The City of
MAPLE VALLEY

P. O. Box 320
22017 SE Wax Road
Maple Valley, WA 98038
Phone: 425-413-8800
Fax: 425-413-4282

THIS MEETING IS OFFERED AS A ZOOM WEBINAR ONLY

CALL IN AND JOINING INFORMATION AS FOLLOWS:

Dial In option: 1-253-215-8782, 93047779995# **Webinar ID: 930 4777 9995**

https://maplevalleywa.zoom.us/j/93047779995

PLANNING COMMISSION AGENDA

October 7, 2020 **5:30 PM Special Meeting**

1. Call to Order — Chair
2. Roll Call — Clerk
3. Public Comment (**not related to a public hearing**) — Chair

   Now is the time for public comment. Time is limited to 3 minutes per person, or 5 minutes per organization. If anyone from the audience would like to address the Commission at this time, please stand and state your name and address for the Clerk.

4. Approval of Agenda — Chair
5. Approval of Minutes – None — Chair
6. Public Hearing – **None** — Chair
7. Continued Business - — Chair/Staff

   (a) Downtown Standards and Guidelines – Chapters 2 and 3 (Connectivity, Circulation and Site Design)

8. New Business- **None** — Chair/Staff
9. Public Comment (**not related to a public hearing**) — Chair

   Now is the time for public comment. Time is limited to 3 minutes per person, or 5 minutes per organization. If anyone from the audience would like to address the Commission at this time, please stand and state your name and address for the Clerk.

10. Commission/Staff Reports/Work Plan Items Chair/Staff
    (a) Joint Planning Commission-Economic Development Commission meeting topics for October 21, 2020 meeting

11. For the Good of the Order

    (a) Planning Commissioner Field Trip – Commissioners Tucker and Pilgrim
    (b) Integrity Land Proposal – Commissioners Tucker and Pilgrim

12. Announcement of Upcoming Meetings:
    Chair/Staff

    - **Next Special Meeting: Joint Planning Commission and Economic Development Commission meeting, Wednesday, October 21, 2020 5:30 PM via ZOOM**

13. Adjourn Chair

Agenda items may be added or removed at the Commission's discretion.
Americans with Disabilities Act (ADA) reasonable accommodations provided upon request.
Please call Debi Yankeh, Administrative Assistant IV, at 425-413-8800.

The City of
MAPLE VALLEY

Date: October 7, 2020

To: Planning Commissioners

From: Matt Torpey, Community Development Manager

Subject: October 7, 2020 Planning Commission Meeting

Enclosed you will find the Planning Commission meeting agenda and packet materials. Meeting minutes from the past meeting will be in a future agenda packet

Public Hearing

None

Continued Business

Downtown Design Guidelines – Chapter 2 and 3 (Connectivity and Circulation and Site Design)

In Chapter 2, roadway connectivity and circulation will continue to be reviewed. At the conclusion of review of Chapter 2, the Commission will begin review of Chapter 3, Site Design. Also included in the packet is an email from Commission Miller. Because it was sent to the entirety of the Planning Commission it must be shared publicly for discussion. No other Commissioners replied to the email. In the future, please direct all correspondence to Debi Yankeh for distribution as to avoid potential issues which may be in violation of the Open Public Meetings Act. It is anticipated that the Commission will review the document prior to the meeting and that there will be discussion, deliberation, and questions regarding connectivity and circulation. The file path to view the Downtown Design Guidelines is below as the document is too large to transmit via email.

https://www.maplevalleywa.gov/home/showdocument?id=26246

The Commission is highly encouraged to review the document prior to beginning deliberation.

New Business

None

For the Good of the Order

This is a new addition to our agenda. This section of the meeting is a placeholder for issues not directly related to continued or new business. Please notify staff in advance of any topics you wish to discuss. At this meeting, Chair Tucker and Vice Chair Pilgrim wish to inform the Commission of a field trip they took, as well as inform the Commission of discussion regarding a potential proposal in the Downtown area.

Announcements of Upcoming Meetings

The next scheduled meeting is a Special joint meeting with the Economic Development Commission scheduled for **Wednesday, October 21, 2020 at 5:30 PM.** This meeting will be conducted via Zoom Webinar.

You may contact Matt Torpey at 425-413-8800 or by email at matt.torpey@maplevalleywa.gov.

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From: Jonathan Miller
To: PlanningCommission
Subject: Sept 30 discussion of residential in downtown area
Date: Monday, September 28, 2020 9:49:51 AM

Dear Planning Commission and Staff,

It's a pleasure to work together with you on the Planning Commission. I am writing regarding a topic on the agenda for our next meeting on September 30 – the first chapter of the Downtown Design Guidelines.

It's exciting that a developer has stepped forward and presented an opportunity to help realize the vision for part of the downtown area. This creates the potential to improve an under-used piece of property. It also can help sharpen our thinking in creating a usable, practical set of guidelines.

However, I would caution against seeking to adjust the guidelines too much to fit a particular development project. Instead, it would be better to focus on ensuring that the guidelines are clear enough for all projects to align with the vision for downtown.

The vision statement is included on page 10 of the draft guidelines, and reads as follows: "Downtown Maple Valley will create its own sense of place, 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, the Legacy Site, and regional attractions."

With that in mind, I'd like to help clear up some potential confusion surrounding a section of chapter 1 of the draft guidelines, based on my experience serving on the working group that created the draft.

It was not a mistake that the working group listed no allowed residential uses in chapter 1. This is because there is already a substantial amount of multi-family housing in the downtown area that will remain as a "grandfathered" use. However, out of a desire to promote creation of a civic plaza, chapter 3 of the draft guidelines specifies conditions under which a limited amount of additional multi-family housing may be constructed. This is the development bonus described in Guideline G-01 on page 40.

This more focused approach is consistent with recent guidance from the City Council. In an

August 2020 council discussion regarding multi-family housing in commercial zones, the council agreed that the Planning Commission "should consider allowing multi-family in only desired areas (as commercial residential overlays) in the city."

The draft downtown guidelines represent a substantial initial effort by the working group. Nevertheless, they do need further polishing and clarification, and your participation is most appreciated.

Toward that end, I would like to suggest that we clarify in chapter 1 that no residential uses are permitted in the downtown area, except for the multi-family housing is permitted as part of a development bonus outlined in chapter 3.

I realize this is just one of several related topics to consider at our next meeting. Thanks in advance for your consideration.

Sincerely,
Jonathan Miller

P.S., Due to Open Public Meetings Act restrictions, please do not "reply all" to this message.

The City of
MAPLE VALLEY

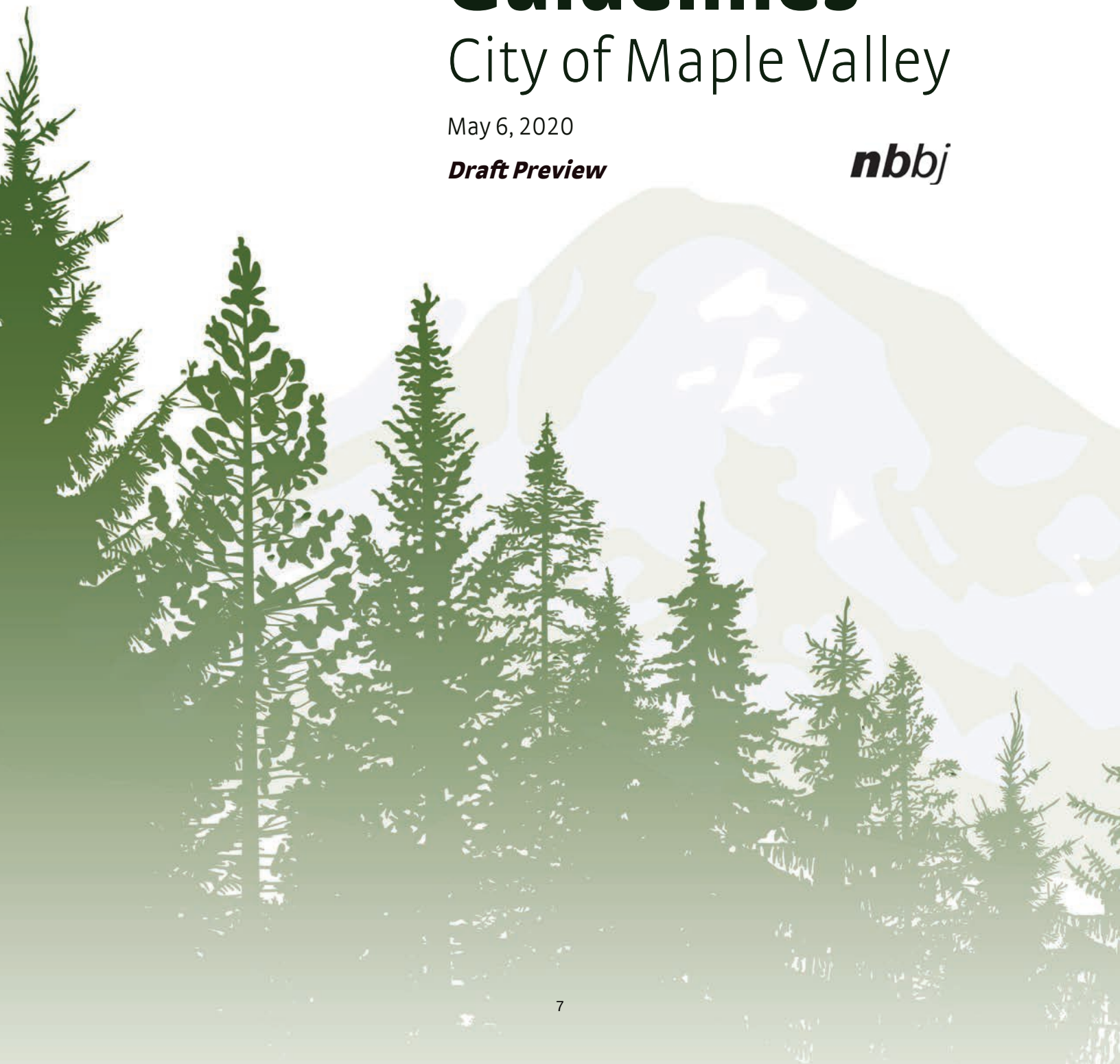
Downtown Design Standards & Guidelines

City of Maple Valley

May 6, 2020

Draft Preview

nbbj



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Acknowledgments

City Council

Sean P. Kelly, Mayor

Dana Parnello, Deputy Mayor

Les Burberry

Syd Dawson

Linda Johnson

Linda Olson

Erin Weaver

Planning Commission

Carladenise Edwards

Ian McGrady-Beach

Jonathan Miller

Michael Pearce

Dave Pilgrim

Victoria Schroff

Chris Tallman

Candace Tucker

Downtown Design Standards & Guidelines Working Group

Tawni Dalziel, Public Works & Community Development Director

Syd Dawson, City Council

Jeff McCann, Property Representative

Jonathan Miller, Planning Commission

Tim Morgan, Economic Development Manager

Laura Philpot, City Manager

Dave Pilgrim, Planning Commission

Jeff Taraday, City Attorney

Amy Taylor, Project Manager / Senior Planner

Matt Torpey, Community Development Manager

Candace Tucker, Planning Commission

Erin Weaver, City Council

Residents and Business Owners of Maple Valley

Thank you to all who gave their time and input during the Downtown Visioning and Downtown Design Standards & Guideline process.

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INTRODUCTION

In May and June of 2019, the City hosted two public meetings focused on imagining the future of downtown Maple Valley. City Council members, Planning Commissioners, Economic Development Commissioners, City residents and City staff attended these visioning events, which identified several common themes. Downtown Maple Valley was described as a unique, walkable place providing activities for citizens and visitors of all ages. Maple Valley residents want a community heart – a place where neighbors run into each other, where the community goes to celebrate and participate in local events. Participants explored examples of successful downtowns across the region and discovered commonalities in scale and design.

Following these visioning meetings, City Council worked with staff to define the future downtown district within an area designated as Town Center North in the 2015 Comprehensive Plan. The Downtown Maple Valley district is situated on State Route 169, approximately between SE 264th and SE 260th Streets and immediately east of the Green to Cedar Rivers Trail, as illustrated below. The vision for a Downtown Maple Valley at this location builds on the land use goals and policies developed for Town Center North. City Council selected a workgroup to guide a 9-month collaborative planning process to develop design standards as required by the Comprehensive Plan sub-policy LU-P8.2.1. From fall 2019 through early summer 2020, the workgroup met repeatedly to define design criteria that would pro-mote the development of Downtown Maple Valley and the shared vision described in the initial meetings.

Together, the team of volunteer Planning Commissioners, Economic Development Commissioners, property owner representative, City Council members and staff designed the necessary site planning, urban design and architectural standards and guidelines that should shape development within this new neighborhood. Upon approval, this document, Downtown Design Standards & Guidelines, will be adopted into the City of Maple Valley Municipal Code as an overlay for development within the Down-town district. The intent is to codify the design characteristics of successful small city downtowns in order to shape the future redevelopment of public and private spaces in Downtown Maple Valley.

1.0

ADMINISTRATION OF DESIGN STANDARDS & GUIDELINES

Mt Rainer from Maple Valley | Getty Images

1.0: ADMINISTRATION OF DESIGN STANDARDS & GUIDELINES

Purpose: This document is authorized by the City Council as a major implementation tool of the Maple Valley Comprehensive Plan. The Downtown District Design Standards and Guidelines ("Downtown Standards") contained herein address the quality of the urban environment, recognizing that it is ultimately formed by numerous individual, creative decisions developed by private land owners. The Downtown Standards provide an overview of how to create a pedestrian-oriented, visually cohesive and vibrant neighborhood. They are designed to promote a clear, consistent and predictable process for the redevelopment of land within the Downtown area.

