

ORDINANCE NO. 75

AN ORDINANCE OF THE CITY OF WOODINVILLE, WASHINGTON AMENDING POLICY UG-2 AND UG-3 OF THE INTERIM COMPREHENSIVE PLAN AND PROPOSED LAND USE MAP FOR THE CITY OF WOODINVILLE PROVIDING FOR THE ORDERLY DEVELOPMENT OF PROPERTY IN THE CITY AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, pursuant to RCW Chapter 35A.63, cities are authorized to adopt a comprehensive plan and map to guide development of property in the city, including encouraging the most appropriate uses of land, to lessen traffic congestion and to provide adequate parks and open space, and

WHEREAS, Ordinance 31 did adopt an interim comprehensive plan including all maps, and

WHEREAS, the City of Woodinville Planning Commission has held a public hearing and has recommended the City Council consider certain changes to the interim comprehensive plan adopted by Ordinance 31, and

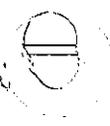
WHEREAS, the City Council finds it in the best interest to amend the Interim Comprehensive Plan text and proposed Land Use Map as set forth herein, NOW, THEREFORE,

THE CITY COUNCIL OF THE CITY OF WOODINVILLE, WASHINGTON DO ORDAIN AS FOLLOWS:

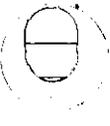
Section 1. Comprehensive Plan and Maps Adopted. That certain compilation identified as "City of Woodinville Interim Comprehensive Plan" and proposed Land Use Map, approved in Ordinance 31 is hereby amended as follows:

UG-2 The City shall designate an Interim Urban Growth Area (UGA) of sufficient size to encourage the entire Woodinville community to participate in the development of the City's GMA Comprehensive Plan scheduled at this time for completion in March of 1996. The final configuration of the UGA shall be determined following this community-wide planning process. Criteria for determining what land to retain within the UGA shall include:

- (1) The rural and resource lands outside the City under the County's jurisdiction may not be appropriate areas for future urban growth and may be excluded;

- 
- (2) The land has the ability to support urban level population densities, development activity, and services;
 - (3) The land may be located within the local service area for sewer and water provision;
 - (4) The area has been designated as a potential expansion area for the City;
 - (5) There are no major topographical or physical barriers to the extension of urban services by the City; and
 - (6) The area discourages urban sprawl by including only lands needed to accommodate population growth at sufficient densities to provide a range of housing, support transit, and allow economic provision of services.

UG-3 Annexations shall be phased to allow efficient provision of necessary services. The City will oppose those annexation proposals which do not meet this criteria:

- 
- (1) Urban level public services, including police and fire protection, schools, transportation, sewer (septic or sanitary), water and general governmental services, can be provided to annexing areas without a degradation in service levels to existing service areas.
 - (2) The City's standards for levels of service, mitigation of adverse land use impacts, and environmental protection that are equal to or better than the County's standards for the annexation area.
 - (3) The annexation does not create any pockets of unincorporated areas or special service districts that are difficult or inefficient to serve.
 - (4) The City has adopted a land use plan for the annexation area.
 - (5) The City is committed to provide a variety of residential development at urban densities, but anticipates that urban densities with an overall average of 3 homes per acre will be a part of annexation proposals unless environmental constraints and neighborhood characteristics preclude these densities.



The two paragraphs preceding Policy UG-3, on page 14 of the Interim Comprehensive Plan document are amended as follows.

The BRB then has the authority to conduct a public hearing on the proposal and approve, deny, or modify the boundaries only if jurisdiction is invoked by an affected jurisdiction, such as the County or other eligible affected party. To avoid the necessity of the County invoking jurisdictions, the County and the City should identify boundary issues early and work towards a mutually satisfactory resolution before annexation requests are brought to the BRB.

It is appropriate to phase annexations so that governmental services can be extended to the annexing area with a minimum of service disruption or adverse fiscal impacts. Phasing annexations encourages the City to grow and services to be extended in a deliberate, well-planned, and efficient manner. Phasing annexations also promotes more efficient use of land by encouraging in fill development which, in turn, discourages urban sprawl and preserves open space.

The Interim Comprehensive Plan Proposed Land Use Map is amended as follows:

The Urban Growth Boundary Line is deleted from the face of the map.

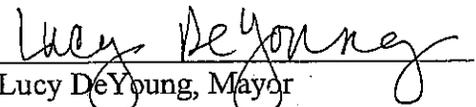
The reference to "Urban Growth (Urban-Rural) Boundary" is deleted from the map's legend.

Section 2. Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 3. Effective date. This Ordinance shall be in force and effect five days from and after its passage by the Woodinville City Council and publication of a summary consisting of the title, as required by law.

PASSED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE
22nd **DAY OF NOVEMBER, 1993.**

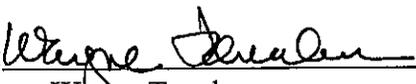
APPROVED:


Lucy DeYoung, Mayor

ATTEST/AUTHENTICATED:

By: 
James Katica
City Clerk/Treasurer

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

By: 
Wayne Tanaka
City Attorney

FILED WITH THE CITY CLERK: 11/22/93
PASSED BY THE CITY COUNCIL: 11/22/93
PUBLISHED: 11/29/93
EFFECTIVE DATE: 12/3/93
ORDINANCE NO. 75

CITY OF WOODINVILLE

INTERIM COMPREHENSIVE PLAN

December 3, 1993

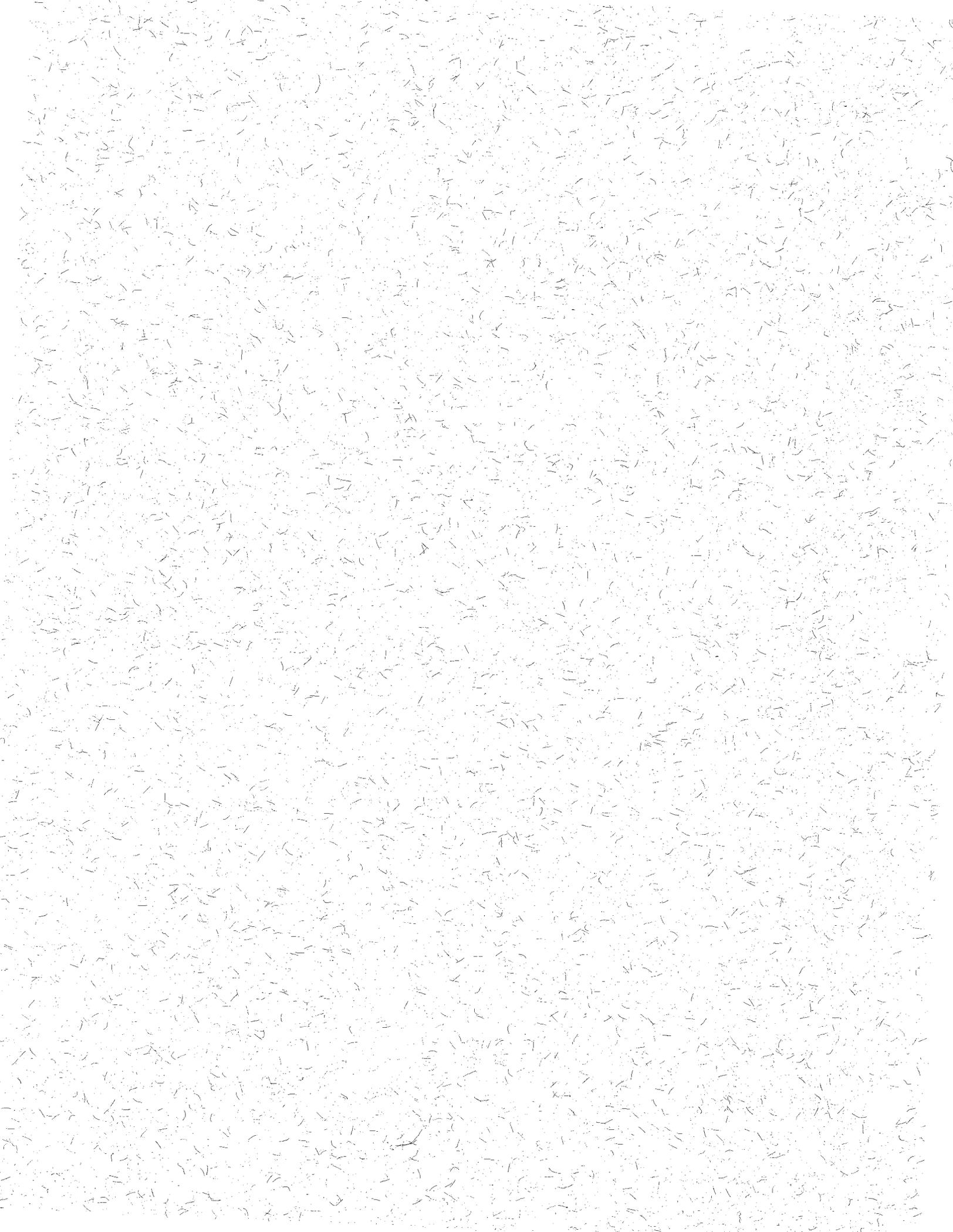


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INTRODUCTION

The City of Woodinville Comprehensive Plan provides overall policy direction to guide growth and development in Woodinville for the next three years while the City prepares a new plan in compliance with the Washington State Growth Management Act (GMA). The plan revolves around the following five themes:

Provide for the development within the City boundary.

Urban development requires a full package of urban services. More people create the need for more schools, fire trucks, highways, and landfills. Woodinville, Bothell, Kenmore, Kirkland and Redmond are the urban areas where most of the growth is expected to occur over the next decade in the Northshore area of King County. By directing growth within the City's boundary, urban services can be planned and provided and farmlands and rural lifestyles are protected from urban sprawl. This Plan distinguishes between urban, rural, and resource areas, ensuring a diversity of lifestyle choices in Woodinville and the surrounding area.

Negotiate land use plans with neighboring jurisdictions.

Woodinville blends with the communities of Kirkland, Redmond, and Bothell, and with adjacent portions of unincorporated King and Snohomish Counties. Each of these communities has a vision for the future. They share common goals, but each community also strives to protect its own uniqueness. Each community participated in detailed land use recommendations for the Northshore Community Plan Update which provided the basis for this Comprehensive Plan.

Define development in harmony with neighborhood character.

Woodinville neighborhoods have mobile homes, horse pastures, basketball hoops, and suburban estates. Adjacent neighborhoods such as Kinggate, Hollywood Hill and Wellington each have a unique character. New development should reflect the surrounding neighborhood. Size, scale, building type, materials, and site design all affect how well development blends into a neighborhood. The Woodinville Comprehensive Plan policies require the City to consider all these aspects in development review.

Permit new development only when the necessary infrastructure is in place.

Growth has rapidly out paced the supply of roads, schools, and parks. Major transportation corridors are overcrowded during commuting hours. Many schools have large classroom sizes. The status quo means these facilities continue to lag behind new construction. The Comprehensive Plan mandates necessary infrastructure to serve development at the same time that the development is approved.

Restore natural systems.

The Sammamish River and Little Bear Creek, the wooded hillsides, and the large Douglas Firs that shade many neighborhoods contribute to the beauty of Woodinville and bring wildlife close to home. Buffers to streams, building setbacks, native growth easements, and the protection of healthy trees will help maintain the health of natural systems and the natural character of Woodinville. Restoration of these disturbed natural areas is critical. New resource management techniques and public education can help protect the function of the natural environmental systems in Woodinville as well as the beauty of its slopes, trees and streams.

History of Early Woodinville

The first settlers of the Woodinville area were George Rutter Wilson and Columbus Greenleaf, who arrived in the area and staked land claims in 1870. In 1871, Susan and Ira Woodin, after whom Woodinville is named, staked a claim at the bend in the Sammamish River where Woodinville is currently located. The Woodins came to Woodinville from Seattle.

The Woodin family opened a store in their house, as well as holding church services and school there. Numerous homesteaders began settling in the area, and by late 1880's a rail line ran through the village, providing additional mobility to its residents. Logging was the main industry in the area. By 1909 Woodinville had two sawmills, two shingle mills, several stores, a hotel, a railroad station, a school, a blacksmith shop and a small school desk factory.

Woodinville Today

Present-day Woodinville is a community of moderate size which serves as a residential and commercial hub for residents in the Leota, Wellington, Hollywood Hill, and North Bear Creek neighborhoods as well as South Snohomish County. Woodinville also contains a substantial amount of industrial property on its north and south peripheries, which provides a small regional employment base.

Woodinville has many attributes contributing to its distinctive character. Its location at the head of the Sammamish Valley provides a substantial visual and social link to the agricultural activities of the Valley. A regional horticultural nursery is located in Woodinville, drawing residents from around the Puget Sound. The Sammamish River and the Sammamish River Trail run through the west end of town, giving Woodinville a degree of recreational and pastoral character. The main east-west street through the center of town, NE 175th Street, has planters, street trees, and sections of brick sidewalks which provide the basis for a pedestrian-friendly downtown.

Woodinville Planning Area

The City of Woodinville is located within that portion of King County known as Northshore. Northshore is one of thirteen community planning areas in King County. Rapid growth in Northshore led the King County Council to initiate a plan update of the 1981 Revised Northshore Community Plan in July of 1988. This motion (#7239) established a Citizens Advisory Committee to make policy recommendations to King County as part of the update process. The Northshore Community Plan Update replaced the 1981 Revised Northshore Community Plan, incorporating relevant goals, development guidelines and zoning from the 1981 Plan into the new plan update. The updated plan document was then modified by the City Council (elected for the first time on November 8, 1992) to provide the City of Woodinville with a Comprehensive Plan by March 31, 1993, the date of incorporation.

The Northshore planning area encompasses 39 square miles on the northeast shores of Lake Washington from the cities of Lake Forest Park, Kirkland and Redmond north to the City of Woodinville and the Snohomish County line. The Northshore planning area surrounds both the cities of Woodinville and Bothell. As illustrated by the map on the following page, the Woodinville Planning Area includes that portion of the Northshore Planning Area located east of Interstate 405 and Bothell and north of NE 124th Street. In the 1980's, Northshore experienced a high rate of growth. The residential population grew from 67,000 to 92,500 people, an increase of 41%. Approximately 53% of this growth occurred in the unincorporated areas (including Woodinville) of Northshore. In 1980, there were approximately 1,741 people per square mile, and in 1990 there were 2,370 people per square mile. The Bear Creek planning area to the east has grown by 71%, with significant growth also occurring in Bothell, Kirkland, and Redmond in the 1980's.

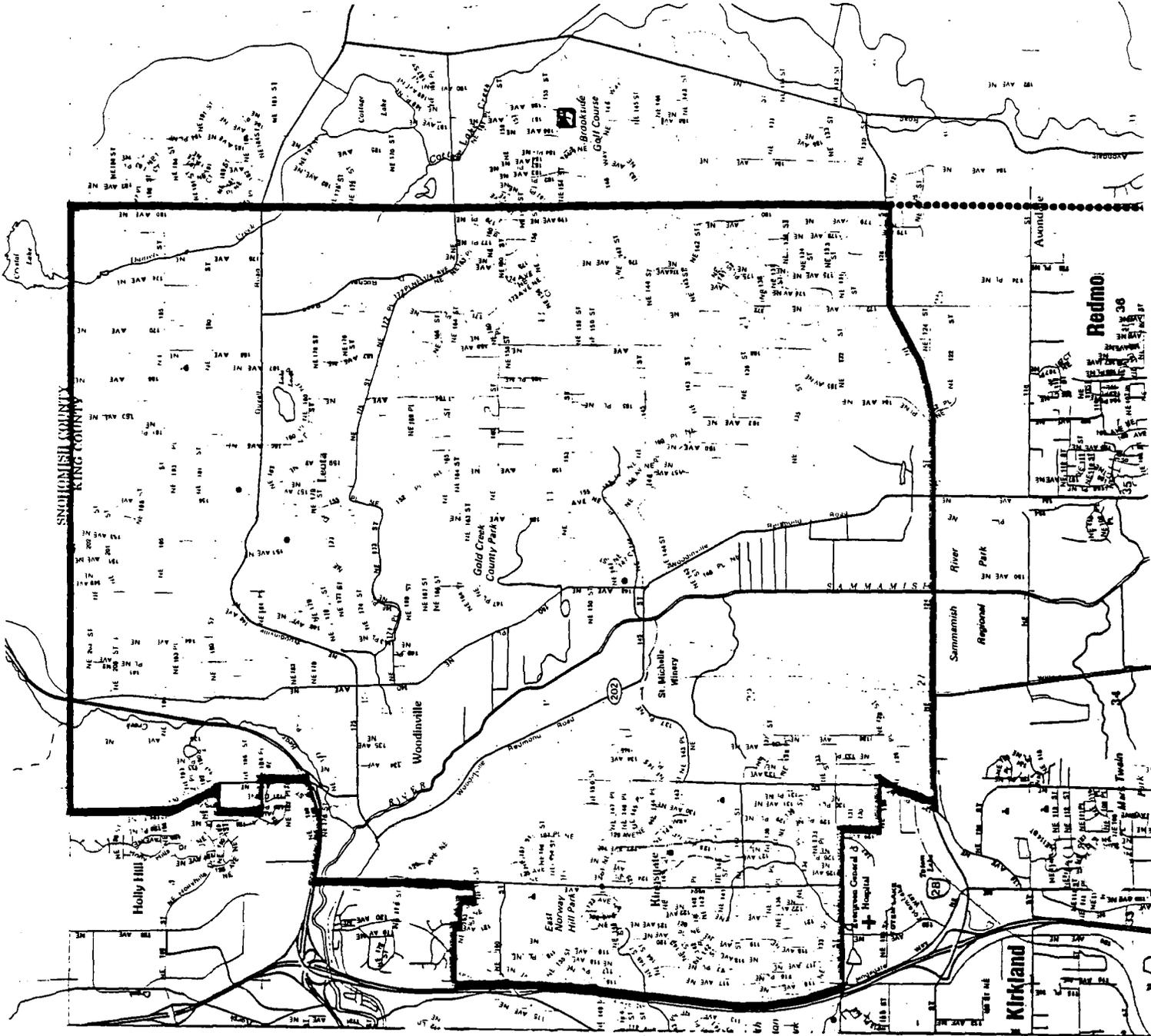
Roads and facilities in Woodinville and the rest of the Northshore area have struggled to keep pace with this new development. Many areas already have an established development pattern. There are few large blocks of vacant land available for new growth. This Plan balances issues of growth, resource protection, public facilities and services, and must meet the challenge of both overburdened road infrastructure and limited areas available for new development. The Plan links transportation and land use. Areas planned for growth cannot develop until transportation facilities are on line. All new growth must provide strong measures to encourage car-pool and transit use. New development should be designed in a manner that is compatible with surrounding neighborhoods. The Plan distinguishes between urban, rural and resource areas protecting rural and resource lands from the impacts of urban growth.

The Comprehensive Plan outlines broad policies on such topics as resource protection, urban development, coordination with neighboring jurisdictions and public facilities. The development of more specific goals and policies will occur through the GMA Plan update process.

WOODINVILLE PLANNING AREA



WOODINVILLE COMPREHENSIVE PLAN - 1993



Citizen Review and Input

King County Citizens Advisory Committee –

King County Executive Tim Hill and the King County Council appointed a Citizen's Advisory Committee (CAC) in 1988 to make recommendations to the County on proposed land use policies for Northshore. The Northshore CAC met for two years to formulate their recommendations for the Northshore Plan. These recommendations were presented as policies which King County will use to assess new growth and development in the unincorporated areas of Northshore.

Woodinville City Council (WCC) Land Use, Planning and Community Development Committee –

In preparation for incorporation on March 31, 1993, the three member Land Use, Planning and Community Development Committee of the Woodinville City Council met one to three times a week during the first two months of 1993 to draft an interim Comprehensive Plan and the implementing ordinances for consideration by the City Council.

As part of the planning process, the CAC and the WCC Committee hosted a series of community meetings concerning the proposed Plans and implementing ordinances. Members of the public attending these meetings gave their input into the future of Woodinville. The following concerns were identified during this process:

1. The provision of a variety of housing types in the Woodinville area is a high priority.
2. The Comprehensive Plan emphasis of the unique community characteristics of Woodinville is important. Some of these characteristics are:
 - established residential neighborhoods
 - the agricultural lands in the Sammamish Valley
 - wooded slopes and significant vegetation
 - Woodinville's commercial center
 - historical and cultural resources
 - access to the trails system throughout Northshore area
 - waterfront, stream corridors and wildlife habitat
 - tourism and recreational activities
3. The provision of a balance of jobs and shopping opportunities in the Woodinville area is important to reduce the need for long commuter trips.
4. The recognition of unique environmental conditions warrants special consideration.
5. Necessary public services must be available to serve anticipated land uses in Woodinville, such as:
 - transportation systems

- storm water facilities and systems
- water and sanitary systems (includes septic systems where appropriate)
- park and recreation services
- schools
- police protection
- fire protection

Inventory and Analysis

Facts about Woodinville and the Northshore planning area are found in the 1981 Draft and Final Environmental Impact Statements prepared for the 1981 Revised Northshore Community Plan. Growth trends are presented in the King County Annual Growth Report. Current transportation and land use analysis is presented in the 1991 Draft Environmental Impact Statement prepared for the Northshore Community Plan Update.

Development of Plan Alternatives

During the development of the Northshore Community Plan Update which provided the basis for this Plan, three land use alternatives were developed which met the goals articulated by the CAC but differed in their overall strategy for accommodating growth. Growth forecasts for Northshore projected by the Puget Sound Council of Governments (PSCOG) were utilized. Alternative 1, Urban Separators, accommodates most growth in urban centers and provides low density community separators in environmentally sensitive areas and resource lands. Alternative 2, Concentrated, focuses growth in Kenmore and Woodinville and in clusters along transit corridors. Alternative 3, Phased, phases growth by maintaining low densities in the eastern portion of the planning area in the short term and presenting options for future development in this area in the long term. All three of these alternatives accommodate the PSCOG 20-year population projection of 20,000 additional households. A brochure describing these alternatives and a questionnaire was mailed to all Woodinville and Northshore property owners to solicit their input. Area wide meetings were held to discuss these alternatives.

Preferred Land Use Alternative

Based on analysis and public input on the three alternatives, County staff and the CAC developed a hybrid of the alternatives as the Preferred Land Use Alternative. The CAC recommended policies which would guide land uses for the Preferred Alternative. The major themes of this alternative are the designation of urban growth boundaries, coordination of land use recommendations with neighboring jurisdictions, directing new development that is in harmony with neighborhood character, permitting new development only when necessary infrastructure and services are available and restoring natural systems in the planning area to protect environmental ecosystems for the future. The Preferred Alternative does not accommodate as much growth as the three earlier alternatives, based on an analysis of land and infrastructure constraints. Two public workshops were held in September of 1990 to solicit public input on the Preferred Alternative and draft policies. Based on this input, County staff recommended changes to the Preferred Alternative, as did the CAC. The Preferred Alternative and the recommendations by both County staff and

CAC were reviewed by the WCC Committee. Those changes considered appropriate were incorporated into the Preferred Alternative which provide the basis for this Comprehensive Plan.

The three original alternatives, the Preferred Alternative and the No Action Alternative (the 1981 Revised Northshore Community Plan) are all analyzed in the 1991 Draft Environmental Impact Statement (EIS). The EIS outlines the impacts of each alternative on Northshore, including Woodinville, and identifies mitigation necessary to offset these impacts.

Plan Adoption

On March 15, 1993, the City of Woodinville Comprehensive Plan was adopted by the Woodinville City Council. The City Council held a formal public hearing on the Plan before the City Council on March 9, 1993.

Implementation

The City of Woodinville City Council, the Hearing Examiner and all City departments will use the Plan when making decisions about Woodinville. The Plan will guide how public funds are spent on roads, parks and other City facilities. It will provide direction for local, state and federal agencies as well as private service providers on developing capital programs and spending plans for the City. It will guide the development of interlocal agreements between the City of Woodinville and King County, Snohomish County, other cities, the state and METRO. These agreements will address regional issues affecting Woodinville. It will establish standards and criteria for new development and provide a framework for growth until the State Growth Management Act (GMC) directed update to the Comprehensive Plan can be enacted.

The size and mix of uses in each city varies depending on locational constraints and market conditions. The Comprehensive Plan gives direction to the size and mix of uses for Woodinville based on several factors, including:

- amount of residential development planned for the surrounding area;
- existing and planned transportation network;
- interests of local residents;
- character of the community; and
- existing and future availability of public services and facilities.

This Comprehensive Plan lays the policy foundation for the future development in Woodinville. This Plan establishes policies to:

- Encourage the efficient and intensive use of existing commercial and industrial sites;
- Encourage the accessory development of residential uses, including higher density residential development in and around downtown, to achieve a workable jobs/housing balance;

- Promote pedestrian and bicycle linkages within downtown Woodinville and from the downtown area to adjacent residential neighborhoods;
- Improve vehicle access and circulation in the Woodinville business district;
- Protect and enhance natural features and resource lands in and adjacent to Woodinville; and
- Enhance aesthetics within downtown Woodinville.

CHAPTER 1: URBAN GROWTH

Woodinville experienced a high rate of growth and development in the 1980's. As the Woodinville area continues to attract residents to this livable community, the challenge of the Woodinville Comprehensive Plan is to accommodate these new residents and at the same time help preserve the character and quality of life existing in the Woodinville community.

UG-1 The City of Woodinville should encourage the continued diversity of uses within the Woodinville Planning Area to enhance employment, housing, commercial and recreational opportunities.

This chapter lays the policy foundation for directing future urban growth in Woodinville. The policies in this chapter implement the Comprehensive Plan and the 1990 State Growth Management Act as they relate to future urban growth. This chapter:

1. Identifies the areas that are within the Woodinville Planning Area that are appropriate for urban growth;
2. Establishes criteria under which lands within the urban growth areas are considered appropriate for annexation to the City; and
3. Creates policies and describes processes for transferring jurisdiction from King County to the City.

1990 State Growth Management Act

In 1990, Washington State adopted the Growth Management Act (GMA) to guide development in the state as it grows into the future. The GMA mandates comprehensive planning in counties, and all cities within these counties, with a large population or a rapidly increasing population, including Woodinville and King County. It requires all counties to classify and designate agricultural, forest lands and critical areas, and for all cities and counties to make their zoning consistent with their comprehensive plans.

The intent of the GMA is to encourage the conservation and wise use of lands through land use planning efforts coordinated between citizens, communities, local governments, and the private sector. The GMA sets broad parameters on how growth should be managed. It includes thirteen goals, seven of which are particularly relevant to urban growth areas.

1. Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
2. Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

3. Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
4. Natural resource industries. Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.
5. Open space and recreation. Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.
6. Environment. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
7. Citizen participation and coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

The GMA provides both a policy framework and processes to implement goals related to growth and development and the provision of public services and facilities. The requirement to designate "urban growth areas" is an important tool in achieving the goals of the GMA. Counties are directed to designate, in consultation with the cities, urban growth areas sufficient to permit the urban growth projected in the county for the next twenty-year period. Annexations of land outside these urban growth areas would be prohibited. These urban growth areas are to be reviewed every ten years.

The GMA defines urban growth as "growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services." Cities must be included in an urban growth area, and urban growth areas may include more than one city. The only lands outside a city which may be included in urban growth areas are those which are already characterized by urban growth or adjacent to lands characterized by urban growth.

