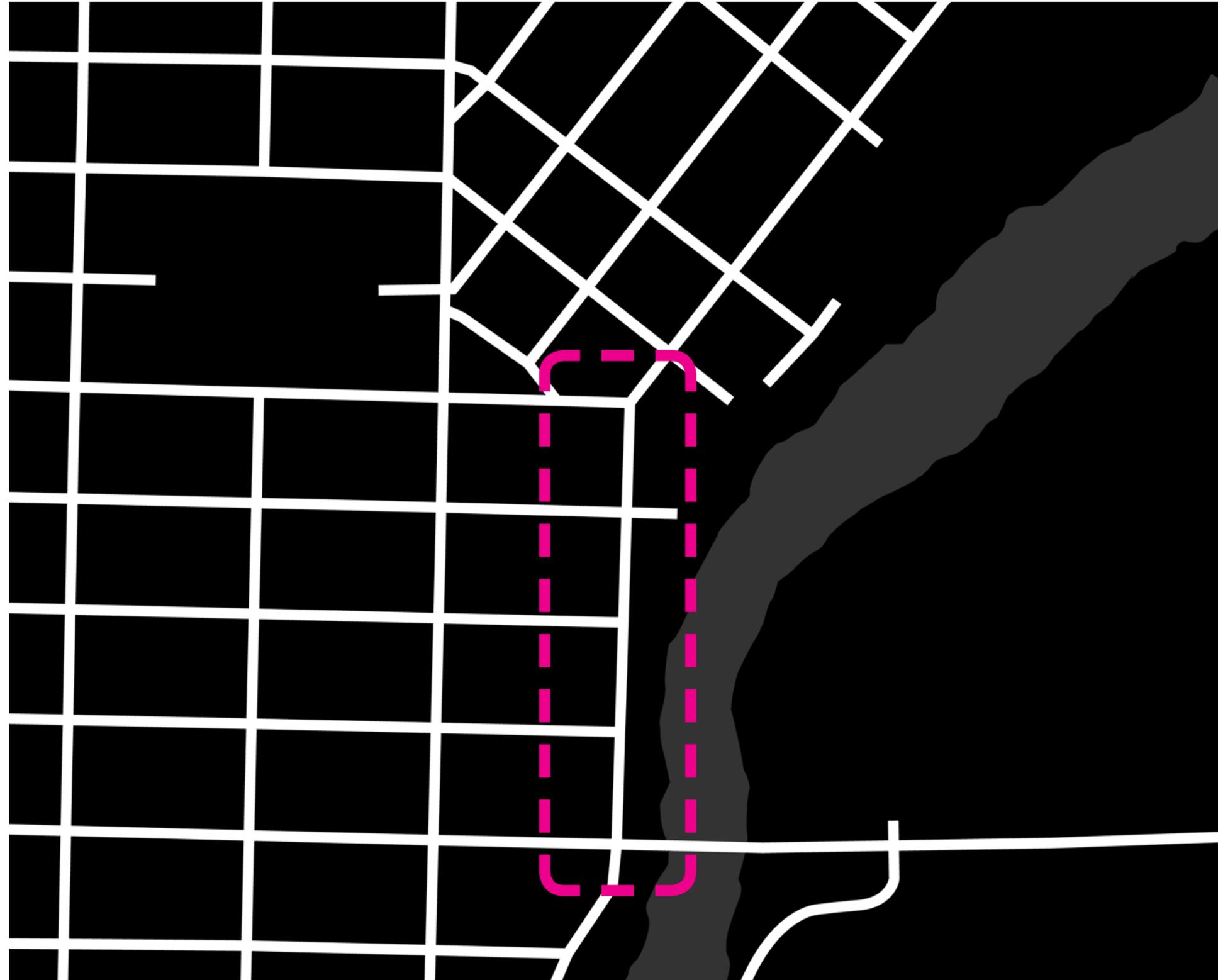


# Walkable Downtowns - Snohomish, WA





# Walkable Downtowns - Snohomish, WA

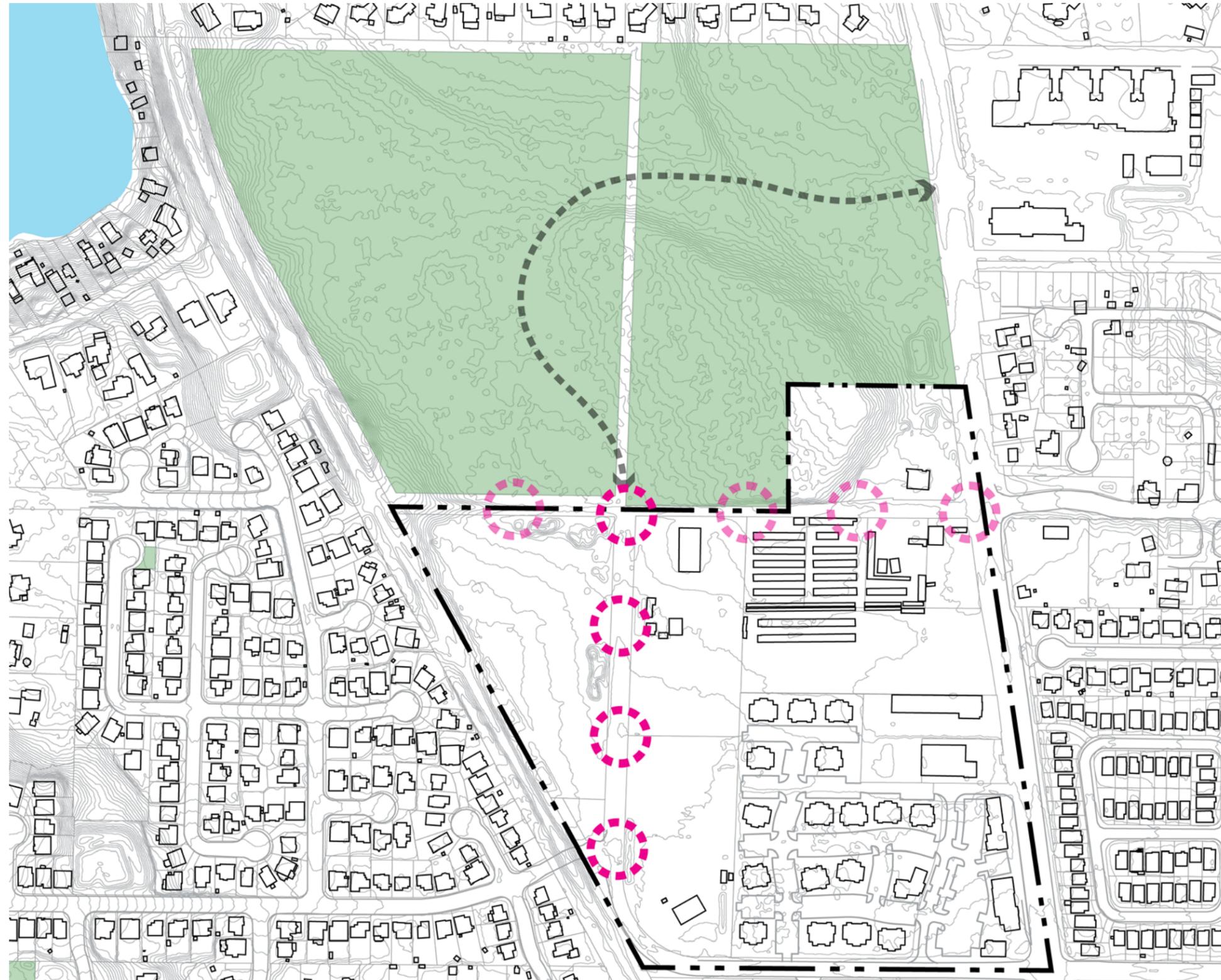




# Walkable Downtowns - Snohomish, WA

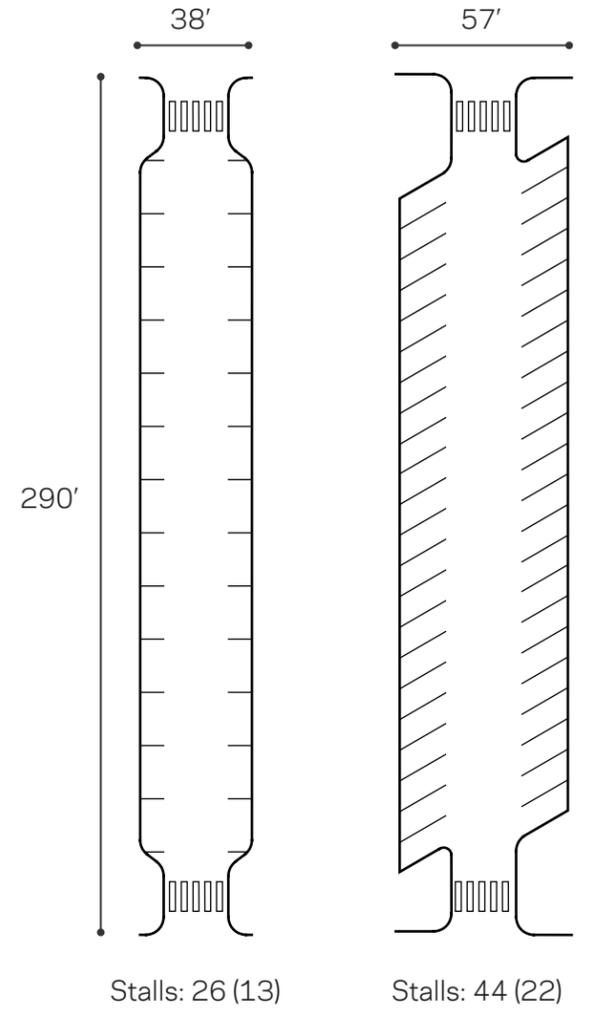
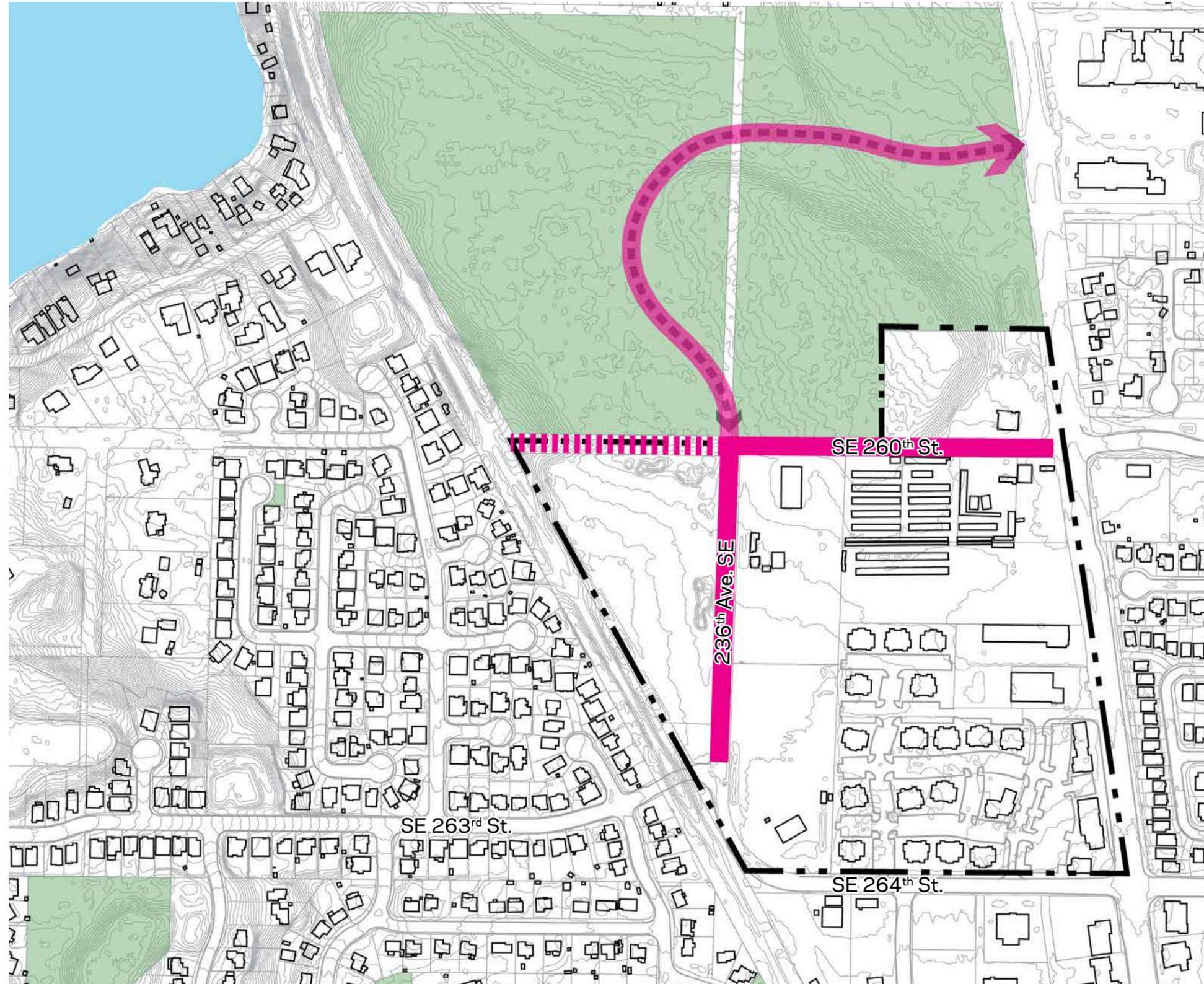