Downtown District Vision Statement

The City of Maple Valley created a vision statement to describe for future stakeholders what the community hopes to achieve through the Downtown Standards and future projects affecting the Downtown.

> Downtown Maple Valley will create its own sense of place, 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, the Legacy Site, and regional attractions.

Image 1.1: Downtown Visioning Summit, May 2019. | NBBJ, members of the public, and the Maple Valley Workgroup participate in a visioning exercise. Exercises like this helped set the framework for the following Downtown Design Standards and Guidelines.

Guiding Principles

To further define, understand and visualize the community's vision for Downtown, the City of Maple Valley formed Guiding Principles to lead the development of the Downtown Design Standards and Guidelines and the Downtown District.

Authentically Maple Valley. Create an identity that is authentic to this 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. Deliver a usable tool that provides enough clarity that land owners and neighbors can share in the vision and City Staff are able to 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 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 foothills region. 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 or adding green spaces.

Be Flexible. Needs and wants evolve over time. Be open to new opportunities and ideas that may become available with time but which fit within the overall vision.

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 Local. Create opportunities for local business to locate and grow in downtown. Integrate residential with other commercial uses to create a dynamic, vibrant community where all are welcome.

1.2: Applicability

A. The provisions in this chapter apply to all new development within the Downtown District, including, but not limited to, building additions and site improvements through Proportional Compliance.

B. Where provisions of this chapter conflict with the provisions in any other section of the Maple Valley Municipal Code (MVMC), this chapter prevails unless otherwise noted.

C. The Maple Valley Downtown Design Standards and Guidelines are intended to provide guidance for creating an active Downtown. It includes both standards (requirements) and guidelines (recommendations). Standards typically use the word "shall", an active verb (such as, "provide" or "install"), a clear directive ("are not permitted" or "are required"). Guidelines typically use the word "should" or "consider." Projects must comply with standards and are strongly encouraged to comply with guidelines

1.3: Definitions

Active Uses: Ground floor uses that generate many visits, in particular pedestrian visits, over an extended period of the day. Active uses may be shops, cafes, service and retail functions. Higher density residential and office uses also can be active uses for particular periods of the day. Active uses open directly to the street or pedestrian path providing people-oriented street frontages, allowing passive surveillance and encouraging pedestrian activity.

Arcade: Weather protected Pedestrian-Oriented Secondary Connection for pedestrians only, providing access to multiple vendor retail frontages.

Block: The developable area that is surrounded by streets or Secondary Connections which provide both pedestrian and vehicular access. City blocks are the space for buildings within the street pattern of a city, and form the basic unit of a city's urban fabric.

Build-To Line: An imaginary line on which the front edge of a building or structure must be built, and which is measured as a distance from the adjacent public right-of-way or Secondary Connection. The build-to line is the back of the required sidewalk unless it is designated to accommodate public space, building modulation or other ground level open space connecting the building to the public realm.

Curb Bulb Extension: Additional sidewalk area used as a traffic calming measure to reduce the crossing distance and allow pedestrians a safe refuge with high visibility for approaching vehicle drivers.

Design Guideline: Recommendations or instructions to further implement and support a policy or design principle.

Design Standard: A mandatory requirement to support and conform to a policy or design principle.

Driveway: Secondary Connection for vehicles leading from a right of way (ROW) or street to parking.

Frontage: Building facade facing a Primary Street or Secondary Connection required to be built at the property line or build-to line.

Green Roof: A green roof is a layer of vegetation planted over a waterproofing system that is installed on top of a flat or slightly–sloped roof.

Intersection: An at-grade junction where two or more streets or Pedestrian-Oriented Secondary Connections cross.

Live-Work Units: Shared space for residential and commercial uses by one tenant.

Lot Line, Front: The lot line separating a lot from a street right-of-way, Pedestrian-Oriented Secondary Connection or as designated at the time of subdivision approval.

Lot Line, Rear: The lot line opposite and most distant from the front lot line. In the case of triangular or otherwise irregularly shaped lots, a line 10 feet in length entirely within the lot, parallel to and at a maximum distance from the front lot line.

Lot Line, Side (Interior): The sides of the lot/parcel not labeled as the front or rear.

Mixed-Use: Development type that blends multiple uses such as residential, office, retail, or entertainment uses into one building, where those functions are to some degree physically and functionally integrated.

Modulation: Articulation or division of an imposing building facade through architectural features, setbacks, or varying rooflines.

Pedestrian Corridor: Pedestrian-Oriented Secondary Connection that provides an open air pedestrian only walkway with active uses fronting the walkway. Corridors connect to a Primary Street and/or other Secondary Connection.

Pedestrian-Oriented: Places where people can easily and safely walk to access goods, services and local amenities. They are places where pedestrian activity is emphasized and prioritzed over automobile access through design considerations in both the public realm and adjacent buildings.

Podium: The base of a building. In Downtown Maple Valley, the podium is defined as the ground floor plus required lower level(s) before upper level stepbacks are required.

Primary Street: Public right of way within the boundary of downtown, which acts as the primary street for mixed-use development and provides connections to existing collector and arterial rights of way.

Proportional Compliance: Allows for existing structures and uses to continue, while providing a path to make improvements to their property. The section on Proportional Compliance defines the extent to which structures and uses must comply with the new standards and guidelines if renovated or expanded.

Public Realm: The area between private properties available for public use without easement or limitation. Typically includes right of way and adjacent open space.

Regulating Plan: Maps the community vision, specifying the location and applicability of specific design treatments where they are required. Works in tandem with the other design standards and guidelines.

Right of Way: The strip of land platted, dedicated, condemned, established by prescription or otherwise legally established for the use of pedestrians, vehicles or utilities. Can be abbreviated as ROW.

Secondary Connection: Minor connections intersecting the Primary Streets and/or other ROW. These Secondary Connections may be publicly or privately owned and are intended to enhance connectivity, circulation, development capacity and the overall walkability of Downtown Maple Valley.

Service Alley: Secondary Connection constructed as a narrow lane primarily for vehicles or service, running between or behind buildings. Planned primarily for trash access, deliveries, electrical, plumbing, and mechanical services, emergency vehicles and/or access to parking.

Service Area: Infrastructure, equipment and/or other "back of house" operations and access points. Includes but is not limited to the following: loading docks, trash dumpsters, compactors, recycling areas, electrical panels, and mechanical equipment areas.

Setback: The minimum required distance between any structure and a specified line such as a lot line, public right-of-way, private road, easement or buffer line that is required to remain free of

structures unless otherwise provided herein.

Shared Alley: Pedestrian-Oriented Secondary Connection for both pedestrians and service vehicles running between or behind buildings. Considered a secondary circulation within the larger street network for both pedestrians and cars – a shared alley provides enhanced paving materials, lighting, active use frontage, landscape, seating and/or other features.

Site Improvement: Means any of the following but not limited to work on property that requires demolition or removal of improvements, providing landscaping, grading/filling, and new pavement that is beyond basic maintenance.

Stepback: An upper level building facade that is set back or recessed from the lower facade of the building podium.

Street Type: A set of requirements applicable to a public street or an easement. Requirements may include, but are not limited to, right of way width, travel lane dimensions and number, sidewalk width, planting areas and role in the street network.

Through Connection: A grade level pedestrian, cycling, or vehicle access route that is accessible to the public and extends through a city block, parcel, lot or infill block and includes but is not limited to a pedestrian walkway, a street, or an access route through public or private land.

Transparency: Ability to see through a window or door at the pedestrian eye level. The pedestrian eye level is two feet to eight feet up from the sidewalk, following the adjacent sidewalk slope.

Woonerf: A right of way or Secondary Connection where the drivers and bicyclists share the roadway with pedestrians; also known as a "shared street" or a "curbless street". A woonerf avoids permanent demarcation of the drive area with a curb, and is often level from side to side. The width of the shared roadway space, and the placement of street furniture, parking zones and planting are purposefully located to reduce driver speed and encourage social gathering.

1.4: Uses

Permitted Uses. Uses permitted in the Downtown District follow the underlying zoning CB and TC respectively, with exceptions. See 18.30.030 A; 18.30.040 A; 18.30.050 A; and 18.30.060 A.

The following amendments have been made to the use tables to reflect appropriate uses in a Downtown District:

18.30.030 – None

18.30.040 – The following uses have been modified from Permitted (P) or Conditional (C) to not allowed: Family Child Care Home; Car Wash; Fueling Station - Retail; Funeral Home; Self Storage; Vehicle Repair – Major; Vehicle Repair – Minor.

18.30.050 – Winery/Brewery is Permitted; All other listed uses are not allowed.

18.30.060 – City Hall, Library, Museum, Performing Arts Center are Permitted; The following are not allowed: Courthouse/Jail; Municipal Public Works and Road Maintenance Facilities.

Drive-through facilities of any kind are not allowed in the Downtown District.

~~Optional Language for 1.4 Uses~~

~~Permitted Uses. Uses permitted in the Downtown District follow the underlying zoning CB and TC respectively, with exceptions. See 18.30.030 A; 18.30.040 A; 18.30.050 A; and 18.30.060 A.~~

~~The following amendments have been made to the use tables to reflect appropriate uses in a Downtown District:~~

~~18.30.030 – No changes.~~

~~18.30.040 – No changes.~~

~~18.30.050 – Winery/Brewery is Permitted; All other listed uses are not allowed.~~

~~18.30.060 – City Hall, Library, Museum, Performing Arts Center are Permitted;~~

~~The following are not allowed:~~
~~Courthouse/Jail; Municipal Public Works and Road Maintenance Facilities.~~

~~Drive-through facilities of any kind are not allowed in the Downtown District.~~

1.5: PROPORTIONAL COMPLIANCE

A. Proportional Compliance Adjustments apply to existing development on lots or parcels within Maple Valley's Downtown.

B. Proportional Compliance Adjustments shall be granted for changes to existing development where the value of improvements falls below one of two thresholds. For the purposes of determining eligibility for Proportional Compliance Adjustments, the value of previously made and currently proposed improvements shall be cumulative over the most recent five year period, including calculations of all previously completed remodels within that period, but not including life/safety improvements or normal maintenance not requiring a building permit. If a structure is damaged by accidental fire or natural disaster, a structure may be replaced in its original building footprint and shall not exceed it's original gross area without triggering proportional compliance requirements. The combination of these previously made and currently proposed improvements shall be referred to as the "Considered Improvements." Proportional Compliance Adjustments may only be applied to modifications and improvements within the footprint of an existing structure.

1. When the value of the Considered Improvements is less than 5% of the King County Assessed Value of existing Improvements (buildings) or less than $100,000, whichever is smaller, the applicant may secure a building permit for the proposed improvements without meeting the requirements of the Downtown Standards.

2. When the value of the Considered Improvements is greater than the threshold described in subsection 1, above, but less than 20% of the King County Assessed Value of the existing Improvements (buildings) or less than $250,000, whichever is smaller, the applicant must contribute to the Downtown Right of Way Fund for public realm improvements. The contribution shall be calculated as 20% of the value of the Considered Improvements and paid to the City of Maple Valley. The Downtown Right of Way Fund will be used to finance development and/or maintenance of the public realm within the Downtown.

3. When the value of the Considered Improvements is greater than the threshold described in subsection 2, above, the proposed improvements must meet the requirements of all Downtown Standards, including the public realm improvements.

4. Expansion of building footprint: any new building square footage, whether associated with a building expansion or standing alone, is required to meet all Downtown Standards and make improvements to the public realm as noted above.

1.6: DESIGN REVIEW

All new structures and all existing structures that are being renovated shall be subject to the Downtown Urban Design Standards and Guidelines (the "Design Standards"). The Design Standards Review Process shall be conducted by the City of Maple Valley planning staff. No permits for construction or occupancy shall be issued until all applicable requirements have been met. See MVMC 18.110 for Variances and Conditional Uses.

1. All development proposals within the Downtown shall be required to schedule a pre-application meeting with the City of Maple Valley.

2. Proposers shall submit the following materials for review when scheduling a pre-application meeting:

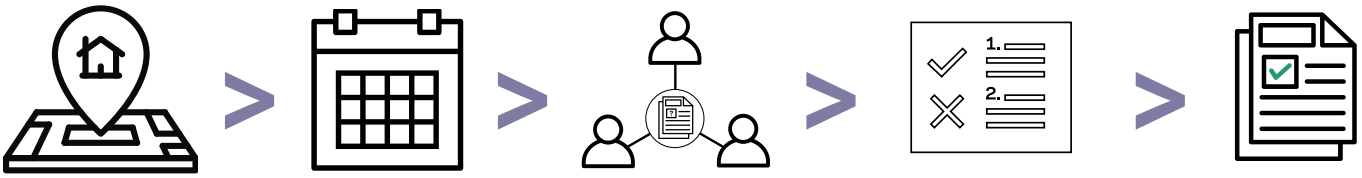
a. Conceptual Connectivity Plan: Showing approximate locations and types of Primary and Secondary Connections proposed with spacing and relationships to adjacent properties and neighborhood.

    i. Indicate how development, open space, parking, Secondary Connections and other site uses are meeting the intent of the Downtown Maple Valley Design Principles.

b. Conceptual Site Plan: Showing location and total development proposed, frontage, service areas and table of proposed uses. Show access, location and parking requirements.

c. Conceptual Landscape Plan: Location and dimensions of required and/or proposed open spaces and landscape requirements.

d. Initial LEED Checklist or equivalent.