The GMA recognizes the crucial link between land use and capital facilities planning by requiring that land use and transportation planning be coordinated and supportive of mutual goals and that, within a six-year time frame, certain public facilities must be adequate for planned land uses. To achieve this linkage, the GMA directs that urban growth should be located first in areas already characterized by urban growth that have existing public facility and service capacities to serve such development, and second in areas characterized by urban growth that can be served by additional public facilities and services. These urban growth areas should include greenbelt and open space areas and

public facilities and services to provide urban levels of service. It is appropriate that urban governmental services be provided by cities.

The new City of Woodinville has approximately three years (starting March 31, 1993) to conduct a GMA planning program which will include significant public involvement and result in an updated Comprehensive Plan that conforms to all aspects of the Washington State Growth Management Act.

1993 Woodinville Comprehensive Plan

The City of Woodinville Comprehensive Plan (the Comprehensive Plan) is a blueprint for how land in the City should be used. It presents a vision of what the City should look like and how its resources should be distributed, and it gives guidance for achieving that vision. The Comprehensive Plan directs the City's zoning and other land use regulations.

The primary goals of the Comprehensive Plan are:

1. Guide population and employment growth to protect the City of Woodinville's natural beauty, open space, environmentally sensitive lands and historic features.
2. Indicate where growth can be accommodated and is desired, and encourage development in those areas.
3. Provide adequate and affordable public facilities and services, or enable private provision of improvements, and to allocate their costs equitably.
4. Provide a framework for effective cooperation among Woodinville residents and their government, the county, and other public agencies, and the private sector in addressing the many issues of managing growth responsibly.

Four major land use designations -- urban, rural, resource, and open space -- are used to describe and implement the Comprehensive Plan vision. These land use designations are of major importance in identifying the urban growth area of the City:

URBAN: Areas planned for growth at a range of residential densities, where urban public facility and service standards will apply. Most new housing and jobs will locate in these areas of the City where most public spending for facilities, services and open space will be focused, to assure liveability and efficiency. The Urban Area defined in the Comprehensive Plan is considered to be the limit for urban development in the Woodinville area for at least the next three years or until the GMA update of the Plan is accomplished.

RURAL: Development densities and service levels will remain low in these areas so that their primarily undeveloped and pastoral character and small farms may continue.

RESOURCE LANDS: These are lands designated for long-term agricultural, forestry, and extraction of mineral resources. Lands designated as Agricultural Production Districts contain the County's best farm soils and most profitable commercial farms.

OPEN SPACE: These areas include existing public park and recreation areas and valuable scenic and environmentally sensitive areas.

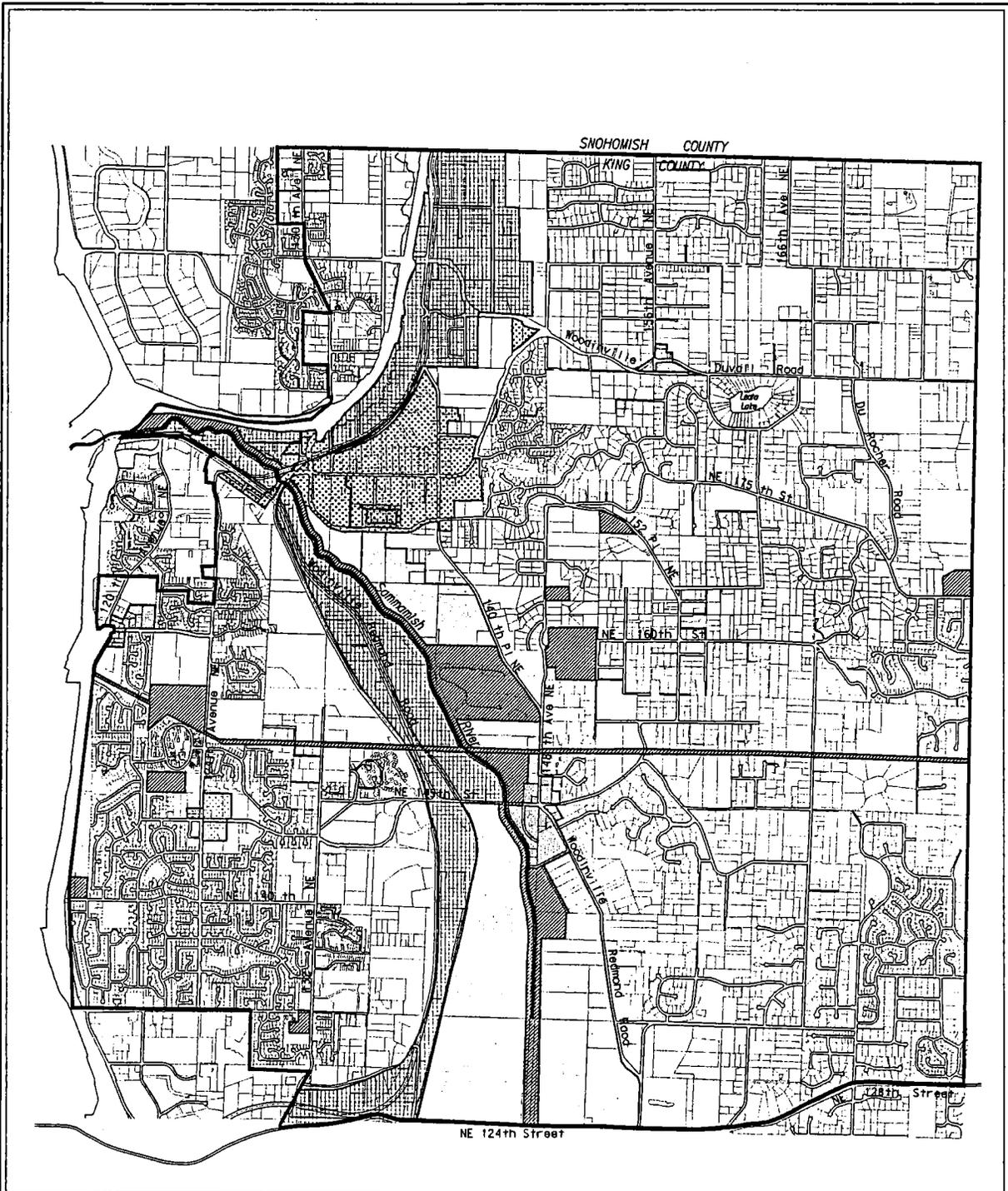
The Comprehensive Plan supports the goals of the GMA. Growth and development and the provision of urban services must be inextricably linked to preserve open spaces and rural and resource lands and to provide infrastructure -- transportation networks, sewage disposal, parks and recreation areas, and schools -- efficiently. The growth pattern envisioned by the Comprehensive Plan consists of commercial and industrial activity as well as a diversity of residential development. The Comprehensive Plan provides policy guidance for the provision of public services and facilities, appropriate land uses, and the related issue of annexations of urban or urbanizing areas.

Both the Comprehensive Plan and the GMA link the designation of urban growth to the provision of a full range of urban services. The public facilities and services to be provided in the urban area include: streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, schools, fire protection and suppression, law enforcement, public health, environmental protection and other governmental services.

The Comprehensive Plan encourages higher residential densities, "an average of seven to eight dwelling units" but it also recognizes that uniformly high densities are neither desirable nor feasible throughout an urban area. There may be environmental or service constraints which preclude higher urban densities, or the area may already be developed at low urban densities of one to three units per acre. Conditions under which low densities are appropriate in an urban area include environmentally sensitive areas that present long term barriers to urban services, adjacent rural or resource areas, or a small amount of vacant land that would preclude significant new development. Area wide public services, such as police and fire protection, serving low-density urban pockets will usually meet urban service level standards, but on-site improvements such as utilities and local access streets will be tailored to the low densities of development being served.

UG-2 The City shall designate an Interim Urban Growth Area (UGA) of sufficient size to encourage the entire Woodinville community to participate in the development of the City's GMA Comprehensive Plan scheduled at this time for completion in March of 1996. The final configuration of the UGA shall be determined following this community-wide planning process. Criteria for determining what land to retain within the UGA shall include:

- (1) The rural and resource lands outside the City under the County's jurisdiction may not appropriate areas for future urban growth area and may be excluded;



LEGEND

-  Parks & Open Space
-  Residential
-  Commercial - Central Business District
-  Commercial - Community Business
-  Commercial - Neighborhood Business
-  Agriculture
-  Industrial
-  Woodinville Planning Area for the Interim Comprehensive Plan



Proposed Land Use

**City of Woodinville
Comprehensive Plan - 1993**



- (2) The land has the ability to support urban level population densities, development activity, and services;
- (3) The land may be located within the local service area for sewer and water provision;
- (4) The area has been designated as a potential expansion area for the City;
- (5) There are no major topographical or physical barriers to the extension of urban services by the City; and
- (6) The area discourages urban sprawl by including only lands needed to accommodate population growth at sufficient densities to provide a range of housing, support transit, and allow economic provision of services.

Annexation and Phasing

Annexations are reviewed by an independent boundary review agency, the boundary review board (BRB), per state statute RCW 36.93. There are two principal methods by which the City can annex unincorporated lands. Property owners in the proposed annexation area may petition the City for annexation or the residents in the proposed annexation area may request an election for annexation.

Under the petition method, property owners of 60% of the assessed property value in the proposed annexation area must sign the petition to annex. Using the election method, 10% of the residents, representing at least 20% of the number of voters who voted in the last election, must sign a petition to initiate annexation. A simple majority vote is required to approve the annexation. In either case, the petition is submitted to the City for approval. If the City agrees to pursue the annexation, it is submitted to the BRB.

The BRB then has the authority to conduct a public hearing on the proposal and approve, deny, or modify the boundaries only if jurisdiction is invoked by an affected jurisdiction, such as the County, or other eligible affected party. To avoid the necessity of the County invoking jurisdictions, the County and the City should identify boundary issues early and work towards a mutually satisfactory resolution before annexation requests are brought to the BRB.

It is appropriate to phase annexations so that governmental services can be extended to the annexing area with a minimum of service disruption or adverse fiscal impacts. Phasing annexations encourages the City to grow and services to be extended in a deliberate, well-planned, and efficient manner. Phasing annexations also promotes more efficient use of land by encouraging in fill development which, in turn, discourages urban sprawl and preserves open space.

UG-3 Annexations shall be phased to allow efficient provision of necessary services. The City will oppose those annexation proposals which do not meet this criteria.

- (1) Urban level public services, including police and fire protection, schools, transportation, sewer, (septic or sanitary) water and general governmental services, can be provided to annexing areas without a degradation in service levels to existing service areas.
- (2) The City's standards for levels of service, mitigation of adverse land use impacts, and environmental protection that are equal to or better than the County's standards for the annexation area.
- (3) The annexation does not create any pockets of unincorporated areas or special service districts that are difficult or inefficient to serve.
- (4) The City has adopted a land use plan for the annexation area.
- (5) The City is committed to provide a variety of residential development at urban densities, but anticipates that urban densities with an overall average of 3 homes per acre will be a part of annexation proposals unless environmental constraints and neighborhood characteristics preclude these densities.

UG-4 The City should use interlocal agreements, which are contractual agreements between two governments, for implementation of land use policies and public improvement standards within designated annexation areas and mutual planning areas.

Implementing Annexations

Annexations are a transfer of jurisdiction from County to the City authority. Usually, the City will assume the provision of all urban services previously provided by the County. Sometimes, however, the City will want to contract for service provision with the County. In either case, the City and the County must work together to ensure a smooth transition to avoid service disruption to the Woodinville City residents.

There should be city-county cooperation in the development of compatible land uses and service standards which would help ease the future transition from county to city jurisdiction in an area. Interlocal agreements can help avoid difficulties in the change in jurisdiction.

UG-5 Pre-annexation planning agreements shall be negotiated between the County and the City for proposed annexations of a significant size or nature.

UG-6 Pre-annexation planning agreements shall address, at a minimum, the following issues in the proposed annexation area:

- (1) Land use planning;
- (2) Transportation planning and mitigation;
- (3) Development standards and development review;

- (4) Surface water drainage;
- (5) Utilities planning and provision;
- (6) Housing, including affordable and fair housing;
- (7) Historic preservation;
- (8) Parks, trails and open space; and
- (9) Environmentally sensitive areas including but not limited to steep slopes, bodies of water, flood plains, and wetlands.

UG-7 A joint City-County team, comprised of appropriate staff from each jurisdiction, shall be established to coordinate annexation and incorporation proposals and facilitate a smooth transition from county to city jurisdiction.

UG-8 Provisions for open spaces and urban separators should be included in large annexation proposals.

UG-9 Neighborhood goals which seek to preserve the unique characteristics of that neighborhood should be incorporated into annexation proposals and proposals for urban separators.

Coordination with Neighboring Jurisdictions

The GMA mandates that land use planning be compatible between neighboring jurisdictions. The comprehensive plans of counties and cities should be coordinated and consistent with the comprehensive plans of neighboring jurisdictions. Some issues affect broad land use areas, such as transportation networks or resource areas that cross jurisdictional boundaries.

The following policies direct regional action necessary to implement the GMA.

UG-10 The City of Woodinville, King County, Snohomish County, the State, METRO, Snohomish Community Transit and the cities of Redmond, Kirkland, and Bothell should work toward regional transportation solutions that affect the area encompassing these jurisdictions. These parties should assess a range of strategies aimed at linking land use to infrastructure capacity, and encouraging other modes of travel in congested areas.

UG-11 The City of Woodinville, King County, Snohomish County, and the City of Bothell should work on specific areas of mutual concern, such as the Swamp Creek and Daniels Creek drainage basins, the SR-522 transportation corridor, the proposed regional facilities of the University of Washington, and the future expansion of the both cities.

CHAPTER 2: RESIDENTIAL DEVELOPMENT

Housing is a critical component of all comprehensive plans. It is the major use of urban land in most cities and counties. The Comprehensive Plan provides general policy direction related to housing development, as well as specific policies related to Urban and Rural areas. Major concepts from the Comprehensive Plan related to housing are:

- Direct efficient use of land, public services and private improvements through the implementation of the housing component of this Comprehensive Plan.
- Provide for a wide variety of affordable housing choices including single family and multifamily housing at a range of densities and prices.
- Require most residential growth to occur in Urban areas first where adequate services are available.
- Protect sensitive areas and resource lands from the impacts of residential development.

The Comprehensive Plan is responsible for balancing future housing needs with protecting both natural resources and the cultural environment of the neighborhoods we live in. Growth and development in the last ten years has dramatically altered the community's ability to accommodate growth. This chapter proposes accommodating new residential growth in line with the ability of the City and the private development community to provide necessary services and infrastructure. The major concepts of this chapter are:

- Most new residential development should be concentrated where developable land is available and where the most complete range of urban services can be provided.
- New multifamily development should be located in the City's center.
- New residential development should be designed to harmonize with surrounding areas, provide on-site recreational opportunities in multifamily development and preserve large trees important to the character of the neighborhood.
- High density single family development should be encouraged as a means of providing affordable housing and accommodating growth that is compatible with neighborhood character.

Diversity

Maintaining the diversity of housing in Woodinville is important. People have different housing needs and incomes at different times in their life. A retired couple on a fixed income may choose a very different type of dwelling than they did when they had three growing children and larger paychecks. Younger people who are renting and saving to buy a new home have a need for smaller, less expensive single family housing. Since most

of the Woodinville Planning Area is already developed, vacant land for new residential development has increased in value, requiring new development to efficiently utilize existing land area. A diverse housing mix provides for a range of lifestyle choices and housing affordability, allowing people to grow old in the same area where they raised a family.

R-1 The Woodinville Planning Area should provide for a variety of housing types and lot sizes. These densities may be achieved through small and large lot single family development, town houses, duplexes, apartments and mobile home parks.

R-2 Residential land use designations should allow for development that will accommodate a range of incomes by providing for a range of housing types and cost.

A workable balance of jobs and housing within urban activity centers such as Woodinville is desirable. Specifically, multifamily housing developments in and adjacent to downtown can contribute to this jobs/housing balance.

Existing multifamily housing in Woodinville is located primarily in the north, southwest, and southeast edges of the downtown area. Development of parcels zoned for multifamily residential use has occurred only relatively recently, even though the area has been zoned for this use since 1981.

R-3 Multi-family housing should continue to be developed in and adjacent to Woodinville's central business district.

The following policy provides for a transition between more intense uses in the downtown core and surrounding single-family detached residential areas.

R-4 Building heights and densities for both commercial and residential uses in the activity center should be required to step down to provide a transition to adjacent single family areas.

The Comprehensive Plan recognizes the need to provide a variety of housing types to meet a variety of housing needs. For example, multifamily housing for the elderly population at densities higher than permitted in surrounding development may be acceptable because it generates less traffic than comparable housing for the general population.

R-5 Densities of 24 units per acre may be allowed for low income elderly housing projects when consistent with the criteria of the Housing Assistance Plan to be developed by the City, and other applicable land use policies.

Public Cost

One of the key objectives of the Comprehensive Plan is to direct development that will serve the City's employment and population growth. Comprehensive Plan policy R-6 states the preferred direction of residential development in the City of Woodinville

R-6 The City of Woodinville should encourage most new residential development to occur in locations where facilities and services can be provided at the lowest public cost.

Rural and Resource Areas

The criteria for a long term rural designation are:

1. Good opportunities exist for small-scale farming and forestry.
2. A Rural Area designation will help buffer nearby resource lands from conflicting urban uses.
3. There are major barriers to providing urban services at a reasonable cost.
4. Significant environmental constraints make the area generally unsuitable for urban development.

These criteria for Rural Areas designation were applied to the eastern portion of the Planning Area, and along the borders of the Sammamish Agricultural Valley. The criteria are reflected in the policies below.

Due to the amount of development pressure in the local area, it is important to protect resource areas. The Sammamish Valley is an important agricultural resource, containing agriculturally productive soils.

R-7 Lot clustering shall be utilized where possible when residential development abuts agricultural districts to provide an open space buffer between agricultural lands and housing, and to reduce potential land use conflicts.

Sensitive areas can be protected through techniques such as lot clustering or lower density zoning depending on whether the surrounding area is Urban or Rural.

R-8 Identified sensitive areas shall be protected from residential development consistent with the City's sensitive areas regulations. The following techniques shall be applied:

- A. Low Density Zoning
- B. Clustering
- C. Dedication of Sensitive Areas as a Sensitive Areas Setback Area.

Urban Residential Areas

Most residential neighborhoods in the City require the full range of urban services. This includes water and sewer service, roads and sidewalks, schools, neighborhood parks, and transit. Many of these services are already provided. Some services, such as roads and schools traditionally lag behind new development. Other services such as sewers or convenient mass transit are not yet provided throughout the Urban Growth Area. The following policies differentiate between current Urban areas and future Urban areas. The policies direct that services should not lag behind development, but be provided at the time that development occurs.

Many Woodinville neighborhoods are already well developed. Only scattered vacant parcels exist. Some of these parcels may be suitable for higher density development. Criteria used in this plan to determine appropriate density ranges while striving to meet the density policy (R-9) include: availability of developable land, age and condition of housing stock; surrounding uses; adequacy of public facilities and services; and continued neighborhood economic and social vitality.

R-9 Land use designations compatible with the prevailing development pattern should be utilized in areas where the predominant land use pattern has already developed. Infill development that is compatible with existing residential neighborhoods should be encouraged.

R-10 Residential neighborhoods within the City should be developed in an urban land use pattern at various single-family densities. These neighborhoods should be planned for the full range of urban services, and the areas within each neighborhood designated for the appropriate development density based on the following criteria for the single-family density ranges indicated:

- A. Six to eight units per acre - Areas within the City that are not environmentally sensitive, have adequate public facilities and urban services, and are adjacent to a neighborhood collector or arterial street.
- B. Four to six units per acre - Areas within the City that are already platted and developed or planned for the full range of urban services.
- C. One to four units per acre - Areas within the City that are environmentally sensitive, or where there are long term barriers to the provision of adequate urban services and facilities.

R-11 The State Environmental Policy Act (SEPA) process should be used to identify impacts of new development in residential neighborhoods on public facilities and services such as the transportation network, schools, recreation facilities, and fire and police protection. As required by SEPA, mitigation shall be proposed to offset these impacts prior to development permit approval.

R-12 The SEPA process should identify impacts and possible mitigation of traffic noise on proposed residential projects in proximity to SR 522 as well as principal and minor arterials.

The neighborhoods within the eastern portion of the City are predominantly developed at a one acre pattern. While these one acre neighborhoods require many urban services, they are not currently served by sewer service. Due to the neighborhood urban characteristics, the Comprehensive Plan recognizes this one acre developed area as low density urban. However, the 1990 State Growth Management Act is more explicit about a full range of urban services to be provided for an area that is included in an Urban Growth Area. (See Chapter 1 for a full discussion about Urban Areas as defined by the Comprehensive Plan and Urban Growth Areas as defined by the 1990 Growth Management Act.)

R-13 The low density urban areas cannot develop at higher densities until all necessary facilities and services are available. A development proposing increases in density must meet the following criteria:

- A. A thorough environmental review of the proposal has been prepared. This review should include but not be limited to impacts on utilities, schools, fire and police protection, roadways and transportation, impacts to the character of established residential neighborhoods in the vicinity of the proposal, aesthetics, and sensitive areas and existing vegetation. The review process should provide for public comment.
- B. All necessary utilities such as sewer and water are available. The growth areas are within the utility Local Service Areas (LSA). Before more intensive zoning can be implemented, purveyor service area boundary adjustments within the established LSA must be approved by the City.
- C. All necessary public facilities such as schools, fire and police protection, parks, and open space have been identified through the environmental review process. The environmental review process must address the cumulative impacts to public facilities. If new growth indicates significant impacts to existing facilities, additional facilities sufficient to serve the proposed development must be provided.
- D. All necessary road improvements have been designated for capital construction concurrent with project development. Concurrence is defined here as follows: Road construction contracts must be awarded before approval of the rezone can occur. Capital projects may be funded by public sources such as state, federal and local funding, or by private sources. Impacts should be analyzed consistent with policies in Chapter Three, Transportation.

Urban High Densities

The most appropriate locations for higher density residential development, such as multifamily units, is in cities where the greatest range of urban services can be provided. As with single family development, it is necessary to have a full range of urban services available to serve new high density development.

R-14 Urban high density land uses (greater than eight homes per acre) should be encouraged to locate on the periphery of the City's central business district.

R-15 Urban high densities can only be achieved when adequate services and facilities are available to serve the proposed development, as required in the policies of this Plan.

Design and Community

Woodinville is a mature urban area, with an established character unique to each of its neighborhoods. Due to rapid growth in the early 1980's, most new development in Woodinville area is now infill development. Some development has taken place in a manner not entirely compatible with surrounding land uses. Many multifamily developments feature large parking lots which face pedestrian thoroughfares. Traffic from the developments has not been coordinated with pedestrian walkways, resulting in conflicts between pedestrians and cars entering and leaving the site. The bulk and scale of these developments did not provide for a transition to adjacent residential uses of a lower intensity. Multifamily development has been one of the biggest planning issues for the Woodinville community. New multifamily development could be more acceptable to the community if it was designed in a manner that respected pedestrian circulation patterns and responded to the scale and intensity of existing development. In the review of new development consideration should be given to the project's size, scale, bulk, materials, and style, and the site's topography, sensitive features, and existing vegetation. The following policies are necessary to ensure that new multifamily development reflects the established environmental and social character of Woodinville neighborhoods.

- R-16 Woodinville is an urban area with an established development pattern. Infill development has an impact on surrounding land uses, neighborhood character, and pedestrian circulation. New development at urban high densities should integrate with the surrounding neighborhood. In addition to other impact requirements, the following factors should be considered during the development review process. The City should exercise authority to implement the following design guidelines.
- A. The architectural style of new development should take into consideration the residential architecture of the surrounding neighborhood in style, scale, and choice of materials.
 - B. New development should reflect the characteristics of the site. All new development must protect sensitive areas as required by the City code. In addition, site design and layout should reflect natural topography and vegetation, solar access and energy conservation, and circulation as specified in the Woodinville Zoning Code.

Besides being part of an existing neighborhood, new development creates its own sense of community. Because apartments and town houses usually don't have yards, children and adults need areas for recreation. Many multifamily developments in Woodinville have been developed without on-site recreational features for adults or children. A public safety hazard has resulted from children playing in parking lots or in the street. In addition, the 1987 Countywide Parks Needs Assessment has rated Northshore, including Woodinville, relative to other planning areas as having a less than proportionate share of sports fields, and last in the share of play areas and tennis courts. New residents should be provided with opportunities to recreate safely within their neighborhoods. Policy R-17 directs new development over fifteen units to incorporate a sense of community into the site design for the project. Fifteen units will have approximately fifty new residents.

R-17 In order to provide for a sense of community and the recreational needs of new residents, new development of fifteen units or more should include the following recreational features. Orientation of new units to community common areas is encouraged.

- A. On-site recreational features such as a community clubhouse, pool, sport court, or similar recreational facility.
- B. Passive open space that can function as a community common area. The incorporation of natural features existing on the site is encouraged.
- C. Children's play area.

Vegetation

Vegetation, more than any other landscape feature shapes the character of Woodinville neighborhoods. Most of the neighborhoods are characterized by large stands of mature native evergreens. Nonetheless, subdivision activity through the 1980's indicates that Woodinville has experienced a loss of a significant amount of mature vegetation since 1981.

R-18 Significant vegetation is a diminishing resource in Woodinville. This vegetation contributes significantly to environmental quality neighborhood character, and the quality of life. All new residential development should retain significant existing vegetation as defined in the Woodinville Zoning Code, and augment this vegetation with new landscaping. Native vegetation should be utilized wherever possible. In addition, all new development should provide street trees to augment the natural character of the Woodinville community.

Pedestrian Circulation

Neighborhoods developed on a grid system naturally had convenient pedestrian circulation, as blocks were interrupted regularly by cross-streets. From the 1950's onward, subdivisions have been built with cul-de-sacs, curvilinear streets, and much larger blocks than in older grid patterns. Developments built on the newer pattern are not convenient to the pedestrian, because large blocks and cul-de-sacs often require a circuitous and lengthy journey to get from one point to another. As a result, people tend to drive rather than walk within residential areas. In Woodinville, most of the housing developments were built on the curvilinear, large block pattern, resulting in poor pedestrian circulation throughout the developed parts of the planning area. Mid-block pedestrian walkways, smaller block sizes, and fewer cul-de-sacs would result in better pedestrian circulation.

Another hindrance to the pedestrian is the lack of sidewalks and separated walkways in older neighborhoods and along arterial and collector roadways. Many developments were built in the 1970's and earlier without providing sidewalks on main roadway frontages. As a result, these neighborhoods do not provide safe pedestrian access to nearby community facilities such as schools, businesses, park and rides, and bus routes. Increased

vehicular traffic has resulted in hazardous situations for pedestrians, particularly in instances where sidewalks are incomplete. This plan pays particular attention to connecting new and existing development with other nearby neighborhoods, schools, bus stops, trails, and other features of the neighborhood.

R-19 Along the perimeter of residential uses, landscaping is encouraged rather than fences, walls or other structures that impede pedestrian travel. If fences or walls are planned, breaks for pedestrians should be included.