# Snohomish Block Intersections Overlay



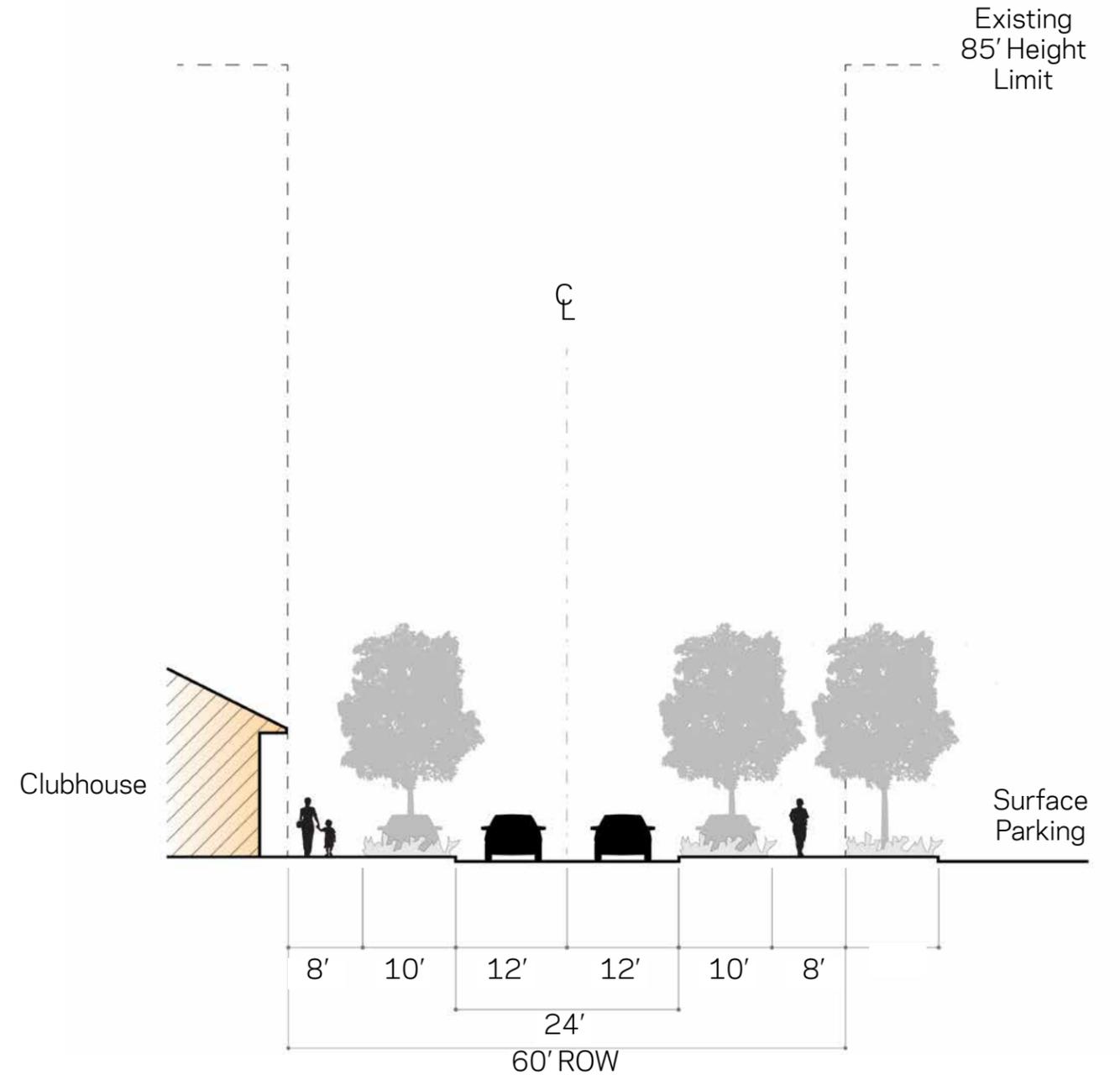
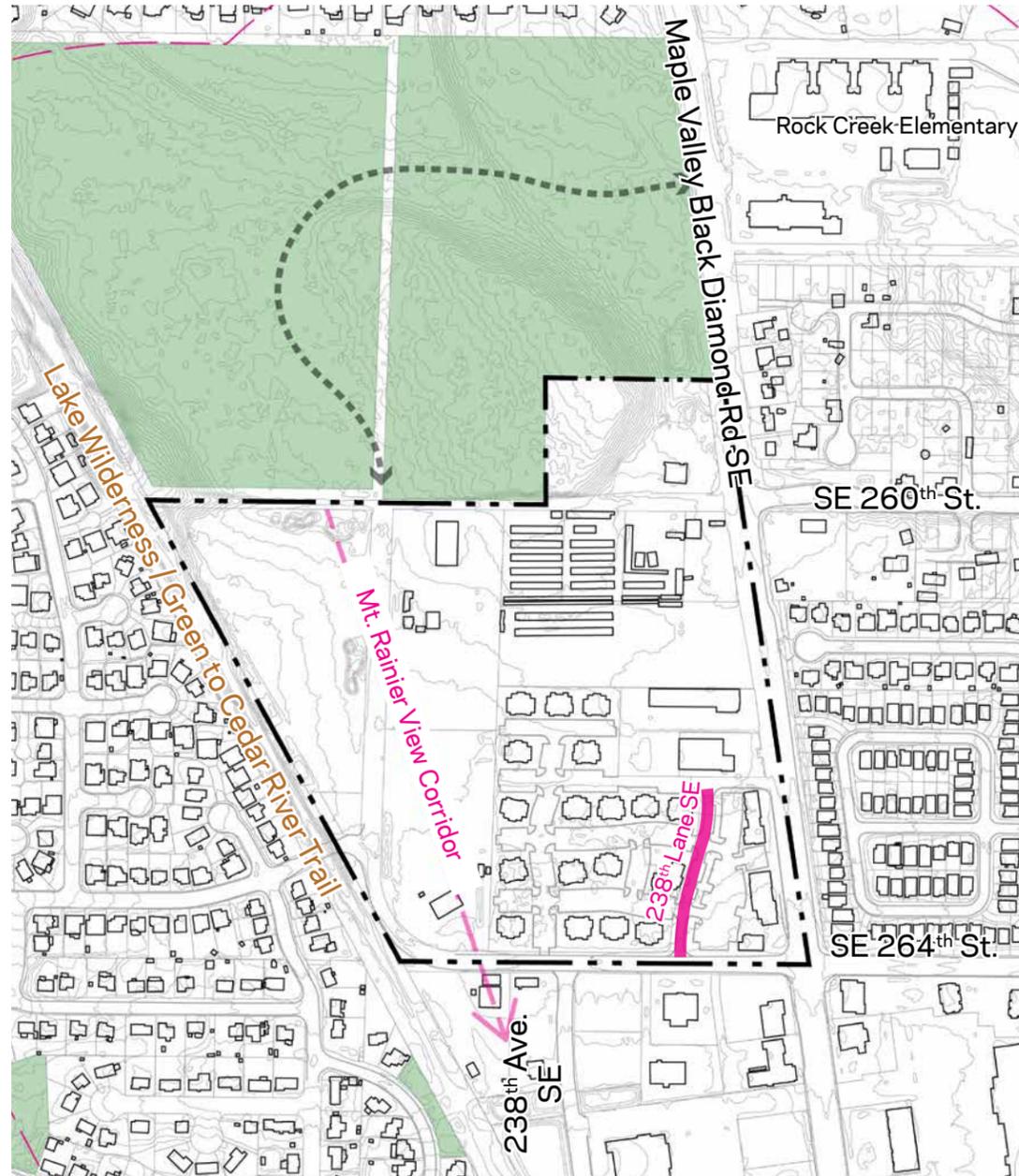
**Primary Street**