Potential Project

Schedule a Pre-Application Meeting & Submit Materials

Review Pre-Application Material with City Staff

Incorporate Pre-Application Comments & Suggestions into Project

When Appropriate, Submit for Project Permits

Diagram 1.1: Design review process in the Downtown District.

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2.0

CONNECTIVITY & CIRCULATION

PURPOSE: Connectivity and circulation will provide the physical organizing structure and downtown development framework for creating a pedestrian friendly environment.

Green to Cedar Rivers Trail at SE 263rd Street | Source: City of Maple Valley

2.1: CONNECTIVITY

Intent: Establish a complete network of new and existing Through Connections which may take multiple forms to improve the pedestrian environment by making it easier, safer and more comfortable to walk, bicycle and drive throughout the downtown.

Standards

S-01 The Existing Right of Way Plan, *See Diagram 2.1*, outlines the hierarchy and requirements of each street or connection type. The location of new and existing streets, Through Connections and their required intersections are determined by S-02. Each street or connection shall meet the design intent and other regulating factors (such as frontage development requirements found herein).

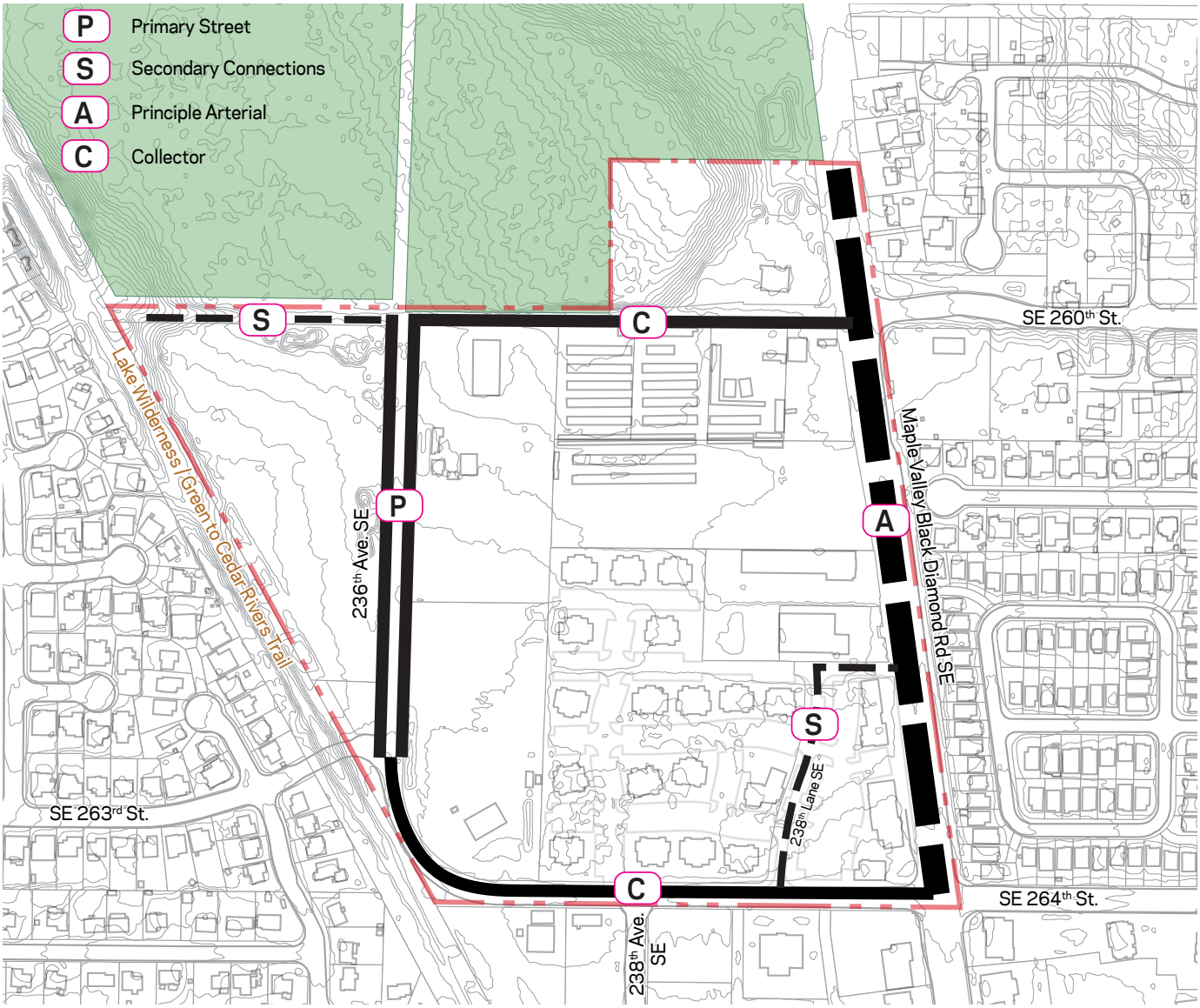


Diagram 2.1: Exsiting Right of Way (ROW) Plan

S-02 Connection Spacing:

a. Block Length: Connections are required at regular intervals:

   i. Minimum block length of 260 feet
   ii. Maximum block length of 360 feet
   iii. Applies to all rights of way, including Primary Streets and Secondary Connections.

b. Secondary Connections with vehicle and pedestrian access shall provide a cohesive grid of connections to and from the public ROW. Maximum block perimeter length shall be 1,440 feet.

c. Additional mid-block, Pedestrian Only Secondary Connections are required for block lengths longer than 300 feet. These pedestrian walkways are intended to connect parking areas to destinations. *See Diagram 2.2*

d. All intersection or block spacing measurements shall be measured from centerline-to-centerline.

Table 2.1 : Street Connection Type

Street Name	Street / Frontage Type
SE 260th Street	Collector
236th Avenue SE	Primary
Maple Valley-Black Diamond Road SE (SR 169)	Principal Arterial
SE 264th Street	Collector
238th Avenue SE	Secondary
Secondary Connections	Secondary

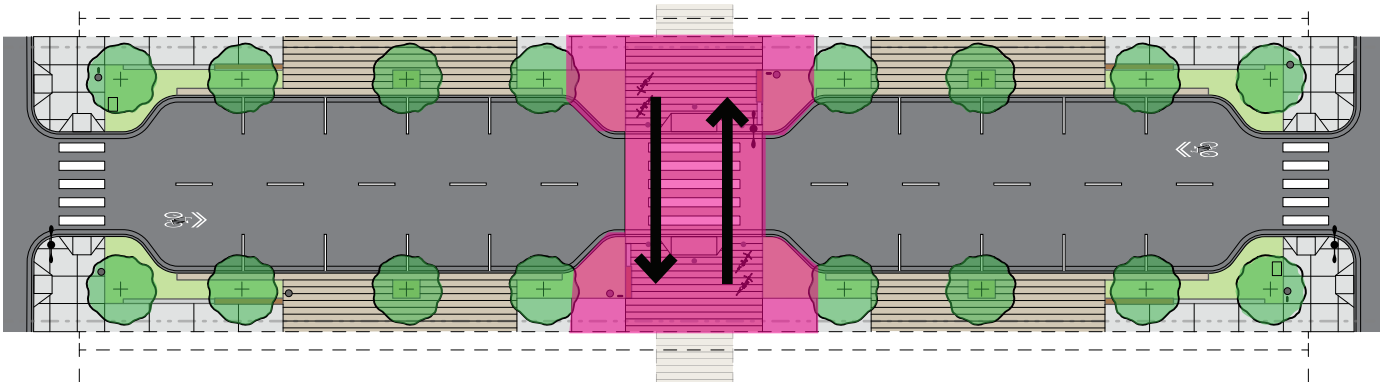


Diagram 2.2 : Mid-block Crossing | Mid-block crossings allow for increased pedestrian safety by providing more direct and frequent connections.

S-03 The following Secondary Connections are approved for use to meet the requirement of S-02. *See Table 2.2*

Table 2.2 : Connection Requirements

	Connection Type	Width	Pedestrian Access	Through Connection
Pedestrian-Oriented Secondary Connection				
1	Private Street or Future Dedicated ROW	40-60 Feet	Required	Required
2	Woonerf	32-60 Feet	Required	Required
3	Shared Alley	24-30 Feet	Required	Required
4	Arcade	12-20 Feet	Required	Not Required
5	Pedestrian Corridor	12-20 Feet	Required	Not Required
Secondary Connection				
6	Service Alley	20-24 Feet	Not Required	Required
7	Driveway	20-24 Feet	Required	Not Required

S-04 A Pedestrian-Oriented Secondary Connection, (Street or Woonerf), is required one block south of SE 260th St. The connection shall intersect at 236th Ave SE, the Primary Street, and run parallel to SE 260th St. for a minimum of two blocks.

S-05 Secondary Connections shall not store any service related equipment such as garbage and recycling receptacles or be used for storage. These connections may be used for service access.

S-06 If an immediately abutting contiguous property has previously developed a Secondary Connection, adjacent property owners shall provide a Secondary Connection congruent to that which it is connecting with the intent of providing pedestrian and vehicular access through multiple parcels. For example: a street may connect to a woonerf, but a street should not connect to a service alley or pedestrian corridor to create a Through Connection.

S-07 Provide parallel parking along new public ROW and Pedestrian-Oriented Secondary Connections such as streets and woonerfs.

S-08 Curb Bulb Extensions are required at intersections and mid-block crossings. If a block length is greater than 300 feet along the Primary Street a mid-block crossing will be required and subject to Director approval on all other connections.

S-09 Secondary Connections to SR 169 shall be coordinated with the City of Maple Valley and provided with Director approval and subject to WSDOT coordination. Provide a traffic study to evaluate vehicle control access at proposed intersections.

S-10 All Secondary Connections will be privately owned and maintained, but an easement will be recorded with the King County Assessor for public access.

Image 2.1: Cadys Alley, Washtington D.C. | Shared alleys provide opportunities to activate connections with retail activities and additional options for pedestrian travel.

Image 2.2: Woonerf Example Washington D.C. | Woonerfs create inviting public spaces by enhancing the public realm often with the help of slower moving vehicles as well as quality paving materials and lighting.

Guidelines

G-01 Pedestrian-Oriented Secondary Connections are preferred and should be integrally designed as part of the pedestrian circulation network.

G-02 Secondary Connections are intended to enhance the pedestrian experience while providing additional connections within each site and the Downtown. Design of all Secondary Connections should prioritize the pedestrian through quality paving material, planting, lighting, street furniture and be integrated and coordinate with design selections in the Downtown ROW. These should be well maintained and designed to be functional yet inviting pedestrian spaces.

G-03 Provide pedestrian routes that minimize walking distances from parking to Primary or Secondary Frontages to the extent practical.

G-04 Secondary Connections with vehicle access should align with other Secondary Connections across Primary Streets and public ROW if possible. If alignment is not feasible, the minimum centerline offset should be 125' or as directed by the City.

G-05 To facilitate shared parking and a reduction in vehicle crossings of pedestrian pathways in the Downtown, access easement agreements and shared parking agreements between landowners is encouraged in the Downtown.

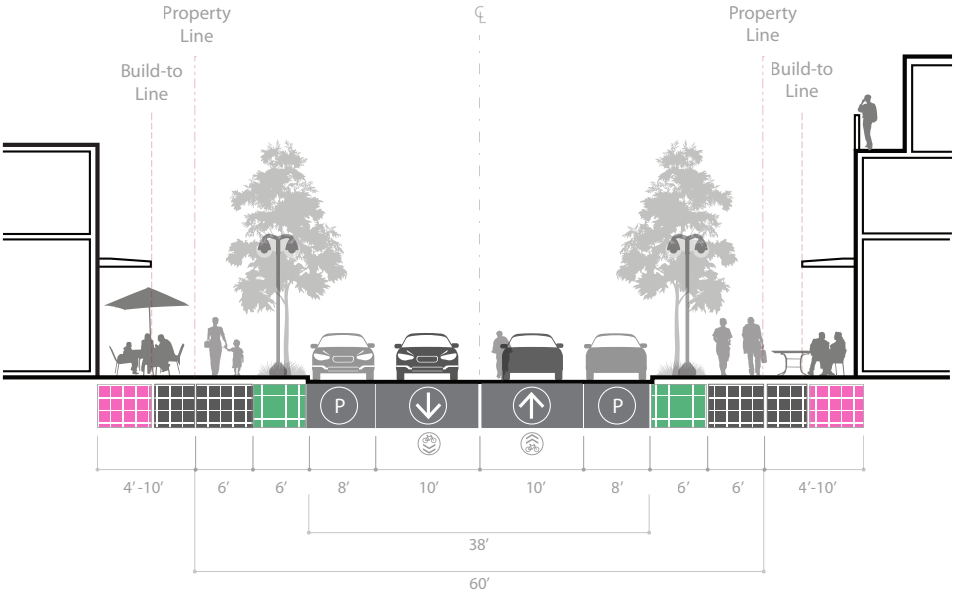
G-06 Provide parallel parking on Secondary Connections such as private streets and woonerfs particularly those with active use street frontages.

G-07 Combine stormwater management features into curb extensions at intersections. Integrate flow-through planters and rain gardens, parklets and bicycle parking corrals into the curb extension.