R-20 Neighborhood circulation is a critical component in the Woodinville Comprehensive Plan. New development should provide pedestrian connections to off-site facilities such as existing trails, walkways, community facilities and services, transit, schools and surrounding residential neighborhoods. Pedestrian links should be provided internally in all new residential development. Bicycle and equestrian links should be provided where possible.

R-21 New residential development should provide access to transit and school bus stops. Urban high density development should provide a transit management plan which identifies transit options.

Mobile Home Parks

Mobile home parks represent a viable housing option for Woodinville residents. Development pressure throughout the region has forced numerous parks to close, displacing residents and removing a housing alternative from the housing market. This Plan considers mobile home parks an important part of the local housing stock. The following policy addresses this mobile home park development.

R-22 The Comprehensive Plan recognizes the importance of mobile home parks in providing affordable housing options.

CHAPTER 3: COMMERCIAL AND INDUSTRIAL USES

Economic prosperity is important for maintaining Woodinville's high quality of life. Economic development provides necessary products and services, offers greater employment opportunities, and generates a stable tax base. The City's role in economic development is to: 1) establish criteria for the location of commercial/industrial growth; 2) to ensure adequate public facilities and services to support that growth; and 3) to identify design standards for commercial, industrial and office development. The Comprehensive Plan provides policies which direct future commercial and industrial development.

Woodinville contains concentrations of commercial and industrial activity of regional importance which will continue to be primary locations for employment in the City. Most of the City's existing commercial development is centered along and within a block or two of NE 175th Street in downtown Woodinville. The area considered Woodinville's downtown is designated "Commercial-Central Business District" on the Proposed Land Use map. Industrial development has occurred on the west end of downtown and along the Woodinville-Redmond Road on the west side of the Sammamish Valley to the wineries located on the southern edge of the City. There is also an industrial area north of downtown between SR 522 and 144th Avenue NE, just south of the City-Snohomish County boundary.

The Comprehensive Plan encourages commercial and industrial growth to occur in a compact pattern in the City's existing commercial and industrial areas to protect environmental and aesthetic quality, provide public facilities and services efficiently, and conserve energy through a balance of housing, jobs, and shopping and to promote community diversity through an efficient use of land.

Although most commercial/industrial growth will occur within or in proximity to downtown, some smaller concentrations of retail and commercial activities will locate in Neighborhood Centers to serve nearby residents. Neighborhood Centers are small, conveniently located business areas that provide residents with goods and services for everyday needs, and are within walking distance or a short drive of their homes.

This Plan links the amount of land designated for commercial and industrial uses with planned population growth and necessary public services to serve new development. Compact growth in existing commercial and industrial areas is planned to reduce sprawl and encourage efficient use of land. This Plan provides enough land for anticipated commercial uses over the life of the Plan.

CI-1 The expansion of retail/commercial space within the City of Woodinville should be focused on redevelopment, encouraging more cost-effective provision of public facilities and services and efficient transit and pedestrian travel, and discouraging inefficient use of valuable urban lands. Commercial and industrial activity within the City of Woodinville should not be allowed to expand beyond the areas designated in this Plan.

CI-2 In order to maintain the residential character of Woodinville and encourage more efficient and intensive use of the existing commercial, manufacturing and office areas, commercial development should be concentrated in the areas designated on the Comprehensive Plan's Proposed Land Use map.

Many service providers have offices in Woodinville. These uses should be near commercial uses to encourage pedestrian activity and facilitate travel between retail and offices.

CI-3 Office uses providing professional services to the general public should be located close to the commercial core designated on the Comprehensive Plan Land Use Map.

In addition to issues of size and location of commercial/industrial centers, their function (such as circulation) and appearance are also important. Strip commercial developments often suffer from traffic congestion, business competition from shopping malls, and pedestrian inaccessibility.

This Plan encourages compact design, safe pedestrian circulation, quality development, and better compatibility between land uses within and adjacent to commercial centers.

CI-4 Strip commercial development should be discouraged. Compact and convenient centers are desired.

Commercial Design

The advent of the automobile has created many commercial areas that are designed for cars and not people. This includes large parking lots with buildings set back from the road and large gaps between stores. Some stores actually have a blank wall to the street side with the front of the store facing the parking lot instead.

Simple site design techniques can make commercial areas more convenient for pedestrians and shoppers.

CI-5 Design and layout of new development in downtown Woodinville is a critical component of community character, pedestrian activity and urban vitality. The City of Woodinville should undertake a study of the downtown business district to evaluate possible design standards and other means of promoting the future development of downtown.

The development of common design standards governing streets, walkways, landscaping and streetscape patterns can unify the downtown. Additionally, these standards can promote the movement of people as well as cars by requiring wider sidewalks and shops that face the street.

Commercial areas often have more paved surfaces than other urban activity areas, which generates more heat in the summer sun and more runoff from winter rains. Landscaping plays an important function in commercial areas, providing shade, and ground moisture percolation, softening building outlines, and adding variety and contrast to the urban environment.

- CI-6 Landscaping should be encouraged in all commercial development to improve the functioning of the downtown and neighborhood commercial centers and the appearance of the community, and to protect the natural environment.

Transportation

Commercial and industrial areas employ many residents of Woodinville and surrounding areas. Chapter 4, Transportation, describes the transportation network in Woodinville. Many roadways in the City will continue to be congested, even with planned improvements. To offset the impacts of congestion, employers in Woodinville need to work with the City and METRO to provide transit and car-pool options. Transportation Demand Management Programs (TMP's) are ways of facilitating transit use and car-pooling to and from work. Employers can provide transit options to employees ranging from subsidized bus passes to allowing a flexible work schedule to avoid rush hour traffic. Transportation Management Programs are a critical component to reducing roadway congestion. The following policy outlines elements of TMP's that will be implemented through special zoning conditions. These actions are necessary due to the severe roadway constraints in Woodinville.

- CI-7 Medium and large scale commercial and industrial developments are encouraged to implement a Transportation Management Program. This Transportation Management Plan should include the following elements, and additional requirements may be identified through the development review process.
- o Distribute ride sharing and METRO transit information to tenants;
 - o Provide flex-time information to tenants;
 - o Provide secure, covered bicycle parking;
 - o Provide preferential car-pool/van pool parking locations; and
 - o Provide one free METRO monthly transit pass per employee or housing unit and/or provide an ongoing METRO pass subsidy.

Commercial and industrial areas must comply with the policies in Chapter 4, Transportation. Specifically, new commercial and industrial development must contribute to both building new roads and providing transit options to offset the impacts of increased traffic.

Public Facilities and Services

All new development requires roads, utilities, and infrastructure, and the new growth should assist in paying for these services. Commercial and industrial growth in Woodinville must participate in the provision of these services so that current residents do not bear all the costs.

- CI-8 Development of manufacturing, commercial, and office uses within the Woodinville area should occur concurrently with the public facilities and services necessary to support the development.

Industrial Areas

Two industrial areas which are located outside, but in proximity to downtown Woodinville, generally consist of light manufacturing uses such as marine supplies, printing, and light fabrication. Both of these areas are confined by natural features such as the Sammamish River and steep slopes, and by potential conflicts with adjacent agricultural and residential land uses.

- CI-9 The continued development of Woodinville's existing industrial areas should accommodate a wide variety of industries consistent with good environmental planning. Industrial encroachment will not be allowed on the East Sammamish Valley floor.

Industrial development should be grouped with similar or compatible uses to limit land use conflicts; improve traffic flow, safety and transit use; and allow efficient use of public facilities and services. Separate industrial sites can be permitted provided there are adequate facilities and services, mitigation for adverse impacts on adjacent land uses and the natural environment, and potential for these sites to create a core for further industrial development.

- CI-10 New or additional industrial/business park development should conform to the following criteria:

- A. Sites designated for industrial and business park development should have primarily stable, well-drained soils on level or gently sloping topography (e.g., less than 15% slopes);
- B. Sewer, water, and communications services should be available or planned for the industrial or business park area;
- C. New site designated for industrial use should have convenient access to existing or planned freeways or major arterials; necessary improvement should be assured before development is approved;
- D. Capital improvement plans developed in conjunction with community plans on the Eastside should place a high priority on transportation improvements for existing, underutilized industrial areas.

Industrial Site Design

Industrial development requires good site planning to be harmonious with the surrounding neighborhoods. The buildings used in industry can be relatively tall, large, and featureless, and the activities involved can be of a very intense nature, creating a number of negative impacts.

Several things can be done in industrial developments to soften their impact on the surrounding community and environment. Landscaping can buffer industry from roads or other adjacent uses, and can also improve the environmental quality of industrial areas by offsetting the impacts of impervious surfaces, vehicle emissions, and industrial activities. Adjacent streams which have experienced degradation can be rehabilitated. Provisions for easy pedestrian movement through industrial areas can be made, and development can be limited to those uses compatible with surrounding land uses.

Also, the development review process for proposed industrial development adjacent to the Sammamish River on the river's south and west sides will assure compliance with the City's Shoreline Management Plan and Program.

- CI-11 Natural vegetation is recognized as a necessary component in the aesthetic and environmental quality of industrial and commercial areas. Trees and landscaping should be utilized to mitigate environmental degradation and buffer surrounding land uses that are impacted by industrial and commercial activities. Street trees should be required in all commercial and industrial development and redevelopment subject to a street tree plan and program developed by the City of Woodinville.
- CI-12 The City and METRO should coordinate bus pullouts on arterial roads adjacent to industrial property.
- CI-13 Pedestrian movement through industrial areas and along roads adjacent to industrial property should be encouraged. Existing or planned pedestrian corridors should not be displaced by industrial development.
- CI-14 Industrial areas should incorporate special design criteria so that the industry will better harmonize with other land uses in Woodinville. These criteria may include additional park, landscaping, or building standard requirements based on a study conducted by the City of Woodinville.

Community Centers And Neighborhood Centers

Localized shopping needs are provided in smaller commercial centers called Community Centers and Neighborhood Centers.

Community centers are the larger of the two, with a commercial core of 10-20 acres and a full mix of uses including retail stores, small scale professional offices, and multifamily housing. They should be located approximately three miles from any Urban Activity Center (such as Kenmore, Bothell, Kirkland, Woodinville or Redmond), and served by the intersection of at least two principal arterials.

Located within the Woodinville Planning Area, but outside the City, the Kingsgate commercial area is the appropriate size, has a range of retail office and multifamily areas, and is in a location that fits the definition of a Community Center. However, the commercial area is already at the upper end of the recommended size for a community

center. Based on its current size and proximity to other retail areas, expansion has not been planned for this commercial area.

CI-15 The Kingsgate Shopping Center is designated as a community center. Its size is limited to the area designated by this Plan on the Proposed Land Use map.

Neighborhood centers are the smallest type of commercial area described in the Comprehensive Plan. They are defined as having a commercial core of three to six acres, offering local retail goods and small-scale professional offices. They may include some multifamily housing. They should be located one to three miles apart, and be served by the junction of two minor arterials. Where possible, retail uses should be developed at one corner of a road intersection to allow better traffic flow and pedestrian travel. Other retail uses such as offices and multifamily development should be located around the same intersection, but they may be at different corners.

CI-16 Neighborhood centers should not be expanded beyond the size designated in this Plan. New development in these centers should be compatible with the surrounding neighborhood. Special conditions should be developed to ensure compatibility with existing uses in the center and the surrounding neighborhood.

CHAPTER 4 TRANSPORTATION

Introduction

Population in the Woodinville area doubled from the 1970 to the 1980 census, and grew by 50% again in the 1980's. In addition to population increases, household travel patterns have increased from dual-career families. Most travel in Woodinville, as in western Washington, occurs by car. The rise in both the number and distance of trips combined with the majority of drivers traveling alone has resulted in increased air pollution at peak travel periods, the loss of productive time, and loss of energy resources.

Local and regional jurisdictions throughout the area have been cooperating on transportation issues, particularly in the last decade. Nonetheless, transportation facilities have lagged behind demand. The problem is not a local issue confined to the City. Woodinville is adjacent to the crossroads for two major state transportation corridors: State Route 522 which runs east/west from Kenmore through Woodinville towards Snohomish County, and Interstate 405, the major north/south interstate serving the eastside metropolitan area. An average of 60% of all traffic on these two roadways originates outside the local area. Regional transportation issues relating to these two major corridors affect the quality of life in Woodinville. This chapter must address transportation issues within the Planning Area as well as Woodinville's critical role in regional transportation decisions.

This chapter has several important components:

I. Policy Section. This chapter outlines policies related to transportation that will guide growth and development in Woodinville. The policies are divided into the following subsections:

- A. General Policies
- B. Roadway Management
- C. Transit/Ride Sharing/Transportation Demand Management
- D. Non-motorized Transportation

II. Roadway Functional Classification. The 1987 King County Roads Standards classifies roads into groups according to various characteristics and functions. These functional classifications were updated in the King County Transportation Plan (1989), and applied to all public roads in the county. This plan proposes some modifications to classifications of roads in Woodinville.

III. Recommended Transportation Facility Improvement. King County Department of Public Works Transportation Planning Section developed a travel forecast model which tests the land use recommendations of this Plan to determine what impacts this Plan will have on the existing transportation network. These travel forecasts were analyzed along with safety and operational considerations, non-motorized needs, and transit and high occupancy vehicle facilities to develop a list of capital improvements. The Recommended

Facility Improvements identify roadway improvements necessary to serve the land uses anticipated in the Plan.

IV. Transit and Ride Sharing Facility Improvements. It will not be possible to build a roadway network large enough to serve only single occupant vehicles. Use of transit and ride sharing maximizes the capacity of roadways by accommodating more people in less vehicles. The Transit and Ride Sharing Facility Improvements identify transit and car-pool/van-pool improvements necessary to accommodate the anticipated travel demand on major travel routes.

V. Non-motorized Transportation Facility Improvements. King County's Roadshare Program was established to effectively address the needs of non-motorized transportation: bicycle, pedestrian, and equestrian activity. Attention to these needs is important in achieving a balanced transportation system.

Transportation is one of the most important land use issues for Woodinville, and the most costly public investment that the City provides. Conflicts created by major transportation routes, land uses, and desired ease of travel can dramatically affect the quality of life. Policies, road classifications, and improvements identified in this chapter underscore the City's commitment to addressing urban transportation issues.

I. Policies

A. General Policies

Several important policy documents and laws affect transportation planning in Woodinville:

The 1990 State Growth Management Act contains several important sections related to transportation planning. The Act requires city and county comprehensive plans to contain a transportation element that implements, and is consistent with the land use element. The transportation element must include:

- land use assumptions used in estimating travel;
- facilities and service needs including inventory and level of service standards;
- specific actions required to bring into compliance facilities below adopted standards;
- travel forecasts for at least ten years based on the land use plan;
- identification of system expansion needs, including an analysis of funding capability and a multi-year financing plan;
- intergovernmental coordination efforts including an assessment on impacts of the transportation plan on neighboring jurisdictions;

- demand management strategies.

The Act also requires a six year capital facilities plan, and provides options for local governments to impose impact fees tied to new developments.

The 1985 King County Comprehensive Plan provides overall guidance in the development of the Countywide transportation system. Some elements required by the 1990 State Growth Management Act are provided for in the County Comprehensive Plan. Other more specific elements are included in this Woodinville Comprehensive Plan. The County Comprehensive Plan emphasizes the provision of a balanced transportation system that provides for travel choices and mobility. It strongly encourages the development of transit options in areas that have an adequate population to support transit. Other important elements from the County Comprehensive Plan include:

- General descriptions and design standards for roadway classifications;
- Guidance for the location of major transit facilities and appropriate levels of service in Urban and Rural areas;
- Policies that encourage pedestrian and bicycle travel;
- Guidance for the location of airports and aviation facilities.

The King County Transportation Plan (1989) is a functional plan implementing the County Comprehensive Plan. Its purpose is to provide specific direction for the development and operation of necessary transportation facilities. The County Transportation Plan also defines arterial roadway classifications and applies these classifications to public roads.

The Woodinville Comprehensive Plan takes direction from these laws and plans in striving to address existing transportation problems, and to tie future development to the provision of adequate transportation facilities.

T-1 Transportation planning is a significant land use issue in the region. The Woodinville Comprehensive Plan should plan for a balanced transportation system which addresses:

- a. regional and local transportation issues affecting Woodinville,
- b. developer fair share participation in transportation improvements,
- c. transportation corridors in which general capacity cannot be improved, and
- d. opportunities to enhance non-motorized travel, transit, and high occupancy vehicles.

Other agencies and surrounding jurisdictions are also addressing transportation issues. The Eastside Transportation Program is a planning effort involving King County, Snohomish County, the cities of Woodinville, Bothell, Kirkland, Redmond, Bellevue and Issaquah, Washington State Department of Transportation (WSDOT), METRO, and the Puget Sound Council of Governments. The planning effort was established to review regional traffic

problems east of Lake Washington. METRO is completing a METRO 2000 Study. The study assesses METRO's transit and ride share service and facility requirements on a Countywide basis through 2000. The plan will replace the existing METRO 1990 Plan. The WSDOT is developing a Route Development Plan for SR-522 from I-5 to SR-9. They are also planning for high occupancy vehicle lanes to complete the system on I-405. Snohomish County is developing a Snohomish County Tomorrow Plan addressing interagency transportation needs. The City of Bothell is updating their transportation plan. Kirkland is developing a city transportation plan and has finished work on the Juanita Community Plan.

Analysis of regional travel demand and pattern of travel in Woodinville and the rest of King and Snohomish counties shows a substantial amount of through-traffic in Woodinville. Through-traffic is defined as vehicle trips with both an origin and a destination outside of the Planning Area. Roadways with significant through-traffic are I-405 (61%), SR-522 (50%), SR-202 (29%), Woodinville-Duvall Road (51%) and NE 124/NE 128 Street (60%). Percentages represent averages of the amount of traffic with both origin and destinations outside the Planning Area for the roadways during 1988 pm peak hours.

T-2 The City of Woodinville and the cities of Bothell, Kirkland, Lake Forest Park and Redmond, the Washington State Department of Transportation, METRO, King County, Snohomish County, special interest districts (service providers), citizens and private developers should work together in defining, planning, and implementing transportation improvements which accommodate planned land use and densities. Planning of new facilities and management of the transportation system should be coordinated with current and future needs of the adjacent Bear Creek and Shoreline Planning Areas, as well as adjacent jurisdictions. The City of Woodinville should work closely with these jurisdictions on regional transportation solutions addressing the significant pass-through traffic originating outside the Woodinville area.

B. Roadway Management

Roadway improvements are important in achieving a balanced transportation system, but they alone cannot solve the congestion problem in Woodinville. Topographic constraints, environmental considerations, citizen concerns, existing development, and financial resources all play a role in roadway construction. Limited funding sources have increased the importance of identifying funding priorities. In addressing these issues the City must identify ways to manage the roadway system. "Roadway management" as it is referred to here involves aspects of the roadway system such as identifying improvement needs for existing and new roads, priorities, timing of construction, design considerations, and funding responsibilities and sources.

The majority of new urban growth will occur in and around the local activity centers of Kenmore, Bothell, Woodinville, Kirkland, and Redmond (Northshore), and more transportation options can be provided in these high density areas. The following policy establishes the relationship between these centers and transportation systems.

T-3 In concert with Policy R-9, the most intensive and highest density land uses in the Northshore area of King County should be located in designated activity centers around intersections of principal and minor arterials and around freeway interchanges, to achieve the following:

- a. Locating high traffic-generating uses in areas where there are alternative access routes.
- b. Prevention of high density residential and intensive commercial "strip" development along the entire length of a roadway, and focusing instead on the development of centers.
- c. Promotion of pedestrian and bicycle travel between residential areas and nearby places of employment, stores, and services, thus reducing the number of auto trips.
- d. Preservation, protection, and potential enhancement of natural resources such as wooded slopes and waterways or wetlands that are crossed by or located near arterials and freeways, to maintain the scenic nature of these travel routes.
- e. Distinct separation of commercial activity centers to maintain a sense of community in each center.

Development Mitigation

The measurement that identifies the impact of new development on roadways is called Level of Service (LOS). The LOS is a qualitative measurement of how well traffic flows or the degree of congestion at a particular location, and is expressed by a letter from "A" to "F". Level of Service A represents free flowing traffic. Drivers are able to travel at or near posted speed limits with short and infrequent stops at signalized intersections. At LOS C traffic progresses through signalized intersections reasonably well, and with timed signals on major arterials, stops are infrequent. At LOS D red light stops become more frequent, but most drivers will still make it through the intersection when the light turns green. At LOS E, however, drivers will have to stop at almost every traffic signal and will often wait through more than one green light cycle. At LOS F, drivers will have to wait through more than one green light cycle at each intersection, and delays become intolerable, forcing most motorists to seek alternate routes to avoid these LOS F locations.

The Road Adequacy Standards to be developed by the City will define a minimum LOS that must be maintained by new development. Consistent with the State Growth Management Act, the local jurisdictions have adopted mitigation payment programs that provide a method for funding transportation improvements necessary to accommodate new traffic. These programs are based on the principle that new development should pay a fair share of the roadway improvements necessary to accommodate the traffic increases it causes. Fees are proportional to the costs of the improvements that will accommodate the new trips. A computer traffic model is used to determine which roadway needs are affected by

the new development. Fees collected from developers are combined with public funds to finance the needed transportation improvements. Fees can only be paid up to a point, however. If the model shows that the development will lower roadway standards below the minimum adopted standards, the project may be modified, phased or denied, or the roadway may be improved to at least the minimum standard.

A problem exists when a new project proposes to locate on a road that is already at a LOS below adopted standards.

Some roads can be improved to bring the LOS back into compliance with the applicable standard. Other roads cannot be significantly improved to carry more traffic. These roads are considered to be at or near "ultimate design". Roads that are at ultimate design cannot be widened due to unacceptable damage to existing development in the process of acquiring right-of-way, environmental damage, or cost-effectiveness over the long term. For roadways at ultimate design, only decreasing the number of cars on the roadway will help alleviate the detrimental effects of congestion. The best option in these circumstances is to plan to facilitate transit and ride sharing.

The following policies establish that all new development in Woodinville must pay its fair share toward roadway improvements. Transit/ride sharing improvements will be required for all new development over certain thresholds. Transit and ride sharing improvements are critical for roadways that are at ultimate design. These policies spell out clearly the intent of the City to require mitigation or recommend denial of development proposals in the planning area to address the transportation dilemma in Woodinville.

T-4 All new development in the City of Woodinville should pay its fair share toward transportation improvements to help mitigate its impacts as identified through an adopted road adequacy standards, Mitigation Payment System, the State Environmental Policy Act and development review processes. The City of Woodinville should pursue other innovative funding sources for transportation improvements, while supporting cooperative efforts with other jurisdictions on multi-jurisdictional road improvements.

It is anticipated that the SR-202 corridor from SR-522 to NE 175th Street will be at or over capacity with roadway improvements at land use buildout. A route development plan with ultimate roadway section should be completed by WSDOT in conjunction with the City of Woodinville. New development which distributes traffic to this corridor will be required to participate in aggressive transit and transportation demand management measures as described above.

This policy will assure that road improvements are planned concurrent with new development.

T-5 The City of Woodinville should not approve new development which would create higher densities for the subject parcel until financing is available for identified transportation facility improvements. The following criteria must be met:

- A. New development should not create a level of service (LOS) worse than E for roadways with an existing LOS of E or better at the time of development. In addition to constructing necessary roadway improvements, the new development should implement transportation system alternatives involving transportation management and transit options to alleviate roadway congestion.
- B. Roadway operations cannot be lowered to LOS F. The new development cannot be approved for construction until roadway LOS is projected at LOS E or better.

Roadway Improvement Prioritization

The following directs public spending priorities for City streets:

- 1st Maintain/upgrade facilities necessary to serve existing development;
- 2nd Upgrade facilities to support planned growth;
- 3rd Provide facilities in areas at appropriate standards for interim low densities.

The following policy follows the Comprehensive Plan's direction on priorities for transportation system improvements.

- T-6 The City of Woodinville should emphasize operational and maintenance improvements for safety and efficiency of existing roads (including traffic control and intersection modifications). These improvements should be assigned the highest priority for public spending. New construction or major widening of arterials should occur only when operational improvement can no longer provide adequate safety or service.

Acquiring new right-of-way for roads in urban areas where land use patterns are already established is costly and disruptive. The following policy directs the City to focus first on improvements within existing roadway corridors where right-of-way requirements would be less extensive than for new corridors. Necessary right-of-way should be acquired at the earliest possible time, before increasing land values make costs prohibitive.

- T-7 The City of Woodinville should focus improvements in existing corridors in an effort to improve traffic circulation within those areas which are already experiencing significant traffic volumes. New transportation corridors should only be pursued when other alternatives are not physically, economically, or functionally feasible. When new corridors are deemed necessary, the City of Woodinville should emphasize identification and acquisition of right-of-way at the earliest possible time. Establishment of new rights-of-way and acquisition of additional rights-of-way in existing corridors should emphasize protection of natural systems and adequate buffering of existing and anticipated land uses. New development may be approved only under the conditions that the property owners provide right-of-way that meets

the Road Standards for abutting streets. Design of roadway improvements should provide adequate storm water runoff treatment, particularly when adjacent to sensitive area buffers or the Agriculture Production District.

North/South, East/West Circulation

Topography, physical features such as the Sammamish River and I-405, and limitations such as existing development patterns have restricted travel options for east/west or north/south travelers. The following policy establishes the need for improved travel route options.

T-8 The City of Woodinville supports the concept of improving motorized and non-motorized transportation circulation east and west across the I-405 corridor and north/south across the SR-522 corridor to provide relief in traffic congested areas.

Access Along Arterials

On major roadways, the problem of traffic congestion is magnified by numerous access points from adjacent properties. For example, a separate driveway for every business along a major arterial would cause significant delays and potentially increase the number of accidents. The following policy directs consolidation of access points, and along arterials that may suffer from frequent and closely-spaced turning vehicles.

T-9 New development should be required to minimize and consolidate access points along all principal and minor arterials and any new arterials which may be developed. The City of Woodinville, King County, and WSDOT should place a high priority on consolidating existing ingress/egress points onto all arterials. This effort should be coordinated with local businesses and developments in conjunction with improvements to the arterial system and redevelopment of adjacent land parcels.

Activity Center Circulation

Circulation in the downtown and the areas of industrial development in Woodinville is critical. Most of the transit options will be located in these areas, as well as the greatest concentrations of retail and employment opportunities. A grid plan for Woodinville was established in 1987 by King County Ordinances. The following policy indicates the City's intent to improve local circulation.

T-10 The Comprehensive Plan supports efforts to develop a plan for improving circulation and access in the downtown.

Neighborhood Circulation

Most residential neighborhoods are served by smaller streets defined as neighborhood collectors and local streets. (See Section II below, Roadway Functional Classification for definitions of street hierarchies.) Residential development in the Woodinville area has resulted in a pattern of subdivisions often connected only by local streets. In some cases,

necessary streets are not in place at all. Problems of congestion and safety have resulted from increased commuter use of local streets where neighborhood collectors are missing and adjacent arterials are congested.

Local streets are not designed to handle the additional traffic caused by an incomplete road hierarchy. In addition, local circulation becomes difficult for motorized and non-motorized traffic alike when adjacent developments do not have connecting local streets or neighborhood collectors. This situation creates circuitous routes for local residents and affects emergency response services. The King County Transportation Plan does not lay out neighborhood collector streets. Consequently, much development prior to incorporation has occurred without adequate planning for these streets. The City needs to develop local circulation plans for its residential neighborhoods. The following policies direct the City to identify missing portions of the roadway system, plan for the completion of these missing roads, and require new development to participate in the completion of the neighborhood road system.