# Primary Street



- Primary Street - Public ROW
- Future Trail Connection

# Compare with what is existing...



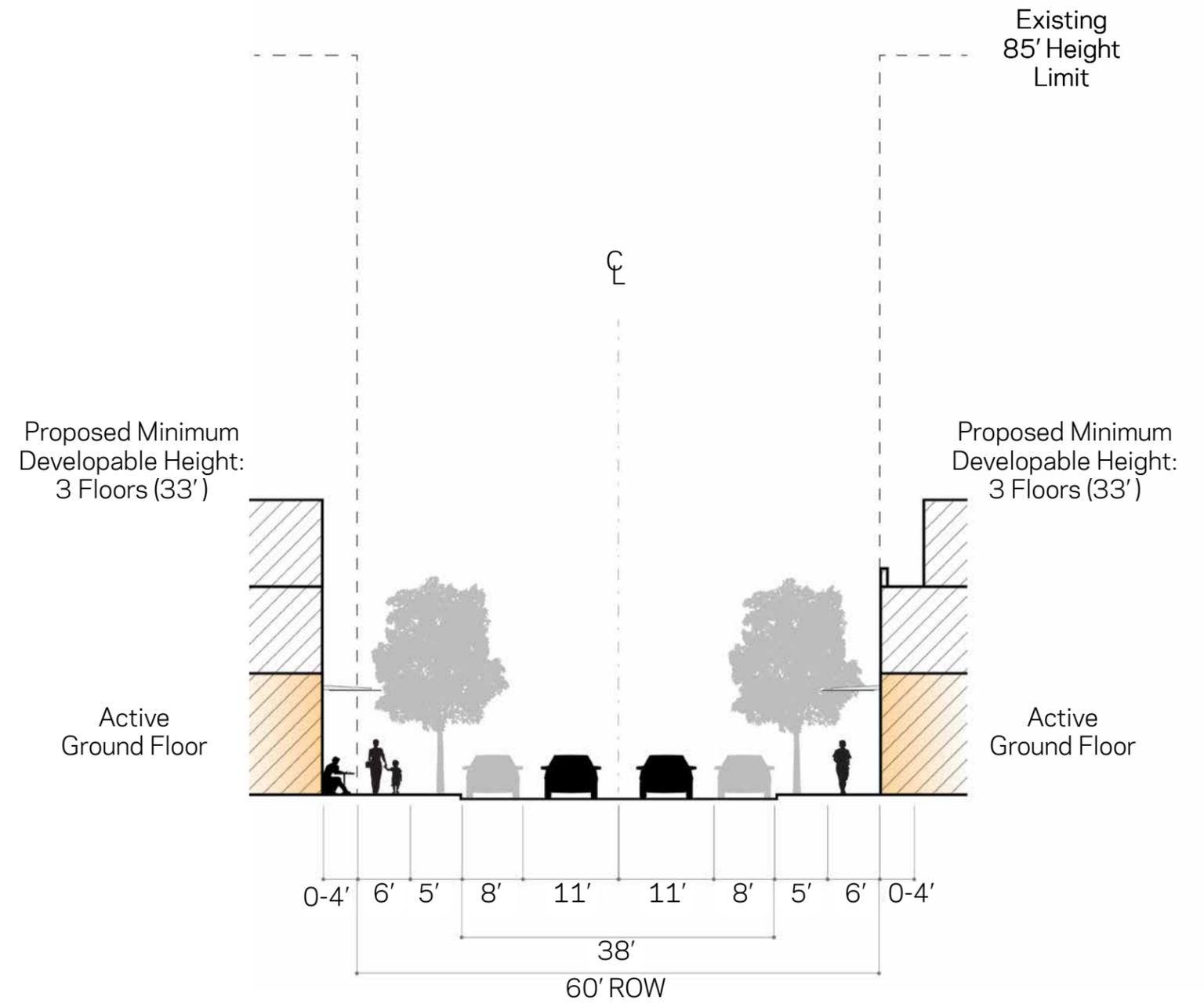
Existing 238<sup>th</sup> Lane SE



Main Street - Sumner, WA

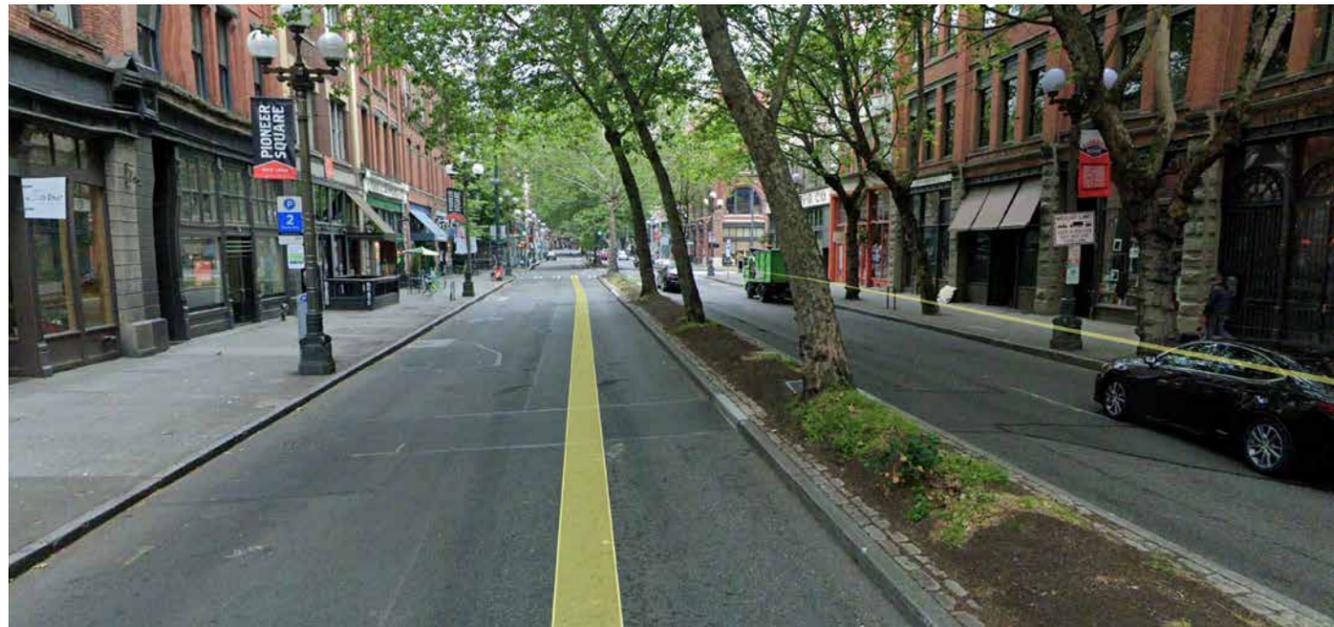


Main Street - Bellevue, WA

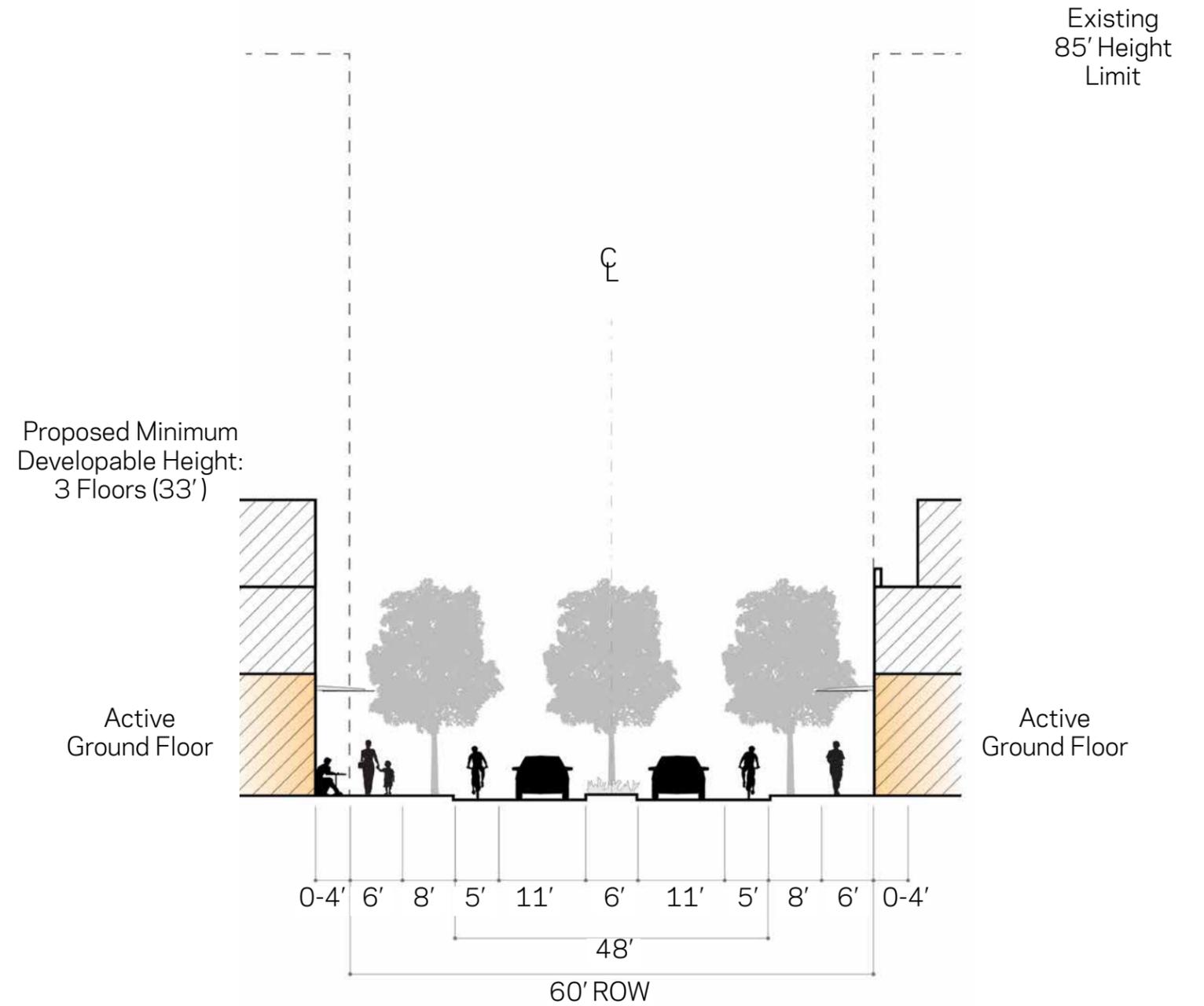


Proposed Primary Street Option #1

# Primary Street Design Options



1st Avenue - Seattle, WA

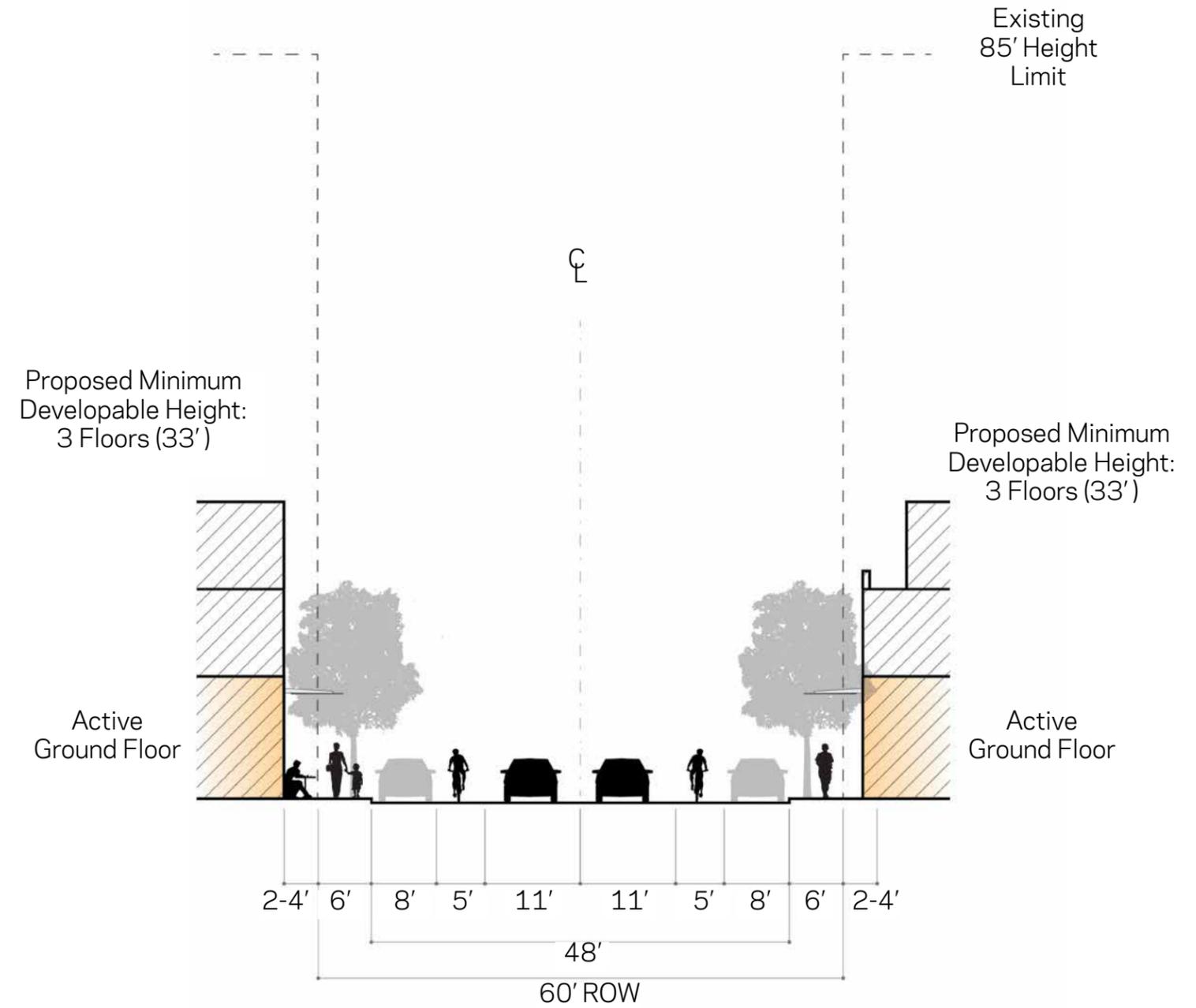


Proposed Primary Street Option #2

# Primary Street Design Options

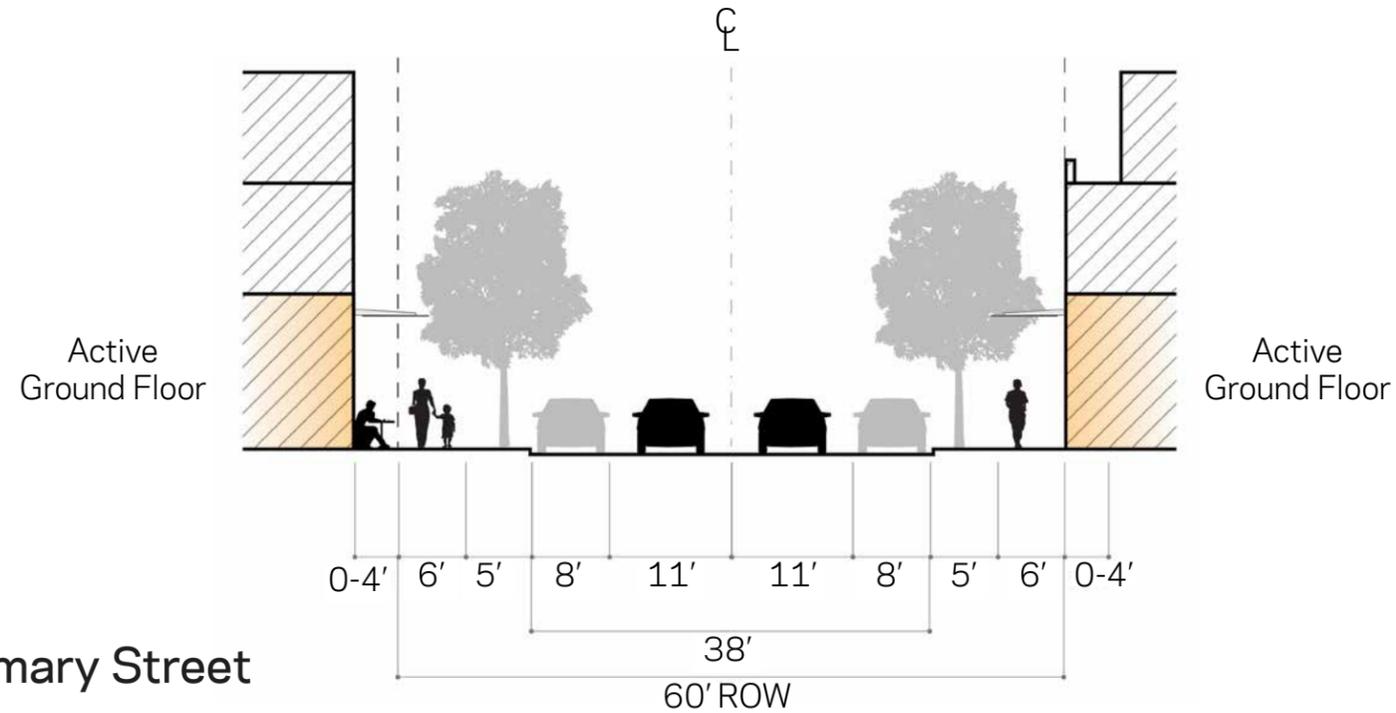


Main Street - Duvall, WA