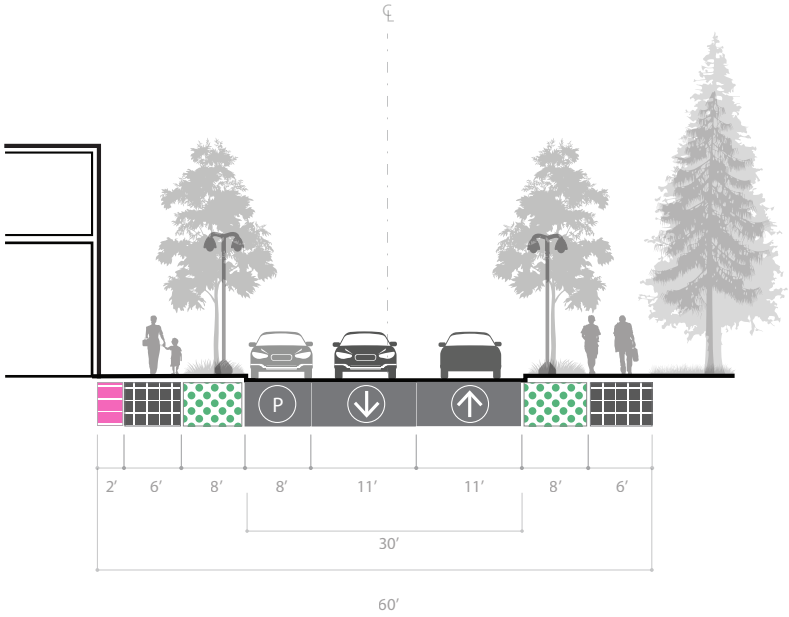
Street Sections

Primary and Collector Streets

Primary Street (236th Ave. SE)



Collector Street (NE 260th St.)

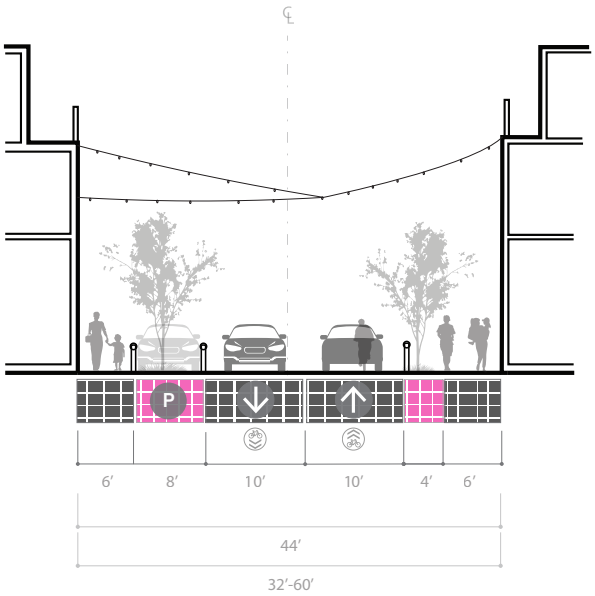


Street (Required)
Sidewalk (Required)
Curb Space (Required)
Landscape (Required)
Flex Space
Shared Bike Lane

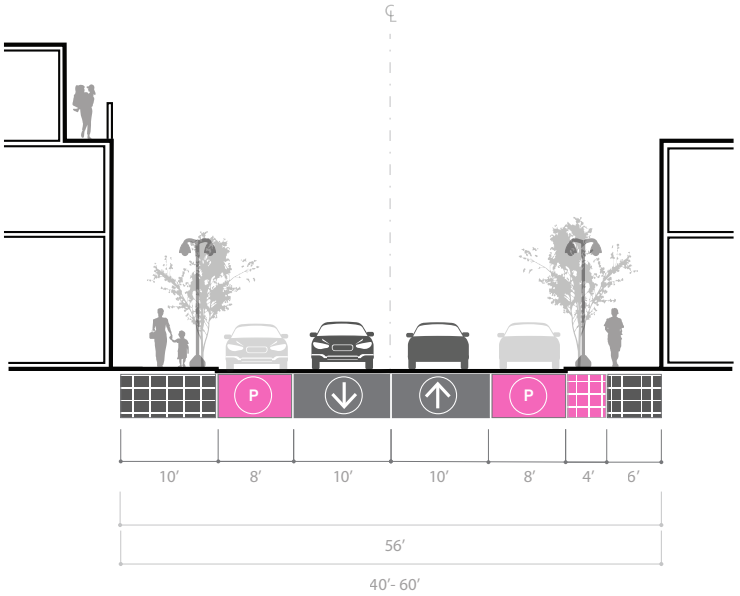
Street Sections

Pedestrian Oriented Secondary Connections

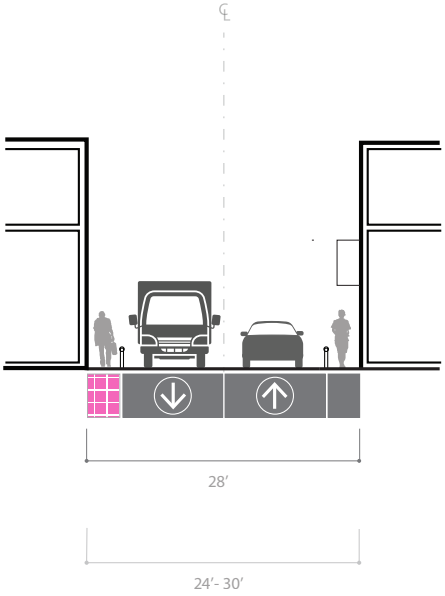
Woonerf



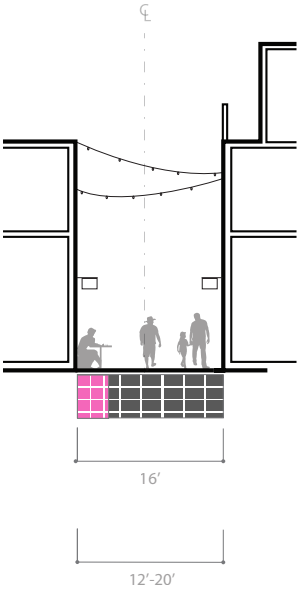
Private Street



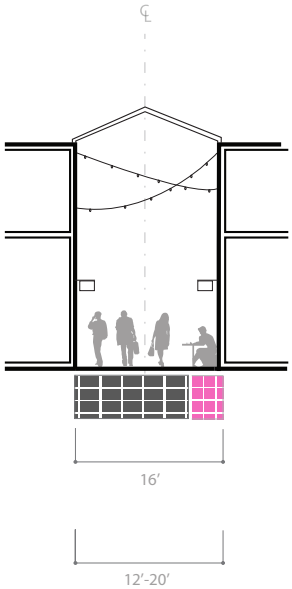
Shared Alley



Pedestrian Corridor



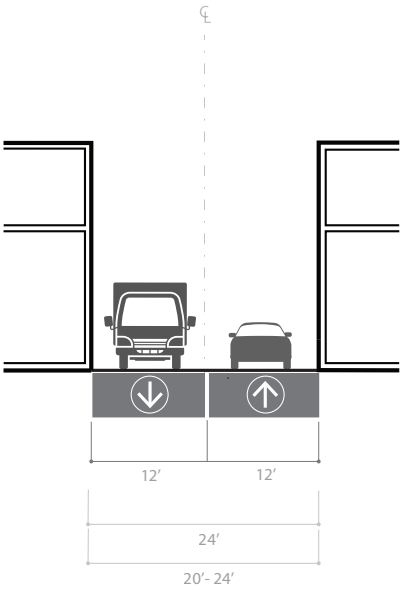
Arcade



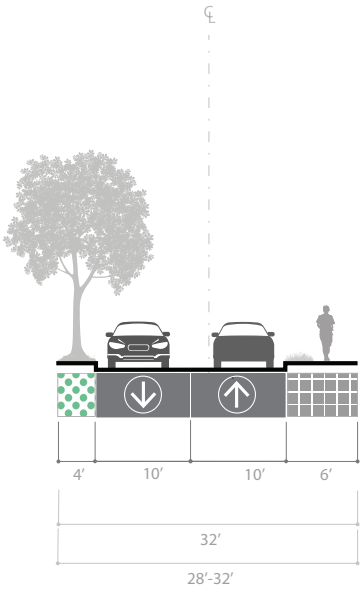
Street Sections

Secondary Connections

Service Alley



Driveway



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2.2: STREET FRONTAGE

Intent: Street frontages aim to enhance the vision for an active and pedestrian oriented Downtown by requiring building entrances to locate on connections and incorporate active uses on the ground floor.

Standards

S-01 Required street frontage development proportions are based on the total linear measurement of available frontage along the build-to line or property line.

a. Frontage along the Primary Street and the required Pedestrian-Oriented Secondary Connection is the priority in the Downtown and shall be developed to the minimum requirement. These proportions of development cannot be redistributed but should aggregate toward the Primary Street to reinforce a walkable environment. *See Diagram 2.3*

b. The required frontage development on other Secondary Connections or ROW can be combined and/or redistributed between the four sides of the block with the intent of creating a cohesive and walkable Downtown. *See Diagram 2.4.*

c. Development Frontage percentage is measured by calculating the length of the building facade as a proportion of the face of the block (linear feet).

d. Active Use percentage is measured by calculating the width of the facade that includes the qualifying use and is visible to the ROW or Secondary Connection through doorways and/or windows. *See Diagram 2.5*

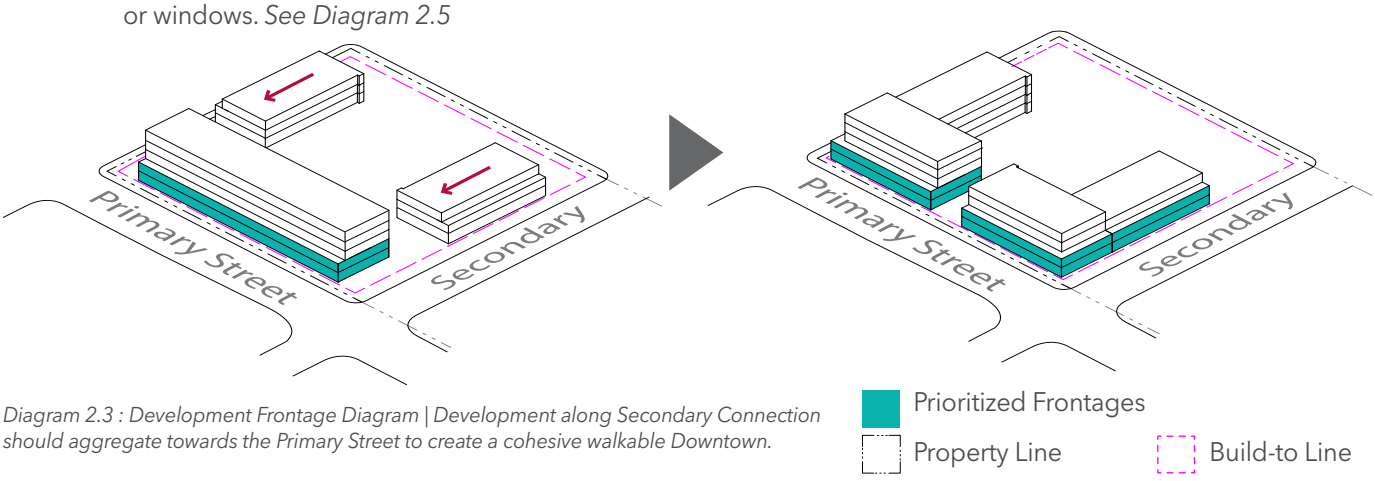

Diagram 2.3 : Development Frontage Diagram | Development along Secondary Connection should aggregate towards the Primary Street to create a cohesive walkable Downtown.

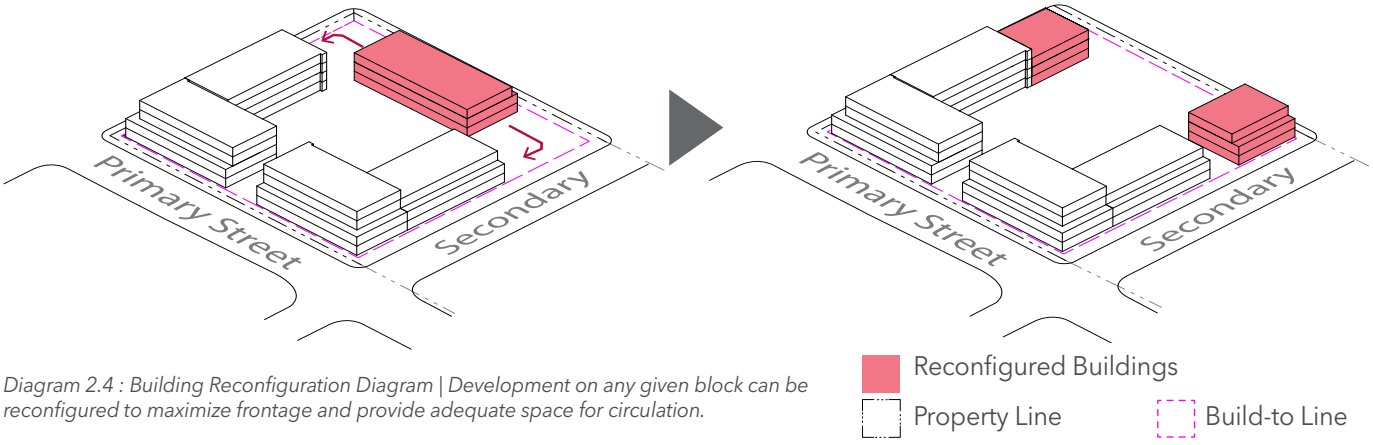

Diagram 2.4 : Building Reconfiguration Diagram | Development on any given block can be reconfigured to maximize frontage and provide adequate space for circulation.