- T-11 The City of Woodinville should identify and plan for the completion of the missing portions of the local roadway system, including neighborhood collectors, within the Woodinville community. The City of Woodinville should participate in the community planning process and special studies directed towards completing local circulation plans for adjacent areas of unincorporated King County.
- T-12 The City of Woodinville should identify through the development review process the impacts of new developments on existing local street systems, and should have the developer participate in improving local circulation problems or providing the missing roadway portions identified in the applicable local circulation guide plan. Where there is an identified need, new neighborhood collector streets or missing sections of existing ones should be provided on site by new development. Circulation patterns to be considered include pedestrians, equestrians, bicycling and motorized vehicles.

Several barriers exist on public roads in the Planning Area. Barriers are usually installed as a result of the public hearing process addressing concerns from existing neighborhoods regarding heavy volumes of speeding traffic on their streets. There are concerns with the installation of barriers on public roads. Barriers impede local circulation, and can cause emergency vehicles to lose critical moments by being forced to take circuitous routes. Barriers also cause people to take longer routes through their own neighborhoods. Traffic volumes on neighborhood streets should be minimized by providing an adequate arterial system and dispersing travel from large areas on several neighborhood collectors. The following policies clarify the City's intent to use other solutions to cut-through traffic, and to limit further use of barriers.

- T-13 The City of Woodinville should discourage external traffic from travelling through local access streets by making convenient neighborhood collector routes to provide the easiest access to the arterial system.

T-14 The City of Woodinville should discourage the inappropriate use of barriers across access points for subdivisions and require evaluation by the barrier proponent of effects on pedestrian safety, road conditions/configuration, traffic circulation and emergency access needs.

C. Transit/Ride Sharing/Transportation Demand Management

Policies in this section focus on transit and ways to improve travel patterns, called transportation management. Transit and high occupancy vehicle (HOV) use reduces the number of vehicles on the roadway, which in turn reduces congestion and pollution. Fewer vehicles is the only solution on roadways which are already built-out to their ultimate design capacity. Transportation alternatives will be necessary in these corridors to avoid future gridlock. People will use transit and HOV options when they are convenient and competitive, or when roadways are so congested that transit results in a significant reduction in the time or cost of driving alone in the car. Transportation options include bus, car-pool, van-pool, bicycling and walking. Future options could include some form of high capacity transit such as light rail or exclusive busways.

Most transit service in North King County is provided by METRO. METRO operates several transit routes and park-and-ride lots in the Woodinville area.

Woodinville, Bothell and Kenmore are also served by the Snohomish County Public Transportation Benefit Area, commonly called Community Transit. This service connects the Woodinville/Bothell/Kenmore area with south Snohomish County.

METRO is also responsible for coordinating ride sharing services. METRO provides assistance to jurisdictions and private businesses on ride matching, park and pool, van-pools and subscription bus service. Several business parks in the area have transportation management coordinators who work closely with METRO in facilitating ride sharing for employees.

Transit options are a major element in decreasing roadway congestion. Current roadway conditions necessitate a strong transit approach to new development.

T-15 Transit and transportation management are critical components to reducing congestion in the Woodinville Planning Area. The City of Woodinville should work with transit providers, adjacent jurisdictions, and private development to:

- a. Encourage commuters to use car/van-pool programs, public transit, and non-motorized transportation as alternatives to the single occupant vehicle.
- b. Develop ride sharing, transit use, and incentive programs through the development review process and/or in accordance with state and local legislation for residential and commercial development.
- c. Establish a better link between transit service and new development to facilitate transit use.

- d. Encourage transit providers, paratransit operators, and private purveyors to provide mobility for elderly, disabled, low and moderate income, youth, and other mobility-disadvantaged residents in the City of Woodinville and the surrounding community.

Transit Service

For transit to work, it must be efficient, convenient, and competitive with the single occupant vehicle. Transit service can be improved by increasing the number of buses, providing more convenient bus stops for riders, increasing the safety of bus stops, and adding amenities ranging from covered shelters to adjacent shopping or convenience facilities. Downtown and areas of industrial development are where most amenities will be located, as well as the higher densities necessary to support transit service. Improved routes between Woodinville and Eastside locations will allow more residents to take the bus.

- T-16 The City of Woodinville should work with METRO to increase service frequency and Woodinville-to-Eastside routes while encouraging Woodinville residents to take advantage of them. Service should be improved in the more developed portions of Woodinville by extending existing transit routes or creating new routes. The City of Woodinville should also work with Community Transit to achieve increased service from Woodinville to Snohomish County.
- T-17 The City of Woodinville should encourage and work with METRO and Snohomish Community Transit to establish one or more transit centers in the Woodinville area to facilitate transit options for local and through-traffic, and to shift dependence away from automobile travel.

Park-and-Ride/Ride Share

Park-and-ride and park-and-pool lots provide the best opportunities to increase ride sharing. The Comprehensive Plan encourages the provision of these lots. The lots need to be near arterial access, and close to the residential areas they may serve. Existing commercial and/or church parking areas can be joint use parking areas for park-and-ride and park-and-pool lots. The Comprehensive Plan puts a priority on providing these facilities in areas where land use densities will support facility investment.

- T-18 Additional park-and-ride lots should be located along major transit corridors and near areas where urban density residential development is planned, in order to intercept trips close to their origin and to make use of effective transit/HOV facilities. Additional park-and-pool lot locations should, as the need occurs, be planned and implemented in low density neighborhoods to facilitate ride sharing where transit is not effective or efficient. Consideration should be given to utilizing park-and-pool lots as joint use lots.

It is more cost-effective to upgrade existing lots than to create new lots. The following policy suggests improvements to augment their use.

T-19 Improving existing park-and-ride lots is encouraged to maximize their use. This includes bicycle facilities, security, lighting, and lot expansion where appropriate.

Ride share programs connect people using similar commute patterns. Ride share can be in the form of METRO or privately funded vans, or simply private cars with two to three or more riders, enabling the car to drive in designated High Occupancy Vehicle lanes. Public education is necessary to establish a ride share program. Ride share will be a critical element in alleviating congestion on Woodinville streets. The following policy indicates the City's support for ride share programs. These programs can be required of major employers in Woodinville.

T-20 This Plan strongly supports ride sharing for its ability to reduce traffic congestion in the City of Woodinville and its benefits to air quality and the environment. The City of Woodinville, neighboring jurisdictions, the development community, and Woodinville businesses should pursue active public education on the benefits of car-pooling by assisting public transit providers and employers in providing information on the car-pool/van-pool ride match services.

High Occupancy Vehicle Facilities

High Occupancy Vehicle (HOV) lanes are provided on state highways by the Washington State Department of Transportation. The Eastside Transportation Program has made recommendations for HOV lanes, including transit lanes on SR-522, and linking Eastside activity centers with arterial HOV improvements. Currently, HOV lanes exist on I-405 north and southbound, south of Bellevue. A transit-only lane exists on westbound SR-522 from 73rd Ave. NE to NE 145th Street. The State has plans for building HOV lanes on I-405 from SR-520 to NE 195th Street in both directions, and a transit eastbound on SR-522.

T-21 Transit improvements and HOV treatments on I-405 and SR 522 should be given highest priority. This may include developer contributions as part of the development review process.

T-22 The City of Woodinville should work with public transit providers and WSDOT to develop transit and ride sharing road improvements such as bus pullouts, HOV lanes, HOV priority treatment at major intersections, and preferential treatment of HOV's. The addition of HOV lanes and HOV priority provisions at major intersections on the arterial street system should be pursued as projects are identified.

High Capacity Transit

The Woodinville Comprehensive Plan supports the goal identified in the Eastside Transportation Program for High Capacity Transit (HCT) for regional coordination and development of an HCT system as a means of providing for long-range transportation needs. It recommends that eastside jurisdictions actively participate in the development of such system, integrated with the current transportation system. The Eastside Transportation Program's goal for HCT does not refer to a specific technology, but a service

concept characterized by operation on exclusive right-of-way (lane, guideway or track) as an express service with infrequent stops. The Eastside Program recommends identification and preservation of necessary right-of-way as soon as possible.

T-23 The City of Woodinville should support and actively participate in the Eastside Transportation Program and its high capacity transit (HCT) recommendations. The City should work closely with METRO, Snohomish Community Transit, WSDOT, and the cities of Bothell, Kirkland, and Redmond, as well as King and Snohomish Counties in planning for HCT. This regional HCT system should be integrated with the planning for the rest of the transportation system serving the Woodinville area. Planning for HCT should not detract from the immediate need for other high occupancy vehicle facilities and improvements in the area. The City of Woodinville should plan for the land use and infrastructure needs that will accommodate HCT as soon as the type and corridor location have been selected.

Transportation Demand Management Ordinance

The City will be developing an ordinance addressing transportation demand management. The ordinance will require developers and/or employers to reduce vehicle trips to their sites either by meeting a preestablished goal or by taking a certain set of actions. These actions may include site design criteria to enhance pedestrian, transit user, and bicycle access, parking standards that favor HOV vehicles, flexible work hours and ongoing programs to promote travel alternatives for employees or residents. Policy CI-7 in Chapter 3, Commercial Development outlines Transportation Demand Management actions for employers located in Woodinville. These actions are needed in Woodinville because congestion levels in the Planning Area already exceed County adopted standards. The following policy indicates support for the adoption of a Countywide ordinance in addition to the actions proposed in this Plan. Specific conditions would be developed to implement this policy.

T-24 The Comprehensive Plan supports the formation of a transportation demand management ordinance similar to the one being developed by King County. These policies should be applied to appropriate properties within the Planning Area in accordance with specifications of the ordinance.

Pedestrian/Bicycle Access

Pedestrian amenities, especially pathways, are important in encouraging people to walk and ride buses. Often transit access is blocked by fences or large parking areas with no delineated walkways. New development is often enclosed with fences that do not open onto nearby streets. METRO has indicated that openings every 600 to 800 feet are adequate to allow access.

As development occurs, it is necessary to plan new transit facilities and amenities into the infrastructure. New development can assist in the provision of these facilities to offset the impact of increased travelers. Items such as bus pullouts, bus shelters, lighted pathways, and connections should be considered by the City when evaluating the impacts of new development to the transit system.

- T-25 Public and private developments in Woodinville that meet minimum thresholds should provide public transportation facilities (such as bus pullouts, bus stop shelters, and improvement to park and ride lots) as a condition of development approval. The City of Woodinville shall consult public transit providers during the permit process regarding existing and future routes near the site, design considerations, and the extent to which this policy is fulfilled. Design of parking facilities should encourage transit use and pedestrian access by locating building entrances and transit facilities near each other.
- T-26 Development in Woodinville should identify pedestrian/transit design considerations and provide access through barriers, particularly fences, that enclose developments and isolate them from transit routes and principal pedestrian pathways. The City of Woodinville shall consult public transit providers during the permit process regarding existing and future routes near the site.

D. Non-motorized Transportation

Non-motorized transportation (bicycling, walking, and equestrian) modes are integral elements in a balanced transportation system. Safety and accident prevention are primary considerations in planning for enhanced non-motorized access to schools, commercial areas, industrial/employment centers, and community activity centers.

The following policies address general design and safety issues related to non-motorized transportation.

- T-27 The design and development of transportation projects in the City of Woodinville should recognize and incorporate the role of non-motorized travel modes as a viable and legitimate element of the overall transportation system. Transportation projects should accommodate the needs of non-motorized transportation by incorporating a network of facilities:
1. Within the road right-of-way,
 2. In an enhanced trail network, and
 3. In improved design and review of development features which can improve non-motorized access and safety.

All new development should include walkways and other facilities which encourage safe non-motorized circulation, enhance non-motorized access within the development, and connect with off-site shopping, transit, and community facilities. These requirements should be implemented through a combination of design review and development standard techniques.

T-28 Safety and access are primary components in the development of a non-motorized transportation plan element. Existing non-motorized facilities should be examined for their ability to meet these policies, and improvements recommended to the existing system where necessary. New facilities should achieve safe and effective non-motorized design standards.

Bicycle Transportation

Bicycling, in addition to being a source of recreation and fitness, is gaining new attention as an integral element of a balanced transportation system. The Seattle-King County region has one of the highest rates of bicycle commuting in the nation, and has earned a reputation nationally for being an area "friendly" to the needs of bicyclists.

The region is noted for its development of a Countywide trails system. In Woodinville, access to the Burke-Gilman and Sammamish River trails is an important element in recreational bicycling, and also serves as a direct route to jobs and school. The Burke-Gilman is a primary commuting corridor to the University of Washington for students, faculty, and staff throughout north King County.

The Northshore area is popular for recreational cycling because of trail facilities, proximity to lightly travelled country roads, and destinations such as Marymoor Park in Redmond and the wineries of the Sammamish Valley. Recreational cyclists often become bicycle commuters as they gain skill and confidence in traffic.

The bicycle can be an efficient alternative to automobile trips of between one and five miles, often competing successfully with the car in terms of travel time. More experienced cyclists will commute up to ten or twenty miles one-way on a regular basis. The bicycle is often promoted as an effective vehicle for access to Park and Ride lots as part of a "multi-modal" commute involving public transportation, or for errands not involving large baggage, such as a trip to an automated teller at a local bank.

The provision of adequate lanes is the need most frequently cited by bicyclists. Bike lanes, paved shoulders, or the addition of 2-4 feet of width to the outside travel lane can provide enough room for safe riding. Signals which are accessible through either sensitive loop detectors or actuator buttons located near the edge of the road are examples of low cost improvements which benefit bicycling.

The following policies direct the City to consider design features that facilitate bicycle travel throughout Woodinville.

T-29 Transportation projects in the City of Woodinville should incorporate bicycle friendly design, utilizing a variety of design techniques appropriate to the particular project and right of way characteristics, including but not limited to bicycle lanes, wide outside travel lanes, paved shoulders, bicycle sensitive signal detectors, and appropriate signing.

T-30 Existing bicycle facilities should be preserved or enhanced when general road improvements are made.

T-31 Secure parking for bicycles should be provided at activity centers throughout the City of Woodinville.

Pedestrian Transportation

Woodinville's development into an urban area has had many ramifications for pedestrian safety and access. As in other suburban areas of unincorporated King County, previous residential development has not always provided adequate pedestrian facilities such as sidewalks, separated crossings, or actuated signals. More significantly, as volumes of motorized traffic increased and capacity on existing roadways was reduced, wider roads were developed, effectively isolating pedestrians from one neighborhood to another.

Subdivision design has worked to provide disincentives to pedestrians. In many subdivisions the only access to homes or businesses follows the road itself. Often a pedestrian must follow a circuitous route to get to an adjacent area, because no through-connection has been provided. An example of this is the lack of access from subdivisions to transit stops on adjacent arterials.

It is important to respond to the needs of pedestrians. In particular, residential development needs to provide safe access to community facilities, schools, libraries, parks, and shopping. Access to transit routes is also important for employment centers, and residential and commercial development. Pedestrian issues can be addressed in several ways. The development review process can be used to examine pedestrian needs according to the adopted Road Standards and this Plan. Special funds are available through the School Pathways Fund that is targeted for certain pedestrian improvements. A fund can be established in a City's Capital Improvement Program for development of pedestrian facilities which don't qualify for the School Pathway Program.

While these programs address pedestrian uses, the urban development pattern in Woodinville combined with heavy traffic loads on major roadways and numerous local roads has resulted in potential threats to pedestrian safety. Stronger design standards for new development and a consistent approach to the urban design of activity centers are necessary to improve pedestrian circulation. Special attention should be paid to the access and safety requirements of youth and the elderly. The following policies are intended to assure the provision of safe pedestrian connections in all new development.

T-32 Pedestrian uses are an important component of all new public and private development in the City of Woodinville. Particular emphasis should be placed on:

1. Reducing pedestrian/motor vehicle conflict at activity centers such as schools, commercial centers, recreational facilities, transit facilities, and residential developments.
2. Handicapped accessibility of pedestrian facilities.
3. Removing barriers to effective pedestrian circulation and access, such as those presented by freeways and interchanges.

4. All new development shall include walkways and other facilities which encourage safe pedestrian circulation, enhance pedestrian access within the development, and connect with off-site transit, shopping and community facilities, and other neighborhoods.

Equestrian Activities

While it has been many years since the horse represented a major form of transportation, equestrian activity has remained a key element in the identity of some neighborhoods in the Woodinville area. The presence of two major county trails and numerous stables, arenas, and equestrian organizations serves to support this significant community of horses and riders.

Access to trails is the primary issue facing equestrians. Private equestrian organizations have purchased or obtained easements to a trail system, much of which feeds the Tolt Pipeline Trail. In areas where this trail system is incomplete, equestrians have traditionally used gravel or dirt road shoulders. While riding on roads is not a preferred activity for most equestrians, in many areas it is necessary for access to homes, stables, arenas, and formal trails. There are several access points within the equestrian system in the Woodinville area which should be improved for safe equestrian use including access to the Tolt Pipeline Trail and the Sammamish River Trail.

Other areas identified by equestrians as being of interest for trail or facility development include the Swamp Creek open space area, the Leota/Wellington Neighborhood, and 172 Ave. NE south to trails in and around the City of Redmond. The City of Bothell has developed a plan for equestrian trails.

Both the County Capital Improvement Program and the County Transportation Needs Report have identified certain separated equestrian facilities to be incorporated in road projects throughout Northshore area, primarily on neighborhood collector and arterial streets. Few facilities have been planned on the residential streets where most on-road riding currently takes place.

Development of privately owned property previously used by horseback riders has precluded many opportunities for trail development in the Woodinville area. As a consequence, many riders are forced to use road shoulders within a neighborhood. Even on the trails, road crossings represent a significant risk to equestrians if appropriate signals, accessible actuator buttons, and warning signs are not in place. Grade separation should also be considered where issues of sight and stopping distance on the road, width of the road, average speed of traffic, and level of trail use are present.

The following policy recognizes the significance of the equestrian community within Woodinville, and the need to maintain and enhance equestrian facilities. The Recommended Equestrian Facilities map shows planned improvements to the equestrian road and trails system, as well as desired links identified by the equestrian community.

- T-33 Safe equestrian access shall be preserved and/or enhanced within the road right-of-way within established equestrian communities in the City of Woodinville as identified on the Equestrian Facilities map. A widened gravel or dirt shoulder may be preserved or expanded as needed to enhance safe equestrian circulation within these communities. If right of way, traffic volumes/speed, and user demand indicate the need, a separated parallel facility in the road right-of-way may be constructed outside of the ditch line, or as a trail on an independent alignment. Such facilities and techniques should serve to maintain access to either the public or established private trails system in the area.
- T-34 All roadside equestrian facilities should be coordinated with the off-street network to provide access and route continuity.
- T-35 Identified equestrian trails on private property should be preserved through the development process.

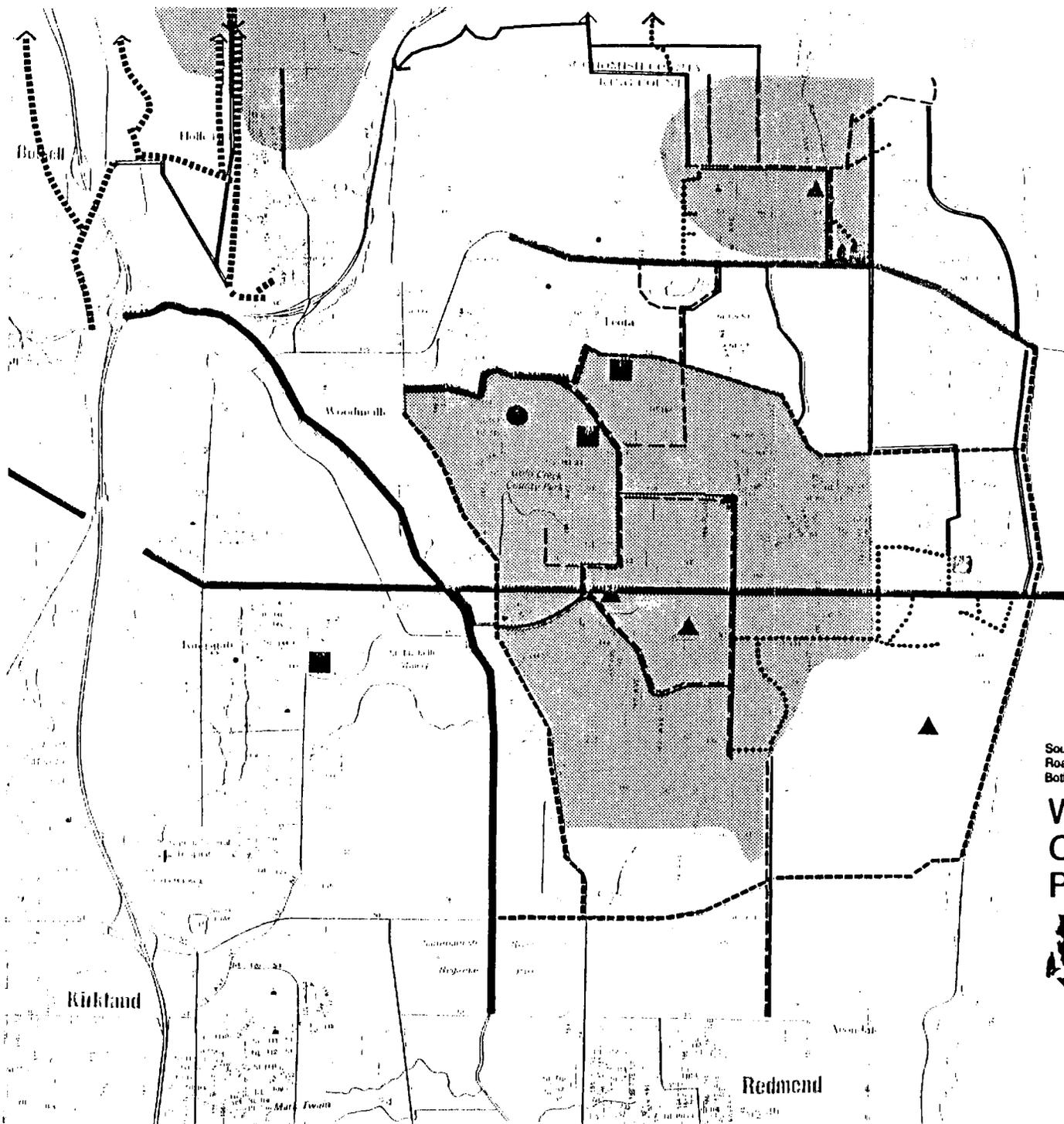
Multipurpose Trails

The trail system of King County, including the Sammamish River Trail and the Tolt Pipeline Trail, has become one of the most popular of the parks facilities available to County and City residents. The linear nature of trails coupled with the destinations they serve makes trails both recreational and functional transportation links. Properly designed and located, separated trails can link major destinations, encourage non-motorized commuting, and serve as open space and urban separators between communities.

The following policy encourages maintaining and enhancing the multipurpose trail system as a transportation option. Additional policies and discussion of Woodinville area trails are found in Chapter 8, Parks and Open Space.

- T-36 Multipurpose separated trails represent a transportation resource to the Woodinville community. Opportunities for expansion to this system should be pursued, particularly if a proposed addition to the system would serve activity centers or destinations such as colleges and schools, commercial and industrial centers, recreational facilities, and residential developments.
- T-37 Linear rights of way such as utility corridors, abandoned railroad rights of way, and major limited access highways should be investigated for their potential to serve non-motorized transportation needs through the inclusion of a separated trail facility.
- T-38 Growth in trail usage should be addressed through a combination of increased enforcement and education efforts and a re-evaluation of trail design standards. Access to the trail system should be enhanced through the provision of increased parking at key access points.

Recommended Equestrian Facilities



 Equestrian Road Facilities Identified in the King County Transportation Needs Report

 Public Multi-use Trails Used by Equestrians

 Road Shoulder Used by Equestrians

 Private Trails Used by Equestrians

 Proposed Road Facilities

 Proposed Multi-use Neighborhood Pathways

 Community Desired Links

 Bothell Proposed Equestrian Trails

 Equestrian Areas

Community Barns:
 10-20 Horses
 30-50 Horses
 70-100 Horses

Source: King County Department of Public Works Roadshare Program; King County Executive Horse Council; Bothell Transportation Plan

WOODINVILLE COMPREHENSIVE PLAN - 1993



II. Roadway Functional Classification

Public streets are divided into groups having similar characteristics of function and land access. The purpose of this classification system is to provide for the redevelopment of access and circulation, to standardize road designs, and to provide a hierarchy for road funding. The classifications range from local access streets which directly access abutting properties, to freeways which only serve vehicular traffic needs. Principal, minor and collector arterials serve varying degrees of access and circulation needs. The functional classifications are described below:

Freeway: A multi-lane, high speed, high capacity roadway intended exclusively for motorized traffic with minimal access controlled by interchanges and road crossings separated by bridges.

Principal Arterial: A street connecting major community centers and facilities, often constructed with partial limitations on access and minimum direct access to abutting land uses.

Minor Arterial: A street connecting centers and facilities within the community and serving some through traffic while providing more access to abutting properties.

Collector Arterial: A street connecting two or more neighborhoods as well as carrying traffic within neighborhoods while serving very little through traffic, but providing high access to adjacent land uses.

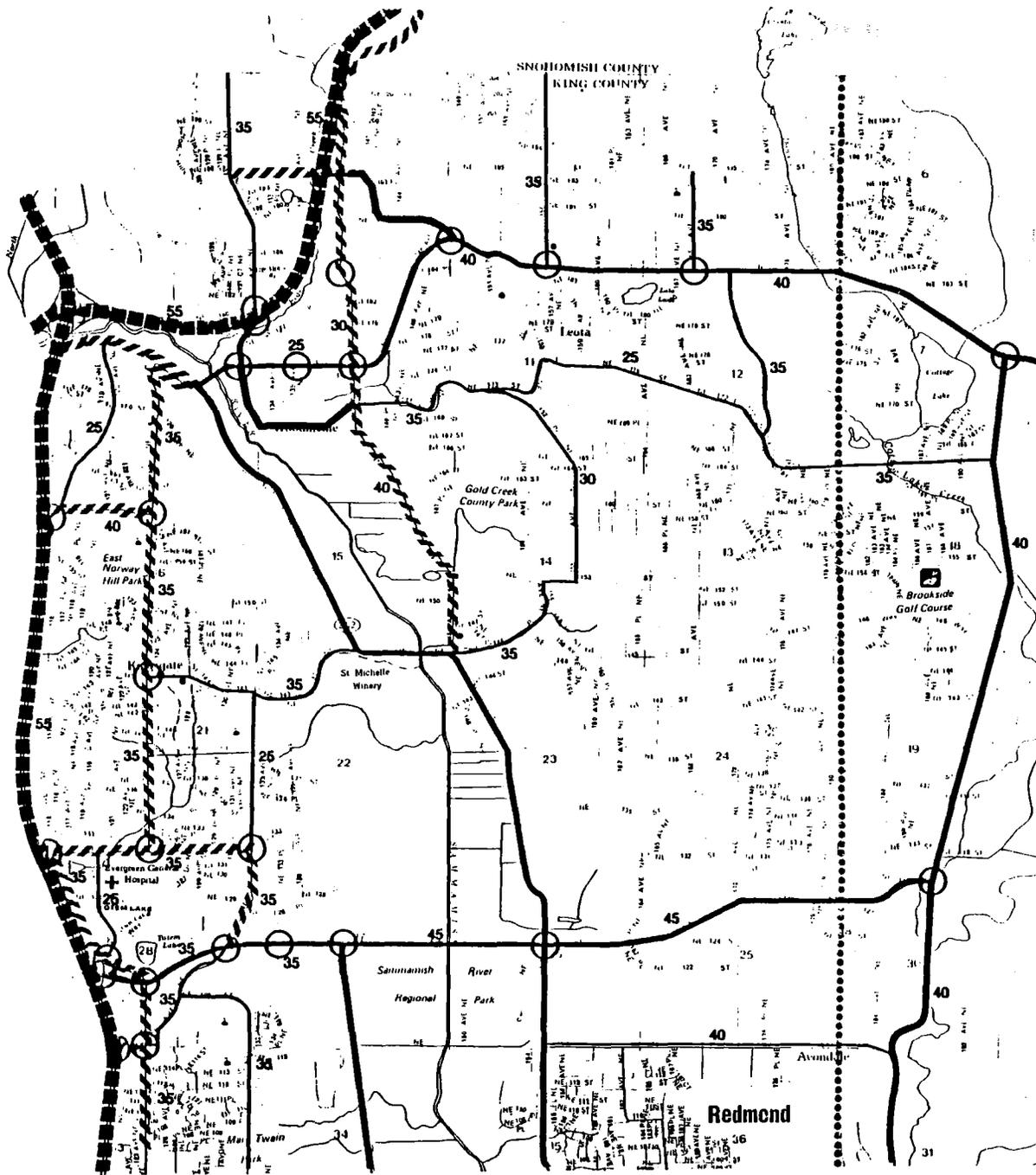
Local Access: A residential street with generally one lane of traffic in each direction, featuring low speeds, high access (frequent access) and low traffic volumes.