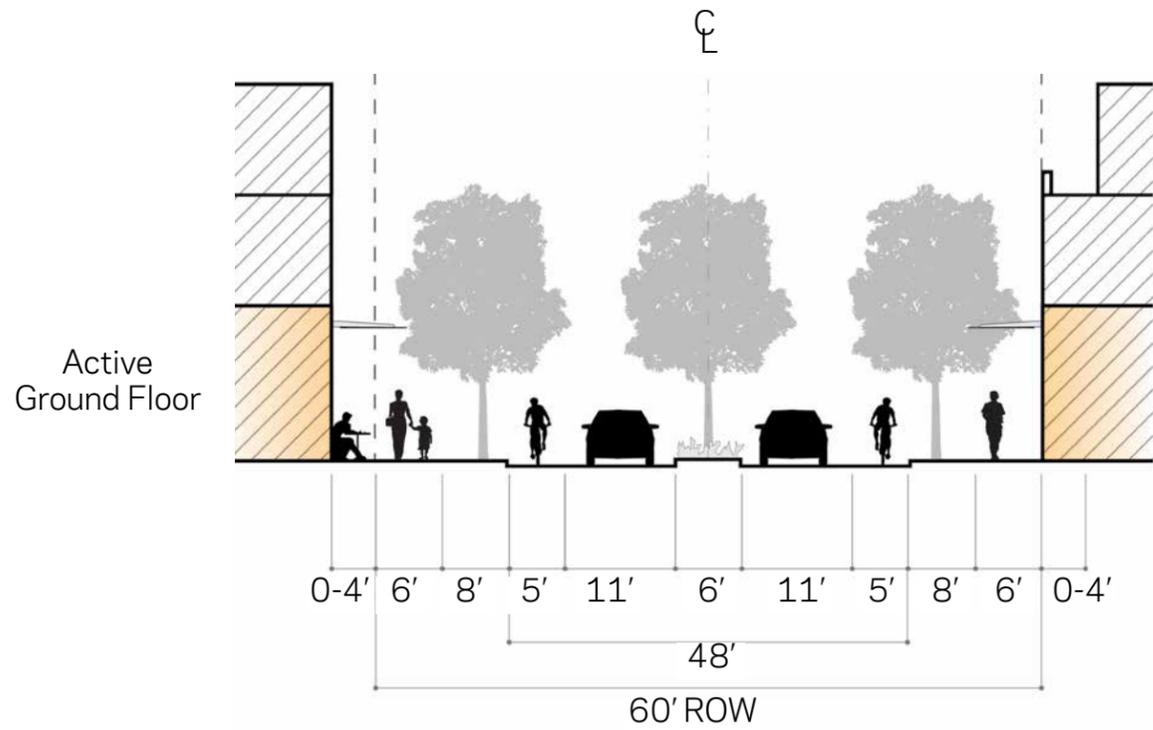


Proposed Primary Street Option #3

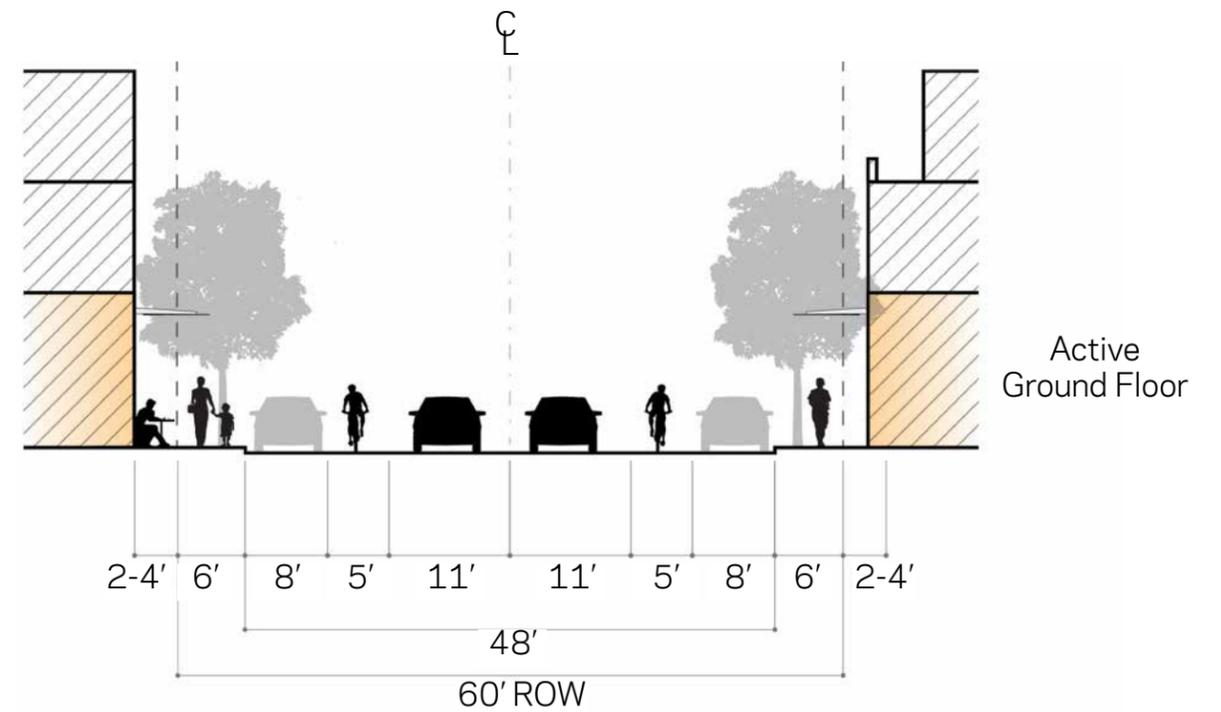
# Primary Street Recommendation



Recommended Primary Street



Proposed Primary Street Option#2



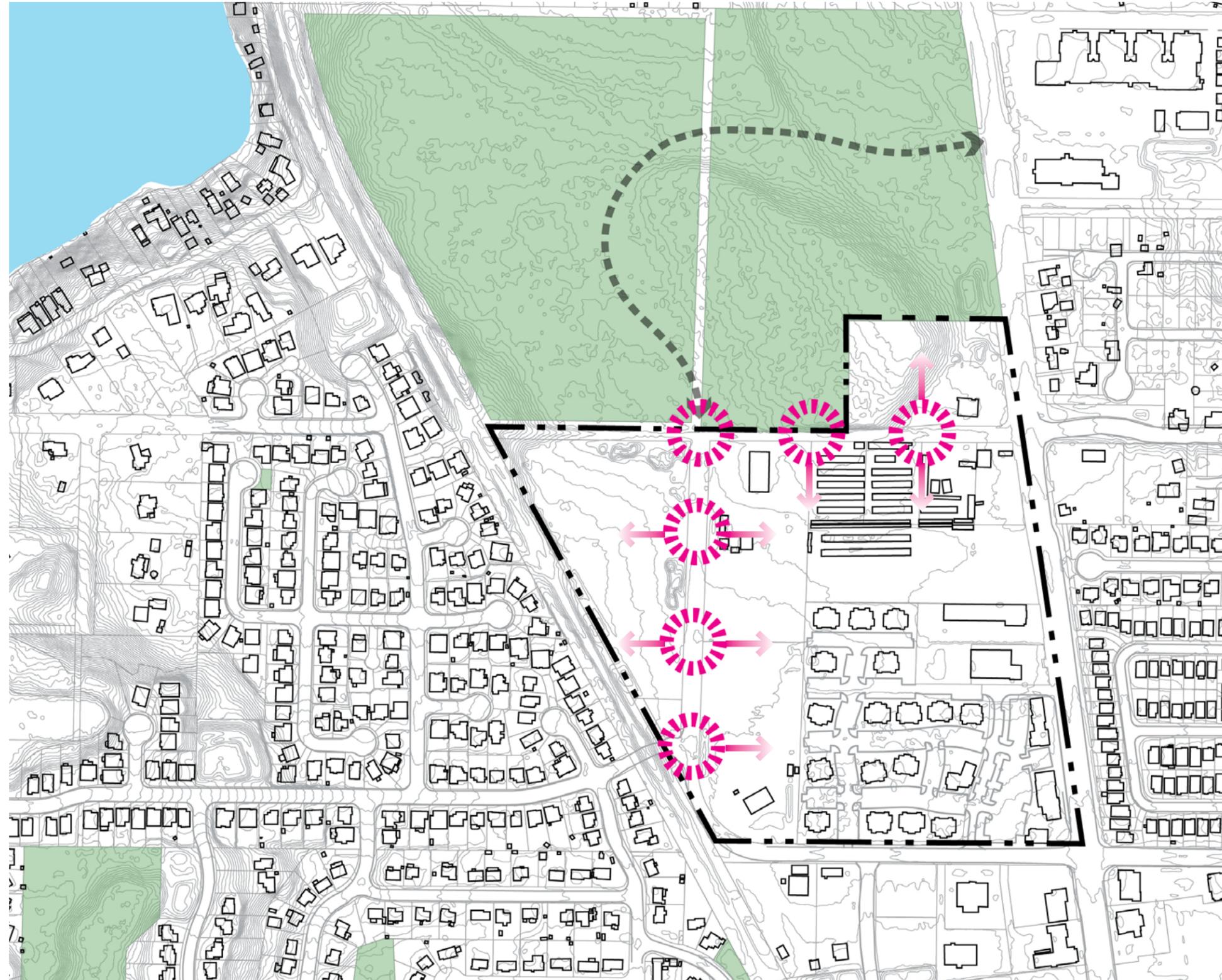
Proposed Primary Street Option #3



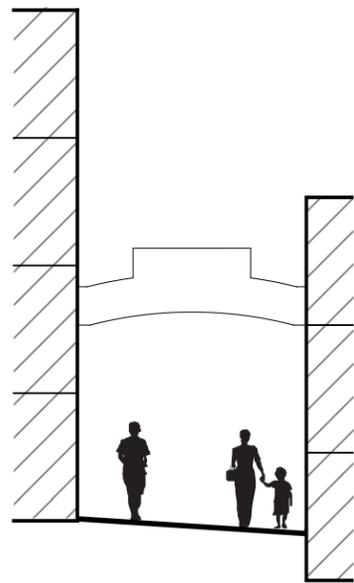
## Connectivity & Circulation - Secondary Connections

**Standard:** Secondary Connections are required at regular intervals - a minimum of 250' and a maximum of 360' along the Primary Street from centerline to centerline.

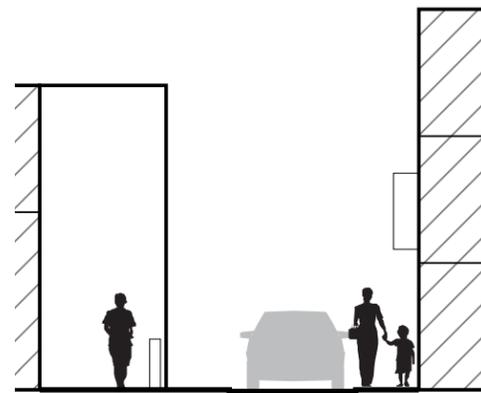
# Proposed Secondary Connections Diagram