Table 2.3 : Minimum Frontage Development Requirements

	Principal Arterial	Collector	Primary	Pedestrian-Oriented Secondary Connections					Secondary Connections	
	SR-169	SE 264th St.	Primary Street	Private Street	Woonerf	Shared Alley	Pedestrian Corridor	Arcade	Driveway	Alley
Development Frontage	50%	50%	80%	60%	60%	50%	80%	80%	0%	0%
Active Uses	30%	30%	80%	40%	40%	30%	60%	60%	0%	0%

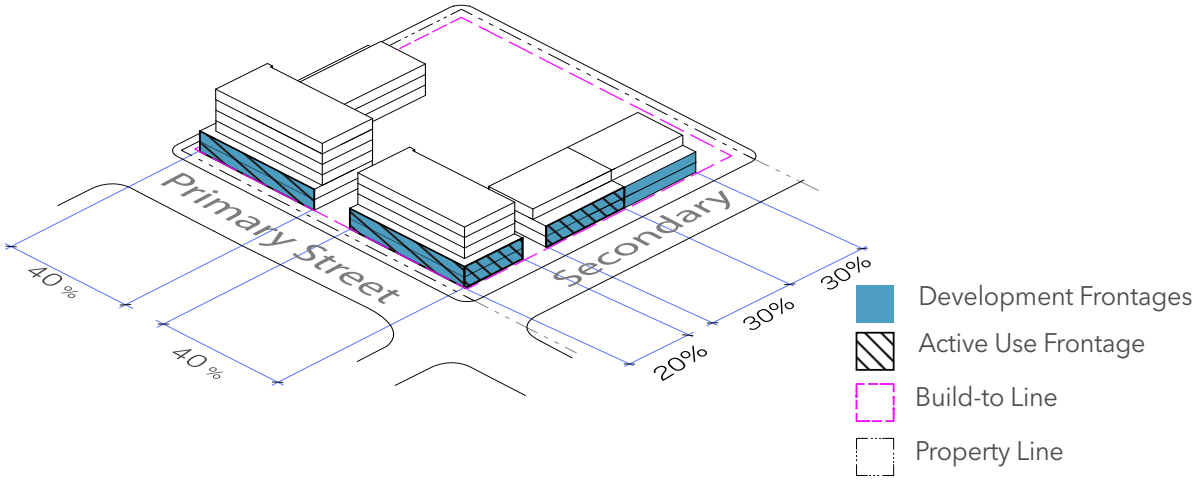

Diagram 2.5 : Frontage Development and Active Use Diagram | Along with a specific amount of development, frontages must meet required active use requirements.

S-02 Primary24 building entries for active uses (retail, commercial, office, and residential lobby) shall be located on a Primary Street or a Pedestrian-Oriented Secondary Connection.

S-03 A minimum sidewalk width of six feet shall be maintained unobstructed, free of street furniture, street trees, planters, and other vertical elements for clear pedestrian circulation on all sidewalks in Downtown.

S-04 The following uses shall be considered active uses in the Downtown:

a. Retail

b. Food and beverage establishments

c. Commercial services

d. Commercial office and residential entrance lobbies shall be considered an active use but are limited in dimension. See Building Design.

e. Live-work units if located on Pedestrian-Oriented Secondary Connection.

S-05 Sites with residential units on a Pedestrian-Oriented Secondary Connection shall provide direct pedestrian access between all ground-level unit entries and the Secondary Connection.

a. Open space needs to be visually accessible.

b. Any perimeter enclosures of open space shall have a limit of 36" in height and must meet other site design requirements.

S-06 Frontages not inhabited by buildings require landscaping. See Site Design: Landscape.

S-07 Retail and restaurants may have a designated outdoor seating along Primary Streets or Pedestrian-Oriented Secondary Connections. *See Diagram 2.6*

a. Required minimum sidewalks width shall be maintained clear of outside areas for approved cafes or other outdoor uses.

b. Additional permits and approvals may be required of the City.

S-08 If a building is set back from the property line through modulation or as required by a build-to line, this space shall be treated as an extension of the public realm with similar materials, design and treatment.

S-09 No primary pedestrian entrance shall be accessed from a surface parking lot.

S-10 Residential or Commercial office lobby uses along Primary Streets shall not exceed 30 feet of the building frontage.

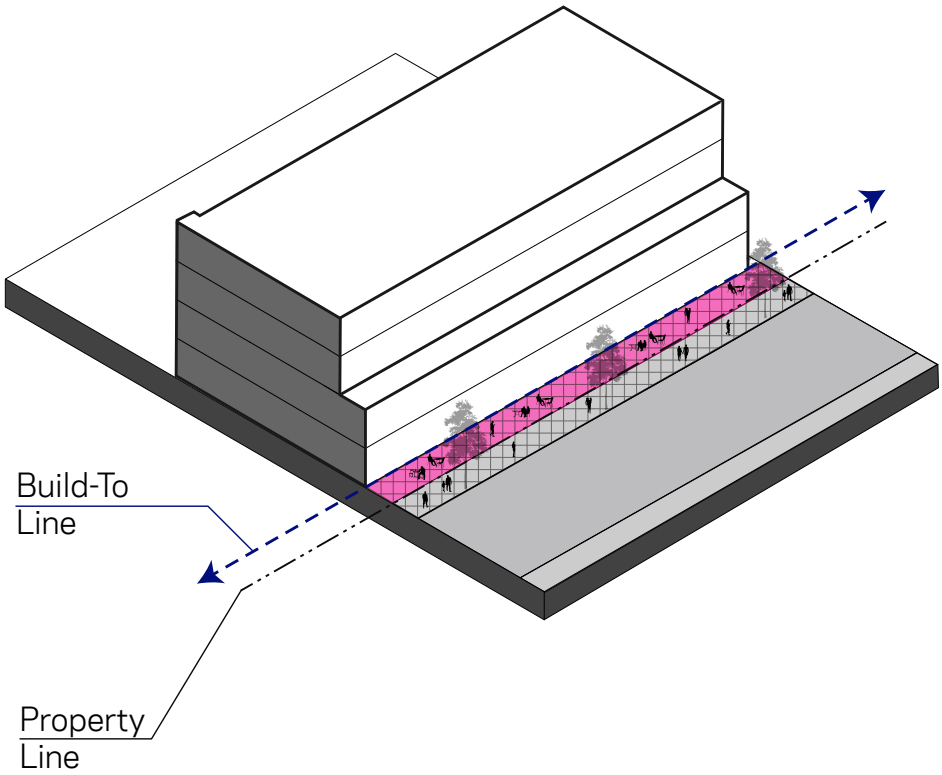

Diagram 2.6 : Cafe Zone Diagram | Setback provides additional space in the public realm and sidewalk activation. For dimensions see Table 3.1: Setback Requirements)

Guidelines

G-01 Outdoor café seating and other retail activities are encouraged, in order to define and activate the public realm.

G-02 Primary Street frontage shall be activated through the use of street furniture, pedestrian lighting and wayfinding elements.

G-03 Design street frontages to enhance the pedestrian environment.

Image 2.3 : Outdoor Cafe Seating, New York City Cafe Dante. | Outside cafe seating is desirable for both business owners and the public.

2.3: TRAIL CONNECTIONS

Intent: To strengthen and provide additional connections to/from the Green to Cedar Rivers Trail for trail users and businesses in the Downtown.

Standards

S-01 Provide an enhanced trail connection from the corner of SE 260th and 236th Ave. SE to the Green to Cedar Rivers Trail

Guidelines

G-01 Enhance existing connections or provide additional downtown connections to the trail to encourage non-motorized trips to Downtown.

G-02 Providing active uses along the trail or any new trail connections is encouraged to create a stronger connection between the trail and Downtown. If a physical connection is not possible provide a visual connection between trailside development and the trail.

G-03 When possible, design new public open spaces to connect to the Green to Cedar Rivers Trail to provide additional active and passive recreational opportunities for the community.

Image 2.4 :Prairie Line Trail - Tacoma, WA | The trail-head of the Prairie Line Trail provides respite for pedestrians while also telling a portion of the interpretive history of the site, the first railway line to reach the Pacific Coast.

Image 2.4 : Near Lake Wilderness Park - Maple Valley, WA | Green to Cedar Rivers Trail at Witte Road SE.

3.0

SITE DESIGN

PURPOSE: Create pedestrian-oriented development, which adds vibrancy to Downtown.

Lake Wilderness Lodge| Source: Select Photography

3.1: SITE DIMENSIONS

Intent: Establish site development standards and dimensions.

Standards

S-01 Required setbacks shall be followed when developing in Maple Valley's Downtown. Required setbacks from the property-line shall establish a new build-to-line where the building façade will be located. *See Table 3.1*

S-02 Where a setback is provided along Primary Streets and Pedestrian-Oriented Secondary Connections, this space shall be designed as an extension of the public realm.

Table 3.1: Setback Requirements

	Primary Street	Private Street / Future ROW	Woonerf	Shared Alley	Pedestrian Corridor	Arcade	Collector; Arterial
Front Setback from Property Line	4 Feet Minimum; 10 Feet Maximum			0 Feet Minimum; 2 Feet Maximum		Not Applicable	10 Feet Minimum; 25 Feet Maximum
Building Stepback from Front Facade	10 Feet Minimum	None Required					
Interior, Side Setback	None Required						
Rear Setback (1)	10 Feet Minimum						

1. See 3.4 Landscape, for additional requirements to specific building use.

S-03 Total impervious lot coverage is limited to 90% in the Downtown.

a. Green roofs can increase the lot coverage factor up to a total of 95%. Green roof lot coverage credit is gained at 1:1 ratio of additional lot coverage up to an additional 5% of the gross lot area.

b. Pervious pavement/pavers is considered pervious for the lot coverage measurement.

S-04 The rear of the primary function of any building shall be for service related activities. See Building Design.

S-05 No detention or retention ponds are allowed in Downtown. Stormwater must be treated below grade or through bioretention facilities that are integrated into the site design.

Guidelines

G-01 Where not required, setbacks and upper level stepbacks may be employed to increase sun exposure to pedestrian areas.

3.2: OPEN SPACE REQUIREMENTS

Intent: To provide a variety of pedestrian-oriented areas to attract shoppers to commercial areas and to create gathering spaces for the community.

Standards

S-01 Provide outdoor open space greater than or equal to 15% of the total site area. The outdoor space must be physically accessible and primarily used by pedestrians. Use one or more of the following to meet this requirement:

a. Pedestrian-Oriented Secondary Connection, excluding any area within the secondary connection primarily used by vehicles;

b. Pedestrian-Oriented paving or turf area with physical site elements that accommodate outdoor social activities such as cafe zones;

c. A garden space(s) with a variety of vegetation types and species that provide opportunities for year-round visual interest.

S-02 The following features are prohibited within or adjacent to pedestrian-oriented space:

a. Asphalt sidewalks;

b. gravel pavement;

c. unscreened parking lots or areas not separated through the use of curbing,landscape areas, elevation, decorative walls or other components creating a physical separation;

d. chain link fences;

e. blank walls;

f. service areas;

g. outdoor storage.

Image 3.1: Playa Jefferson complex, Playa Vista, CA | Benny Chan Fotoworks, Gensler | Open space plazas can have a mix of hard-scape and landscape elements allowing flexibility for programming.

Guidelines

G-01 Consider the inclusion of a community-oriented civic plaza for community events with regular programming in the Downtown. The concept for a community-oriented civic plaza is intended to provide a large hardscape plaza with amenities such as outdoor furniture, shade structures or pavilions, and ornamental plantings. Adjacent access to public restrooms shall be provided and a plan shall be submitted for maintenance of public amenities. A development bonus may be provided based on Director approval of the following criteria.

a. Location: Along 236th Ave SE. Must be physically connected and contiguous with the public ROW.

b. Size: 10,000 – 20,000 square feet.

c. Only one community-oriented civic plaza can be located along 236th Ave. SE and/or will be eligible for a development bonus.

d. Frontage and Active Use requirements along the Primary Street can be met by the buildings facing the provided civic plaza.

e. Director Approval: The civic plaza location and design will be coordinated with the Director and subject to approval.

f. Bonus: Development facing and/or abutting the civic plaza may:
   i. Increase Podium Height: Maximum of 45 feet or 3 floors.
   ii. Allowed Use: Multifamily Residential [Assumes multifamily residential is not an allowed use.]

G-02 Take advantage of curb extensions to increase the available public realm space for street furniture, benches, street trees, and other amenities.

G-03 The following features are encouraged in pedestrian-oriented open space:

a. Designated open space should be in areas with significant pedestrian traffic to provide interest and security, such as adjacent to building entries.

b. Active uses on all building frontages facing the open space.

c. Movable seating.

d. Pedestrian amenities, such as site furniture, artwork, water features, drinking fountains, shade structures, kiosks, or other similar features.

e. Pedestrian weather protection, alcoves, seating, or other features along building edges to allow for outdoor gathering.

Image 3.2: Jameson Square, Portland Oregon | Outdoor plazas act as an "outdoor room" where people gather for various activities.

Image 3.3: Storrs Center, Mansfield Connecticut | Leyland Alliance An outdoor plaza offers a central space within a community.

G-04 Creation of highly programmable public realm space including weekly, monthly, and/or special events is encouraged.

G-05 Use Crime Prevention Through Environmental Design (CPTED) best practices when developing the site plan.

Image 3.4: Plaza in South Lake Union, Seattle WA | Public art with lighting creates a dynamic public space.

Image 3.5: Kenmore Town Square, Kenmore, WA | Urban plazas often have features such as a water features, seating, or public art to provide interest.

3.3: PARKING

Intent: To provide centrally located parking that meets the demand of residents, visitors and employees and encourages people to leave their cars and walk throughout Downtown. Street parking is intended for short term use.