The Arterial Functional Classification map illustrates the proposed roadway functional classification in the Woodinville Planning Area. Classifications shown are based on the above criteria with regard to how the roadways function now and as expected with the proposed land use plan.

III. Recommended Transportation Facility Improvements

A principal tool in implementing the recommendation of a plan is the capital improvement program (CIP). The CIP describes the programming of funds for capital transportation improvement for the current year and planned spending for the following five years. Woodinville transportation projects will be placed on the City's CIP based in part on a priority rating and in competition with other projects throughout the City.

The Recommended Transportation Facility Improvements Table and maps (included at the end of this chapter) recommend projects which will be required to carry traffic within Woodinville generated both by areas outside the Planning Area, and by the buildout of the City's land use plan. Projects indicate needs for both motorized and non-motorized transportation. The table includes the street where the project is located, the limit, the priority, the 1990 costs only, agencies involved, whether or not the project is on the current agency CIP, and the description of the project. Recommendations include the following categories:

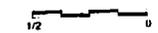


Arterial Functional Classification

- ■ ■ Freeways
- Principal Arterials
- - - Minor Arterials
- Collector Arterials
- Traffic Signals
- 45 Signed Speed Limits (mph)

Source: King County Transportation Plan, 1989

WOODINVILLE COMPREHENSIVE PLAN - 1993



New Construction and Major Widening

These projects include new road construction in new rights-of-way and widening of existing roads by a continuous left turn lane or two or more travel lanes. Construction of turn lanes at intersections is listed as intersection/operational projects.

Minor Widening and Reconstruction

These projects include shoulder paving, widening of narrow travel lanes and reconstruction to correct pavement deficiencies and safety problems.

Intersection/Operational

These projects include interchange improvements, intersection signalization, approach road reconstruction, and realignment and signal interconnection projects.

Miscellaneous Projects

These project include paving shoulders for bicycle/pedestrian use, pathway/walkway facilities inside the roadway right-of-way for pedestrian/equestrian use, trail systems and roadway safety improvements.

Transit and High Occupancy Vehicle Projects

These projects include facility improvements such as high occupancy vehicle (HOV) lanes, transit centers, and park and rides. Transit/HOV projects which are part of the larger roadway improvements are also identified under that larger improvement category such as major widening.

IV. Transit and Ride sharing Facility Improvements

Transit, ride sharing and transportation demand management make up major components of this Plan's transportation element. A strong program is essential to achieve a balanced transportation system and alleviate traffic congestion. In addition to the transit service and non capital intensive considerations such as ride sharing, preferential parking and flex time, a number of capital intensive features are significant to achieving a successful program. These facilities include an extensive amount of high occupancy vehicle (HOV) lanes, park and ride improvements, transit centers, and operational improvements such as queue bypass at intersections for HOV's.

The capital improvements are being recommended as part of a transportation improvement package and are presented in more detail in the Recommended Transportation Facility Improvements Table.

King County worked with METRO on the initial development of the project list. The City will now have to become involved and work toward having METRO include the City's recommendations in their long range planning. METRO is involved in the Eastside

Transportation Program along with King County and other Eastside jurisdictions. Some of the project recommendations have come from the Eastside Transportation Program. Others have come from a more localized analysis. These projects are aimed at achieving the State Growth Management Act goals and the Comprehensive Plan goal of an increased mode change from the single occupant vehicle to higher occupancy vehicles.

METRO's long range transit plan is METRO 2000. METRO 2000 is a program addressing future service and facilities improvement. It is a mix of bus, ride share and commuter services plus a rapid transit system. The City will need to work with METRO to ensure implementation of service and facilities improvements within the City.

V. Non-motorized Transportation Facility Improvements

Non-motorized considerations and improvements are an important part of the transportation system. Improvements to the transportation system need to address bicycle, pedestrian, and equestrian concerns in conjunction with road improvements, bicycle and pedestrian projects are described in the Recommended Transportation Facility Improvements Table.

The identification of non-motorized needs for the Woodinville community comes from a number of different sources, including bicycle and equestrian clubs and interested citizens. Additionally, the King County RoadShare program has been collecting information on roadway conditions which affect bicycle safety and access as a component of an on-going mapping process. The Eastside Transportation Program identified bicycling system needs which were incorporated into their Recommendations Report. These needs are also integrated into the project recommendations in this Plan.

Pedestrian and Bicycle

Pedestrian and bicycle travel can be a viable and energy-efficient forms of transportation. Safe and convenient pedestrian and bicycle access should be provided between residences and nearby schools, parks, business areas, and transit routes. Standards for pedestrian and bicycle facilities should be established and applied consistently and equitably to all developments.

T-39 Public and private sector development in Woodinville should be directed to encourage pedestrian activity.

T-40 Development of improved access and linkages between the City of Woodinville's commercial/industrial areas, the Sammamish River Trail and other trails, and residential neighborhoods should be encouraged.

T-41 Pedestrian and bicycle linkages are encouraged and shall be planned.

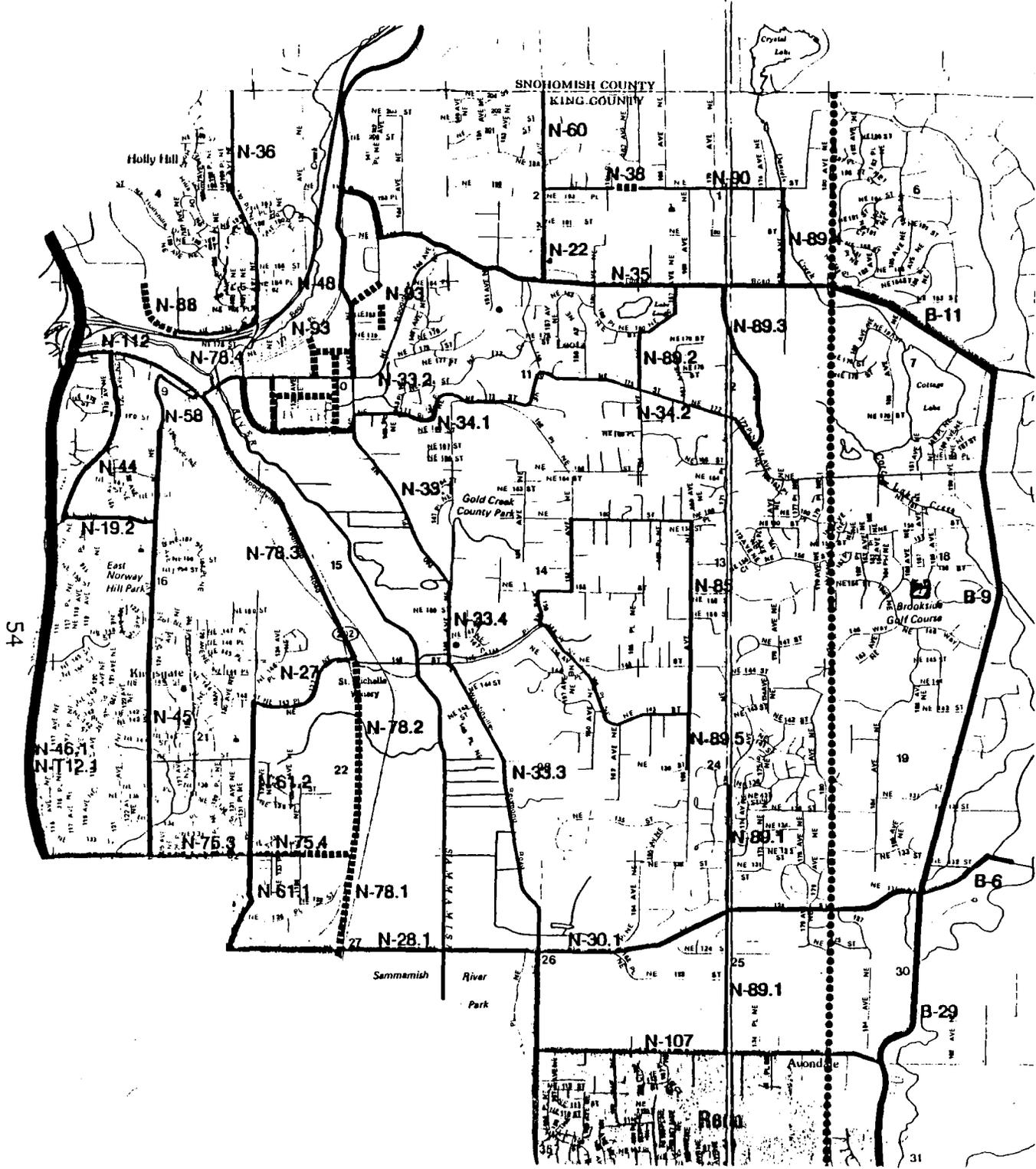
Recommended Transportation Facility Improvements

Roadway Projects

- New Construction
- Major Widening
- Minor Widening/Miscellaneous
- Transit/High Occupancy Vehicle

N-34 Project Number

Source: King County Department of Public Works and King County Department of Parks, Planning and Resources



WOODINVILLE COMPREHENSIVE PLAN - 1993



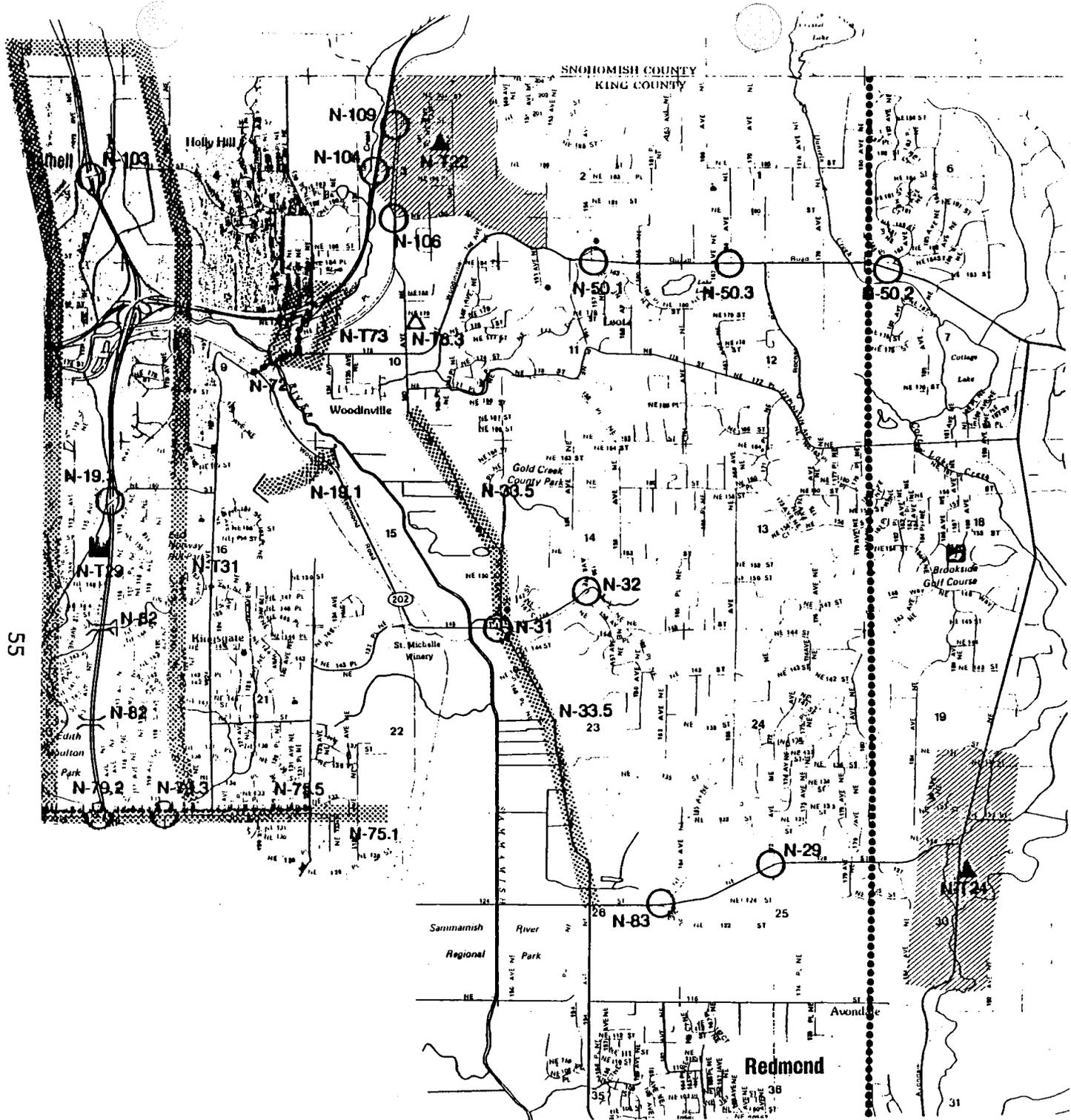
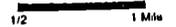
Recommended Transportation Facility Improvements

Intersection/Operational
and Other Projects

- Intersection/Operational
- Transit Center
- ▲ New Park and Ride Lot
- ▨ New Park and Ride Lot (general vicinity)
- Expanded Park and Ride Lot
- Bridge
- ▤ Study
- N-73 Project Number

Source: King County Department of Public Works and King County Department of Parks, Planning and Resources

WOODINVILLE COMPREHENSIVE PLAN - 1993



**Table
RECOMMENDED TRANSPORTATION FACILITY IMPROVEMENTS**

Project #	Project and Location	Priority	Cost* 1990 (1000's)	Agency	Current CIP	Description
NEW CONSTRUCTION						
N-38	NE 195th St. NE 156th Ave. NE to 166th Ave. NE	Medium	(CITY)	Woodinville		Construct roadway link (164th Ave. NE to 166th Ave. NE). Construct curb, gutter and sidewalk. Street trees and landscaping.
N-75.4	NE 132nd St. Extension 132nd Ave. NE to Willows Rd. Extension	Medium	\$1,404 (1992 \$s)	King County		Construct/improve two lane arterial plus two-way left turn lane. Construct curb, gutter and sidewalk from 132nd Ave. NE to 136th Ave. NE. Pave shoulder from 136th Ave. NE to Willows Rd. Striped and signed bicycle facility. Street trees and landscaping.
N-78.2	Willows Road Extension NE 124th St. to NE 132nd St.	High	\$3,933 (1992 \$s)	King County		Construct new four lane roadway with turn channels. Paved shoulder for bike and pedestrian use. Install signal at NE 132nd St. Street trees and landscaping.
N-78.3	Willows Road Extension NE 132nd St. to NE 145th St.	High	\$4,500	Woodinville		Construct new four lane roadway with turn channels. Median plus rural design features. Pave shoulder for bicycle and pedestrian use. Street trees and landscaping.
N-88	120th Ave. NE/NE 180th St., North Creek Parkway S. to 132nd Ave.	High	(JOINT)	Bothell Private		Construct new four lane roadway and turn channel and curb, gutter and sidewalk. Widen curb lane for bicycle use. Improve existing roadway.

**Table
RECOMMENDED TRANSPORTATION FACILITY IMPROVEMENTS**

Project #	Project and Location	Priority	Cost* 1990 (1000's)	Agency	Current CIP	Description
N-93	Woodinville Grid streets 133rd Ave. NE, 136th Ave. NE, 138th Ave. NE, 142nd Ave. NE, NE 172nd Pl., NE 177th St., NE 181st Pl., NE 183rd St., NE 186th St.	High	(PRIVATE)	Private		Construct new/improve existing road network to improve circulation in the Woodinville business district. Street trees and landscaping.
MAJOR WIDENING						
N-19.2	NE 160th St. 116th Ave. NE to 124th Ave. NE	High	\$4,319 (1993 \$s)	King County	Yes 101391	Widen to four/five lanes. Construct curb, gutter and sidewalk. Striped and signed bikeway. Street trees and landscaping.
N-19.3	NE 160th Street @ I-405	High	(STATE) \$560	WSDOT King County	Yes 101392	Widen overpass to five/six lanes with curb, gutter and sidewalk. Rebuild signals.
N-22	156th Ave. NE Woodinville-Duvall Road to NE 190th St.	High	(City)	Woodinville		Add two-way left turn lane. Widen curb lane for bicycle use. Construct curb, gutter and sidewalk. Improve sight distance and safety. Street trees and landscaping.

Table
RECOMMENDED TRANSPORTATION FACILITY IMPROVEMENTS

Project #	Project and Location	Priority	Cost* 1990 (1000's)	Agency	Current CIP	Description
N-28.1	NE 124th St. - Phase II 132nd Pl. NE to SR 202	High	\$10,664 (1993 \$s)	King County	Yes 100389	Widen to four/five lanes with westbound HOV lane. HOV lane will be used as a joint use bicycle facility. Construct curb, gutter and sidewalk. Reconstruct signals at 132nd Ave./Pl. NE, Willows Road and SR 202. Construct equestrian pathway within road right-of-way on north side of NE 124th St. from SR 202 to Sammamish River Trail. Street trees and landscaping.
N-30.1	NE 124th/128th St. SR 202 to Avondale Road	High	\$7,100	King County		Widen to 4 lanes with turn channels with striped and signed bicycle facility. Provide separate equestrian facility within road right-of-way. Street trees and landscaping.
N-35	Woodinville-Duvall Rd. NE 190th St. to Avondale Rd.	High	\$10,240	King County		Widen to four lanes plus turn channels at intersections. Pave shoulders. Provide separate equestrian facility within road right-of-way. Construct bikeway on road shoulders.
N-44	120th Ave. NE (Brickyard Road) NE 160th St. to Woodinville Dr.	High	\$393 (1992 \$s)	Bothell King County		Reconstruct roadway and add turn channels to support new development. Construct curb, gutter and sidewalk. Widen curb lane for bicycle use. Street trees and landscaping.

**Table
RECOMMENDED TRANSPORTATION FACILITY IMPROVEMENTS**

Project #	Project and Location	Priority	Cost* 1990 (1000's)	Agency	Current CIP	Description
N-45	124th Ave. NE NE 132nd St. to NE 169th St.	Medium	\$4,100	King County		Add two-way left turn lane or turn channels where needed. Develop striped and signed bikeway to NE 160th St. linking with NE 132nd Street bikeway. Street trees and landscaping.
N-48	140th Ave. NE/Woodinville - Snohomish Rd. NE 175th St. to SR522	High	(JOINT)	Woodinville Snohomish Co.		Widen to 4/5 lanes with wider curb lane for bicycles. Construct curb, gutter and sidewalk. Signalization where needed. Improve railroad crossing with rubber matting. Street trees and landscaping.
N-61.1	132nd Pl./Ave. NE NE 124th St. to NE 132nd St.	High	\$2,762	King County	Yes 100187	Widen to four/five lanes. Construct curb, gutter, sidewalks and bicycle facility.
N-61.2	132nd Avenue NE NE 132nd St. to NE 143rd Pl.	High	\$2,050	King County	Yes 100187	Add two-way left turn lane. Striped and signed bicycle lane. Construct curb, gutter and sidewalk. Street trees and landscaping.
N-75.3	NE 132nd St. 116th Ave. NE to 132nd Ave NE	High	\$1,100	King County Metro Kirkland		Add two-way left turn lane or turn channels with westbound HOV treatment from 124th Ave. NE. Retain eastbound bicycle facility and joint use of HOV lane. Street trees and landscaping.
N-103	I-405 @ NE 195th St.	High	(JOINT)	WSDOT Bothell		Reconstruct interchange ramps. Widen bridge.

Table
RECOMMENDED TRANSPORTATION FACILITY IMPROVEMENTS

Project #	Project and Location	Priority	Cost* 1990 (1000's)	Agency	Current CIP	Description
N-104	SR 522 @ NE 195th St.	High	(STATE)	WSDOT		Complete north half of interchange; adding northbound on and southbound off ramps. Provide HOV treatment.
N-112	East Riverside Drive 108th Ave. NE to 127th Pl. NE	Medium	\$650	Bothell Woodinville		Add two-way left turn lane or turn channels where needed. Street trees and landscaping.
B-6	NE 133rd St. Realignment 180 Ave. NE to Bear Creek Rd.	High	\$3,337 (1992 \$s)	King County	Yes	Realign roadway and widen to four lanes with channelization, curb and gutter, sidewalks and bicycle facilities. Provide channelization at Avondale Road and NE 130th Street. (Bear Creek planning area project.)
B-9	Avondale Road NE 133rd St. to Woodinville-Duvall Rd.	High	\$12,925 (1992 \$s)	King County	Yes 101591	Add two-way left turn lane. Construct bicycle lanes; illumination and signals where needed. (Bear Creek planning area project.)
B-29	Avondale Road Redmond City Limits to NE 133rd St.	High	\$14,915 (1992 \$s)	King County	Yes 100290	Widen to four lanes plus striped and signed bicycle lane. Construct curb, gutter, sidewalk and improve traffic signals. (Bear Creek planning area project.)
MINOR WIDENING						
N-33.1	140th Ave. NE/Pl. NE - Phase I NE 150th St. to NE 171st St.	High	\$844 (1993 \$s)	King County	Yes 101091	Pave shoulders.

Table
RECOMMENDED TRANSPORTATION FACILITY IMPROVEMENTS

Project #	Project and Location	Priority	Cost* 1990 (1000's)	Agency	Current CIP	Description
N-33.4	148th Ave NE - Phase II NE 145th St. to NE 150th St.	High	\$545 (1993 \$s)	King County	Yes 100391	Pave shoulders. Channelization at NE 145th Street (SR 202) and 148th Ave. NE.
N-34.1	NE 171st St. 140th Ave. NE to NE 155th Pl.	Medium	(City)	Woodinville		Reconstruct roadway. Pave shoulders. Provide separate equestrian facility.
N-34.2	NE 175th St./NE 172nd Pl. NE 155th Pl. to Du Rocher Rd.	Low	\$2,354 (1992 \$s)	King County		Reconstruct roadway. Pave shoulders. Provide separate equestrian facility.
N-58	124th Ave. NE/NE 173rd Pl. NE 160th St. to SR 202	High	(City)	Woodinville		Realign and widen existing lanes. Pave shoulders.
INTERSECTION/OPERATIONAL						
N-29	172nd Ave. NE @ NE 128th St.	High	\$427	King County	Yes 102091	Widen and reconstruct intersection. Install traffic signal.
N-31	SR 202 @ 148th Ave. NE	High	\$149 (1992 \$s)	WSDOT	Yes	Intersection/Operational Improvement.
N-32	NE 146th Place @ 155th Ave. NE	Medium	\$341	King County		Intersection/Operational Improvement.
N-50.1	Woodinville-Duvall Road @ 156th Ave. NE	High	City	Woodinville		Intersection/Operational Improvements. Extend hill climbing lane and improve turn channel.
N-50.2	Woodinville-Duvall Road @ 182nd Ave. NE	High	\$495 (1993 \$s)	King County	Yes 100195	Realign 182nd Ave. NE and add turn channelization.

**Table
RECOMMENDED TRANSPORTATION FACILITY IMPROVEMENTS**

Project #	Project and Location	Priority	Cost* 1990 (1000's)	Agency	Current CIP	Description
N-50.3	Woodinville-Duvall Road @ 168th Ave. NE	High	City	Woodinville		Intersection/Operational Improvements. Add turn channels.
N-72	SR202 NE 173rd Pl. to SR522	Low	(STATE)	WSDOT		Traffic signal coordination when warranted.
N-75.5	NE 132nd St. 100th Ave. NE to 132nd Ave. NE	Medium	\$350	King County Kirkland		Coordinate signals.
N-79.2	NE 132nd St. @ 116th Way NE	High	\$150	King County Kirkland		Intersection improvements. Right turn lane onto 116th Way NE.
N-79.3	NE 132nd St. @ 120th Ave. NE	High	\$50	Kirkland King County		Intersection improvement. Install traffic signal.
N-83	NE 124th St. @ 164th Pl. NE	Low	\$238 (1992 \$s)	King County		Intersection/Operational Improvement.
N-109	Woodinville-Snohomish Rd. @ NE 200th St.	High	(CITY)	Woodinville		Install traffic signal.
MISCELLANEOUS						
N-27	NE 143rd Pl. 132nd Ave. NE to SR 202	Medium	City	Woodinville		Pave shoulders.
N-33.3	Woodinville-Snohomish Rd./SR 202 NE 124th St. to NE 145th St.	High	(JOINT)	WSDOT		Add turn channels where needed. Pave shoulders.
N-36	132nd Ave/130th Pl./130th Ave. NE NE 182nd Pl. to County Line	High	City	Bothell Woodinville		Pave shoulders for pedestrian/bicycle use.

**Table
RECOMMENDED TRANSPORTATION FACILITY IMPROVEMENTS**

Project #	Project and Location	Priority	Cost* 1990 (1000's)	Agency	Current CIP	Description
N-60	156th Ave. NE NE 190th St. to County Line	Medium	City	Woodinville		Reconstruct and pave shoulders for bicycle/pedestrian safety.
N-85	Hollywood Hill Loop Pathway System NE 160th St., 156th Pl. NE, 160th Pl. NE, 168th Ave. NE, NE 143rd St., 155th Ave. NE/NE 153rd St., 158th Ave. NE	Low	(NCA)	Private		Complete neighborhood pathway system within road right-of-way using soft surface materials to improve equestrian/pedestrian access.
N-89.1	172nd Ave. NE NE 116th St. to NE 138th St.	Low	(NCA)	Private		Create neighborhood pathway system within road right-of-way using soft surface materials to improve equestrian/pedestrian access.
N-89.2	164th Ave. NE/167th Ave. NE 172nd Ave. NE to Woodinville-Duvall Road	Low	(NCA)	Private		Create neighborhood pathway system within road right-of-way using soft surface materials to improve equestrian/pedestrian access.
N-89.3	Du Roche Road 172nd Pl NE to Woodinville-Duvall Rd.	Medium	(NCA)	Private		Create neighborhood pathway system within road right-of-way using soft surface materials to improve equestrian/pedestrian access.
N-89.4	176th Ave. NE, Woodinville-Duvall Rd. to NE 195th St.	Low	(NCA)	Private		Create neighborhood pathway system within road right-of-way using soft surface materials to improve equestrian/pedestrian access.