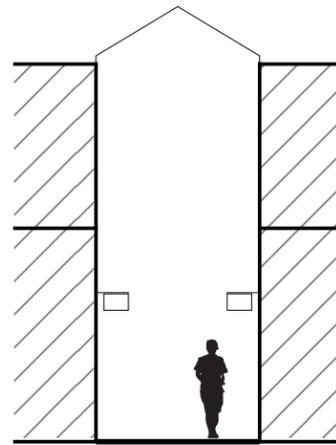
# Secondary Connections Types



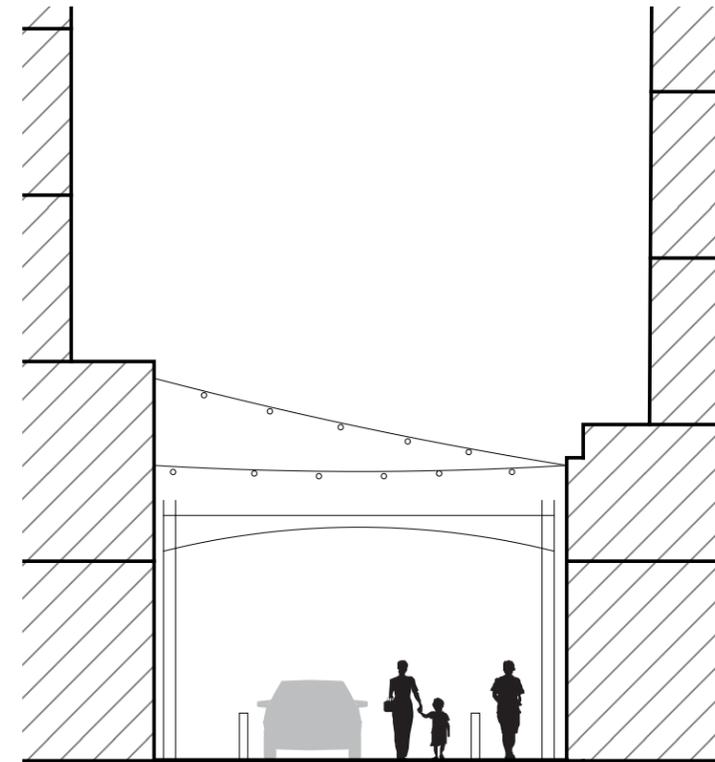
Pedestrian Alley



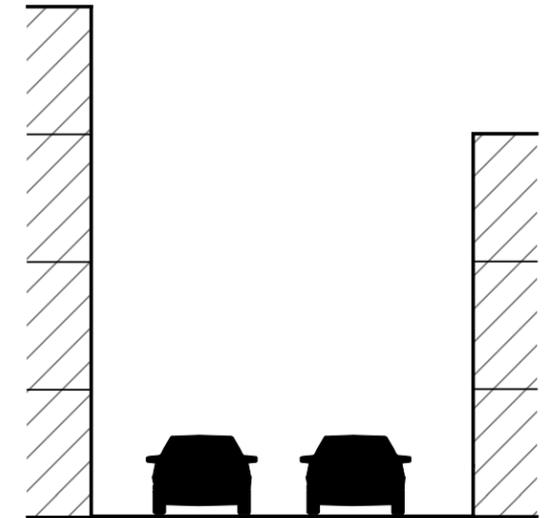
Shared Alley /  
Alley With Address



Arcade



Woonerf

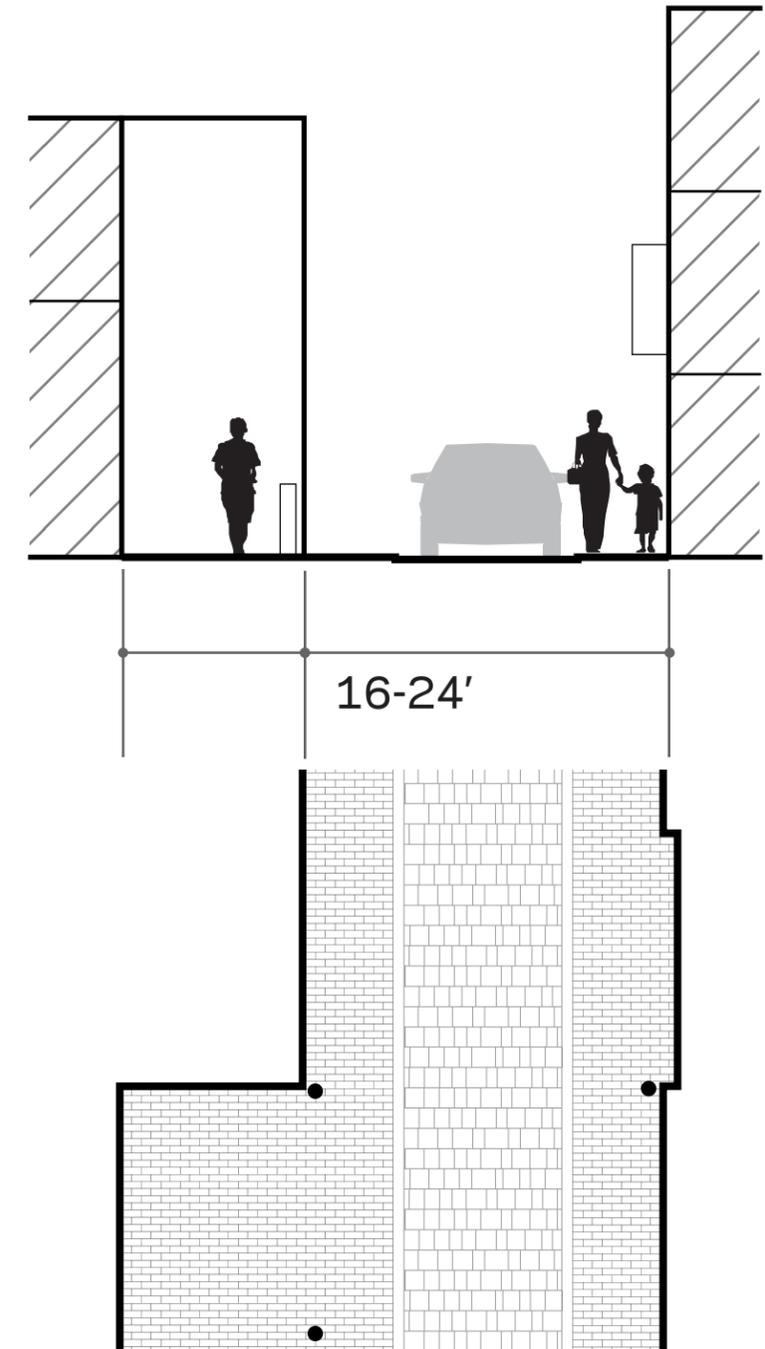


Typical Alley

# Shared Alley / Alley with Address



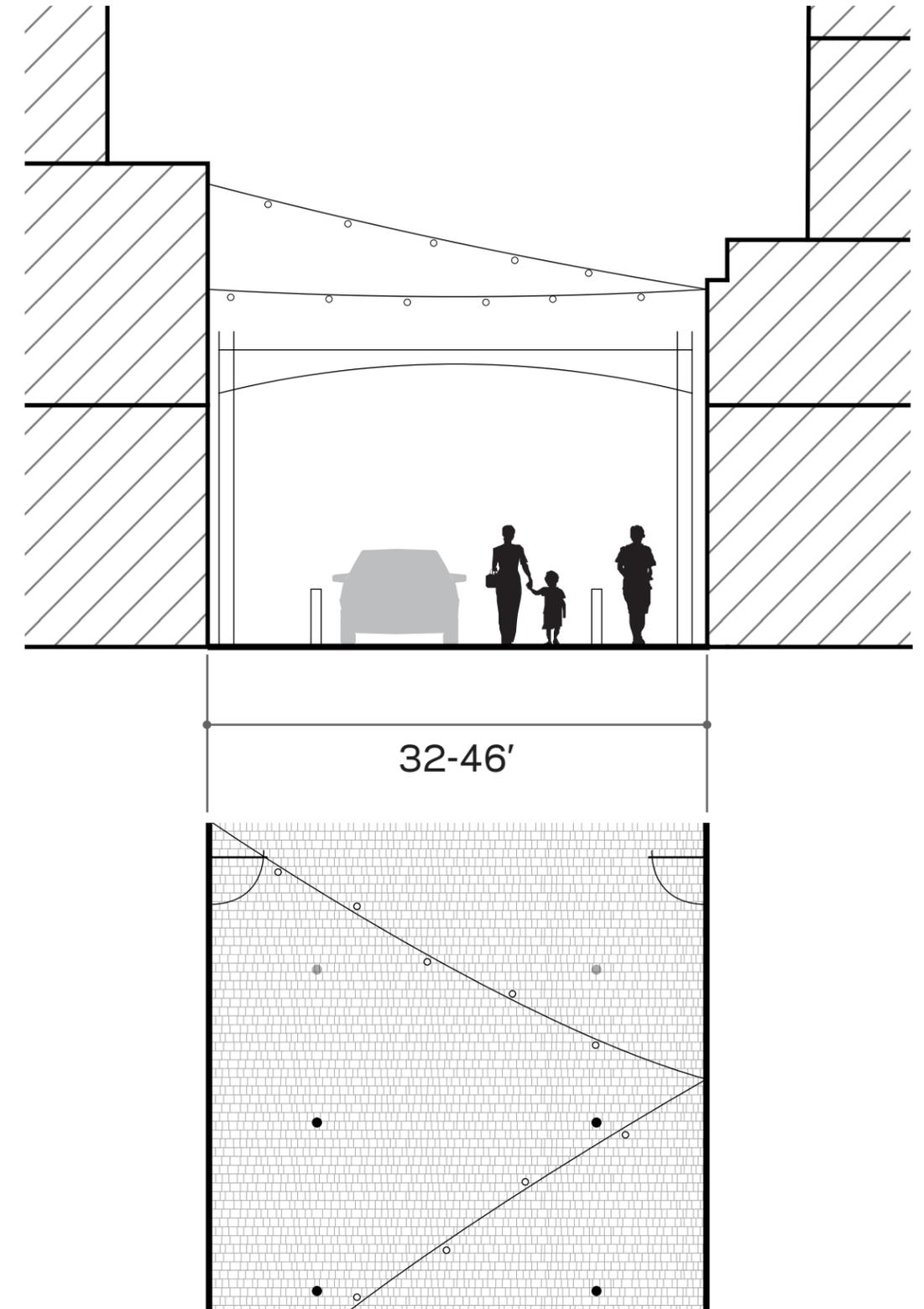
Shared space between cars and pedestrians with a more defined pedestrian zone.



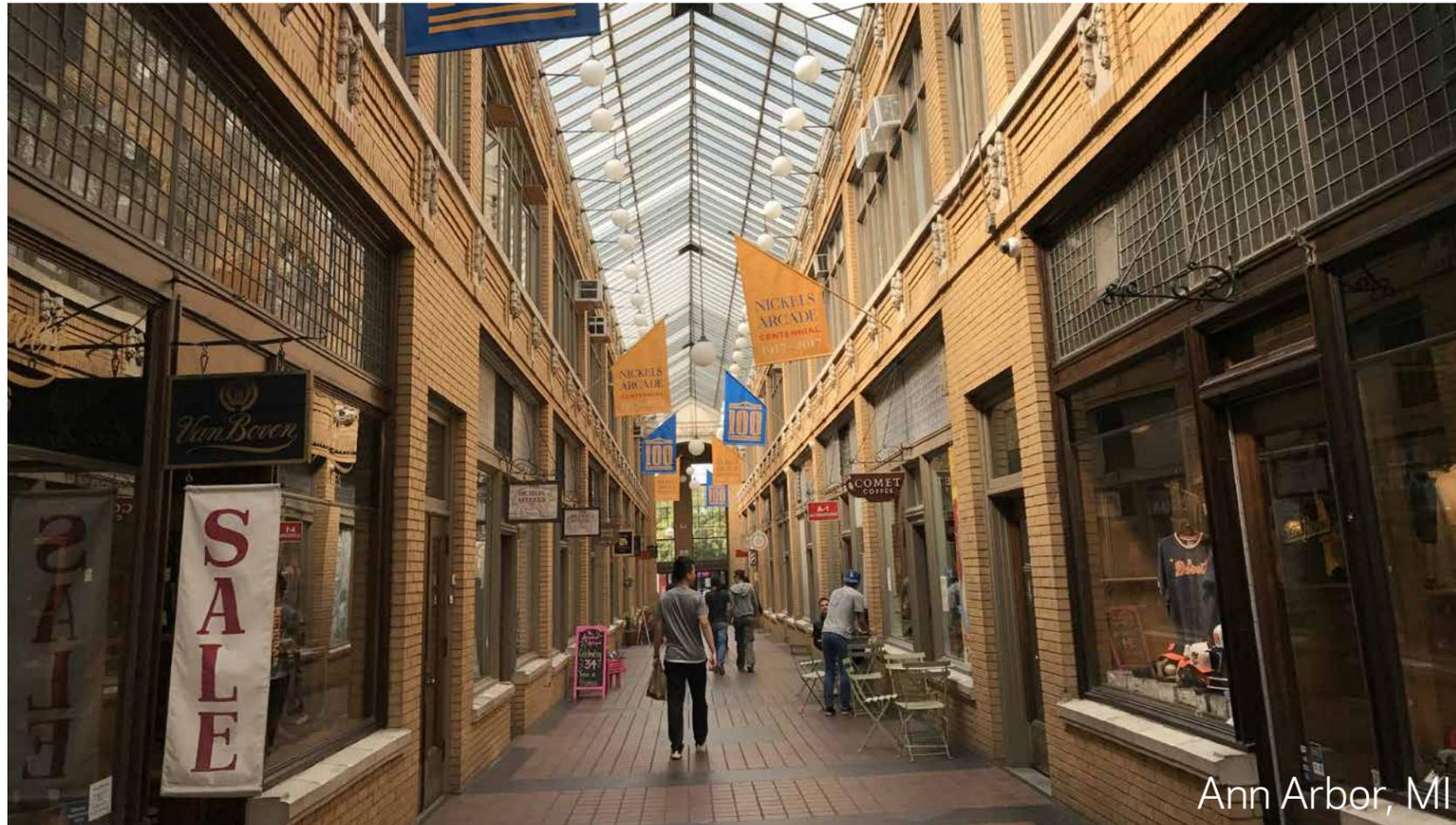
# Woonerf



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

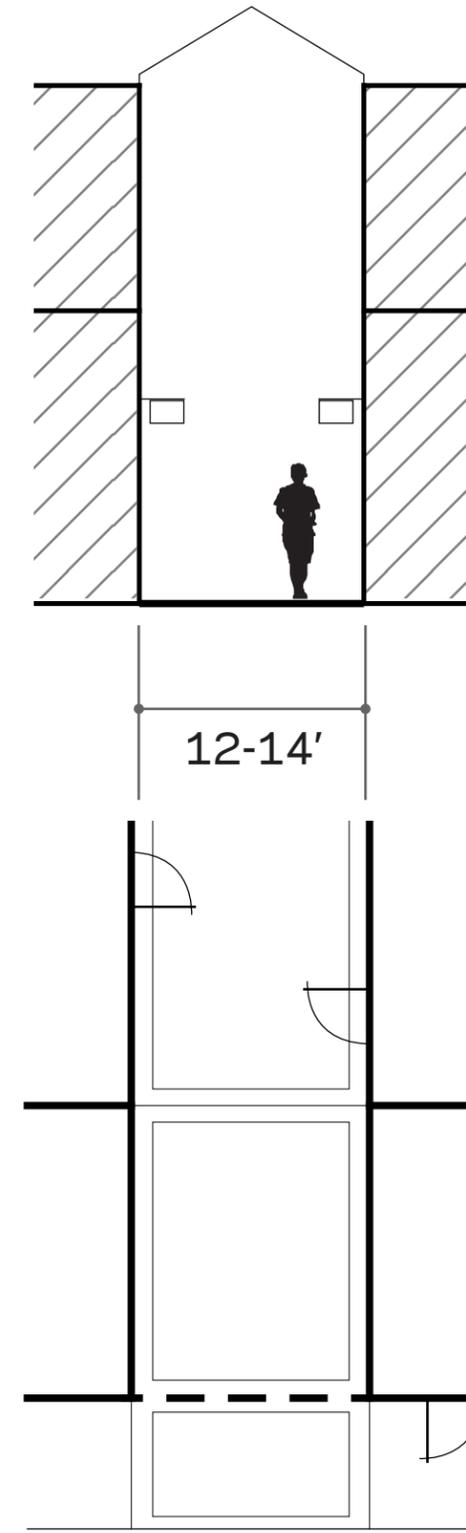


# Arcade



Ann Arbor, MI

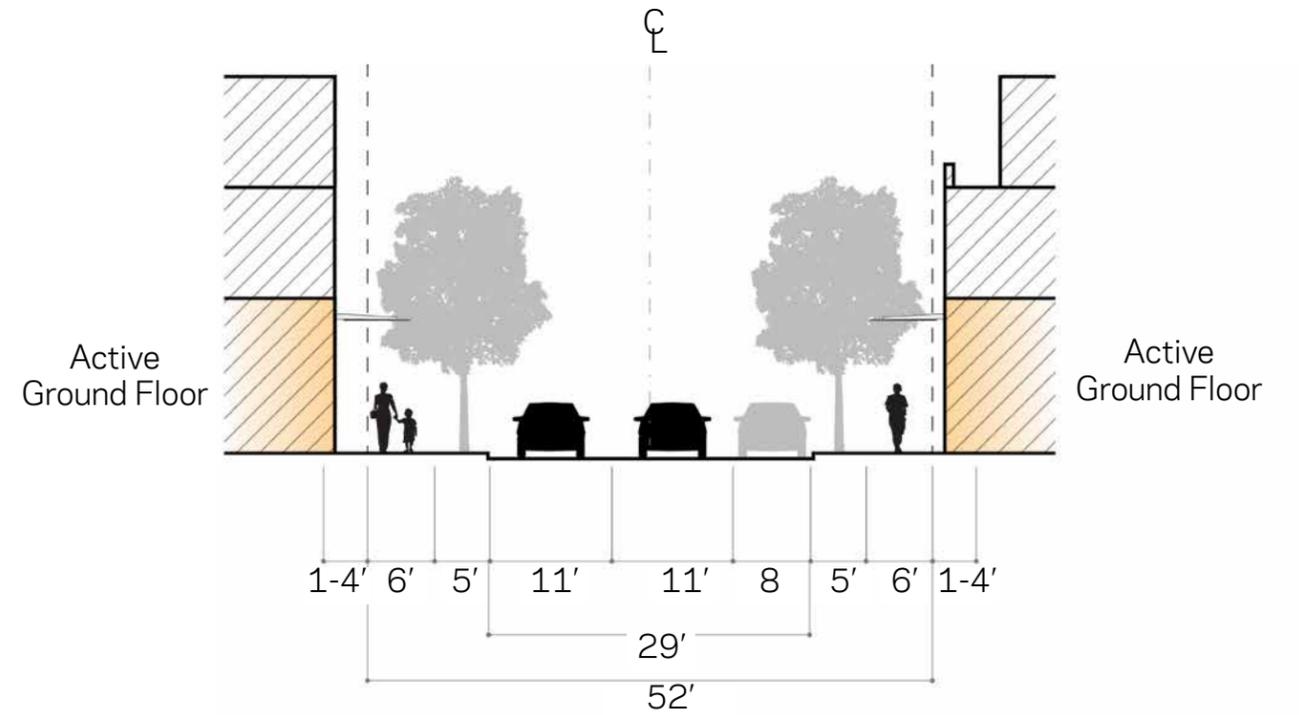
A covered pedestrian retail corridor which connects two *primary* travel ways.