Standards

S-01 The following parking standards apply to building program uses within the Downtown. For those not listed herein, refer to the parking standards located in MV 18.40.120 Off-Street Parking Standards. All measurements are calculated per Gross Floor Area (GFA) unless otherwise noted. *See Table 3.2*

Table 3.2: Setback Requirements

Use Type	Minimum Number of Stalls (2)	Maximum Number of Stalls (2)
Multifamily Residential		
Studio / 1 Bedroom	1 per Unit	
2 Bedroom / 3 Bedroom	2 per Unit	
Commercial Office (1)	2 per 1,000 GFA	4 per 1,000 GFA
Retail Acivities	0 per 1,000 GFA	4 per 1,000 GFA
Restaurants, taverns & lounges	0 per 1,000 GFA	5 per 1,000 GFA

1. Banks, professional and business offices or services, and medical and dental offices.
2. Fraction: If the calculation of the number of parking spaces is a fraction, such number may be rounded down to the nearest whole number.

S-02 Electric Vehicle Charging Parking Provision: Provide access to electric vehicle charging stations (Level 2) for a minimum 2% of total parking spaces.

a. If a parking lot is less than 100 spaces, 2 electric vehicle charging stations (Level 2) shall be provided.

b. For every additional charging station provided above the minimum, the total required number of parking spaces may be reduced by an equivalent number provided the total reduction does not exceed five (5) percent of the total required parking spaces.

S-03 Bicycle parking shall be provided for long-term residents, visitors and employees as well as short-term visitors and customers within each development.

S-04 Long-term bicycle parking requirements:

a. Shall be provided in an accessible and safe location that is convenient to building occupants.

b. Multifamily Residential; Provide a secure room with resident access. Provide 1 bike storage space per 4 units; minimum of 4 storage spaces.

c. Commercial Office: For office space above the ground floor, provide a secure room with tenant access. Provide 1 bike storage space per 3,000 GFA; minimum of 4 bike storage spaces. Provide at least 1 on-site shower and changing facility.

d. Fraction: If the calculation of the number of bicycle parking spaces, such number must be rounded up to the nearest whole number.

S-05 Short-term on-street bicycle parking shall be positioned in visible areas within the public realm with appropriate lighting, where it is not subject to vehicle traffic and within 50 feet of the primary building entrance. Short-term bicycle parking requirements:

a. Primary Street and Pedestrian-Oriented Secondary Connection. 4 bike storage spaces per 100 lineal feet of frontage.

S-06 Parking structures or surface lots shall not be directly accessed from Primary Streets.

Guidelines

G-01 On-street parking should be metered, paid parking, with a maximum stay of 2 hours.

G-02 Shared use of parking facilities are strongly encouraged between uses which have dissimilar peak hour parking demand. See 18.40.120 C.

G-03 Bike parking in the public realm provides an opportunity to engage public open space. Bike infrastructure should allow the bicycle to be securely locked in two places.

Image 3.6: Indoor Bike Parking, NBBJ | Indoor bike parking allows for safe and controlled bike storage. Amenities like this are desirable for employees who chose to commute by bike.

Image 3.7: Electric Vehicle Parking, Northeast Portland - O.C.C | Provide opportunities for plug-in vehicle parking throughout Downtown.

Surface Parking

Standards

S-01 Parking lots shall not be located directly adjacent to Primary Streets and Pedestrian-Oriented Secondary Connections. Surface parking lots must be located behind the structures that front Primary Streets, ROW, and Secondary Connections.

S-02 Comply with the current Storm Water Manual utilized by the City of Maple Valley

S-03 All surface parking area perimeters and internal planting areas shall be edged with a 6-inch high concrete curb. If a parking landscape buffer is specifically designed to direct water run-off to a bioretention swale, curb breaks and/or cuts may be allowed.

S-04 All surface parking must contain clearly delineated, safe pedestrian paths from parking to the street frontage or Secondary Connection.

Guidelines

G-01 Incorporate low-impact development strategies such as bio retention and permeable paving to improve stormwater function.

G-02 Vehicular curb cuts for parking lots in Downtown should be minimized by requiring shared entrances and exits, where appropriate.

G-03 Surface parking lots should be designed for connection to adjacent properties for shared parking opportunities.

G-04 Pedestrian circulation should be prioritized in surface parking lots for both parallel and perpendicular movements

Image 3.8: Poor Example of Surface Parking, Washington D.C. | Vast amounts of asphalt across parking lots contribute to heat island effect.

Image 3.9: Surface Parking with Pedestrian Elements, Philadelphia, PA - Quad 3 | Smaller scale parking lots with pedestrian pathways, landscaping, and wayfinding increase the form and functionality of a parking lot.

Structured Parking

Standards

S-01 No stand alone parking structures are permitted. All structured parking shall be accessory to and integrated with a building providing another permitted Downtown use.

S-02 Screen structured parking and integrate into the overall building design. Screening provides an opportunity to enhance the building design through the use of art, green walls, and/or innovative materials.

S-03 If a parking structure faces a Primary Street or Pedestrian-Oriented Secondary Connection, it shall meet the requirements of one of the frontage types along the length of the parking podium.

S-04 Ground level, active use/retail space within a parking structure shall meet the minimum ground floor height requirement.

S-05 All parking structure building materials shall have an integrated façade with that of the building the parking structure serves.

S-06 Vehicle entrances or exits to structured parking shall be no wider than 30 feet with entrances and exits.

S-07 Structured parking must meet the blank wall standards and guidelines.

Guidelines

G-01 Mixed-use parking structures are preferred.

G-02 Keep parking entrances and exits to a minimum.

G-03 Provide clearly delineated pedestrian walkways in parking levels.

Image 3.10: Parking Structure Tacoma, WA | Poor Example of a Parking Structure. This parking structure does not add to the vitality of the public realm.

Image 3.11: Parking Structure with Retail on Ground Floor which activates the street, New Orleans, LA | Eskew+Dumez+Ripple - Timothy Hursley

3.4: LANDSCAPE

Intent: Enhance the environment and the pedestrian experience.

Standards

S-01 Landscape Buffers are required in the following locations and shall meet the following requirements:

a. Locations:
   i. A 15 foot deep landscape buffer shall be provided to separate the Green to Cedar Rivers Trail property line from non-active uses. (i.e: surface parking, service areas, utility infrastructure, etc).
   ii. A 10 foot deep landscape buffer shall be provided where adjacent residential units Secondary Connections or pedestrian walkways abut surface parking lots, building service and/or loading areas.
   iii. A 15 foot landscape buffer shall be provided where adjacent residential units abut a parking structure.

b. Planting Requirements:
   i. Deciduous and evergreen trees planted in natural groupings, with a minimum average of 1 tree every 20 lineal feet. Deciduous trees shall have a minimum caliper of 2 inches measured 12 inches above the soil surface. Evergreen trees shall be minimum height of 6 feet.
   ii. Small and medium shrubs, planted in massings, shall provide coverage that equals 75% of the planting area within three years of planting.
   iii. Groundcover shall be planted under deciduous trees, shrubs and other open areas not covered by larger plant material so that the plantings provide 90% coverage within three years of planting.

S-02 Primary Street and Pedestrian-Oriented Secondary Connection Landscape Requirements:

a. Street Trees should be planted a maximum of 40' on-center on both sides of the street: Street trees may be provided in tree grates and landscape planting areas. Tree grates are preferred on connections with high pedestrian traffic.
   i. Root barrier shall be provided so tree roots do not disrupt the sidewalk.
   ii. Engineered paving systems and details which allow for broader tree root growth are encouraged.

b. Where landscaping is provided, shrubs and groundcover shall be planted to meet these minimum requirements: Shrubs shall be planted at a density of five per 100 square feet of landscape area. Up to 50 percent shrubs may be deciduous. Groundcover must be selected and planted so as to provide 90 % coverage within three years of planting.

S-03 Parking Lot Landscape Requirements:

a. Provide one tree and a minimum of 150 square feet of planting area for every five parking spaces, distributed throughout designated parking areas. A tree shall be planted at least every ten stalls.

b. Shrubs and groundcover must be provided in the required landscape areas. Shrubs shall be planted at a density of five per 100 square feet of landscape area. Groundcover must be selected and planted so as to provide 90 % coverage within three years of planting.

S-04 Use native and adaptive plant species appropriately for the proposed location. Plant species known to be invasive to Western Washington shall not be specified or planted in projects within the Downtown.

S-05 Incorporate low-impact development strategies such as, bioretention swales, and permeable pavement, and green roofs. The City of Maple Valley will review any additional innovative strategies developed by the design team.

Guidelines

G-01 Landscaping shall be incorporated to compliment overall circulation network.

G-02 Street Trees should be planted along Secondary Connections where feasible.

G-03 Tree grates should be considered where high pedestrian activity and on-street parking is present; otherwise under-canopy planting is encouraged.

G-04 Reduce or eliminate the use of permanent irrigation beyond the two-year establishment period.

G-05 Planting design should be incorporated to compliment overall project and neighborhood. Incorporate Crime Prevention Through Environmental Design (CPTED) best practices.

Images 3.12: Arch Street, Philadelphia,PA | Street trees offer shade, are appealing visually, and create character along connections.

Images 3.13: Landscaped Pedestrian Realm with Bioretention Swales | Streetscaping as seen here adds a desirable aesthetic and allows other functions such as stormwater management.

3.5: DOWNTOWN PUBLIC REALM DESIGN CONCEPT

The City of Maple Valley will provide the design and specifications for the public right of way to accompany this report at a later date. Secondary Connections will meet the design intent of the street sections provided and match the material specifications as provided in the ROW design in order to create a cohesive Downtown streetscape. Designs of Secondary Connections are subject to review and approval by the City of Maple Valley.

The Downtown Public Realm Design Concept will include design recommendations and specifications for the following:

- ROW design
- Materials & Specifications
- Pedestrian Walkways
- Street Furniture
- Landscaping
- Lighting
- Wayfinding

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4.0

BUILDING DESIGN

PURPOSE: Create a cohesive and authentic architectural character for Downtown Maple Valley.

Maple Valley | King County Library System | Joe Mabel

4.1: DEVELOPMENT SCALE & MATERIALITY

Intent: Allow for creative, active, and an interesting Downtown environment at an appropriate scale for pedestrian activity.

STANDARDS

S-01 A building's enclosed occupiable space shall not encroach into the right-of-way or build-to line with exception of bay windows or balconies. Bay windows and balconies are not to exceed 4 feet in depth and 30% of the width of residential units or 50% of the width of hospitality units.

Table 4.1: Development Dimensions

Development Standard	Primary Street	Private Street	Woonerf	Shared Alley	Pedestrian Corridor	Arcade	Arterial / Collector
Minimum Building Height	24 Feet						
Maximum Podium Height	30 Feet						
Maximum Building Height (1) (2)	60 Feet or 5 Floors						
Building Stepback from Front Facade for Floors above 30 Feet	10 Feet Minimum	0 Feet					
Ground Level Floor-to-Floor Height	14 Feet Minimum						
Ground Level / Retail Depth	40 Feet Minimum			25 Feet Minimum			
Ground Level Transparency	60% Transparency between 2 feet and 8 feet						
Weather Protection	Protected Area: Minimum 70% of Linear Frontage; 6 Feet Minimum Horizontal Dimension 12 Feet Minimum Vertical Clearance			No Requirement		Protected Area: 80% of Linear Frontage	No Requirement
Separation of Ground Floor Residential Uses	Not Allowed	Vertical distance from grade: Min. 18 inches / Max. 3 feet. Horizontal distance from build-to line: Min. 3 feet/ Max. 12 feet		Horizontal distance from build-to line: Min. 3 feet / Max. 6 feet	Not Allowed		

1. Maximum height does not include mechanical equipment. Mechanical equipment must be screened.
2. For parcels in the Downtown District within 200 feet of an R-Zone, and not separated by street ROW, maximum building height limit will be limited to 45 feet. *See Diagram 4.1*

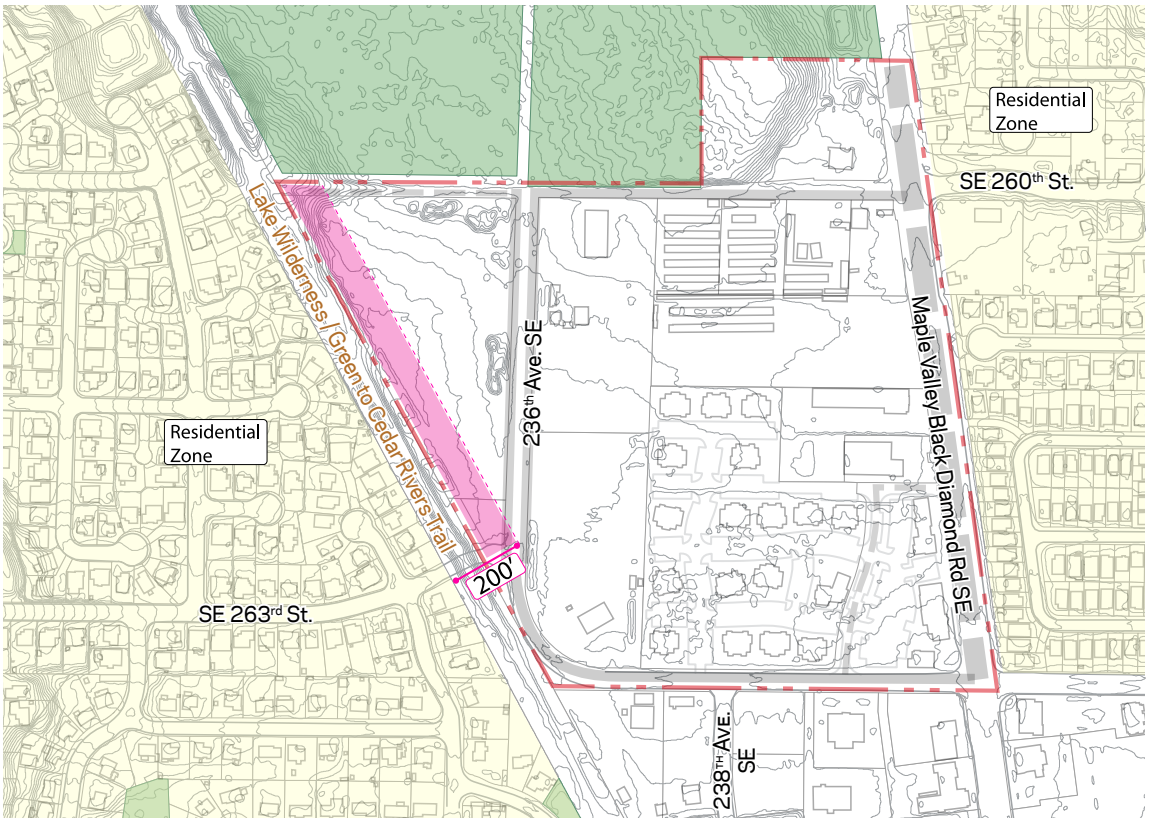


Diagram 4.1: Residential Buffer Zone | This zone depicts a reduced height limit adjacent to residential zones.