Table
RECOMMENDED TRANSPORTATION FACILITY IMPROVEMENTS

Project #	Project and Location	Priority	Cost* 1990 (1000's)	Agency	Current CIP	Description
N-89.5	168th Ave. NE NE 143rd Pl. to approximately NE 140th St.	Low	(NCA)	Private		Create neighborhood pathway system within road right-of-way using soft surface materials to improve equestrian/pedestrian access. Equestrian trail access. (Sunrise)
N-90	NE 195th St. 166th Ave. NE to 176th Ave. NE	Medium	(NCA)	Woodinville		Create neighborhood pathway system within road right-of-way using soft surface materials to improve equestrian/pedestrian access.
TRANSIT/HOV						
N-T6.3	Woodinville Transit Hub	High	(Metro)	Metro		Construct a new transit hub at the existing Park & Ride Lot.
N-T12.1	I-405 SR 520 to NE 195th St.	High	(STATE)	WSDOT	Yes (state's)	Construct northbound & southbound HOV lanes. Install ramp metering and queue bypass at interchange.
N-T22	New Woodinville Park & Ride Lot	Medium	(Metro)	Metro		Construct new lot in north Woodinville.
N-T24	New North Redmond Park & Ride Lot	Medium	(Metro)	Metro		Construct new lot in the Avondale Rd. corridor between Woodinville and Redmond.
N-T29	Expand Park & Ride lots: Bothell, Kenmore, Kingsgate, Brickyard Road	Medium	(Metro)	Metro		Provide additional spaces. (200 to 400 spaces per lot)

**Table
RECOMMENDED TRANSPORTATION FACILITY IMPROVEMENTS**

Project #	Project and Location	Priority	Cost* 1990 (1000's)	Agency	Current CIP	Description
N-T31	Rapid Transit Station Location I-405 corridor	High	(JOINT)	Metro King County Kirkland WSDOT Bothell		Siting analysis for determining where major access points will be located for future high capacity transit.
N-T73	SR 202 Transit/HOV study NE 175th St. to SR 522	Medium	(JOINT)	Metro WSDOT		Corridor study to determine feasibility of HOV treatment along SR 202 and Woodinville CBD
BRIDGE						
N-82	I-405 Overpass @ NE 140th St. or NE 145th St.	Medium	\$1,000	King County WSDOT		Pedestrian/bicycle bridge over I-405.
STUDY						
N-19.1	South Woodinville CBD/I-405 Access 124th Ave. NE to Woodinville CBD	High	City	Woodinville		Conduct corridor study for feasibility and route location.
N-33.5	Woodinville-Redmond/148th Ave. NE NE 124th St. to NE 171st St.	High	(Joint)	Woodinville		Construct frontage road where appropriate, for agricultural purposes, to limit thru traffic conflicts, to limit access and improve safety.
N-75.1	NE 132nd St. 100th Ave. NE to Willows Rd. Extension	High	\$53 (1992 \$s)	King County Kirkland		Feasibility study for widening to 3 lanes plus possible HOV treatment.

**Table
RECOMMENDED TRANSPORTATION FACILITY IMPROVEMENTS**

Project #	Project and Location	Priority	Cost* 1990 (1000's)	Agency	Current CIP	Description
N-95	Hollywood Hill Neighborhood Circulation Study. 148th Ave. NE/ Woodinville-Redmond Rd., NE 124th/ 128th St., Avondale Rd., NE 171st/175th St.	High	\$50	King County		Establish neighborhood circulation guide.
N-97	Wellington Neighborhood Circulation Study. County line, Woodinville-Duvall Rd., 156th Ave. NE, 182nd Ave. NE	High	\$5	Woodinville King County Snohomish Co.		Establish neighborhood circulation guide.
N-T31	Rapid Transit Station Location I-405 Corridor	High	(JOINT)	Metro King County WSDOT Kirkland Bothell		Siting analysis for determining where major access points will be located for future high capacity transit.
N-T73	SR 202 Transit/HOV study NE 175th St. to SR 522	Medium	(JOINT)	Metro WSDOT		Corridor study to determine feasibility of HOV treatment along SR 202.

*Cost is King County cost only.

NCA = No Cost Available

CHAPTER 5 UTILITIES AND SERVICES

Utilities are necessary for all types of development. Roads, sewage disposal, water, electricity, energy sources, and telephone are examples of utilities required for modern living. Many of these utilities, such as sewage disposal and water supply, must be carefully regulated to protect public health and safety. Service needs vary with different levels of development. Urban areas require a far greater range of services than rural and resource areas. These include increased fire and police protection, more schools and parks, increased maintenance of public roads, transit, surface water management, and increased human services. Utilities and services should be planned at levels appropriate for the land uses anticipated in this Plan. This chapter outlines policies for design, development, and location of necessary utilities and services as well as appropriate levels of service.

The 1990 State Growth Management Act (GMA) lists adequate provision of public facilities and services necessary to support development as one of the 12 primary goals of the GMA. The GMA directs that urban growth areas be planned for the full range of urban facilities and services, and that rural and resource areas should be planned for appropriate utilities and services based on anticipated growth. The GMA states that cities are the appropriate purveyor of urban governmental services such as those listed in the previous paragraph. The GMA also requires that utility comprehensive plans, such as sewerage general plans, be consistent with land use plans.

The utilities and services element of the Comprehensive Plan provides a framework for Citywide facility and service planning. The Comprehensive Plan is similar to the State Growth Management Act in directing that services and utilities should be provided at levels appropriate for planned growth. The costs should be kept as low as possible for new facilities. To do this, extension of utilities should be paid for primarily by those who benefit, should avoid reducing service levels to existing customers and should be timed to both prevent problems before they require a remedy and avoid premature excess capacity. Facility planning should be linked to land uses outlined in this Plan.

Utilities

The following policy directs regional utility and service providers to plan for the full range of services and utilities, and to avoid environmental degradation when planning for new utilities.

- U-1 The City of Woodinville and affected utility service providers should plan for all new development in the City to have appropriate levels of utility service.
- U-2 The design, location and construction of utilities should not cause significant adverse environmental impacts and should protect valuable environmental features, such as streams and wetlands. Whenever practical, street right-of-ways should be used as corridors for utilities to reduce the amount of area subject to possible environmental impacts.

Water Service

The entire Woodinville area is within the service areas of Class I water systems of the Woodinville Water District. Class I water systems are those with 100 or more customers. This plan acknowledges these approved service areas and supports new development in the service area to be served by this purveyor. Class I water systems provide stable water supply, ensuring high quality drinking water with enough flow to meet fire protection standards.

- U-3 All of the Woodinville planning area is designated a water service area and is within the east King County critical water supply service area. A requirement for any new development within the planning area should be service by public water systems as defined by WAC (248.54) and in accordance with the coordinated water system plan for the area.

Wastewater Disposal

Wastewater treatment is generally provided from two sources: public sewers and individual septic systems. It is generally recognized that densities of three units per acre and greater are necessary to support public sewer systems. In addition, sewers are considered part of the appropriate package of services in higher density urban areas. The State Growth Management act directs incorporated areas to provide all urban services. Sewer service is an important urban utility within urban growth areas. Because servicing sewers in lower density areas can be very expensive, sewers should be planned only for areas of anticipated urban growth.

When an on-site sewage disposal system outside the local service area fails, and actions to restore the system are impossible, extension of sewer lines to the affected property should be permitted. However, the extended lines should not serve properties other than those with system failure.

- U-4 Public sewers are the preferred method for wastewater treatment in the City of Woodinville for areas zoned for industrial, commercial or more than one unit per acre residential development.

Neighborhoods within the eastern portion of the City have developed at a predominant one acre development pattern. This Plan supports retaining a one acre designation in these areas. While one acre neighborhoods have many urban characteristics, most of the homes have on-site septic systems. Sewer service cannot be provided at reasonable cost for one acre density, nor is it usually needed for environmental reasons.

- U-5 The City of Woodinville recognizes on-site wastewater disposal systems as the permanent means to wastewater disposal in low density urban areas (areas of one d.u. per acre) and rural and resource areas.

U-6 If on-site sewage disposal system failures occur in urban areas located outside the sewer local service area, or in low density urban areas within the local service area, septic tank management and/or alternative methods of sewage disposal should first be considered. If these alternatives are not feasible and a sewer tightline must be placed through a low density urban area, sewer service shall be geared to serve only the specific problem area which has experienced failures in existing disposal systems and the City of Woodinville shall prohibit any other connections within the low density urban area.

Services

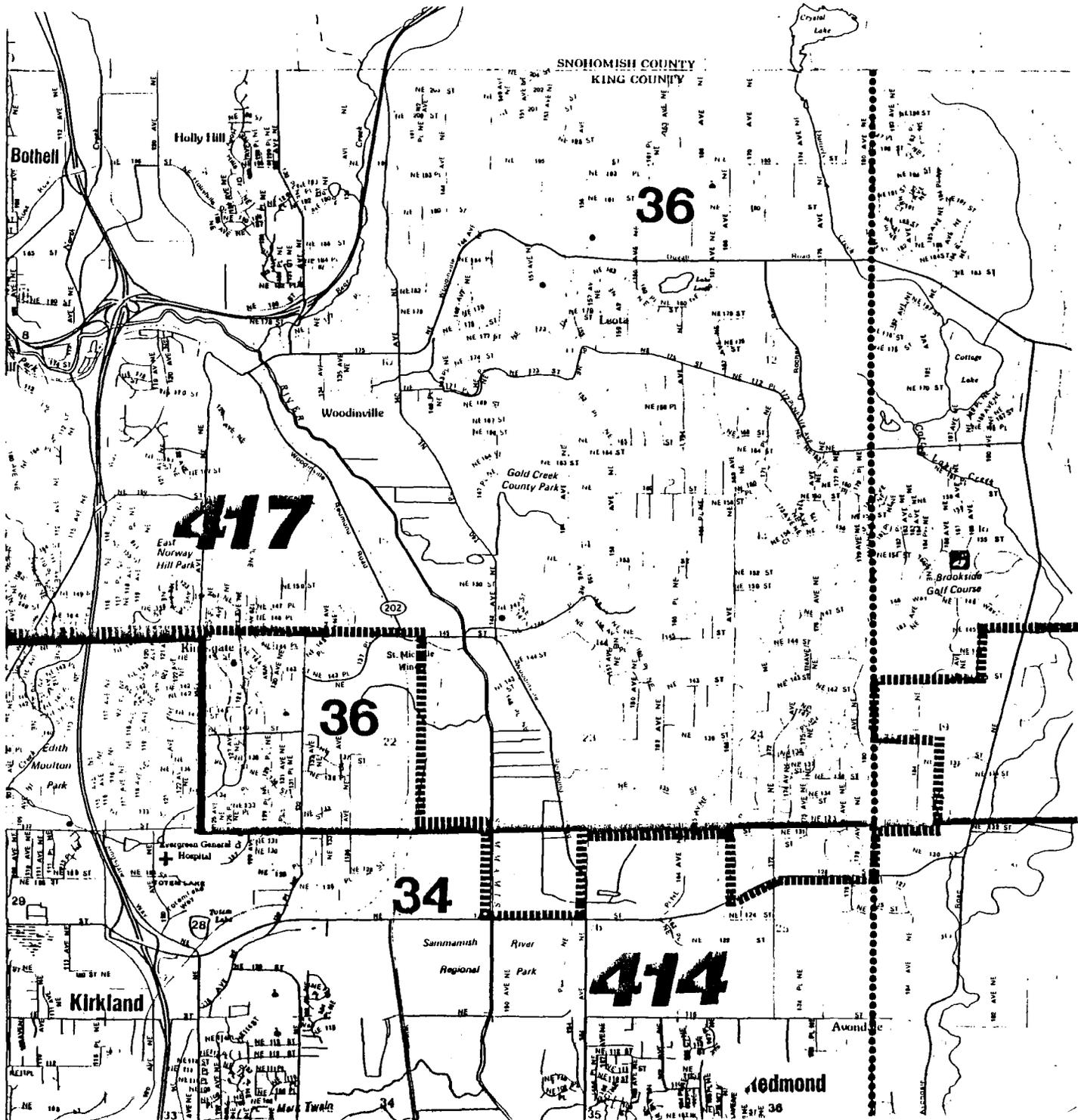
Services include schools, fire and police protection, transit, recreational programs, solid waste disposal, health care, daycare, and human services. Some of these services are provided by government, others by private purveyors. The State Growth Management Act (GMA) requires urban levels of service in urban areas. GMA begins to define urban services that are appropriately provided by cities, which has stimulated regional discussions about service provision. Local and regional jurisdictions are in the process of assessing which services can most efficiently be provided at a regional (countywide or several counties) level and which services are more efficient and effective at the local (citywide) level. Regional services could include transit and regional sewage management, health services, solid waste disposal, courts and jails, property assessment, tax collections, and elections. Local services could include garbage collection, street lighting, police and fire services, local parks, and land use controls (such as zoning and development standards) within municipality limits.

GMA authorizes local jurisdictions to require impact fees for parks, open space, recreation facilities, school facilities, and fire protection facilities so long as these facilities are addressed by a capital facilities element of a comprehensive land use plan. System improvements required of new development must be reasonably related to that development and are limited to a proportionate share of costs. Services that are not provided by the City or the County have their own comprehensive and capital improvements plans. These are noted for each service.

While this plan does not propose policies to guide all services in Woodinville area, these services complement and reinforce land use decisions. Important services are highlighted below:

School Service

The Northshore School District (#417) serves the Woodinville planning area. (See the Map, School and Fire Districts.) The school district has experienced dramatic enrollment increases in the 1980's. In 1988, Northshore School District had approximately 15,000 students, and anticipates slightly over 30,000 students by the year 2000. Of the nineteen school districts in King County, Northshore School District is the fourth largest.



Fire and School District Service Areas

-  Fire District Boundaries
- 16** Fire District Numbers
-  School District Boundaries
- 4** School District Numbers

Source: Geocode Atlas of King County, March 1988



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Projected enrollment increases lead the Northshore School District to anticipate a shortfall of funds necessary to house students. In order to address this problem, which exists in other school districts in King County, the King County Council passed a school mitigation ordinance in January, 1991. This ordinance requires new single and multi-family housing developments to pay a fee to the school district to offset the impacts of new students generated by the development. If the school district will not have the capacity to accommodate the new students generated by a given proposal, King County may deny the development. This ordinance will assure that the impacts of new developments on school system capacities will be minimal. This Plan fully supports the City's adoption of the school mitigation ordinance.

U-7 This Plan supports a school mitigation system which requires new development to offset the impacts of new students on the existing school system.

Fire Protection

Woodinville is served by Woodinville Fire and Life Safety District (King County Fire District No. 36). The district has five fire stations of which three are staffed 24 hours a day, one additional station will be staffed 24 hours a day beginning May 1993. Each station houses an engine and an aid unit. The headquarters station also houses one ladder truck and a rescue vehicle. The district has a paid staff of 54 personnel and a part-paid staff of 40. The district provides emergency services to an area of 36 square miles, which includes the City of Woodinville. The district will provide fire prevention, code enforcement and disaster preparedness for the City, along with fire and medical aid services. The district has meeting room facilities available for public meetings. Some of the district's many programs include:

- Public education classes available to the community and schools
- Citizens Assistance Program for post-fire assistance to the community
- Free smoke detector program
- CPR classes for the public
- Fire extinguisher classes given by fire fighters

Police Protection

Police service in Woodinville is currently provided by the King County Sheriff. The Woodinville area is served by precinct number two, located at 18118 73rd Avenue N.E. in Kenmore. Precinct two has a minimum of six cars in the field at all times, with more available during high demand periods. The City anticipates eventually providing for its own police coverage.

Library Services

Library service is provided in King County by the King County Library System, which is an independent public agency operated as a special purpose district of the County. The System provides service throughout the County, with the exception of the City of Seattle.

Following is a list of libraries and their features serving the local area:

Woodinville Library 15,000 square feet, located at 17105 Avondale Road NE.

- 65,000 items in collection
- Meeting room available for public gatherings.
- Large children's section and children's programs are being planned.
- This new library facility officially opened on February 1, 1993. It has the largest reference section of any of the libraries serving the Woodinville area and is part of the King County Library System. Books are available on tapes and audio cassettes. CDs and videos (fiction and nonfiction) are also available.

Kenmore Library 2,100 square feet, located at 18138 73rd Avenue in Kenmore.

- 24,000 items in collection.

Bothell Library 10,000 square feet, located at 9654 NE 182nd Street in Bothell.

- 90,000 items in collection.
- Meeting room available for public gatherings.
- Plans to be rebuild by 1995 as a regional library, with 25,000 square feet of floor area and a large reference section, providing a library anchor for the northeast Eastside area.

Kingsgate Library 10,000 square feet, located at 12315 NE 143rd in the Kingsgate Community Center.

- 92,000 items available.

Traveling Library Center (T.L.C.)

- Mobile library service available for shut-ins, retirement homes, and other people or organizations which have difficulty getting to libraries.
- Service available by calling 684-6666.

All libraries, including the Traveling Library Center, have access to the entire King County Library System, which holds over two million items.

Solid Waste Disposal

Garbage disposal in King County is coordinated by the King County Department of Solid Waste. Collection services are contracted to Sno-King Disposal, which takes solid waste to the Cedar Hills landfill in Renton. Transfer stations, which accept large amounts of solid waste from individuals, are located at NE 60th Street and 116th Ave. NE in Kirkland (Houghton Transfer Station) and 165th Street and Meridian Ave. North in Seattle (First Northeast Transfer Station).

The Department of Solid Waste completed a Solid Waste Comprehensive Plan in 1990 which guides garbage disposal and recycling service planning. The Plan identified a need for a transfer station within or close to the Northshore area of King County, because transfer facilities serving the area are currently operating above their designed capacity.

Curb-side pick-up recycling is contracted out to a private recycling company. Recyclable items may also be taken to recycling pick-up stations throughout the Woodinville area.

Human Services

Human services are provided by the Federal and State governments, King County, and numerous non-profit organizations. The range of services provided is extremely wide. For example, the King County Department of Human Services has programs for child care, extension education, veterans, women, youth, work training, mental illness, the aging, the developmentally disabled, substance abuse, and public defense. The Crisis Clinic, a non-profit United Way Agency that has been operating in the King County area since 1964, has a community information line that provides information on services provided by 2400 human service agencies and organizations. Specific questions on services can be answered by calling 461-3200 or 1-800-621-4636.

Health Care

Affordable health related services are available to the residents of the Woodinville area. The Community Clinic in Bothell, an independent non-profit agency, provides low cost health care on a sliding scale based on income and need. The Seattle-King County Health Department has several programs in the local area. Women, Infant and Children (WIC) provides health assessment, nutrition education, referrals, and supplemental food to pregnant and breast-feeding women, infants and young children. Public health nurses provide home visits to pregnant and parenting families. Health assessment and monitoring, medication review, nutrition counseling, and foot care is provided at the Northshore Senior Center in Bothell. Health education, screening, and nurse/nutritionist consultation is available to day care facilities. More Health Department services, located at other sites are available to residents of Woodinville. They include AIDS services, a child health clinic, child birth classes, dental care, environmental health services, family planning and sexually transmitted disease clinic, an immunization clinic, a maternity screening clinic, and parenting education groups.

Regional and Local Parks

Regional and state parks are provided by the Washington State Parks and Recreation Commission. Regional and local parks are furnished by the King County Parks Division. Parks are discussed in Chapter 8, Parks and Open Space. This plan provides a Capital Improvement list for regional parks. Local parks are also provided by the nearby incorporated cities of Bothell, Kirkland, and Redmond.

Recreational Programs

Recreation programs and facilities are available to residents year-round throughout the Woodinville community. Classes, leagues, and special events for preschool through senior adult participants are offered for art, sports, health, fitness, and outdoor recreational interests, and are held primarily at neighborhood schools and parks.

Area parks with shelters available for reservation by individuals and groups include Kenmore's Rhododendron Park, and Juanita Beach, O.O. Denny, and Juanita Creek Parks in Juanita. (These sites accommodate groups up to 100). Gold Creek Lodge in Woodinville offers a rustic indoor environment with lobby/meeting room, kitchen, and sleeping lofts.

For program or scheduling information, call King County Park's Northshore/Shoreline Recreation District at 296-2976.

Corrections Facilities

Inmates convicted of non-Federal crimes with a sentence of less than one year are held at the King County Correctional Facility in downtown Seattle. King County is currently seeking a site for an additional jail. Inmates convicted of a non-Federal crime with a sentence of greater than one year are placed in one of many State facilities throughout the State. Federal prisoners are held in one of many Federal correctional facilities.

Roads

Public roads are provided by the City, King County Public Works, and the Washington State Department of Transportation. State Routes 522 and 202 and Interstate 405 are operated by the State, and the remainder of the public roads are operated by the City and King County. Facilities and improvements are discussed in Chapter 4, Transportation.

Transit

Transit services to the Northshore are provided by METRO and Community Transit of Snohomish County. This Plan identifies transit improvements in Chapter 4.

Surface Water Management

The King County Division of Surface Water Management regulates stormwater drainage quantity and quality throughout the County by establishing stormwater detention requirements on new developments and by constructing regional detention facilities where drainage problems exist in built areas. Surface Water Management also provides floodplain management, including in the Sammamish River Valley.



Water

Water is supplied to the Woodinville area by the Seattle Water Department's Cedar and Tolt River watersheds. Water is carried to the area by the Tolt River Pipeline No. 1 and the Tolt Eastside Supply Line. The water is then distributed by the Woodinville Water District. The District boundaries are shown on the map, Water and Sewer Local Service Areas.

U-8 The City of Woodinville includes in the Plan, by reference, the water facilities document known as the "Woodinville Water District 1992 Comprehensive Water Plan."

Sewer

Sewage service to the Woodinville area is also provided by the Woodinville Water District. The areas where sewer service may be provided are determined according to the policies of this Plan and are delineated on the map, Water and Sewer Local Service Areas. Sewage discharges to regional METRO trunk lines, ultimately arriving at the Seattle West Point and Renton treatment plants.

U-9 The City of Woodinville includes in the Plan, by reference, the sewer facilities document known as the "Woodinville Water District 1993 Comprehensive Sewer Plan."



Electricity

Electrical power is supplied to the Woodinville area by Puget Power, which is currently planning to accommodate the future growth in the local area. Puget Power has prepared and submitted the King County GMA Electrical Facilities Plan, February 1993, which contains a detailed Northshore Electrical Subarea chapter including maps, inventories, and descriptions of existing and in-progress facilities and a general area description of future facilities. New transmission and distribution facilities are planned. All projects therein shall be subject to normal review at time of development.

U-10 The City of Woodinville includes in the Plan by reference the electrical facilities document known as the Northshore Electrical Subarea chapter of Puget Sound Power & Light Company's "King County GMA Electrical Facilities Plan," February 1993 including maps of existing, in-progress, and proposed facilities, recognizing:

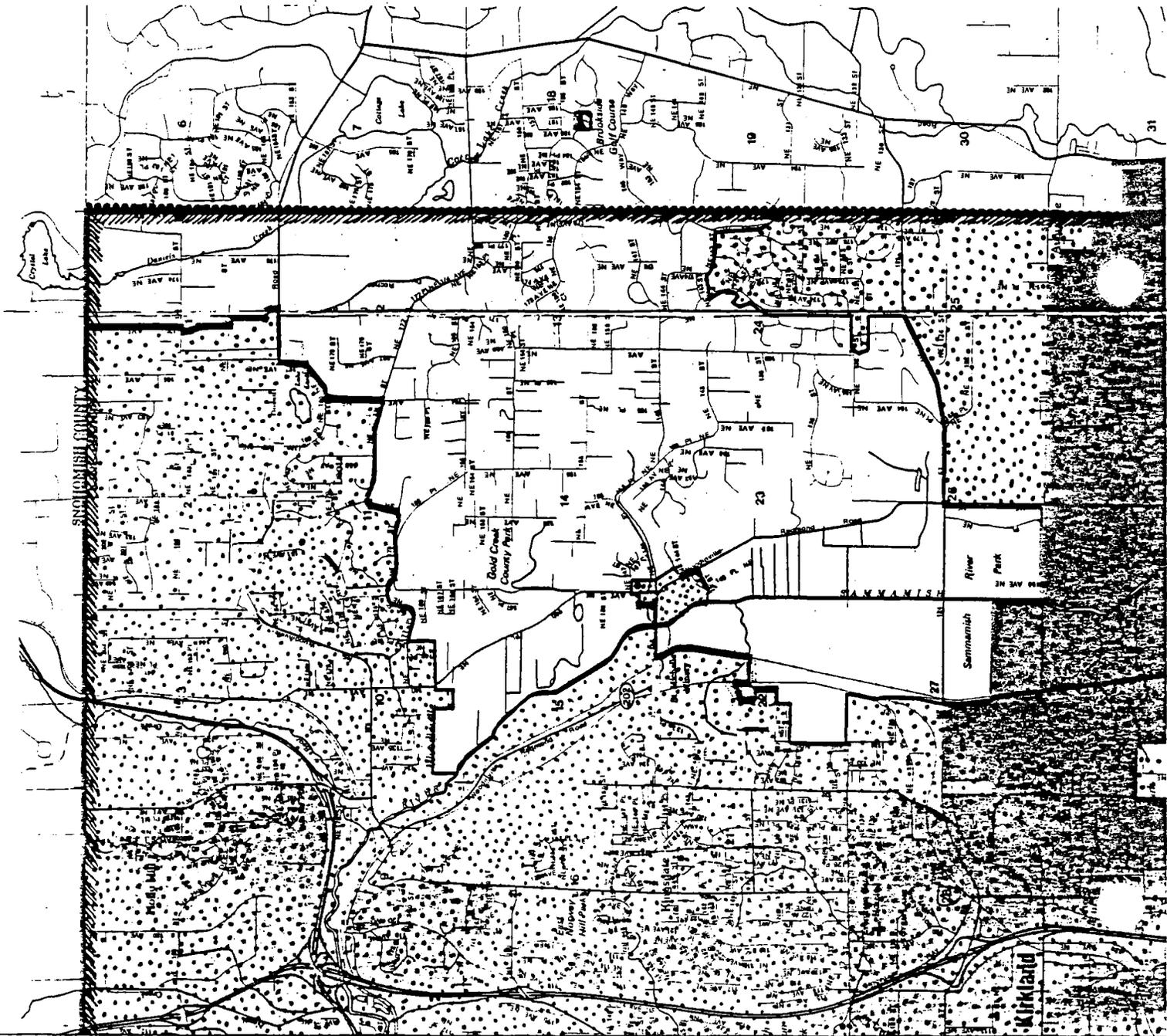
- 1) Electric utilities' State-regulated "public service obligations";
 - 2) The State's Procedural Criteria for utilities elements of comprehensive plans;
 - 3) Growth Management Act requirements for including the location and capacity of existing and proposed electrical lines in utilities elements; and
 - 4) The need for timely inter-jurisdictional coordination in the planning and provision of electrical service.
- 

Water Service Area and Proposed Sewer Local Service Area

-  Water Service Area
-  Proposed Sewer Local Service Area

Source: King County Community Planning

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CHAPTER 6: AGRICULTURAL LANDS

Productive farmland is an irreplaceable and limited resource in King County. Less than 50,000 acres remain in agricultural production in the County. The Sammamish River Valley contains 1,150 acres of some of the County's richest soils and prime agricultural land. Agricultural uses include commercial food, horticultural crops, and livestock pasture. The City of Woodinville does not include any designated agricultural land, however, such land is a part of the City's planning area.