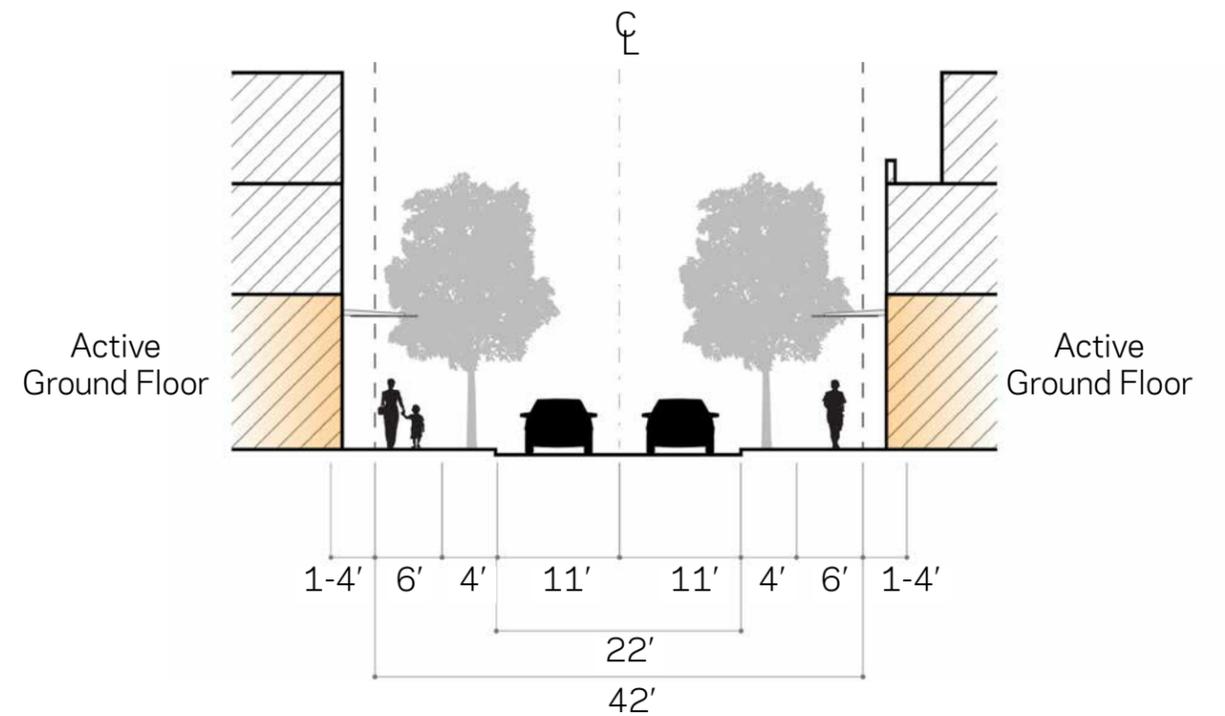
# Private Street



Front Street - Poulsbo, WA



Proposed Secondary Connection - Private Street Option #1



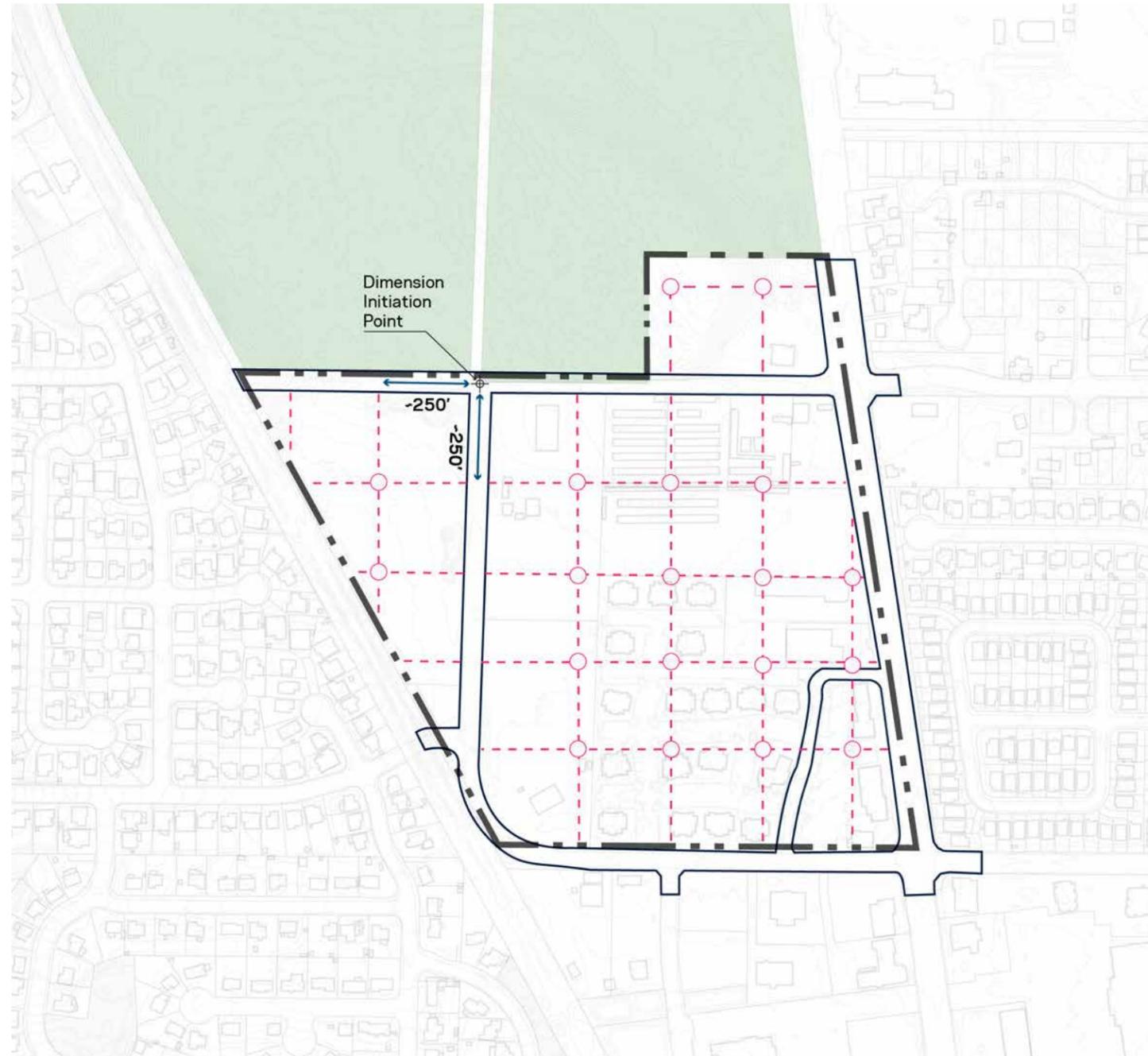
Proposed Secondary Connection - Private Street Option #2

## Block Size

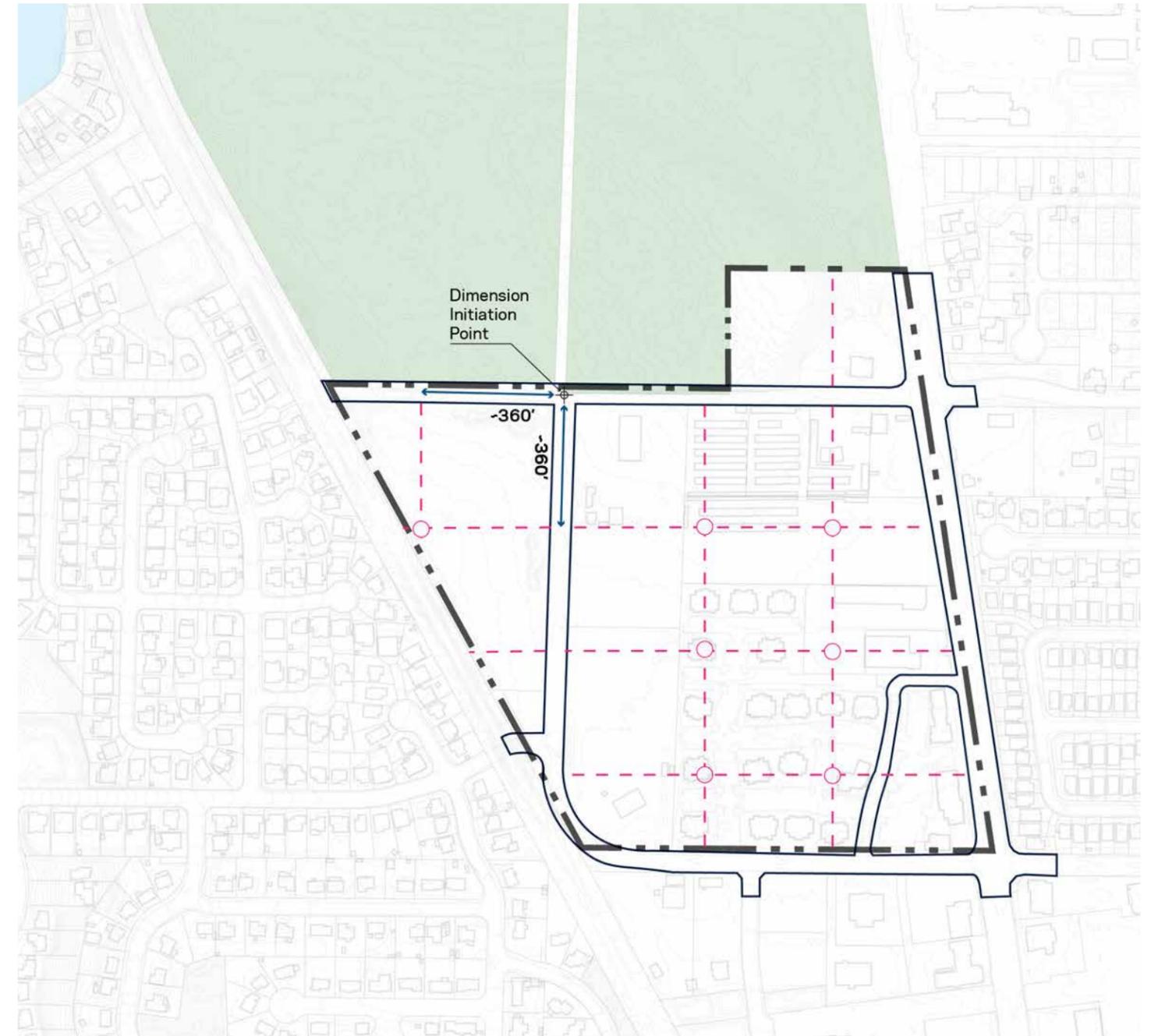


**Standard:** The downtown district requires additional Secondary Connections throughout the neighborhood to increase overall connectivity. The additional connections shall not create total block perimeters smaller than 1,000 feet or larger than 1,440 feet measured from the centerline of the Secondary Connection.

# Block Minimums and Maximums



Minimum Block Size - 1,000' (250')



Maximum Block Size - 1,440' (360')

# Parking

# Parking Precedents



## West Seattle Junction (Junction Association Merchants)

- Approximately 125 Stalls
- Parking is free and sponsored by the Junction Association Merchants



- WS Junction - Free 3-Hour Parking
- Privately Owned - Pay Parking
- Service Alley
- Pedestrian Through-Block Connection

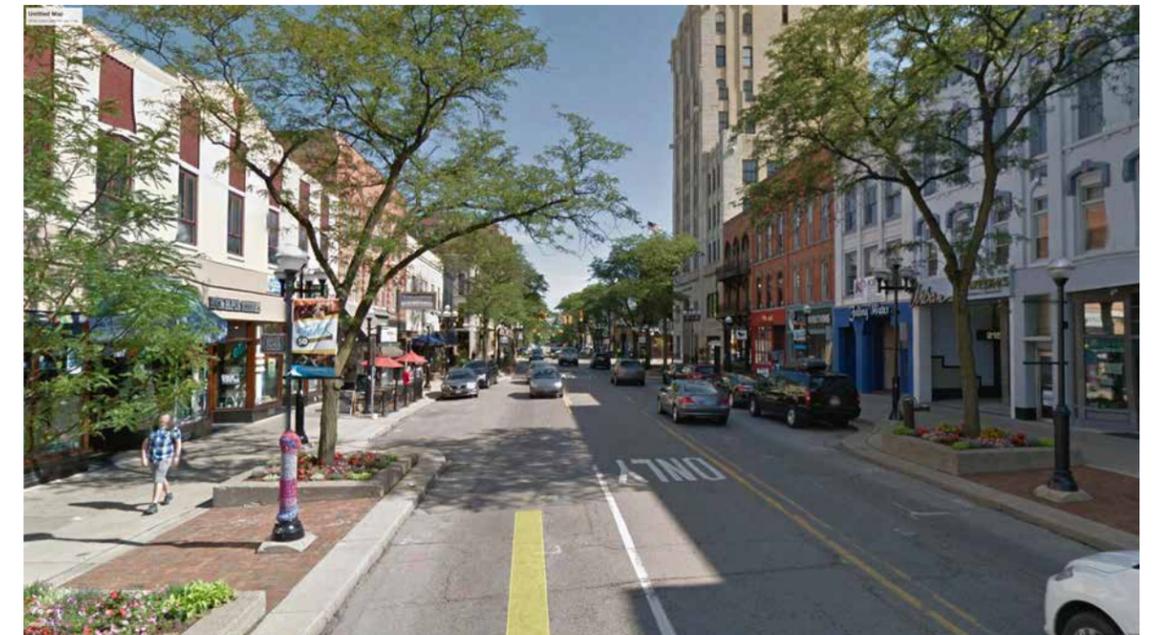
# Parking Precedents



## Ann Arbor Downtown Development Authority

### 4th & Washington Structure

- Approximately 260 Stalls
- 37 Stalls / Floor
- Per Hour Parking (current rate: \$1.20/hr)
- Parking fees fund:
  - Street Maintenance
  - Pedestrian Oriented Streetscape Projects
  - Public Transportation within Downtown
- AADDA owns and manages six parking structures in the larger downtown area.





# Parking Precedents

## 20.25A.080 Parking standards.

A. *General.* The provisions of LUC [20.20.590](#), except as they conflict with this section, apply to development in Downtown.