S-02 All structures in the Downtown shall meet the minimum development height outlined in the Development Standards Table *4.1 Development Dimensions* with occupiable floors. False front facades are not allowed in the Downtown

S-03 All new buildings are to be constructed to a minimum LEED Silver Certification or equivalent. Registration or accreditation is not required.

Building Articulation

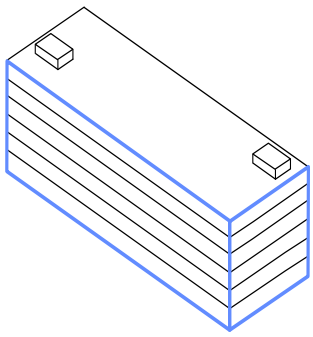
S-04 The architectural design of all building elevations shall incorporate similar degree of detail, proportion, and material quality. Materials on the lower portion of the building shall provide scale, texture and variety at the pedestrian level.

S-05 Provide well-marked entrances to cue access and use. Enhance all public entrances to a building through compatible architectural or graphic treatment. Main building entrances should read differently from retail storefronts, restaurants, and commercial entrances.

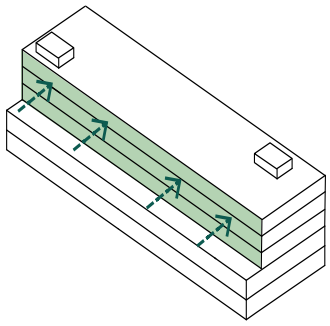
S-06 Building modulation shall be employed to physically and visually vary the façade and reduce the building's mass, through both vertical and horizontal articulation. *See Diagram 4.2*

a. Building frontages located on the Primary Street or Pedestrian-Oriented Secondary Connections shall be built to the established build-to line for a minimum of 70 percent of the required façade length.

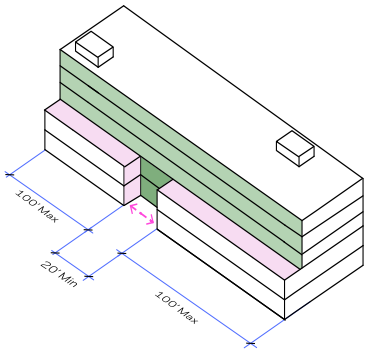
b. Façades over 100 feet in length shall incorporate vertical definition including substantial modulation of the exterior wall carried through all floors and may be combined with changes in color and material. The modulation shall continue for a minimum of 20 feet in width to meet this requirement. Modulated areas may be set back a maximum of 12 feet and a minimum of 4 feet from the build-to line.



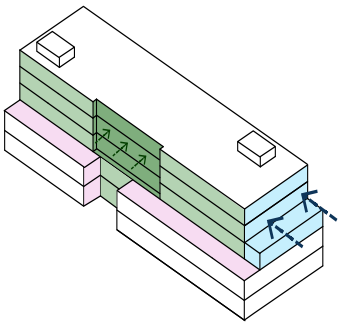
1. Base Building Envelope



2. Required Stepback Above 2nd floor



3. Required Modulation



4. Sculpting + Articulation

Diagram 4.2.: Building Modulation and Articulation Diagram | Building articulation and modulation is necessary to break up the large mass of a structure. These architectural elements allow for more diverse building character while keeping with the design standards and guidelines.

Transparency

S-07 All block-frontage designations contain distinct minimum façade transparency standards. The purposes of these standards are to maintain "eyes on the street" for safety and create welcoming pedestrian environments. *See Diagram 4.3*

S-08 Blank walls of more than 20 feet in length are not permitted.

S-09 Windows must be transparent. Ground-level window areas of active uses shall not obscure visibility into the building. Those coverings that are determined to obscure transparency, including those applied after market will not count toward the transparency calculation. The following are examples of window types or coverings which reduce transparency in the Downtown:

a. Frosted;

b. Window decals or perforated coverings;

c. Highly reflective glass;

d. Darkly-tinted glass; or

e. As determined by the Director.

S-10 Vitrines, or tack-on glass display cases are not allowed along Primary Streets or Pedestrian-Oriented Secondary Connections.

Diagram 4.3 Transparency and Weather Protection | The eyes on the street approach is important for visibility and safety. Transparency allows pedestrians to be drawn to various establishments because their view of the interior is not obstructed.

Images 4.1 and 4.2: Vitrine Obstruction | Vitrines which obstruct the visual connection between the public realm and the interior of an active use are disallowed.

Weather Protection

S-11 Provide the minimum of continuous weather protection along frontages as required.

Materials

S-12 The following materials are prohibited from use on building exteriors: concrete block or CMU, unfinished pre-cast or tilt up concrete, stucco, EIFS or similar, fiberglass, plywood or sheetwood products, stainless steel as a primary material, artificial or "cultured" stone and vinyl siding. Additionally, the building window-wall ratio (glazing) is limited to 50%.

S-13 The Downtown will be distinctive in design through its use of exterior building construction materials. Materials which reflect the history and character of the community and the Pacific Northwest are required to be incorporated into the primary design of the building. The following materials are approved for incorporation:

a. Brick, particularly that of a style and/or color similar to that which was made locally;
b. Natural stone
c. Wood, pre-stained wood siding where permitted by the building code;
d. Timber
e. Cross Laminated Timber
f. Painted metal
g. Exposed concrete, must be heavily ribbed, textured, colored, or bushammered, and sealed.

S-14 A building's color palette shall be limited to those taken from Maple Valley's natural setting to establish the character of the Downtown:

a. Base colors shall be derived from appropriate natural and muted colors including those found in the natural setting of Maple Valley.
b. Accent colors must complement base colors. The use of bright, glossy color for focal points and limited accents such as doorways, window frames, signs, graphics, storefronts or displays is encouraged.
c. Consider neighboring or adjoining buildings colors when selecting both base and accent colors.

Rooftop Space

S-15 Mechanical equipment shall be screened by an extended parapet wall or other roof form that is integrated with the architecture of the building.

S-16 For roof areas not occupiable or planted, use highly reflective roofing material to reduce the heat island effect.

Lighting

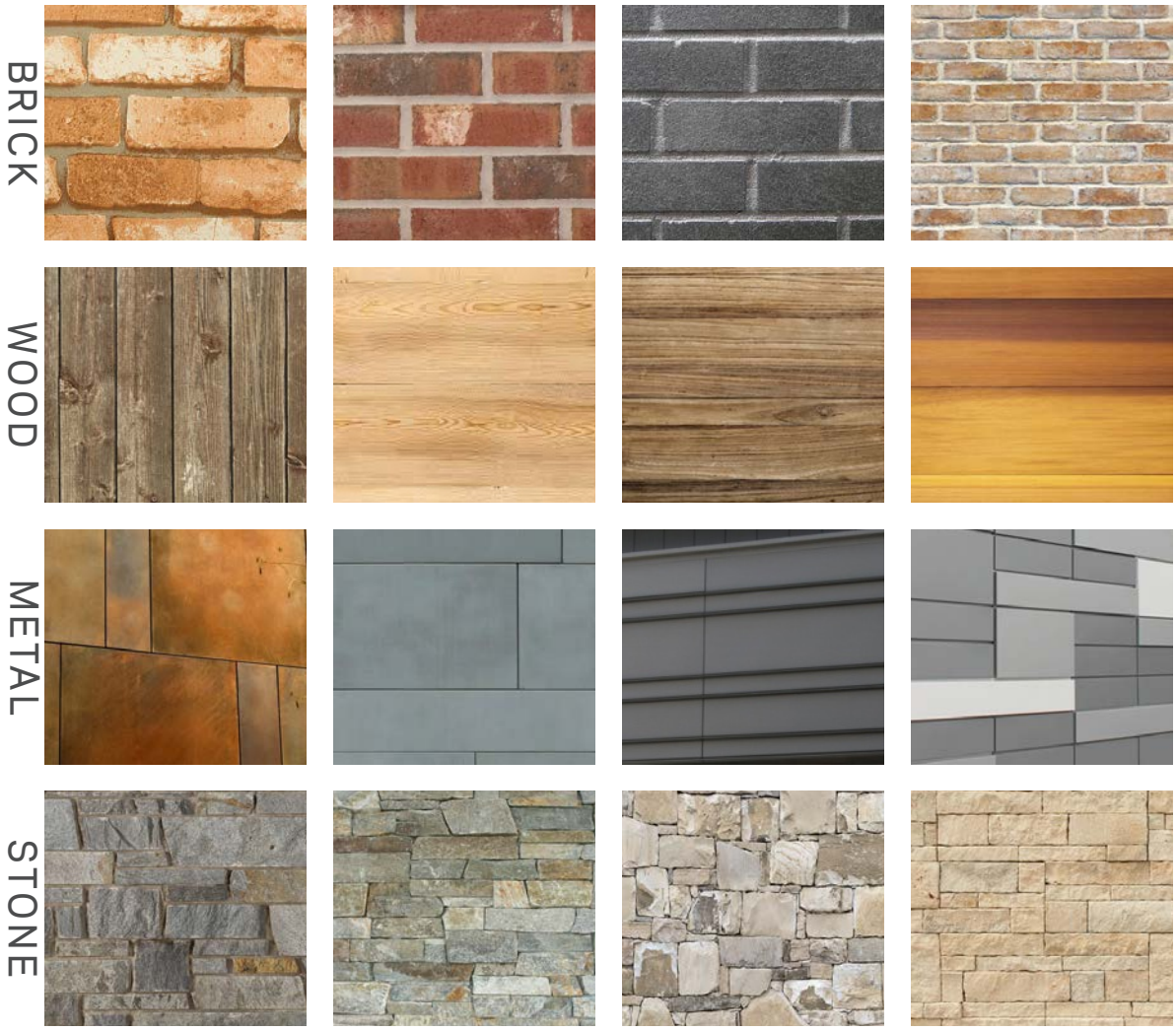
S-17 Do not include up-lights on building projects and reduce the use of luminaires that have minimal light trespass. Full cut-off light fixtures are required.

S-18 Provide pedestrian scale lighting in the public realm.

Service Areas

S-19 Service areas shall be accessed from the rear of the building only.

S-20 Service areas must be located for convenient service access while avoiding negative visual, auditory, olfactory, or physical impacts on the streetscape environment, and pedestrian-oriented spaces by locating these uses internal to the buildings.



1. The materials shown above are examples intended to depict the variety within each category.

GUIDELINES

G-01 The Downtown wants to encourage architectural styles which help reflect the small town atmosphere and Maple Valley's history within the foothills of the Puget Sound, while not being kitsch or lacking authenticity.

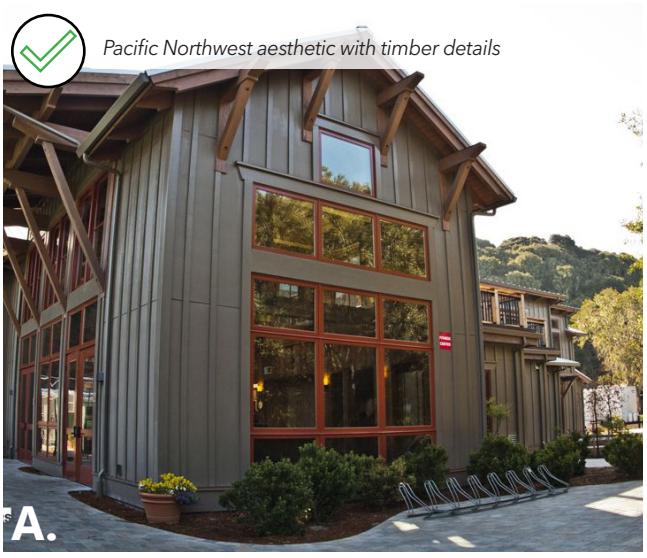
G-02 Consider incorporation of additional sustainable building practices or metrics, including but not limited to 2030 Challenge, net-zero buildings, and Living Building Challenge.