The Sammamish River Valley was first farmed by settlers in the early 1900's. The lowering of Lake Washington and the creation of the Ballard Locks in 1912 exposed more fertile river bottom lands for crop production.

Farming was a predominant lifestyle in the Sammamish Valley until the 1950's. The combination of an ever-growing population in the Puget Sound area and the growth in suburban development, (development located outside urban areas), has resulted in the conversion of many acres of Sammamish Valley farmland to residential and commercial uses. Pressure to convert the Sammamish River Valley farm land to non-farm uses continues to increase because this relatively small agricultural area is located between the rapidly growing urban areas of Redmond, Woodinville and Bothell.

Residents have consistently supported efforts to preserve farmlands for their aesthetic, environmental, and historic value as well as the economic value of locally grown crops, dairy products and livestock. In 1979, King County voters approved a \$50 million bond sale to finance the purchase of the development rights of voluntarily offered farmland threatened by encroaching urbanization. The primary goal of this program was to preserve for agricultural uses much of the remaining high quality farmland in King County.

In addition, "Agricultural Production Districts" (APDs) designated and mapped by King County to include those lands which meet the following criteria:

- o Soils are capable of productive agriculture (Class II and Class III soils);
- o Land is cleared and undeveloped;
- o Parcel sizes are predominantly 10 acres or larger; and
- o The land is currently used, or has historically been used, for agriculture.

APDs are intended to be long-term designations, changed only through amendments to the County's Comprehensive Plan.

A Resource Area Zoning Program was also implemented by King County to reduce the land use conflicts that often occur between resource land uses and other more intensive land uses. This was accomplished through the establishment of large minimum lot sizes, careful designation of permitted land uses, and the use of buffer areas.

A number of parks have been developed on land with agricultural soils in the Sammamish Valley. The privately owned Gold Creek Park (approximately 25 acres) provides swimming, fishing, horseback riding, tennis and other recreational facilities. Three other parks exist within the general APD boundaries including a golf driving range and two soccer fields. The use of these lands as parks retains the fertility of the soils, and this land could be returned to agricultural production if these fields are retired from recreational use.

The following policies address the County's efforts to preserve agricultural land.

- A-1 The City of Woodinville Comprehensive Plan supports King County policies which protect and preserve designated agricultural land within the Sammamish Valley.
- A-2 Any new recreational facilities or expansion of existing recreational facilities should be consistent and compatible with the long term preservation and protection of agricultural uses within the County's Agricultural Production District.

CHAPTER 7 NATURAL RESOURCES

Natural resources are affected by human activities. Direct impacts to water resources include the removal of streamside vegetation, siltation from poor construction techniques and pasture management, introduction of toxic materials from spills or runoff from treated areas, and introduction of fecal material from livestock and pets. Direct impacts also come from people trampling vegetation during recreation and from disposal of trash in stream and wetland areas.

Physical change in upland areas also contributes significantly to the degradation of natural systems. Clearing land for construction and alteration of plant communities through livestock grazing reduces wildlife populations and habitat. Clearing vegetation and creating impervious areas where the water cannot filter through the soil increase flooding, surface water runoff, and erosion rates. It decreases bank stability and summer stream flow levels, increases water temperatures in streams, and alters the natural rate of introduction of organic material into the water. These changes result in losses to fish populations and other aquatic organisms through reduction in the amount of food and shelter, as well as through the creation of inhospitable conditions such as increased temperatures and reduction of dissolved oxygen.

Important concepts in the protection of environmental quality through all aspects of planning and development include:

- Protect lands from development activity that would pose a hazard to life, property, important ecological functions, or environmental quality;
- Protect and enhance water quality;
- Provide buffers wide enough to maintain the natural functions of rivers, streams, lakes and wetlands;
- Direct development away from floodplain areas;
- Preserve fish and wildlife habitat through acquisition, incentives, and other techniques;
- Protect ground water from pollution.

The State Growth Management Act (GMA) also addresses environmental protection. Planning goals of the GMA require protection of critical areas and resource lands. The GMA requires counties and cities to adopt development regulations protecting designated critical areas and resource lands. Critical areas are defined as wetlands, areas with a critical recharging effect on aquifers used for potable water, fish and wildlife habitat conservation areas, frequently flooded areas and geologically hazardous areas. Resource lands include timber, minerals, and agricultural land.

King County and its cities also adopted the Joint Regional Strategy in late 1990, in order to cooperate in the implementation of the GMA within the County. The strategy calls for coordination in the identification and development of regulations for resource lands and critical areas. A joint county-city technical forum was established in early 1991 to address issues of mutual concern in the classification and regulation of resources lands and critical areas, particularly when they cross jurisdictional boundaries.

This chapter addresses specific resource issues in the Woodinville Planning Area. The City of Woodinville sensitive areas regulations (Zoning Code) provide extensive guidance for managing human interaction with natural systems, but do not address all of the resource issues in the Woodinville Planning Area. The resource policies focus on rehabilitation of damaged natural systems, impacts of domestic and farm animals, clearing and grading of natural vegetation, wildlife protection, and development regulations for specific sensitive areas. The map, Sensitive Areas, illustrates identified sensitive areas in the Planning Area.

Overview

Woodinville's natural systems include fish and water resources of the Sammamish River, Little Bear Creek, and Daniels Creek, as well as numerous smaller drainages emptying into the river. Many of these water resources have been impacted by ongoing development activities. Bank clearing has destroyed habitat, and the resulting lack of large vegetation has led to erosion and elevated water temperatures, causing in a large decrease in the number of fish inhabiting these streams.

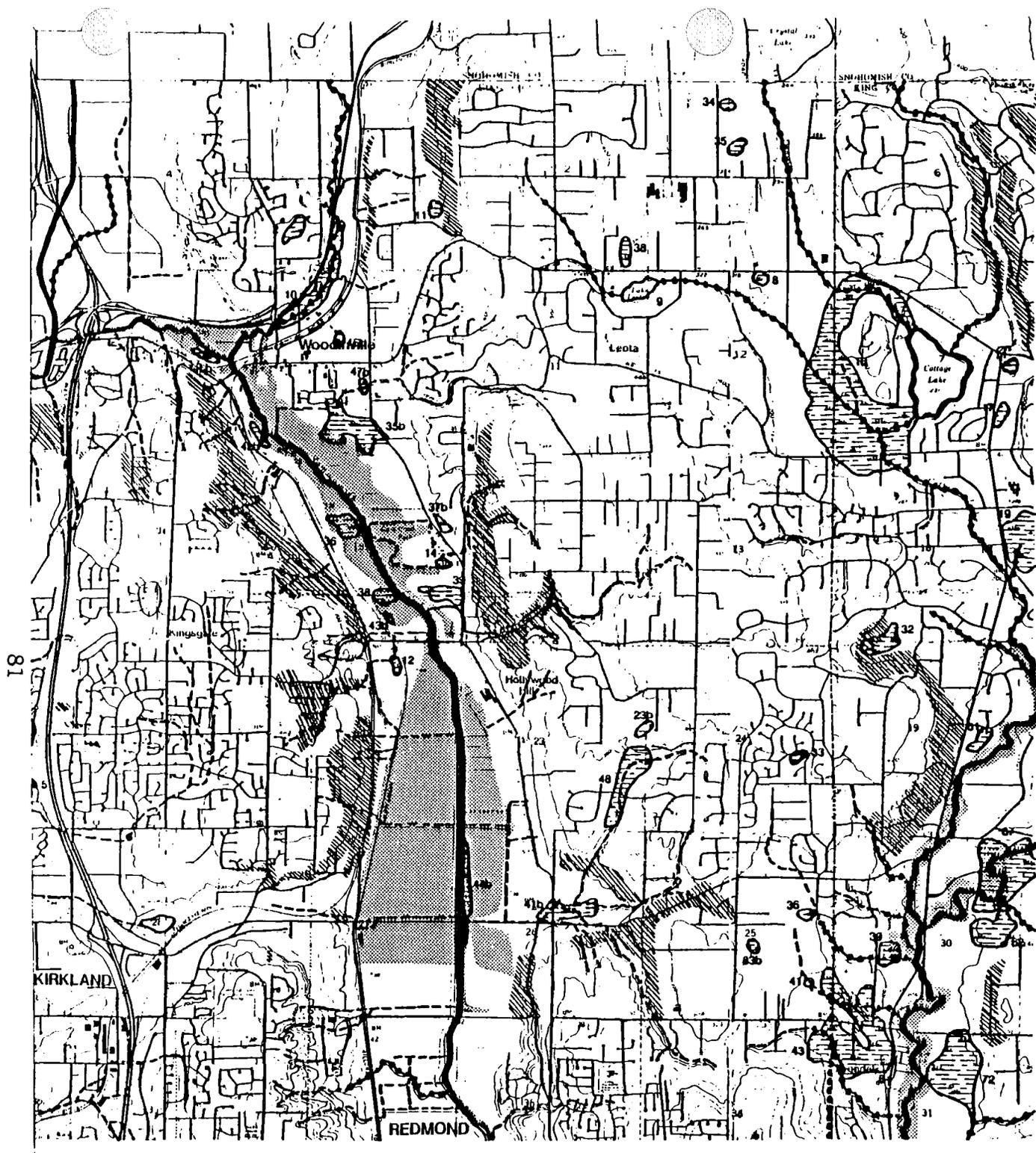
Steep slopes can be found on the hillsides to the east and west of the Sammamish Valley. Many of these slopes contain glacial deposits of loose, gravelly or sandy soil that compacts poorly and erodes quickly when in contact with surface water runoff. The most erosive soils require special construction techniques to avoid dangerous landslides and the rapid formation of gullies. In some cases, no construction at all may be feasible without threatening the stability of the hillside.

Wildlife areas include the floodplains of the Sammamish River. Small mammals inhabit the large remaining forested areas such as Gold Creek Park.

The following policy reinforces the City's intent to assure ongoing protection of sensitive areas and natural systems.

NR-1 The City of Woodinville should prevent development where it would pose a hazard to life, property, important ecological functions or environmental quality. Due to severe natural constraints, steep or erodible slopes, wetlands, wetland buffers and stream corridors should remain undeveloped and undisturbed.

Residents and visitors to Woodinville can enjoy a variety of natural features, such as scenic vistas and waterways, that contribute to the physical beauty of the area and help shape the community's identity. While some features provide recreational opportunities, others are environmentally fragile and must be protected.



Sensitive Areas

-  Open Water
-  Wetland
-  Wetland Number
-  100-year Floodplain
-  Erosion Hazard
- Streams:**
-  Class 1
-  Class 2 (with salmonids)
-  Class 2 (perennial; salmonid use undetermined)
-  Unclassified

Source: Sensitive Areas Map Folio, King County, Washington, December, 1990

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NR-2 Natural features within the City of Woodinville such as scenic vistas, waterways (i.e., Little Bear Creek and the Sammamish River) and adjacent agricultural resource lands should be protected and enhanced. New development and redevelopment of existing sites containing sensitive areas shall mitigate impacts from the proposal.

Clearing And Erosion Control

The cutting of merchantable timber requires a forest practice permit from the State Department of Natural Resources (DNR). In areas where long term forestry will continue, such as in the Forest Production Districts of Snoqualmie, Tahoma and Enumclaw, there are permit requirements for replanting cleared areas. Locally, where the land use will be changed from forestry to some other use such as residential housing or pasture, state law requires the landowner to file a Class IV General permit which clearly indicates that the land will be removed from forest production. In areas that are cleared without a Class IV General permit, replanting is required and the City is empowered to refuse all permits for a period of up to six years.

When a Class IV General permit is filed, state law allows the City to be lead agency for all decisions regarding the State Environmental Policy Act (SEPA). The City can require protection of sensitive areas, through the authority granted by both SEPA and the Forest Practice Act, and can attach binding requirements and conditions to the Forest Practice Permit issued by DNR. These requirements would include setbacks from sensitive areas and their buffers. Because the Forest Practice Act is primarily aimed at regulating activity in commercial forest areas that are expected to remain as forest indefinitely, it allows removal of trees within stream and wetland buffers and on steep slopes. In non-forest areas, removal of vegetation within these buffers can result in significant direct and cumulative impacts.

Within areas covered by the City's Shoreline Master Program, the City has additional opportunities to manage forest activities through the shoreline permit process.

NR-3 The City of Woodinville should not permit vegetation removal under a Class IV General Forest Practices application or under a Class III FPA in shorelines of the State until stream corridors, wetland buffers, slope setbacks and other environmentally-sensitive areas are mapped and their protection assured.

In undeveloped areas, the vegetation of the native forest provides a tremendous amount of surface water management control. Rain is soaked up by the layer of decaying vegetation (called duff) on the surface of the soil and slowly sinks into the groundwater aquifers or travels along near the surface, appearing long after the rainfall as stream flow. The living vegetation of the forest also stores large quantities of water within the plants themselves. In addition to slowing and holding water runoff, the undisturbed vegetation provides a great deal of erosion protection to the soil. Clearing and grading of the vegetation eliminates these functions, and leaves the area susceptible to damage from surface water runoff and erosion. Clearing also produces cumulative impacts to the groundwater recharge rate and can affect critical summer low flow volumes in streams.

Soil conditions and drainages specific to the Woodinville area have resulted in ongoing environmental degradation when clearing operations occur. The following policy proposes regulating clearing and grading during the rainy winter months to mitigate impacts to Woodinville tributaries and natural systems.

NR-4 Clearing as part of site preparation should be limited to roads and drainage facilities until building construction permits are approved. Cleared areas should be revegetated or protected from erosion within 15 days.

Under present conditions, sites are often completely cleared very early in the development process, sometimes long before there are any building permits issued for a site. During the time between clearing and site development, substantial erosion and sedimentation can occur. Until there is a need to remove the existing vegetation for construction, the forest should remain in order to protect surface and ground water quality, and to provide wildlife habitat. When construction does occur, the surface water management facilities should be installed first, in order to control the increased surface water flows that will occur when the site is cleared.

NR-5 Protection of natural vegetation coverage at levels sufficient to moderate surface water runoff and erosion and to protect the integrity of stream channels should be required through special zoning requirements, critical drainage basin requirements, or City ordinance. When revegetation is required, appropriate native vegetation should be used.

NR-6 Clearing and grading operations should be kept to a minimum during development. When grading does occur, topsoil should be stockpiled and reused on site.

Floodplains

The Sammamish River was channelized in the early 1900's, shortly after the lowering of Lake Washington. A local drainage district was formed to straighten and deepen the Sammamish River channel and to dry out adjacent wetlands for agricultural purposes. These agricultural lands were subjected to annual flooding from spring runoff. Congress began funding flood control studies in 1944, although the U.S. Army Corps of Engineers did not complete the river channelization to reduce flooding until 1966. Most flooding was alleviated, making way for urban development which resulted in increased runoff volumes and peak flows, and reduced flood storage areas. Wildlife habitat was lost due to the channelization. The lack of significant vegetation, elimination of pools and riffles through dredging, and removal of snags and siltation from tributary streams has led to a lack of spawning and rearing areas, and caused water temperatures that impair salmon migration. Fish kills have occurred in years of severe drought when water temperatures elevate even higher due to decreased water depth.

The King County Surface Water Management Division (SWM) is in the process of preparing a Multi-Objective River Corridor Plan for the Sammamish River. Multi-Objective River Corridor Management is a concept for looking at rivers, their floodplains and associated riparian vegetation to accomplish a range of uses such as flood control, water quality,

farming, recreation, open space or wildlife habitat. The Multi-Objective Plan will identify appropriate areas within the Sammamish River corridor to reintroduce habitat elements that were severely destroyed over the last half century, and to analyze a range of land uses in the floodplain of the Sammamish River.

NR-7 Based on approved Multi-objective River Corridor Management Plan, riparian vegetation along the Sammamish River should be reestablished where appropriate through bank rehabilitation, bioengineering techniques, and through aquatic habitat enhancement projects.

Watershed Basin Planning

The Basin Planning Section of the King County Surface Water Management Division prepares plans for watersheds, including technical recommendations regarding land use impacts to the basin. The Proposed Bear Creek Basin Plan includes the Daniels Creek Basin, located just east of Woodinville. The basin plan calls out Daniels Creek as a Locally Significant Resource Area. A large number of salmonid fish travel through Daniels Creek, which empties into Cottage Lake. Cottage Lake Creek features diverse habitat and species, such as freshwater mussels, and is designated as a Regionally Significant Resource Area by the Basin Plan. The basin plan calls for rural residential land uses and densities in the Daniels Creek Basin in order to minimize urban impacts on this resource.

In preparation for the Basin Plans, basin reconnaissance work was conducted throughout King County in 1987. Reconnaissance Report #10 provides baseline analysis on conditions within the Sammamish River basin. The Sammamish River basin covers 26 square miles, forming a 14-mile connection between Lake Sammamish and Lake Washington. A portion of the basin is in the Woodinville Planning Area. The basin is characterized by numerous small sidehill drainages which flow onto the Sammamish River floodplain. A Sammamish River Basin Plan, which would more thoroughly research the characteristics of the Sammamish River Basin, is anticipated in 1993. In the interim, Reconnaissance Report #10 provides a technical overview of the watershed characteristics of the basin and existing water quality, habitat, and erosion problems.

NR-8 Until such time as the Sammamish River Basin Plan is adopted, special attention should be given to the Reconnaissance Report #10 during the development review process. The Woodinville Comprehensive Plan may be amended, if analysis through the Sammamish River Basin Plan indicates a need to modify adopted land uses in order to protect water resources of the Sammamish Basin.

Erosive Slopes

The unique geologic history of the local area has resulted in some hillsides of the area having a very high risk of large scale erosion and ravine formation. In these areas there are layers of sand and gravel, often with glacial till over them and silt or clay below them. Once exposed to surface water these sand layers erode extremely rapidly, resulting in the movement of tons of material and the rapid formation of large ravines or gullies. Undercutting of roads and structures by ravines, and burying of roads and property at the

bottom of the hills from deposition of the eroded sand, can cause substantial property damage. While prohibiting development on slopes of 40% or greater and requiring the detention of surface water runoff address surface water and erosion problems, neither are sufficient to adequately protect against the rapid and destructive erosion events these conditions can produce. Special drainage conditions tailored to specific soil conditions found in the Woodinville Planning Area are necessary to protect public safety and avoid significant property damage due to undercutting and erosion. The map Erosion Problem Areas highlights areas requiring special retention/detention requirements.

NR-9 Unique geologic conditions in the Woodinville area have resulted in hillsides that have a high risk of large scale erosion. Increased on-site retention/detention requirements may be imposed.

Stream and Wetland Protection and Rehabilitation

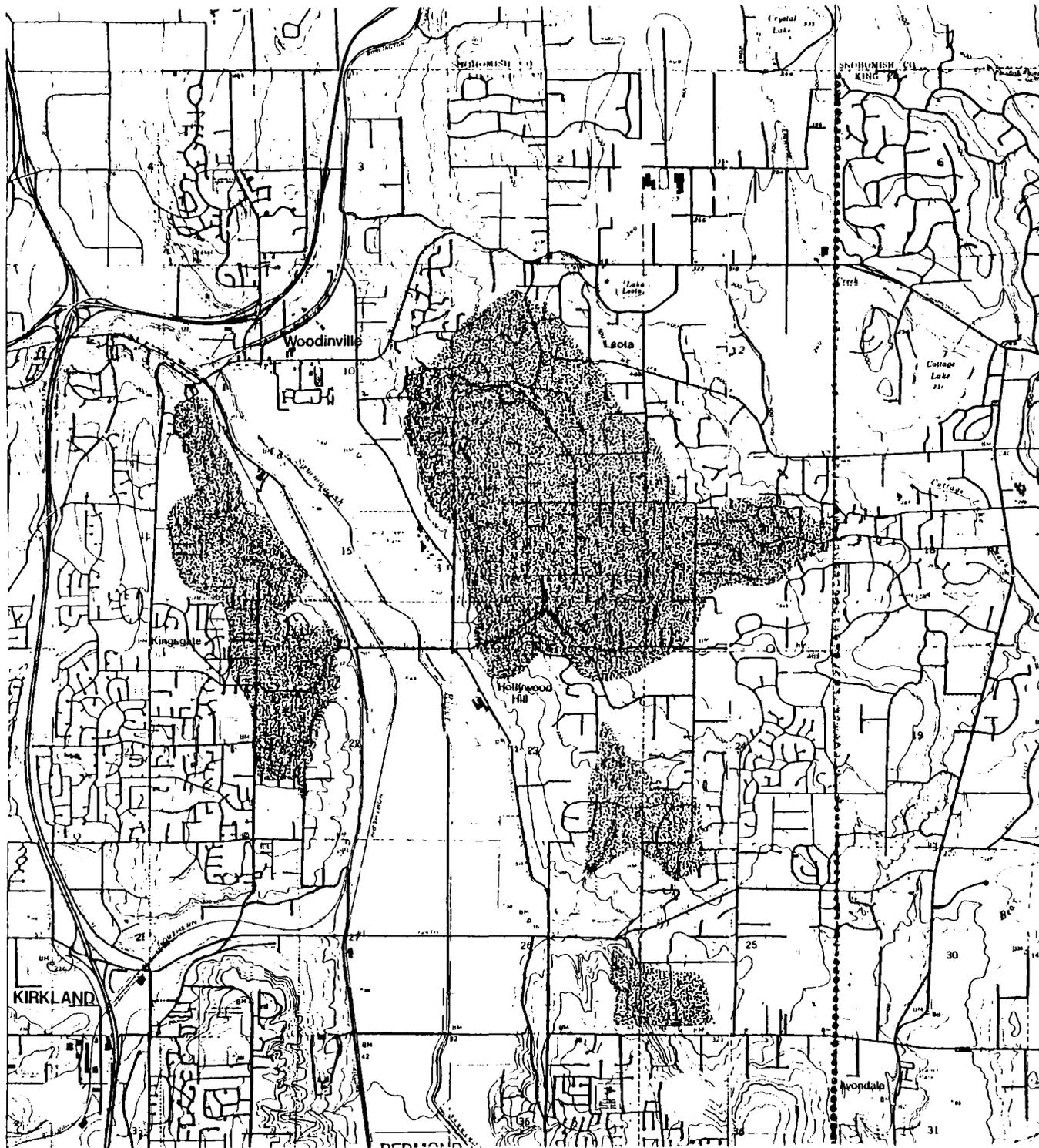
As described in the introduction to this chapter, local streams have been heavily impacted by human activity. Streams and wetlands provide important functions that protect water quality, control surface water runoff, and provide habitat for fish and wildlife populations. The City's sensitive area regulations (SAR) provides protection to streams and wetlands through requirements for buffers, and limitations on the types of alterations that can occur within these sensitive areas and their buffers. Much of the damage that has already occurred make the SAR, alone, insufficient to ensure the long-term ecological health of these streams and wetlands. Although rehabilitation is a key component in ensuring continued viability of these resources, protection of undisturbed stream corridors and wetlands is critical to retaining the resources that still exist.

NR-10 Wetlands, streams, and other sensitive areas important for control of surface water runoff should remain undisturbed, or be rehabilitated if they have already been degraded by human activity or grazing animals.

NR-11 A stream corridor wide enough to maintain the natural biologic and hydraulic function of streams in the Woodinville Planning Area's drainages should be preserved in all development proposals by use of native growth protection tracts or other appropriate mechanisms. The natural drainage systems of the Sammamish River, Little Bear, and other area creeks should be restored, maintained, and enhanced to protect water quality, preserve existing aquatic habitat, reduce public costs, and prevent environmental degradation.

NR-12 Zoning, special zoning conditions, and development regulations should be used to assure the continued viability and health of the Woodinville Planning Area's stream systems and the fisheries and wildlife resources dependent on them.

New development can be planned to avoid impact to natural systems. Frequently, new development is required to "mitigate" impacts by providing additional measures to restore the natural balance.



Erosion Problem Areas

 Erosion Problem Area

Source: King County Surface Water Management Division

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NR-13 Public improvements and private developments should not alter natural drainage systems without mitigating measures which would eliminate the increased risk of flooding and erosion, negative impacts on surface and ground water quality, reductions in ground water recharge, and loss of aquatic of riparian habitat.

A key to successfully restoring habitat and wildlife value of streams is preservation or reintroduction of streamside vegetation. This is particularly important in urban areas where the increased amount of impervious surfaces causes storm water to reach streams more quickly. The rapid runoff of surface water to stream channels increases the stream's peak flow, accelerating erosion and sedimentation of stream banks. The primary goals of stream restoration are to reduce stream bank erosion, which diminishes sedimentation in downstream areas, to provide cover and food for fish, to shade the stream and keep the temperatures cool, to improve wildlife habitat, and to maintain a natural community amenity. Rehabilitation plans usually contain a combination of tall trees to provide shade, overhanging vegetation to shade and cover fish, and a variety of native streamside plants offering diverse habitat and bank stabilization to control sedimentation to downstream areas. Rehabilitation plans will vary based on the particular stream and surrounding conditions.

NR-14 New development should rehabilitate degraded wetlands, stream channels and stream banks in the Woodinville Planning Area's drainages to prevent further erosion and water quality problems. Where conditions permit, the banks and channels should be restored to a natural state.

Wildlife Habitat

Wildlife and wildlife habitat continue to be destroyed by land use activities that do not take into account the wildlife in urban areas. Selecting certain species of wildlife for protection is a complex and controversial topic. The Washington State Department of Wildlife has defined unique and significant wildlife habitat types for the state of Washington.

NR-15 Unique or significant wildlife habitat and corridors connecting important habitat areas should be identified and preserved. Development proposals should identify unique and significant wildlife habitat areas on or near the site and ensure that buildings, roads, and other features locate on less sensitive portions of the habitat.

Special conditions are necessary to ensure the protection of wildlife feeding areas such as along the Sammamish River. The State Department of Fish and Wildlife is on record as advocating the protection of this important wildlife habitat area. Wildlife species that are known to use this habitat in the local area include the Great Blue Heron, Common Merganser, Red-tailed Hawk, Bald Eagle, Belted Kingfisher, Cormorant, Canada Goose and Mallard. This wildlife area is of regional significance. It is important as a migration stop and for waterfowl nesting. Development activity is a significant threat to the protection of this important resource.

NR-16 The wildlife feeding areas located in the Sammamish River wetlands system should be designated as a natural resource protection area.

Groundwater

Groundwater is an important resource often overlooked because it is not visible. Ground water is connected to surface water streams and rivers. It is critical in providing water flow in these streams during dry summer months. Protecting ground water requires providing for recharge of surface water to the ground water aquifers, and protecting the quality of water that is recharged.

NR-17 Ground water recharge areas shall be identified and protected when sufficient information is available. Important ground water recharge areas should be declared sensitive areas, and protected through the use of the sensitive areas ordinance.