B. *Minimum/Maximum Parking Requirement by Use – Specified Uses.* This subsection supersedes LUC [20.20.590.F.1](#). Subject to LUC [20.20.590.G](#) and [20.20.590.H](#), the property owner shall provide at least the minimum and may provide no more than the maximum number of parking stalls as indicated below unless modified pursuant to applicable departure allowances contained in this section:

### Downtown Parking Requirements

Land Use	Unit of Measure	Downtown Land Use Districts	
		-O-1, -O-2	-R, -MU, -OB, -OLB
		Min.	Max.
a. Auditorium/Assembly Room/Exhibition Hall/Theater/Commercial Recreation (1)	per 8 fixed seats or per 1,000 nsf (if there are no fixed seats)	1.0 (10.0)	
b. Financial Institution	per 1,000 nsf	3.0	
c. Funeral Home/Mortuary (1)	per 5 seats	1.0	
d. High Technology/Light Industry	per 1,000 nsf	2.0	
e. Home Furnishing/Retail/Major Appliances – Retail	per 1,000 nsf	1.5	
f. Hospital/In-Patient Treatment Facility/Outpatient Surgical Facility	per 1.5 patient beds	1.0	
g. Manufacturing/Assembly (Other than High Technology/Light Industrial)	per 1,000 nsf	0.7	

The Bellevue Land Use Code is current through Ordinance 6495, passed December 2, 2019.

### Downtown Parking Requirements

Land Use	Unit of Measure	Downtown Land Use Districts			
		-O-1, -O-2		-R, -MU, -OB, -OLB	
		Min.	Max.	Min.	Max.
h. Office (Business Services/Professional Services/General Office) (3)	per 1,000 nsf	2.0	2.7	2.5	3.0
i. Office (Medical Dental/Health Related Services)	per 1,000 nsf	3.0	4.0	4.0	5.0
j. Personal Services: Without Fixed Stations	per 1,000 nsf	2.0	2.0	2.0	3.0
With Fixed Stations	per station	0.7	2.0	1.0	1.5
k. Residential (6)	per unit	0	2.0	1.0 (5)	2.0
l. Restaurant	per 1,000 nsf	0	15.0	10.0 (4)	20.0
m. Retail	per 1,000 nsf	3.3	5.0	4.0 (4)	5.0
n. Retail in a Mixed Development (except Hotel) (2)	per 1,000 nsf	0	3.3	2.0 (4)	4.0
o. Senior Housing: Nursing Home	per patient bed	0.4	0.8	0.4	0.8
Senior Citizen Dwelling or Congregate Care	per living unit	0	1.0	0.33	1.0

nsf = net square feet (see LUC [20.50.036](#))

#### Notes to Parking Requirements:

- (1) Room or seating capacity, as specified in the International Building Code, as adopted and amended by the City of Bellevue, at the time of the application, is used to establish the parking requirement.
- (2) If retail space in a mixed development exceeds 20 percent of the gross floor area of the development, the retail use parking requirements of subsection [B](#) of this section apply to the entire retail space.

The Bellevue Land Use Code is current through Ordinance 6495, passed December 2, 2019.

(3) **Special Requirement in Perimeter Overlays:** The Director may require the provision of up to 3.5 parking stalls per 1,000 net square feet for office uses within the Perimeter Overlays to avoid potential parking overflow into adjacent Land Use Districts outside Downtown.

(4) Parking for existing buildings in the DT-OB District shall be provided according to the criteria set forth in this Note (4).

(a) **Existing Building Defined:** For this Note (4), “existing building” shall refer to any building in existence as of December 31, 2006, or any building vested as of December 31, 2006, per LUC [20.40.500](#), and subsequently constructed consistent with the 2006 vesting.

(b) **First 1,500 Net Square Feet of a Restaurant or Retail Use – No Parking Required.** The first 1,500 net square feet of a restaurant or retail use located in an existing building shall have a minimum parking ratio of zero.

(c) **Restaurant or Retail Uses in Excess of 1,500 Net Square Feet:** A restaurant or retail use that exceeds 1,500 net square feet and is located within an existing building shall provide parking according to the above table for any floor area in excess of 1,500 net square feet.

(d) Limitation on Applicability of Note (4).

(i) Buildings that do not meet the definition of an existing building shall provide parking for all uses according to the above table.

(ii) Parking in existing buildings for uses other than restaurant and retail uses shall be provided according to the above table.

(5) The minimum requirement for studio apartment units available to persons earning 60 percent or less than the median income as determined by the United States Department of Housing and Urban Development for the Seattle Metropolitan Statistical Area is 0.25 stalls per unit. An agreement to restrict the rental or sale of any such units to an individual earning 60 percent or less of the median income shall be recorded with the King County Recorder’s Office (or its successor agency), and a copy shall be provided to the Director.

(6) Visitor parking shall be provided in residential buildings at a rate of one stall per 20 units, but in no case shall the visitor parking be less than one stall.

### C. Shared Parking.

1. *General.* In Downtown, this subsection supersedes LUC [20.20.590.1.1](#).

2. Subject to compliance with other applicable requirements of City Codes, the Director may approve shared development or use of parking facilities located on adjoining separate properties or for mixed-use or mixed retail use development on a single site through approval of an Administrative Departure pursuant to LUC [20.25A.030.D.1](#) and if:

- A convenient pedestrian connection between the properties or uses exists; and
- The availability of parking for all affected properties or uses is indicated by directional signs, as permitted by Chapter [22B.10](#) BCC (Sign Code).

The Bellevue Land Use Code is current through Ordinance 6495, passed December 2, 2019.

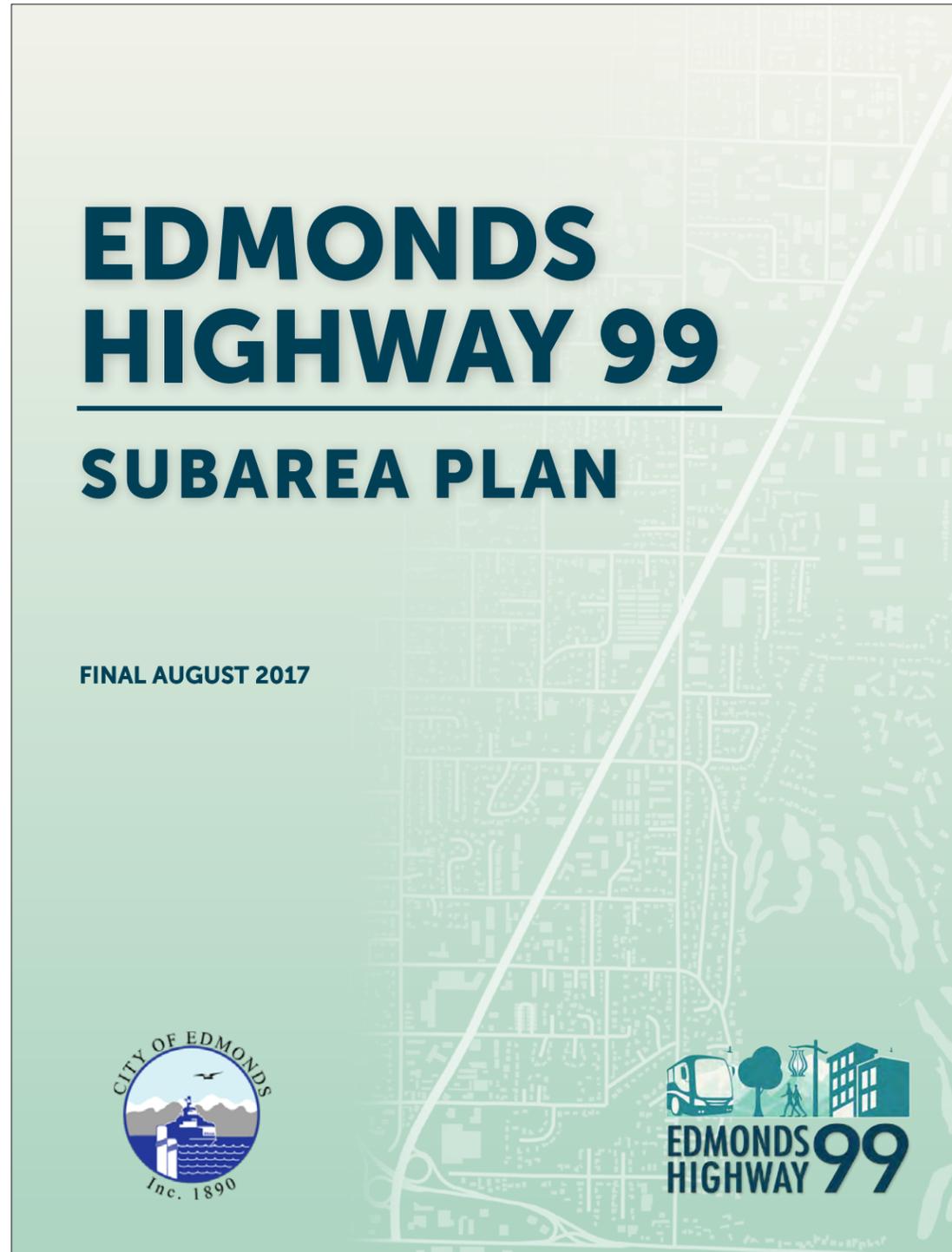
### Current Maple Valley Standards:

Residential: 1 per Studio; 2<49 Units; 1.8>50 Units

Restaurant: 10 per 1,000 SF

Retail / Office: 4 per 1,000 SF

# Parking Precedents



## CURRENT PARKING STANDARDS FOR RESIDENTIAL AND COMMERCIAL

### RESIDENTIAL

- » Studio apartment: 1.2 spaces
- » 1-Bedroom: 1.5 spaces
- » 2-Bedroom: 1.8 spaces
- » 3-Bedroom: 2 spaces

### COMMERCIAL

- » 2.5 per 1,000 square feet (1 per 400 square feet)

### RECOMMENDATION 7.1

#### RESIDENTIAL

- » Minimum average of 0.75 per unit for entire residential portion of each development. A different ratio may be approved if the City determines that development is near a transit station or is supported by a parking study.

#### WHAT'S THE BENEFIT?

Reducing parking minimums and following market demand for parking encourages people to ride transit or walk. This helps relieve congestion and improving environmental conditions.

### RECOMMENDATION 7.2

#### COMMERCIAL

- » 2 per 1,000 square feet (1 per 500 square feet)
- » Exempt the first 3,000 square feet of commercial within mixed-use buildings that have a shared parking plan (parking study and management plan). This reduces the cost burden for small, local entrepreneurs. Compliance should be at the staff level to reduce administrative time and cost.
- » Allow for project-specific studies to reflect special situations.



# Parking Standard Scenarios & Discussion

## Current Minimum Standards

60,000 SF Building: (Mixed-Use Office)		
Use	SF / Units	Parking Spaces
Office	45,000 SF	180 Spaces
Retail	10,000 SF	40 Spaces
Restaurant	5,000 SF	50 Spaces
<b>TOTAL REQUIRED PARKING: 270</b>		

60,000 SF Building: (Mixed-Use Residential)		
Use	SF / Units	Parking Spaces
Residential	60 Units	108 Spaces
Retail	10,000 SF	40 Spaces
Restaurant	5,000 SF	50 Spaces
<b>TOTAL REQUIRED PARKING: 198</b>		

**Current Maple Valley Minimum Standards:**  
 Residential: 1 per Studio; 2<49 Units; 1.8>50 Units  
 Restaurant: 10 per 1,000 SF  
 Retail / Office: 4 per 1,000 SF

## Maximum Parking - First Floor Free

60,000 SF Building: (Mixed-Use Office)		
Use	SF / Units	Parking Spaces
Office	45,000 SF	180 Spaces
Retail	10,000 SF	-
Restaurant	5,000 SF	-
<b>TOTAL PARKING: 180</b>		

60,000 SF Building: (Mixed-Use Residential)		
Use	SF / Units	Parking Spaces
Residential	60 Units	108 Spaces
Retail	10,000 SF	-
Restaurant	5,000 SF	-
<b>TOTAL PARKING: 108</b>		