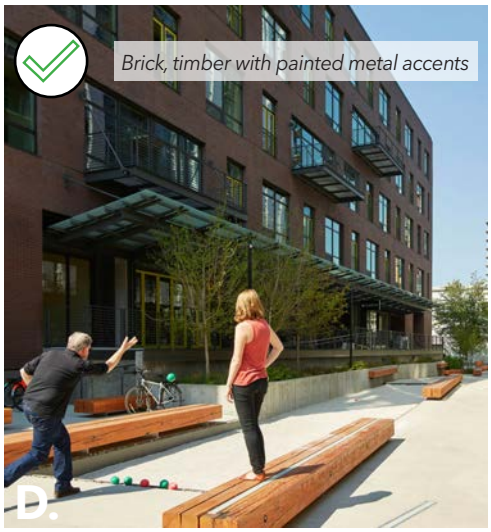
Building Articulation

G-03 Reinforce the street edge and seek opportunities to create and enhance open space through the articulation of the building at the transition to the public realm.

G-04 Facade variation should be of an appropriate scale and reflect changes in the building uses or structure.

G-05 Where appropriate, employ shade and shadow to create visual interest through reveals, surface changes, overhangs and/or sunshades to provide sustainable benefits and daily/ seasonal variation.





Images 4.3: A-D: A. Pole-Barn Structure,Carmel, CA | DC Builders; B. The Dutch Restaurant, Soho, NY | glenwoodnyc.com C. 5 Points Market and Restaurant, Tucson, AZ | J.Tran; D. Examples of brick, timber and accent colors, Block 135 | Mithun

Examples of desirable architectural styling, materials, and features for Maple Valley Downtown.

Materials

G-06 The material palette should provide variety, reinforce massing and changes in the horizontal or vertical plane.

G-07 Building exteriors should be constructed of durable and sustainable materials that are attractive even when viewed up close.

G-08 Reclaimed materials, materials with recycled content, or which have low embodied carbon is encouraged.

Roof Space

G-09 Planted green roofs or inviting and functional outdoor spaces for building users, are encouraged.

Images 4.4: A-D: A. Modern Apartment Building, Seattle WA | Apple Property. B. Marginal Street Lofts, Boston, MA | Merge Architects - J. Horner C. Google Earth D. Google Earth

Undesirable architectural designs and materials that are not specific to the Maple Valley community.

G-10 Consider energy generation systems such as solar thermal collectors or photovoltaic panels.

Lighting

G-11 Reduce light pollution to increase night sky access, improve nighttime visibility, and reduce the consequences of development for wildlife and people.

G-12 Use lighting fixtures that significantly reduce light trespass.

4.2: SIGNAGE

Intent: To encourage signage that is distinct to the Downtown, provides clarity and is of an appropriate scale for the Downtown.

Standards

S-01 Sign dimensional standards for the Downtown District:

a. Maximum total sign area: 1 square foot per 1 linear foot of the building frontage with the public entrance.

b. Maximum number: 3 per business, 25% of maximum total area allowed on building wall(s) without a public entrance.

c. Total combined maximum sign area per business: 100 square feet.

d. Minimum sign area: Each business allowed 20 square feet regardless of frontage.

e. Blade, under canopy: 1 per business, shall not exceed 3 square feet per side; a maximum projection of 3-1/2 feet; maximum thickness of 6 inches, and shall maintain a minimum clearance of 8 feet above the sidewalk.

S-02 Signage must be of high quality design and materials, consistent with the design of the Downtown.

S-03 Signage shall be consistent throughout the design area and complement the building's character (e.g., wall signs should avoid covering building columns or architectural features).

S-04 Signs may be fabricated of mixed-media, including metal reverse-illuminated letters, suspended neon letters, illuminated individual letters, signs etched or cut-out of solid material such as wood or brass and illuminated from behind.

S-05 Back-lit translucent awnings are not permitted.

S-06 The following signs are prohibited in addition to those listed in MV 18.50.010 D:

a. Pole-mounted signs.

b. Pedestal Sign or Monument Sign.

c. Electronic messaging signs or signs employing moving or flashing lights.

d. Signs employing exposed electrical conduits.

e. Ballast boxes or other equipment.

f. Signs with luminous plastic letters.

g. Audible or odor producing signs.

h. Cardboard signs.

i. Roof mounted and temporary type signage, such as banners, etc. (note: temporary signage for special occasions will be permitted, subject to City approval of both design and duration of display).

j. Cabinet signs are not permitted.

k. No off-premises signs, except public directional and site identification signs, are permitted.

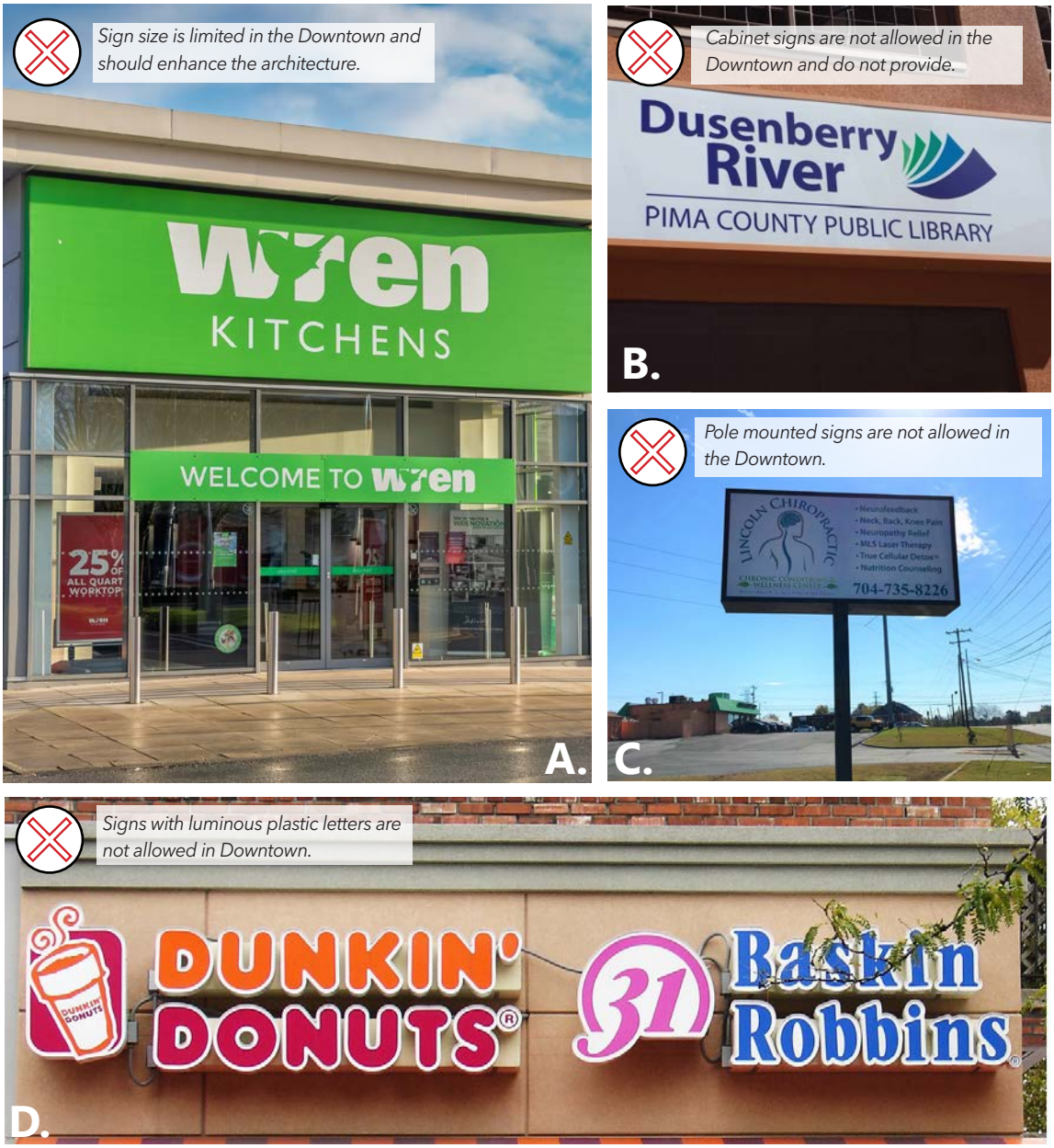
l. A-frame or sandwich board signs.

S-07 Signs on the rear of buildings shall be subject to the same placement, maximum size and quantity limitation standards as all other signs.

S-08 Residential building signs are allowed on the primary building facade only. Residential signs are not allowed above the roofline of level two.

Images 4.5: A-E: A. Example of Retail Blade Signs | NBBJ; B. Toby's Pizza, Brooklyn, NYC C. Signsny.com; D. Signsny.com; E.Singsny.com

Signage that is tune with the overall character of a place is important to the look and feel of a place. Desirable signage must be proportionate in scale and of high-quality materials.



Images 4.6: A-D: Example of Undesired Retail Signage | A. Warren Kitchens London, UK B. Signsny.com; C.Signsny.com; D. Signsny.com

Overbearing singage detracts from the look and feel that design guidelines and standards aim to achieve. Sings with too many colors, fonts, sizes, create an unattractive chaos in a town's retail zones.

***nb**bj*

Planning Commission
2020 Work Plan

Item	Item Description	Scope	Planned Timeframe	Anticipated Number of Meetings	Meeting Dates	Status
A	**Farmer's Market Zoning on Legacy Site****	Add an allowed use to the Legacy Site. This would enable the building of necessary components for the Farmer's Market temporary location.	February	2	2/5/2020 2/19/2020	2/5/20-Commission voted to add an allowed use to the Legacy Site. 2/19/20-Public Hearing held; no one from the public spoke. PC approved motion to recommend establishing Farmers Markets as an allowed us on its Legacy Site zone and Public zone. 3/9/2-Matt Torpey presented to City Council. MOTION made to adopt Ordinance No. O-20-690 amending Chapter 18.30 of the Maple Valley Municipal Code entitled "Allowed Uses" for Legacy Site by Councilor Burberry and seconded by Councilor Weaver. Motion carried, 6-0. **ITEM COMPLETE.**
B	**Street Tree Review**	Planning Department is working with a landscape architect to revise the list of allowable trees to utilize along MV streets. Once this is prepared a presentation will be given to the PC so that there may be an informed discussion on approval and recommendation of the new list.	June - July	3	6/3/2020, 6/17/2020, and 7/1/2020	6/3/20-Introductory meeting held. Consultant Hans Korve with DMP gave a presentation to the Commission. 6/17/20-Commission discussed list and made recommendations for changes to Staff to incorporate. 7/1/20-Public Hearing. 7/15/20-Unanimous recommendation to approve street tree list forwarded to Council. **ITEM COMPLETE**
C	**Illegal Tree Cutting Penalties****	Review this code to specifically increase financial penalties to the current Code to deter illegal tree cutting.	June - July	2	6/17/2020, 7/1/2020, and 7/15/2020	6/17/20-Introductory meeting held. 7/1-Discussion held. 7/15-Continued discussion and deliberation planned. Proposed amended language included with Tree Code in Agenda Packet, along with a draft recommendation. Anticipated for Commission to take action.
D	**Storm Facility Design Code Amendments**	Create Ordinance for more aesthetically pleasing facilities. Refers to cases where a portion of the retention well is exposed while rest is hidden underground; may be facility access or response to grade changes. The possible aesthetic Ordinance could refer to the shape or location of the facility.	July - August	2	7/15/2020 and 8/5/2020	7/15/20-Introductory meeting with SWM/NPDES Program Manager Halley Kimball held for instruction of draft code to amend 2016 KC Surface Water Manual. No action anticipated at this meeting. 8/5/20-Continued review of Commission recommended amendments.
E	**Interim Zoning Including Elevators based on City Council Direction ****	Although this topic is very familiar to most, to review, we are ultimately making a judgment concerning if it should be allowable to build residential apartments or not. If it is decided that residential is an allowable use, we must then answer the question of if elevators should be required in any units higher than one story. [Also see item K(1).]	August - September	6		
F	**Tree Retention Code Review**	Review new development retention requirements to increase retention requirements.	August - October	6	8/19/2020	Introduction on 8/19/20 - Commission unanimously deffered this item to the 2021 workplan in order to focus on Interim Zoning and Downtown Design Guidelines.

Planning Commission
2020 Work Plan

Item	Item Description	Scope	Planned Timeframe	Anticipated Number of Meetings	Meeting Dates	Status
G	**Legacy Site Zoning****	Staff to issue RFQ (Request for Qualifications) to various developers to ultimately create a short list of developers to discuss possible uses of the Legacy Site. After that discussion between staff and the developer has been refined, the information will be presented to the PC for fine tuning on a public platform in order to zone the site and finalize RFP (Request for Proposals) to the short listed developers.	October - November	4		
H	**Rezone Elk Run from Residential to Parks, Rec, Open Space (PRO)**	Elk Run, owned by the City, is currently zoned R-6. As it is now designated open space, it is appropriate to amend the Comp Plan and Zoning Map to reflect this new use.	October - November	2		
I	**Downtown Design Standards and Guidelines****	Maximum of 4 meetings to discuss, fine tune, and prepare final recommendation of added and amended Ordinance concerning the site for future downtown of Maple Valley.	September - November	6	9/16/2020 9/23/2020 9/30/2020	Introduction of proposed Downtown Guidelines at a joint City Council meeting on 8/10/20. Reviewed chapter 1 on 9/16. Special meeting on 9/30 to continue with chapter 1 and begin chapter 2.
J	**Reserved for Additional City Council Items**	If there are any tasks that are not on this list that Council would like to add we may need to look at de-prioritizing one of the above items.	November-December			
K	**Items Suggested by PC**	(1) Density Review for Residential CB Zones (this could be achieved while accomplishing task E). (2)Residential setbacks from property lines. (3) Design guidelines for commercial zones outside of downtown.				

****High Priority Items**

NOTE: NO meetings were held 3/4, 3/18, 4/1, 4/15, 5/6, and 5/20 due to COVID-19.

Updated 10/2/20