Public Access

The State Shoreline Master Program regulates development activity in shoreline areas of waters of the state. The Sammamish River is classified as waters of the state, requiring a Shoreline Substantial Development Permit for most new construction within 200 feet of the river. Public access is one of the major goals of the State Program. This plan supports public access to waters of the state in appropriate areas, such as in large development or redevelopment proposals abutting the Sammamish River.

NR-18 Public access to waters of the state should be pursued during the Shoreline Management Program permitting process.

CHAPTER 8: PARKS AND OPEN SPACE

The value of parks and open space has been stressed by Woodinville residents throughout the development of this Plan.

The Sammamish River Trail is a park and trail facility of regional significance. Community and neighborhood parks are smaller parks similar to Kingsgate Park.

Funding for parks planning must compete with requests for funding of other community needs. Analysis of the planned growth anticipated through the Northshore Plan Update process shows parks needs in Woodinville over the next ten years.

This chapter outlines policies to guide additional open space acquisitions, and recommendations for parks capital improvements needed to support the anticipated growth in the residential population.

The importance of parks and open space is fundamental to maintaining a quality living environment in an urban setting. Parks and open space can serve to protect the area's natural beauty and environmentally sensitive features, and provide for adequate and affordable public recreation facilities.

- P-1 Open space in the context of this Comprehensive Plan is defined as lands which provide scenic amenities, are physically suitable for recreation, or are sensitive lands which are protected by sensitive areas regulations. The City of Woodinville should identify and maintain an open space system to preserve natural amenities and provide recreational opportunities for the residents.
- P-2 A large variety of lands should be preserved for park and open space purposes, including lands that provide for active and passive uses, scenic vistas, and fish and wildlife habitats.
- P-3 The process of identifying parks and local open space needs for the City of Woodinville should include significant public involvement.
- P-4 A variety of tools should be utilized by the City of Woodinville in the preservation of open space, such as regulations, easements, private ownership of park lands, incentives, dedications, "fee-in-lieu-of" programs, trades and land purchase.

City funding for parks and recreation facilities is allocated through the Capital Improvements Program portion of the annual City budget. This plan provides a set of policies and an analysis of park, recreation, and open space facilities needed to serve the residents of Woodinville, now and in the future. It will be utilized each year during the development of the Capital Improvement Program.

Parks and Recreation Facilities

The following policies are to serve as guidelines for park acquisition and development during the life of this community plan. The policies emphasize the need to provide a variety of recreation facilities as well as to preserve the unique natural features in Woodinville. Early priority and the acquisition of park sites while land is still available is an important strategy in addressing future park needs of the City.

- P-5 Park and recreation facilities should be designed and located to serve a broad spectrum of the Woodinville population, and should preserve and protect unique natural features where possible.
- P-6 Park and recreational facilities should adequately support the current population and projected growth in the Planning Area. The City of Woodinville should give high priority to funding recreation facilities that meet this existing and projected demand. These facilities should include, but are not limited to, play areas, tennis courts, and additional lighted athletic fields.
- P-7 The allocation of resources for traditional park and recreation facilities should place early emphasis on the acquisition of land for park sites while it is still available. Property should be sought in locations not currently served by existing facilities. Prospective sites should contain substantial areas of well-drained level ground suitable for development of active recreation facilities such as athletic fields and tennis courts.
- P-8 Level of funding should at all times be sufficient for adequate maintenance of existing park and recreation facilities.

Many Woodinville residents have noted the need for open space in downtown Woodinville. Future park uses adjacent to designated agricultural land must be compatible with the Comprehensive Plan policies for agricultural areas, in Chapter 6, Agriculture, of this Plan.

- P-9 The City of Woodinville recognizes the need for a community park adjacent to the city's central business district. Such a park could be a focal point for downtown Woodinville.

Trails

Trails are an important asset for a community. Trails serve as both recreational facilities and transportation routes for a variety of groups such as hikers, joggers, horseback riders, bicyclists, naturalists, and bird watchers. They also provide viewpoints and links between scenic areas. Trail development and acquisition requires planning for safety, diversity of users, and locations. The development of bicycle and pedestrian systems can provide alternative transportation options as well as recreational opportunities. Chapter 4, Transportation discusses bicycle and pedestrian travel in more detail.

The City of Woodinville features a trail linkage of regional significance. The Sammamish River Trail, 10 miles in length, connects the Burke Gilman Trail out of Seattle with the Sammamish River Valley and terminates at the City of Redmond. Both of these multipurpose trails are paved. The Tolt Pipeline trail covers 12 miles of varied terrain that is used by hikers and bikers. This trail is a utility easement owned by the City of Seattle.

Horseback trails are an important part of the trail system in the Woodinville area. The King County Executive Horse Council is a nonprofit organization that has published a King County Trail Guide which includes equestrian trails in the Woodinville area. Major equestrian trails are delineated on the Equestrian Facilities map.

The following policies provide direction for the continued planning, acquisition, and development of a communitywide trails system.

- P-10 Trail opportunities should be available to a wide range of users, should be developed to safely accommodate different users and should avoid disruption of environmentally sensitive areas. King County should put a high priority on the acquisition and development of the regional trail system linking the Northshore Planning Area to other parts of the County.
- P-11 A community wide trail system for pedestrians, equestrians, and bicyclists should be developed. This trail system should connect regional trails with local trails and walkways.
- P-12 The establishment and design of a community oriented local trail system should include: routes which connect residential areas with recreation areas including parks and open space; routes which provide access to public shoreline areas; routes which incorporate views and other special features of scenic, historic, or architectural interest; and routes which provide access to and connect schools and activity centers.
- P-13 Right-of-way or easements along utility corridors, abandoned railroads, and other former transportation corridors are potential trail corridors and should be pursued by the City of Woodinville for future trail use.

New development can facilitate or obstruct the use of local trails. Often informal trails can be improved by new development in the vicinity. More commonly, a locally used informal trail or connection will be obliterated by new construction. The City can require new development to dedicate land for trails if an important trail corridor exists on the site, or if the property includes a key access point.

When the development of properties occurs, public access or easements should be required in order to complete the development of a local trail system. Adequate right-of-way should be provided for trail use. Trails should connect to existing and proposed schools, parks, riding stables, recreation areas, and neighborhoods.

Coordination is critical in the development of a trail system. The Sammamish River trail passes through the jurisdictions of Woodinville, Redmond, King County and Bothell. Jurisdictions must work together to complete missing links in existing or planned trail systems.

P-14 The City of Woodinville should work closely with other jurisdictions and public agencies to seek appropriate trail links between elements of the open space system including, but not limited to, the Sammamish River Trail and the Tolt Pipeline Trail.

The Sammamish River trail is unique in offering access to the Sammamish River for water sports such as kayaking, canoeing, or fishing. The following policy recognizes this opportunity along the Sammamish River Trail.

P-15 Existing public access to the Sammamish River should be maintained and additional access points provided or acquired, and developed to ensure the use of this river as a trail corridor and fishing area.

Open Space

The voter approved 1989 Open Space Bond proposed the purchase of important open space lands throughout King County. Open space lands identified for acquisition in the 1989 Open Space bond include the Burke Gilman Trail missing link, portions of the Swamp Creek corridor in Kenmore, and the Hollywood Hill Trail link within the Sammamish River Trail system. Other acquisitions important to Woodinville residents are Norm's Resort on Cottage Lake, Bothell Landing in Bothell, and Juanita Bay in Kirkland. Long term strategies to preserve open space can include the development of programs to provide tax and development incentives, easements, and less-than-fee interests to increase the opportunities for open space protection. Open space attributes include wildlife habitat, shoreline access, scenic resources, and greenbelts in addition to active and passive recreation areas and trails.

P-16 The City of Woodinville should develop goals and long-term strategies that provide the protection or preservation of the open space sites proposed for public acquisition.

P-17 The City of Woodinville should encourage establishment of an open space system in the Woodinville Planning Area and give priority to protecting shoreline access, wildlife habitat, and scenic vistas.

Coordination

Residents of Woodinville are likely to use and enjoy park, open space, and recreational facilities that lie within the boundaries of surrounding jurisdictions just as residents of these jurisdictions are likely to use the variety of facilities available in Woodinville. Cooperation between different park service providers can maximize public benefits by avoiding duplication and providing a wide variety of new recreational opportunities. For example, school sites can provide local active recreational sites with coordinated use

between school children and the community. King County and some cities have entered into a number of joint use agreements with School Districts for shared use of both school and county facilities.

P-18 The cities of Woodinville, Bothell, Kirkland, and Redmond, as well as school districts, King County, and other agencies should coordinate the development of park and recreation facilities to avoid duplication of facilities and services and maximize recreational opportunities at all levels. The City of Woodinville should seek to involve youth and adult sport organizations as partners in the selection, acquisition, and development of park and recreation facilities serving their needs.

Additional strategies may be identified and pursued to encourage private sector involvement in the provision of park, open space, and recreation facilities. A variety of partnerships could be formed to acquire, develop, operate, and maintain park and recreation facilities.

P-19 The City of Woodinville encourages private sector involvement in the provision of public recreation facilities.

Development Review And Private Sector Involvement

Several strategies can be used to encourage private sector involvement, both residential and commercial, in the provision or development of park land. Parks in residential areas add to the quality of life and contribute to property values. The advantages of parks to the business community are increased public exposure, and local improvements which enhance the quality of the business area.

P-20 The City of Woodinville encourages the use of various mechanisms to provide and protect parks, open spaces and trails.

P-21 Adequate park and recreation facilities should be identified and, as appropriate, provided concurrent with development.

Strategies and tools for meeting open space needs of new residents moving into the area may include:

Lot Clustering: Lot clustering allows more contiguous open space on a development site than standard development techniques.

Open Space Linkage: Open space linkage provides connections to existing parks, schools, or open areas by establishing crosswalks, trails, or openings in property edges.

Density Bonuses: Density bonuses are awarded to new development that provides additional open space, park or recreational facilities beyond the amount required to mitigate the impacts of that development. Standards must be developed to guide the additional facilities that are allowed and the bonus earned for each facility.

Transfer of Density Credit: This tool involves allowing certain target properties, called "sending sites," to transfer the density yield to a targeted urban area, called "receiving sites". A Transfer of Density Credits Program allows the development of urban separators by transferring density from areas that have potential for buffers or open space corridors, and concentrating these densities in urban areas where services are available.

P-22 In addition to requiring mitigation, the City of Woodinville may use lot clustering, density bonuses, and other incentives to preserve valuable open spaces and trails.

Parks Needs Assessment

The King County Division of Natural Resources and Parks completed a Countywide Parks Needs Assessment in 1987. This assessment measured acreage and relative distribution of traditional active, park and recreation sites within the County by planning area. The needs analysis compared each planning area to adopted County standards (K.C.C. 20.12.090), as well as comparing the planning areas to each other. In comparison to County standards, the Northshore Planning Area, of which Woodinville is a part, was rated as moderately deficient. Based on comparisons to other planning areas, Northshore has a slightly greater than proportionate share of park acreage and a proportionate or greater share of parks development facilities. The planning area has a less than proportionate share of lighted football/soccer fields and lighted softball/baseball fields, and rated last in the share of play areas and tennis court facilities.

King County Park standards used in this needs assessment provide information on the location, service area, size, and amount of land required to fill the park needs of a community. Based on the potential Northshore population of approximately 104,000 residents in the year 2010, and anticipating 100% buildout of undeveloped and partially developed land in the planning area, King County standards identify a need for between 773 and 810 total acres of traditional park land in Northshore. (The Draft Environmental Impact Statement assessed potential park needs based on different buildout scenarios). These park acreages will be most needed in the areas of urban population concentration. This includes the activity centers such as Kenmore, Bothell, and Woodinville, north of Kirkland along the I-405 corridor, and the Redmond urban growth area.

There are currently approximately 539 acres of County park land in Northshore, with 378 of these as traditional active park lands. The remaining 161 acres are considered natural resource areas that are generally undeveloped or are part of the Sammamish River and Tolt Pipeline trails and are not available for active recreation. The needs assessment indicates a need for an additional 395 to 542 acres of traditional park land to serve projected populations.

The following policies outline the process by which future park needs should be addressed:

P-23 The City of Woodinville should participate in correcting the park acreage and facilities deficiencies in the local area. The following strategies should be considered:

- a. Evaluate the availability of suitable park land in the City of Woodinville.
- b. Evaluate the type, quality and level of development of existing parks in the City of Woodinville to assess the potential for park and facility improvements.
- c. Evaluate the potential for increased coordination with other recreation providers such as other cities, the county, schools, and private recreational organizations.

P-24 The City of Woodinville should prepare a Comprehensive Parks Plan to evaluate the existing park system, identify existing park needs, assess the impacts of growth, and outline a long-range plan addressing park needs.



CHAPTER 9: CULTURAL RESOURCES

Introduction

This chapter establishes policies and guidelines to protect historic resources in the Woodinville Planning Area. Specific resources identified in the King County Historic Resource Inventory and other resources which the community considers to be important, are recommended for special consideration. The Plan recommends that some specific resources be considered for nomination as County or community landmarks. The designation of County and community landmarks is contingent upon action by the King County Landmarks Commission. The Landmarks Commission protects designated County landmarks from alteration or demolition through a Certificate of Appropriateness procedure.

Issue and Problems

There are ten resources in the Woodinville Planning Area listed on the King County historic Resource Inventory. Eight of these resources are within the City of Woodinville, and the remaining two resources are within unincorporated King County. Of these, seven are still eligible for the Historic Resource designation. They are shown on the map, Historical Sites. The Stimson House and Hollywood Farm at the Ste. Michelle Winery have been designated County Landmarks and the Hollywood School is a State Historic Registered Site.

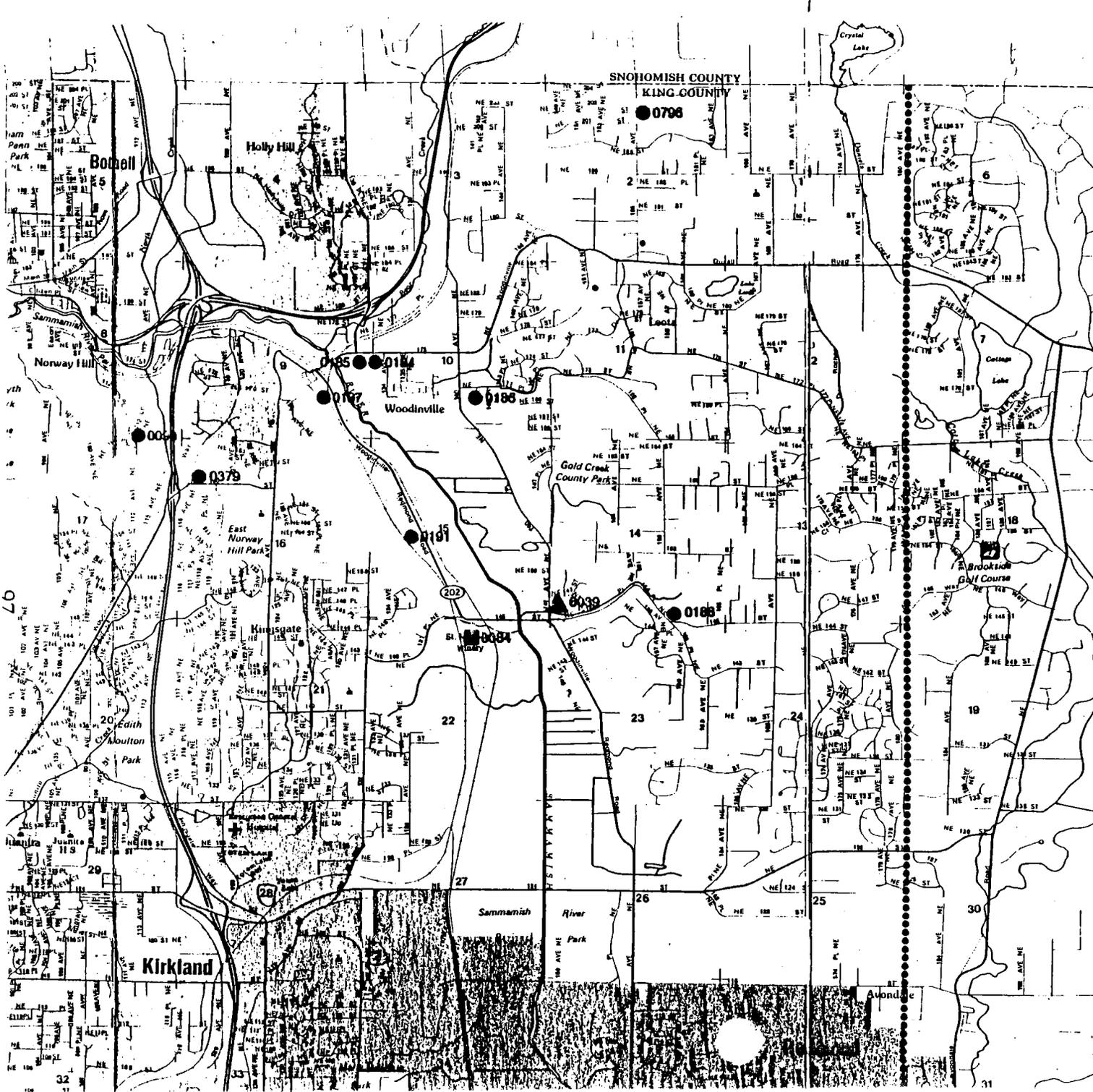
Historic resources are being lost at a rapid rate in the Northshore area of King County through demolition, extreme alternation, or deterioration. An attrition survey of historic resources in this area was conducted in August, 1989. The survey revealed that of the twenty-nine resources originally inventoried in unincorporated King County, only thirteen are still eligible as potential County Landmarks.

Archaeological resources have not been comprehensively identified in the Woodinville area. The State Office of Archaeology and Historic Preservation has one staff archaeologist for the entire state. No local jurisdiction in King County has any staff or program to systematically identify and protect archaeological resources.

Overall Objectives

The policies, guidelines, and special recommendations contained in this chapter seek to strengthen the overall land use concept of the Woodinville Comprehensive Plan. Protecting agricultural buildings and landscape features helps to preserve rural character in certain areas. Urban quality is also improved by retaining the best examples of past architectural design.

Preservation of heritage sites maintains aesthetic and cultural diversity and preserves continuity with the historic and prehistoric past. Heritage sites can be buildings, properties, districts, and structures of historical significance. They include historic residences and commercial buildings, sites of historic events, and other buildings, districts and landscapes with cultural, architectural, engineering, geographic or archaeological interest and importance.



Historic Sites

- National, State, and King County Historic Landmarks
- ▲ State Historic Registered Sites
- King County Historic Landmarks
- Potential Historic Landmark

Historic Sites:

- 0039 Hollywood School
- * 0090 Ivar Larsen Home
- 0184 Woodinville School
- 0185 Joanne Koch Blacksmith Shop
- 0188 De Young House
- * 0187 Jesse Brown House
- 0188 Stimson-Moore House

- 0379 Miller Log House
- 0798 Boyer Farmhouse

- 0084 Hollywood Farm

* marginal physical integrity

Source: King County Cultural Resources Division



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Functional Plans

Other plans and ordinances provide guidance for the protection and enhancement of historic resources in King County. The Heritage Resource Protection Plan (1985) and the Landmarks Commission Six-Year Workplan (1989) are functional plans that provide a framework for research efforts, establish a context for decisions regarding landmark designation, and establish budget and work priorities for the historic preservation program.

Inventory and Nomination

The King County Historic Preservation Program maintains an inventory of over 800 historic resources located throughout the County. The identification of historic and archaeological resources is an ongoing process, and resources can be added to the King County inventory over time. Development proposals for resources listed on the inventory are circulated to the King County Historic Preservation Office for review.

The City of Bothell has its own historic preservation program and is responsible for administering historic resources within its boundaries. King County is authorized to enter into interlocal agreements with suburban cities for the purpose of historic preservation. This should be a consideration for future planning and annexation proposals to ensure continued protection of historic resources.

CR-1 Historic and archaeological resources not previously identified in the Woodinville Planning Area should be added to the historic resource inventory.

Historic resources identified as still eligible for designation as King County Landmarks (see map) will be nominated by King County as time, staff, budget, and other priorities allow. Historical societies and other groups or individuals are also encouraged to submit nominations to the Landmark Commission for review and possible designation.

CR-2 Significant historic resources in the City of Woodinville should be nominated for designation as King County historic landmarks.

Preservation Strategies

The City should identify all inventoried potentially eligible historic resources on the zoning maps and attach special development conditions to them to assure land use and site development compatible with protecting their historic characteristics. As of the date of map preparation, all properties shown on the "Historic Resources" map are considered potentially eligible for Landmark designation.

CR-3 Archaeological and historic resources in the City of Woodinville should be identified and protected through the site development review process.

An environmental checklist is required for all historic resources identified in the Historic Sites Map list in the HRI which are potentially eligible for Landmark designation, and for any property with potentially eligible historic or archaeological resources identified during development review, except where categorically exempt under SEPA guidelines.

CR-4 Mitigation measures and preservation incentives should be developed for archaeological and historic sites. Any contemplated action involving disturbance of known archaeological sites will first require notification of both the State Office of Archaeology and Historic Preservation and the King County Historic Preservation Program for approval. Any archaeological resource discovered through the site development review process or subsequent construction activity will also be subject to this requirement.

Historic resources often convey their history through an appropriate environmental context or setting. New land uses and development can, without proper mitigation, often have an adverse visual effect on historic resources. Mitigation measures can include retaining cultural landscape features as buffers, sensitive site planning, clustering, transfer of development rights, or other incentives and controls. The Landmarks Commission can designate portions of a site along with historic buildings or structures to ensure review of future development proposals, including site work. The City's zoning regulations can also establish development conditions to regulate future development proposals on properties located adjacent to sensitive historic resources.

CR-5 Adequate safeguards should be established between historic resources and visually obtrusive adjacent land uses.

Historic resources located on public owned park lands can contribute to the cultural enrichment of citizens. Many buildings and structures can be adapted to park functions, such as picnic shelters or concession stands. Other historic resources can serve purposes such as interpretive exhibits.

CR-6 Historic resources should be retained and integrated into development plans for parks, trails, and other recreation facilities in the City of Woodinville.

Land use and zoning designations compatible with historic resources can help ensure continued use. Where a change in the land use and zoning designation or a development permit application could threaten a historic resource, special P-suffix development conditions should help protect against permanent loss or alteration either by requiring Landmarks Commission review for economic hardship, or by allowing flexibility for adaptive reuse.

CR-7 Land use designations and regulating controls for historic resources in the City of Woodinville should encourage preservation and adaptive reuse to the greatest extent possible.

Interpretive and Educational Programs:

King County Historic Preservation's program services currently include a series of technical papers, slide shows, and technical assistance presentations, among others. Future projects could include a driving tour brochure of the planning area or interpretive exhibits to be installed in libraries or other public spaces. Historical societies or other public groups are also encouraged to develop such programs. The County Historic Preservation Program may be able to lend technical expertise or provide financial assistance through available grants.

CR-8 Interpretive and educational programs to increase public awareness and appreciation of Woodinville's history and culture should be developed.

A municipality's cultural resource programs work best in tandem with existing historical and arts organizations. A City can incorporate interpretive and arts programs into parks, and a focus on the area's heritage and arts should be encouraged. A city can also conduct research and implement incentives for development, which fosters arts and heritage resource protection, and enhancement of facilities and programs.

CR-9 Additional property owner incentives and regulations should be developed to protect and preserve County Landmarks and other identified historic resources. In addition to continuing current assistance efforts, incentives employed should include the use of existing grants and new grants from Hotel-Motel revenues to preserve eligible resources. Technical assistance from County staff and other sources should be expanded and made more widely available.

CR-10 The City of Woodinville encourages the preservation of historic resources that meet the criteria for County Landmarks or for the State or National Registers of Historic Places. This can be accomplished through zoning, special conditions, development regulations, and other governmental regulation and action.

CR-11 Development of properties in the vicinity of potential or designated historic sites should preserve the aesthetic and visual integrity of the historic resource through the use of landscape buffers, setbacks, and other means identified through the environmental review process. The City of Woodinville should establish procedures to ensure that the impacts of nearby projects upon an historic resource are considered during development review of those projects.

CR-12 Development of public facilities, particularly parks, open space lands and trails, should be coordinated with and contribute to the preservation, restoration, and use of heritage and cultural sites and the establishment of interpretative centers in the Woodinville area.

The County can continue to develop 1% for art projects throughout the county, with special priority given to unincorporated areas and areas which have been previously undeserved, such as the Woodinville area. The King County Arts Commission encourages residents of the area to participate in the one percent for art idea bank in order to foster more projects in their area.

The County can encourage and provide assistance for developing long range cultural program planning for the Woodinville area following development of the countywide Cultural Plan. Such planning can include recommendations for facilities development, expansion of local and regional arts- and culture-related legislation, enhancement of local arts-in-education programming, and forecasting economic impacts of cultural programming on tourism.

CR-13 King County should continue to provide arts and culturally-based services to the Woodinville area through its existing programs, and should provide technical assistance for locally-generated arts programs.

Informational materials and markers inform residents and visitors of the history and historic resources of the local area. Increased awareness is necessary to encourage residents to protect historic resources in their community.

The King County Historic Preservation Program makes available slide shows on local history, technical assistance presentations, and a series of technical assistance to local museums and historic societies, and publishes the Community History Newsletter. Local historic societies and other groups are encouraged to develop interpretive materials and programs. The Historic Preservation Program may also provide grants and technical assistance for such projects.

Additional outreach programs could also be developed. Workshops and other public presentations could be included in the yearly work plan and budget for the County's Historic Preservation Program. King County could conduct "how to" workshops and distribute technical and educational information on local architectural styles, methods for researching historic buildings, and techniques for restoration, rehabilitation, and protection of structures, landscapes and archaeological resources.

CR-14 Public awareness and appreciation of the benefits of historic preservation should be increased through outreach and educational programs. Use of interpretive signs, roadside markers and other accessible public information on local history and historic resources should be encouraged.

CR-15 Historic resources and arts and cultural programs should be incorporated into economic development and tourism activities in the Woodinville area. Measures should include restoration and reuse of historic buildings and protection of scenic quality in historic farming areas.

CHAPTER 10: COMPREHENSIVE PLAN AMENDMENTS

Purpose

The purpose of this chapter is to provide the procedures and requirements for amending the Comprehensive Plan. The term "Comprehensive Plan Amendment" means a revision, addition or deletion to the City of Woodinville Interim Comprehensive Plan.

Initiation of Amendments

All Comprehensive Plan Amendments, including amendments and additions to the text, maps and charts of the City of Woodinville Interim Comprehensive Plan may be initiated by the City Council, the Planning Commission, City Staff or petition submitted by a citizen.

Amendment Process

Comprehensive Plan Amendment proposals shall be reviewed and approved or denied following the process outlined below:

- 1st - City staff reviews proposal and takes appropriate action to assure compliance with the State Environmental Policy Act (SEPA) before submitting the proposal to the Planning Commission;
- 2nd - Planning Commission holds a public hearing and submits their recommendation to the City Council;
- 3rd - City Council, after reviewing the Planning Commission's recommendation, may amend, supplement or change any portion of the proposed Comprehensive Plan Amendment or deny the amendment request.

Approval by Ordinance

All amendments shall be by ordinance.