## Maximum Parking - First Floor 50% Free

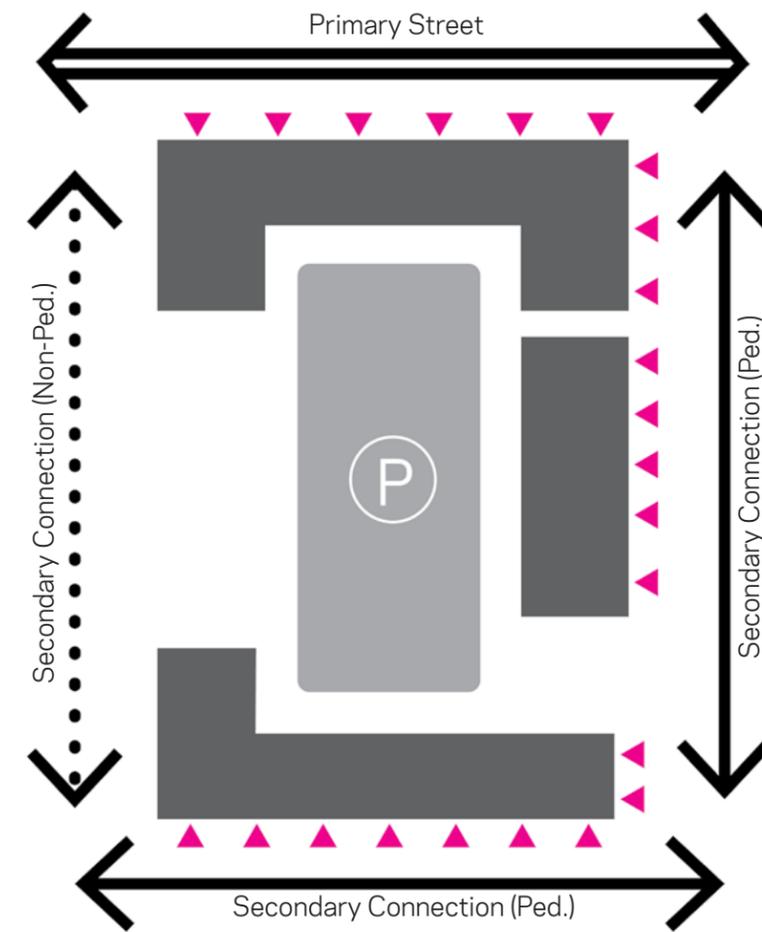
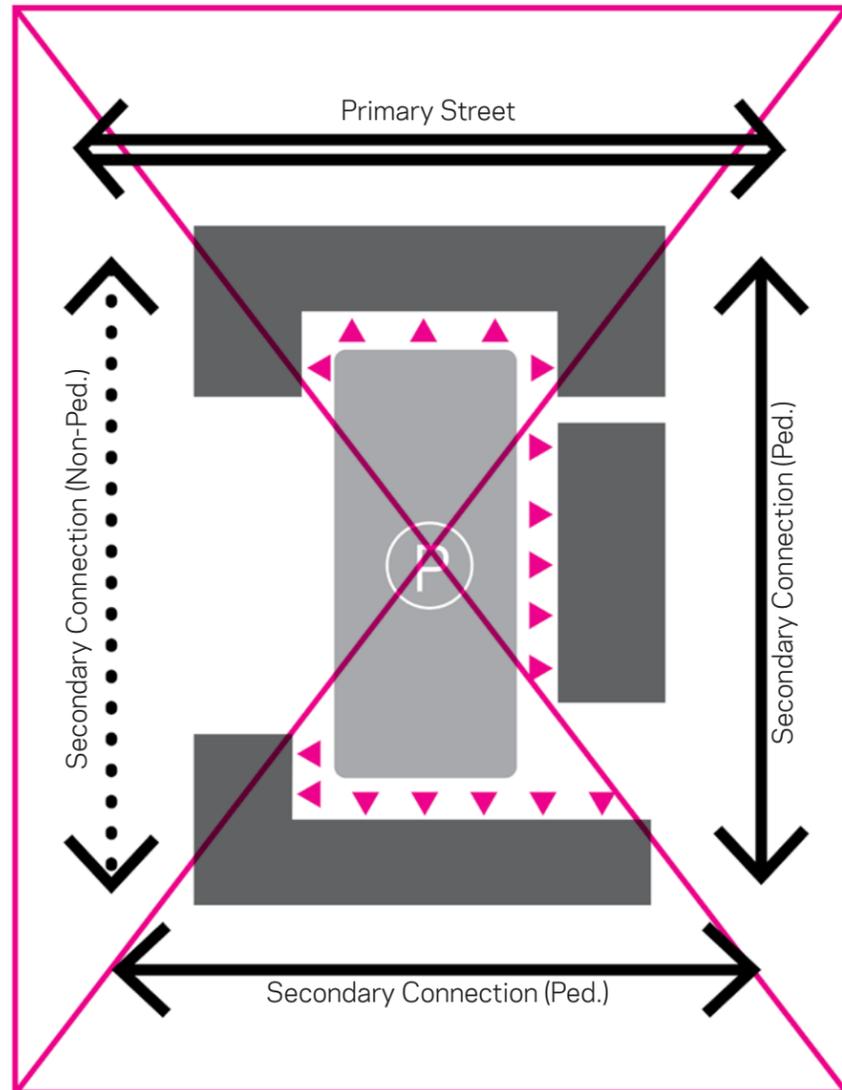
60,000 SF Building: (Mixed-Use Office)		
Use	SF / Units	Parking Spaces
Office	45,000 SF	180 Spaces
Retail	10,000 SF	20 Spaces
Restaurant	5,000 SF	25 Spaces
<b>TOTAL PARKING: 225</b>		

60,000 SF Building: (Mixed-Use Residential)		
Use	SF / Units	Parking Spaces
Residential	60 Units	108 Spaces
Retail	10,000 SF	20 Spaces
Restaurant	5,000 SF	25 Spaces
<b>TOTAL PARKING: 153</b>		

## **Pedestrian Access**



**Standard:** Primary pedestrian access to the building entries (retail, commercial, office, and residential lobby) shall be located on a Primary Street or a Pedestrian-Oriented Secondary Connection.

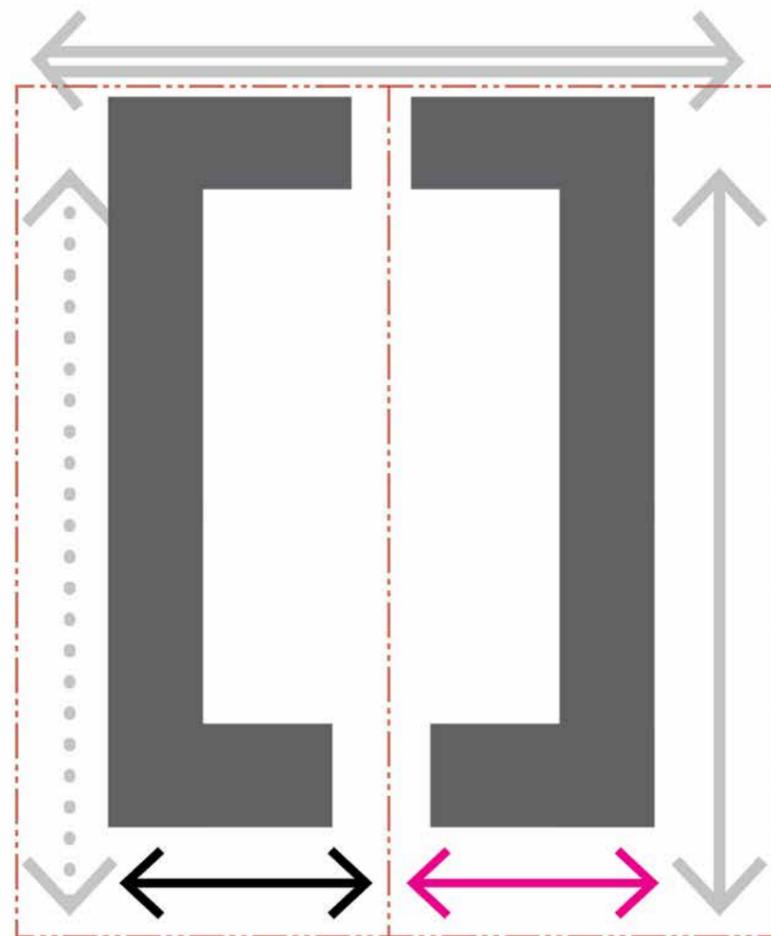


## Secondary Connection Regulations

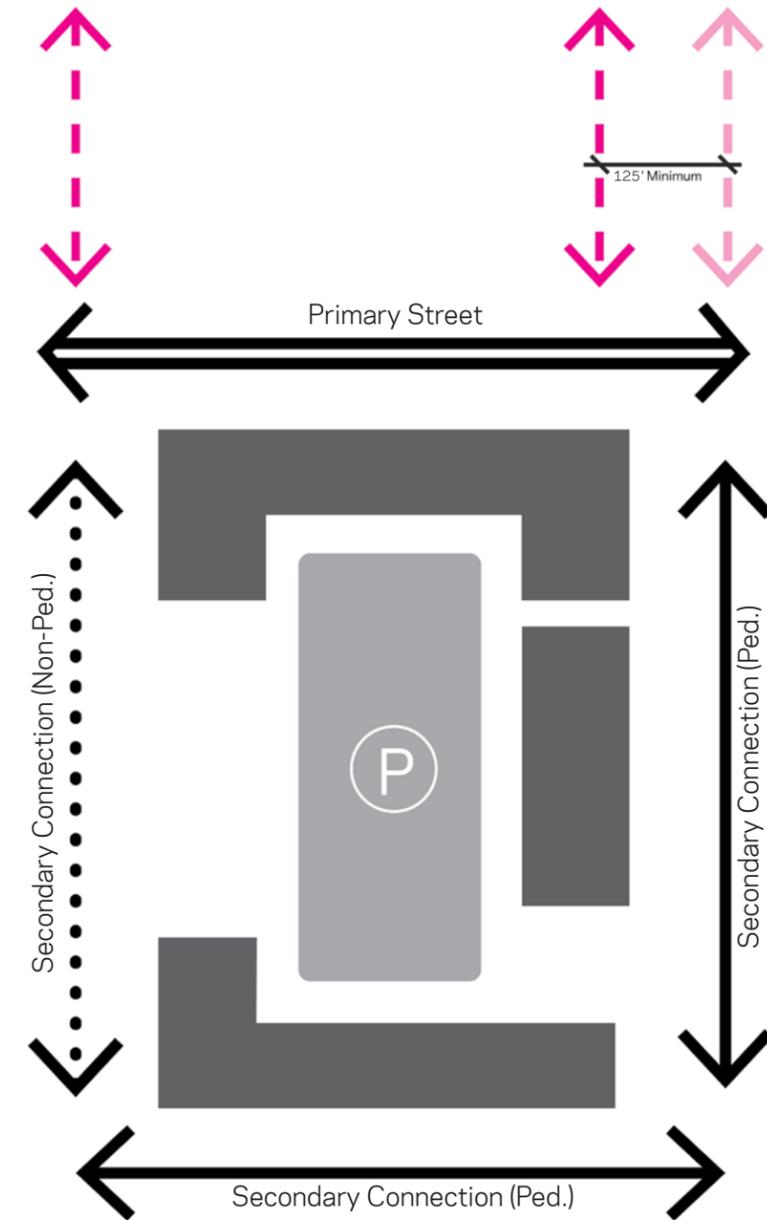


**Standard:** If an immediately adjacent property has previously developed a Secondary Connection, other adjacent property owners shall connect a similar type of Secondary Connection to provide a through connection or as an easement for future connection.

**Guideline:** Secondary Connections should align with other Secondary Connections across Primary Streets if possible. If alignment is not feasible, the minimum centerline offset shall be 125' or as directed by the City.



**Standard:** If an immediately adjacent property has previously developed a Secondary Connection, other adjacent property owners shall provide a similar type of Secondary Connection to provide a through connection or an easement for future connection.



**Guideline:** Secondary Connections should align with other Secondary Connections across Primary Streets if possible. If alignment is not feasible, the minimum centerline offset shall be 125' or as directed by the City.

## Building Height Revisit



**Standard:** Minimum building height on Primary Streets and Pedestrian-Oriented Secondary Connections is 33'-0" (3-Story).

# Minimum Building Height: 2-Story



# Minimum Building Height: 3-Story



# Minimum Building Height: 3-Story with 10' Stepback



# Minimum Building Height: 2-Story



# Minimum Building Height: 3-Story





# Minimum Building Height: 3-Story with 10' Stepback



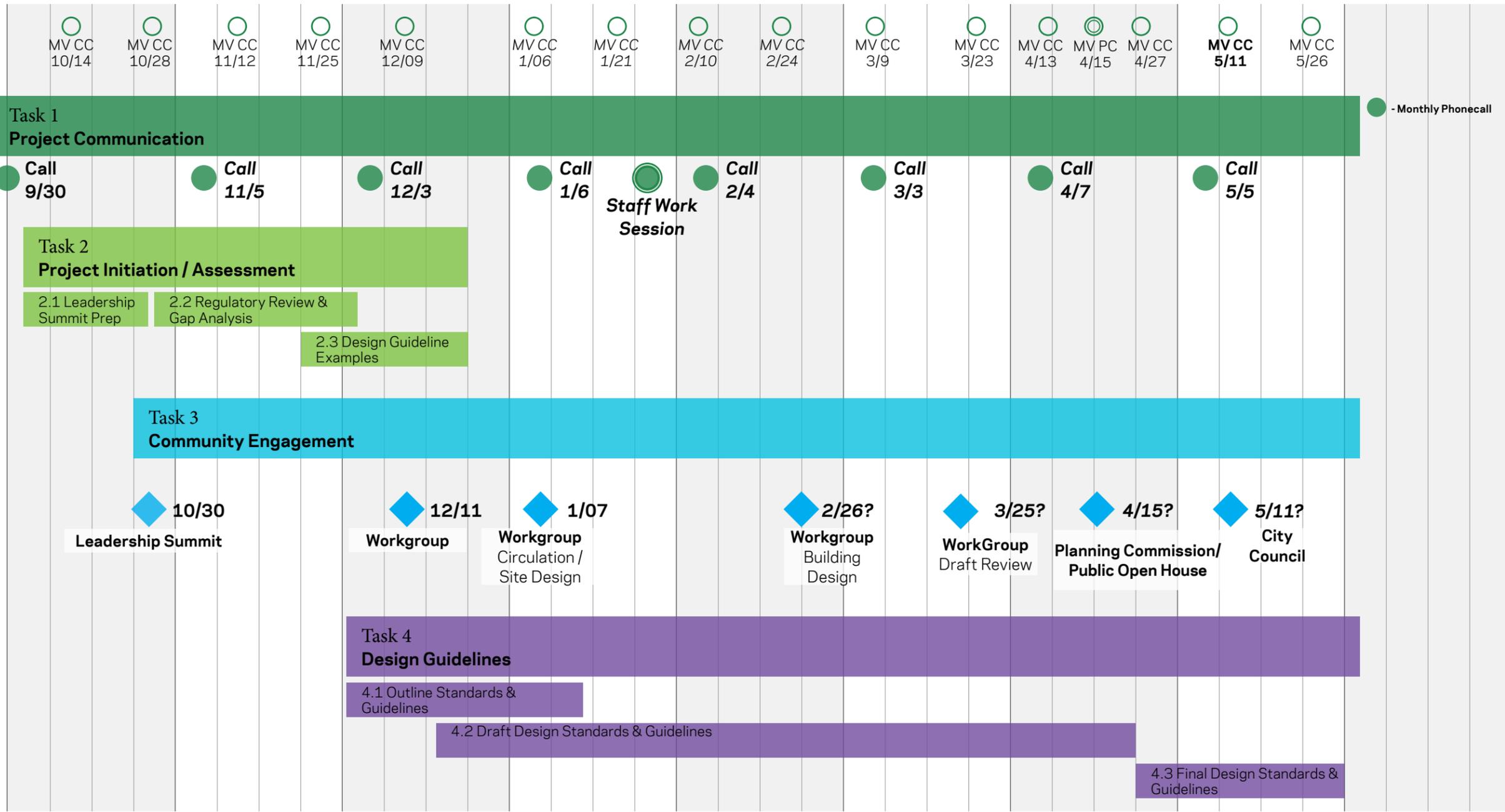


# Project Scope & Schedule Update

2019

2020

OCT NOV DEC JAN FEB MAR APR MAY JUN



### Tasks

- 1. Project Communication:**
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# Appendix

# Draft Vision Statement & Guiding Principles



## **Draft Vision Statement**

Downtown Maple Valley will create its own sense of place by welcoming the entire community and 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 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.